

APPENDIX C-10

DEIS Comments and Responses

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

Table 1 provides an index to match a specific commenter to their verbatim comments and responses. Table 2 provides a summary of each comment with corresponding responses.

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Table 1. Index of DEIS Comments and Responses

Last Name	First Name	Entity Name	Commenter Type	Comment Document Number	Comment Page Number	Comment Codes
Abaray	Michael	N/A	Resident/Individual	114	186	B1, B8
Abaray	Michael & Mary	N/A	Resident/Individual	238	339	B3
Adcock	Berry	N/A	Resident/Individual	46	112	H4
Agnew	Connor	N/A	Resident/Individual	271	391	A1, F6, H2
Anderson	Margaret	N/A	Resident/Individual	102	173	B6, H17
Austin	Henderson Mayor Steve	N/A	Resident/Individual	250	361	B1
Baer	Jordan	N/A	Resident/Individual	109	181	G9, S1, S9
Bailey	Susan	N/A	Resident/Individual	241	342	B1
Baird	Lisa	N/A	Resident/Individual	221	310	B1
Barney	Tara	N/A	Resident/Individual	310	446	A3
Beck	Calvin	N/A	Resident/Individual	129	202	A3
Beck	Evan	N/A	Resident/Individual	274	396	A2, B1
Becker	Indiana Senator Vaneta	N/A	Resident/Individual	171	251	A3
Bennett	Steve	N/A	Resident/Individual	80	150	B1
Benson	Elaine/Pascal	N/A	Resident/Individual	133	206	A17, B1, J5
Beyer	Sally	N/A	Resident/Individual	111	183	H3
Bies	Diane	N/A	Resident/Individual	49	114	S1, S4
Biggers	Neal	N/A	Resident/Individual	311	447	B1, S3
Black	Kenneth	N/A	Resident/Individual	191	272	H9, S1
Block	Ida	N/A	Resident/Individual	40	106	B1
Bobrowicz	Greg	N/A	Resident/Individual	88	158	B1
Boots	Ira Gerard	N/A	Resident/Individual	55	120	A2
Bottoms	Gibson County Commissioner Steve	N/A	Resident/Individual	153	226	A3

Last Name	First Name	Entity Name	Commenter Type	Comment Document Number	Comment Page Number	Comment Codes
Brantley	Richard	N/A	Resident/Individual	120	192	B1, H3
Brantley	Richard	N/A	Resident/Individual	137	210	B1, H3
Braun	Mike	N/A	Resident/Individual	138	211	A2
Briggs	Doug	N/A	Resident/Individual	27	93	A5, B1, H1
Briggs	Donna Lou	N/A	Resident/Individual	141	214	F4, F9, H1, Q5
Brittany		N/A	Resident/Individual	232	333	H4
Brooksscott	Mary	N/A	Resident/Individual	69	139	B1
Buchanan	Bob	N/A	Resident/Individual	73	143	A2, B1, H32
Bucshon Pence Comer	Larry Greg James	N/A	Resident/Individual	169	248	A1, A8, F7
Bugg	Wayne	N/A	Resident/Individual	230	331	H1
Buley	Michael	N/A	Resident/Individual	258	373	J3
Burch	Jackie	N/A	Resident/Individual	246	356	B16, D2
Burress	Kent	N/A	Resident/Individual	211	294	B7
Canter	Brian	N/A	Resident/Individual	182	262	B4, G7
Coffman	Sharon	N/A	Resident/Individual	70	140	H4
Colbert	Patricia	N/A	Resident/Individual	240	341	B6
Collier	Jim	N/A	Resident/Individual	96	167	B1
Collins	Dann	N/A	Resident/Individual	225	316	B1
Comer	US Representative James	N/A	Resident/Individual	252	364	A1, F7
Cordry	Bryce	N/A	Resident/Individual	58	123	A2, B9
Corum	WM	N/A	Resident/Individual	313	450	B2
Coughlin	Shannon	N/A	Resident/Individual	270	390	A7
Covington	Amanda	N/A	Resident/Individual	200	281	H4
Crouch	Lt. Governor Suzanne	N/A	Resident/Individual	106	177	A1

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Crouch	Lt. Governor Suzanne	N/A	Resident/Individual	283	408	A1
Crowe	Donna	N/A	Resident/Individual	28	94	A3
Dhom	Kelly	N/A	Resident/Individual	177	257	B1
Doty	Victor/Barbara	N/A	Resident/Individual	110	182	B3
Dougan	Julie	N/A	Resident/Individual	235	336	B13, S1
Downing	Brenda	N/A	Resident/Individual	83	153	B6, H3, S1
Easley	Joseph	N/A	Resident/Individual	89	159	A2, B1, H9
Ellsworth	Former U.S. Congressman Brad	N/A	Resident/Individual	286	411	B3, B6
Fella	Leslie	N/A	Resident/Individual	264	381	A1, B1, N4
Fife	Isaac	N/A	Resident/Individual	112	184	K4
Flesher	Bob	N/A	Resident/Individual	82	152	B3
Fowler	Susan	N/A	Resident/Individual	243	350	A1, B6, H3, S6
France	Kimberly	N/A	Resident/Individual	59	124	N1, N2
Francis	Les	N/A	Resident/Individual	148	220	H4
Fridy	Tommy Joe	N/A	Resident/Individual	275	397	A1, B1
Frields	Robert	N/A	Resident/Individual	45	111	B1
Fritts	David	N/A	Resident/Individual	43	109	B1, J1
Fulkerson	Brad	N/A	Resident/Individual	159	232	A5, B1
Galbraith	Ann	N/A	Resident/Individual	223	312	B1
Gallaty	Miranda	N/A	Resident/Individual	175	255	A3
Garcia	Donna	N/A	Resident/Individual	184	265	H12
Garrison	Cecelia	N/A	Resident/Individual	249	360	H31, H4
Geezer		N/A	Resident/Individual	165	244	H1
Gleim	Walter	N/A	Resident/Individual	198	279	A21, B6, B8, H27
Goffinet	Max	N/A	Resident/Individual	164	243	B1, F12
Goffinet	Max	N/A	Resident/Individual	216	300	B1, F12

Last Name	First Name	Entity Name	Commenter Type	Comment Document Number	Comment Page Number	Comment Codes
Goodwin	Donna	N/A	Resident/Individual	74	144	A13, B7, H2
Gower	Carol	N/A	Resident/Individual	86	156	H1
Grace	Mac	N/A	Resident/Individual	37	103	B3
Graves	Brian	N/A	Resident/Individual	84	154	B1, G8
Gray	Chelsea	N/A	Resident/Individual	162	241	H9
Grayson	Glenn/Linda	N/A	Resident/Individual	61	131	A3
Grayson	Glenn/Linda	N/A	Resident/Individual	144	216	B1
Griffith	David	N/A	Resident/Individual	296	427	B3
Grossman	John	N/A	Resident/Individual	67	137	H1
Hackert	Mark	N/A	Resident/Individual	306	440	B3
Hall	Claudia	N/A	Resident/Individual	150	222	B1
Hallam	Sharon	N/A	Resident/Individual	81	151	L1
Harding	John	N/A	Resident/Individual	130	203	A11
Hatchett	David	N/A	Resident/Individual	95	166	K5
Hazelwood	Mike	N/A	Resident/Individual	24	91	Q1
Heath	Bart	N/A	Resident/Individual	312	448	B1
Heistand	Larry	N/A	Resident/Individual	79	149	H12
Hester		N/A	Resident/Individual	187	268	A1, B7, H3
Hibbs	Jeff	N/A	Resident/Individual	97	168	A14
Hickman	Roger	N/A	Resident/Individual	318	454	A25, B7, F15, H33
Hochstetler	Jeanne	N/A	Resident/Individual	147	219	A3, H1
Hollis	Jennifer	N/A	Resident/Individual	90	160	B1
Hopper	Joel	N/A	Resident/Individual	41	107	B1, J2, Q4
Hopper	Joel	N/A	Resident/Individual	259	374	B1, J2, Q4
Howard	Robert	N/A	Resident/Individual	124	197	H3
Howard	Andrew	N/A	Resident/Individual	181	261	B1
Hoy	Philip	N/A	Resident/Individual	212	295	B7

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Huff	Bev	N/A	Resident/Individual	163	242	P3
Jarrett	Bobbie	N/A	Resident/Individual	279	403	A1, B1, Q3
Johnston	Lawrence	N/A	Resident/Individual	131	204	B8
Johnston	Ernie	N/A	Resident/Individual	234	335	B3
Jones	Andrew	N/A	Resident/Individual	39	105	I2
Jones	Pete	N/A	Resident/Individual	192	273	B7, H26
Judd	Scott	N/A	Resident/Individual	127	200	B16, H2, I6
Julius	Vicki	N/A	Resident/Individual	66	136	A3, S1
Julius	Charles	N/A	Resident/Individual	233	334	G10, S1
Kane	Vickie	N/A	Resident/Individual	197	278	B1, F4
Kemp	Elizabeth	N/A	Resident/Individual	126	199	B14
Lamb	Trent	N/A	Resident/Individual	294	424	B3
Latham	David & Susan	N/A	Resident/Individual	204	285	A2, B6
Lawless	Chandler	N/A	Resident/Individual	179	259	H1
Lawless	Gary	N/A	Resident/Individual	226	317	H30
Lewis	Henry	N/A	Resident/Individual	62	132	H6, H7
Lewis	Henry	N/A	Resident/Individual	145	217	H21
Lleras	Margaret	N/A	Resident/Individual	50	115	B7
Luckett	John/Jeanelle	N/A	Resident/Individual	91	161	B3, G3, G4, G5, H13, H14, I4
Luecke	Charles	N/A	Resident/Individual	140	213	F8
Lynn	Mark	N/A	Resident/Individual	213	296	B1
Madden	Roger	N/A	Resident/Individual	229	329	A23
Margaret		N/A	Resident/Individual	239	340	B1
Marshall	Joey	N/A	Resident/Individual	98	169	B1
Marshall	Jill	N/A	Resident/Individual	189	270	S1
Martin	James/Tammy	N/A	Resident/Individual	32	98	H11, H3
Martin	Dennis	N/A	Resident/Individual	262	378	B1

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Maurer	Eric	N/A	Resident/Individual	87	157	S1
Mawi	Lucy	N/A	Resident/Individual	174	254	B7
Mayes	Gary	N/A	Resident/Individual	166	245	M1
McCarty	Jim	N/A	Resident/Individual	54	119	B8, H4
McChesney	Anita	N/A	Resident/Individual	94	165	B1
McCleary	Craig	N/A	Resident/Individual	183	263	B21, B7, F13, H23, I3, I9
McConnell	Donald	N/A	Resident/Individual	210	293	B1
Merryman	Ted	N/A	Resident/Individual	263	380	A1
Meuth	George	N/A	Resident/Individual	172	252	B6
Miller II	Theodore Franklin	N/A	Resident/Individual	56	121	A12, Q2
Mills	KY Senator Robby	N/A	Resident/Individual	256	369	A1, B1
Mingus Family		N/A	Resident/Individual	217	302	A2, B1
Mitchell	William	N/A	Resident/Individual	93	164	H16, H17, S3
Moore	Leah	N/A	Resident/Individual	101	172	B5
Moreland	Jesse	N/A	Resident/Individual	309	444	A4
Morton	Robert	N/A	Resident/Individual	134	207	A3, E4
Morton	Connie	N/A	Resident/Individual	135	208	A3, E4
Mueth	George	N/A	Resident/Individual	269	389	B4
Mulzer	Jeff	N/A	Resident/Individual	273	394	A2, B1
Nelson	Andrew	N/A	Resident/Individual	142	215	B13
Newman	Leslie	N/A	Resident/Individual	196	277	B2
Newman	Henderson City Manager Buzzy	N/A	Resident/Individual	255	368	B1
O'Daniel	Sean	N/A	Resident/Individual	113	185	B13
O'Daniel	Sean	N/A	Resident/Individual	152	224	B20, I7, I8
O'Daniel	Sean	N/A	Resident/Individual	301	433	B13

Last Name	First Name	Entity Name	Commenter Type	Comment Document Number	Comment Page Number	Comment Codes
Odom	James	N/A	Resident/Individual	118	190	A1, B7, H15
Ottlie	Ryan	N/A	Resident/Individual	149	221	F10, H1
Patel	Kiran	N/A	Resident/Individual	237	338	A5, A6, B7
Patterson	Lashonda	N/A	Resident/Individual	276	399	B1
Paul	US Senator Rand	N/A	Resident/Individual	254	367	A1
Pendley	Fred	N/A	Resident/Individual	26	92	B2, H2, I1, S2, Z1
Polivka	Brian	N/A	Resident/Individual	224	313	A2, B23, B8, H29
Potts	Daniel	N/A	Resident/Individual	205	286	B13
Powell	Steve	N/A	Resident/Individual	155	229	B6, F11
Pullam	Velma	N/A	Resident/Individual	218	303	B1, I10
Rawlins	Tammy	N/A	Resident/Individual	178	258	A3
Reburn	Willis	N/A	Resident/Individual	209	292	A20, B22, H28
Reid	Beverly	N/A	Resident/Individual	85	155	B3, B6, B8, H3, K2
Reiplinger	John	N/A	Resident/Individual	68	138	H8
Resor	Harry	N/A	Resident/Individual	57	122	F1
Rexing	Kent	N/A	Resident/Individual	302	435	B3
Rhode	Michael	N/A	Resident/Individual	176	256	A3
Ridley	Former KY Senator Dorsey	N/A	Resident/Individual	257	371	B4
Robertson	Michael	N/A	Resident/Individual	36	102	Z2
Robinson	April	N/A	Resident/Individual	231	332	B1, M2
Roll	James	N/A	Resident/Individual	38	104	B11
Rosenquist	Niles	N/A	Resident/Individual	60	125	F2, H4, H5
Rosenquist	Niles	N/A	Resident/Individual	107	178	F2
Rosenquist	Niles	N/A	Resident/Individual	305	438	F2
Sanders	Tracy	N/A	Resident/Individual	71	141	B1, F3
Scheer	John	N/A	Resident/Individual	170	250	A2, B1, S3

Last Name	First Name	Entity Name	Commenter Type	Comment Document Number	Comment Page Number	Comment Codes
Schneider	Henderson County Judge Executive Brad	N/A	Resident/Individual	251	363	B1, F7
Schneider	Kelly	N/A	Resident/Individual	281	405	A1, B6
Settle	Derek	N/A	Resident/Individual	185	266	A22, A4
Shanks	Ashleigh	N/A	Resident/Individual	173	253	A3
Shetler	Vanderburgh County Councilman Tom	N/A	Resident/Individual	285	410	A3
Shockley	Michael	N/A	Resident/Individual	206	288	B6
Shopmeyer	Michael	N/A	Resident/Individual	277	400	A1, G1
Sigler	Trish	N/A	Resident/Individual	65	135	B1
Skelton	Don	N/A	Resident/Individual	108	180	B3
Smith	Martin	N/A	Resident/Individual	30	96	B12
Smith	Barbara	N/A	Resident/Individual	201	282	H4
Sollman	Robert	N/A	Resident/Individual	193	274	A3
Spencer	Donna	N/A	Resident/Individual	132	205	B1, B13, B6, S1
Spooner	Dean	N/A	Resident/Individual	34	100	H1
Spooner	Dean	N/A	Resident/Individual	186	267	H1, H24, H25
Squier	Tim	N/A	Resident/Individual	194	275	A24, H1
Standifird	Isaac	N/A	Resident/Individual	78	148	B10
Stapleton	Jeff	N/A	Resident/Individual	100	171	E1, E2, E3, H18, H19, H9, K6, R1, S3, W2
Staton	Henderson City Commissioner Brad	N/A	Resident/Individual	253	365	A1, B1, F14
Stearsman	Kent	N/A	Resident/Individual	63	133	A3
Stewart	Tiffany	N/A	Resident/Individual	104	175	H4
Stogner	Rebecca	N/A	Resident/Individual	117	189	D1
Stogner	Rebecca	N/A	Resident/Individual	308	443	B3

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Stone	Brenda	N/A	Resident/Individual	202	283	B1, K1
Stone	Brenda	N/A	Resident/Individual	272	393	B1, K1
Sullivan	Holli	N/A	Resident/Individual	154	227	A1, B3, N4
Thompson	Cathy	N/A	Resident/Individual	72	142	B6
Thorn	Amber	N/A	Resident/Individual	298	429	B15
Tidd	Karen	N/A	Resident/Individual	116	188	B1
Titzer	Paul	N/A	Resident/Individual	121	193	B1, B13, I5
Troxel	Jeff	N/A	Resident/Individual	268	388	A5, B1
Vaughn	Marie	N/A	Resident/Individual	119	191	B1
Vaughn	Marie	N/A	Resident/Individual	136	209	B1, H3
Vidal	Alfonso	N/A	Resident/Individual	295	425	A2, B1, H3
Viets	Charlene	N/A	Resident/Individual	261	377	B1, H9
Vincent, Sr.	Jim	N/A	Resident/Individual	31	97	B7
Vukovich	Janet	N/A	Resident/Individual	190	271	B1
Walker	William & Nancy	N/A	Resident/Individual	244	354	B1
Waller	Charles Vernon	N/A	Resident/Individual	203	284	B1
Ware	Regina	N/A	Resident/Individual	280	404	H1
Wedding	Larry	N/A	Resident/Individual	64	134	B8
Weiss	P	N/A	Resident/Individual	199	280	H4
Welden	Michael	N/A	Resident/Individual	146	218	A17, A18, A19, B19, H22
Wells	Edward	N/A	Resident/Individual	115	187	B3, K3
White	Kathy	N/A	Resident/Individual	123	196	J4
White	Linda	N/A	Resident/Individual	265	383	A1, B7
White	Linda	N/A	Resident/Individual	290	418	B3
Whitman	Connie	N/A	Resident/Individual	245	355	B2, V1
Williams	Stan	N/A	Resident/Individual	33	99	I3
Williams	David (Dave)	N/A	Resident/Individual	75	145	F4

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Williams	David (Dave)	N/A	Resident/Individual	76	146	H10
Williams	Tony	N/A	Resident/Individual	151	223	H4
Willis	Terry	N/A	Resident/Individual	128	201	A15, A16, B17, B18
Winnecke	Evansville Mayor Lloyd	N/A	Resident/Individual	282	406	B3, H3, R2
Winzeler	Paula	N/A	Resident/Individual	168	247	B2
Wooton	Danny	N/A	Resident/Individual	77	147	B1, H3
Wright	Ann-Marie	N/A	Resident/Individual	29	95	H3, H9
Yevincy	Victoria	N/A	Resident/Individual	180	260	B6
Young	U.S. Senator Todd	N/A	Resident/Individual	284	409	A1
Yourgans	Roger	N/A	Resident/Individual	207	289	B7
Beasley	Scott	A & A Custom Automation Inc.	Business	157	230	G6
Bockting	Debra	Alcoa Warrick Operations	Business	122	195	A1, B3, N3
Bockting	Debra	Alcoa Warrick Operations	Business	293	422	A1, B3, N3
Cox	Barry	Cox Group	Business	297	428	B15
Dempewolf	Tommy	Dempewolf Ford	Business	247	357	B7, X2
Faupel	Ron	Henderson Chevrolet Buick GMC	Business	92	163	A1, B1, S5
Faupel	Ron	Henderson Chevrolet Buick GMC	Business	266	384	A1, B1, S5
Hahn	Nate	Evansville Regional Airport	Business	300	432	B3
Jackson	Kerry	Shoe Carnival	Business	303	436	A3
Knight	Kevin	Knight's Comics and Games	Business	35	101	B1
Koch	Bob	Koch Enterprises and Bridgelink	Business	105	176	B3, B6, G2
Koch	Bob	Koch Enterprises and Bridgelink	Business	278	402	B3, B6, G2
Koch	Bob	Koch Enterprises and Bridgelink	Business	287	413	B3, B6, G2
McFadden	Jeremy	Henderson Chevrolet Buick GMC	Business	99	170	B1
McNeill	Stacey	Tropicana Evansville	Business	103	174	A3
Miller	Sara	Old National Bank	Business	288	415	B3
Mulzer	Jeff	Mulzer Crushed Stone	Business	299	430	B6

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Salmon	Tom	Berry Global	Business	289	416	A3
Stone	Brenda	True Vine Plantation Inn	Business	44	110	H4, K1
Taylor	Chase	C.E. Taylor Oil, Inc. (Chuckles)	Business	52	117	P2
Thomas	Glenn	Thomas Process Efficiency	Business	51	116	A10, A9, B8
Todd	Misty	Pidder Padder Preschool	Business	48	113	P1
Williams	Brian	Kahn, Dees, Donovan & Kahn, LLP	Business	53	118	A1
Arnold	Gerald	NAACP	Organization	160	233	A3
Blair	John	Valley Watch	Organization	188	269	H3, Z3
Burkett	Audrie	Economic Development Coalition of Southwest Indiana	Organization	307	441	B3
Iriti	Tony	Kyndle	Organization	267	386	A2, B1, H3
Jarrett	Bobbie	Housing Authority of Henderson	Organization	42	108	A1, B1, Q3
Keck	Christine	Southwest Indiana Chamber	Organization	215	298	A2, B1, H3
Keck	Christine	Southwest Indiana Chamber	Organization	291	419	A1, B3, H3
Khayum	Mohammad	University of Southern Indiana	Organization	292	421	B3
Koch	Bob	Bridgelink	Organization	214	297	B6, G2
Paradossi	Peter	Evansville Regional Business Committee, Inc.	Organization	167	246	A2, B1
Pullan	Roy	The Gathering Place	Organization	260	375	B1
Schroeder	Jim	Bicycle Indiana	Organization	139	212	S3
Schroeder	Jim	Bicycle Indiana	Organization	195	276	S8
Sherman	Shari	Warrick County Chamber Of Commerce	Organization	304	437	A3
Langley	Sam	City of Henderson	Local Government	125	198	B1, H20
Aldridge	Louanna	KY Dept for Environmental Protection	State Agency	161	234	E5, E6, E7, E8, E9, T1, T2, T3, T4, T5, T6, T7, U1, U2, U3

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Nalley	Lee	Kentucky State e-Clearinghouse	State Agency	228	321	E25, E26, E27, E28, E29, E30, E31, E32, E33, E34, E35, E36, T1, T2, T3, T4, T5, T6, T7, U1, U2, U3
Potts	Craig	Kentucky Heritage Council	State Agency	236	337	J6
Smith	Christopher	Indiana Division of Historic Preservation and Archaeology	State Agency	227	318	J10, J8, J9
Stanifer	Christie	Indiana Division of Fish and Wildlife	State Agency	242	343	E37, E38, E39, E40, E41, E42, E43, E44, E45, E46
Stoelb	Dan	Kentucky Department of Fish and Wildlife Resources	State Agency	158	231	E10
Vogeler	Samantha	KY Dept. of Water	State Agency	208	290	E11, E12, E13, E14, E15, E16
Wolff	Brian	Indiana Department of Environmental Management	State Agency	220	306	A2, E17, E18, E19, E20, E21, E22, E23, E24
Baldrige	David	U.S. Army Corps of Engineers	Federal Agency	248	358	E47
Johnson	LaShavio	Advisory Council on Historic Preservation	Federal Agency	222	311	J7
McKay	Greg	U.S. Army Corps of Engineers - Indiana	Federal Agency	317	452	E48
Militscher	Christopher	United States Environmental Protection Agency	Federal Agency	319	456	A3, E49, E50, M3, Q6, S7, T8, U4, Z4
Stanley	Joyce	United States Department of the Interior	Federal Agency	320	462	E51, E52, E53, E54, E55, E56, E57, E58, E59, T9, X1, Y1, Y2
Washburn	Eric	United States Coast Guard	Federal Agency	219	305	W1

Table 2. Summary of DEIS Comments and Responses

Comment Code (Number of Commenters)	Comment Category
A	Alternatives
A1 (27)	<p>Comment Support the project/new I-69 bridge</p> <p>Response <i>Comment noted.</i></p>
A2 (16)	<p>Comment Support the Central Alternative</p> <p>Response <i>Comment noted.</i></p>
A3 (22)	<p>Comment Support Central Alternative 1B</p> <p>Response <i>Comment noted.</i></p>
A4 (2)	<p>Comment Oppose the project due to the cost, environmental and cultural resource impacts, and/or financial impacts to low-income people.</p> <p>Response <i>Comment noted.</i></p>
A5 (4)	<p>Comment Oppose Central Alternatives 1A and 1B because they would negatively impact the businesses along the US 41 commercial strip in Henderson or because they would include the removal of one of the US 41 bridges.</p> <p>Response <i>Chapters 3 and 6 of the FEIS discuss the range of alternatives that were evaluated and dismissed, including West Alternatives 1 and 2, which resulted in Central Alternative 1B Modified being identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i> • <i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i> • <i>The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</i> <p><i>Keeping the existing northbound US 41 bridge for two-way traffic without tolls will reduce impacts to businesses along the US 41 commercial strip.</i></p>

Comment Code (Number of Commenters)	Comment Category
A6 (1)	<p>Comment Support West Alternative 1 because it will create new development and keep the business district active in Henderson.</p> <p>Response <i>Comment noted.</i></p>
A7 (1)	<p>Comment Support the West Corridor because it is the best choice for Henderson and the businesses on the US 41 commercial strip.</p> <p>Response <i>Comment noted.</i></p>
A8 (1)	<p>Comment As you deliberate the alternatives and varying options, such as tolling and bridge removals, we request that you take careful consideration of BridgeLink' s thoughtful and researched recommendation. It is important that whichever plan is selected does not stifle economic growth but rather promotes trade and development throughout the region.</p> <p>Response <i>The recommendations provided by BridgeLink have been reviewed and considered in the alternative selection process.</i></p>
A9 (1)	<p>Comment The current plan is a poor substitute for the original plan.</p> <p>Response <i>Comment noted.</i></p>
A10 (1)	<p>Comment Why run through an area that is subject to flooding and cannot be developed?</p> <p>Response <i>The northern half of the entire project area falls within the Ohio River floodplain and/or floodway. Because all the build alternatives must cross the Ohio River perpendicularly, avoidance of the river's floodplain and/or floodway is not possible. Regarding the Selected Central Alternative 1B Modified route, based on the location of North Fork Canoe Creek in the southern half of the project area, total avoidance of the creek's floodway and/or floodplain was also not possible. Although the stormwater detention basins associated with Central Alternative 1B Modified result in higher impacts to the North Fork Canoe Creek floodplain and floodway, they would have beneficial impacts by reducing downstream flooding in Henderson. In addition, although the Central Alternative 1B Modified interchange with US 60 is located within a floodplain, the land northwest, southwest, and northeast of the interchange are not within a floodplain, so development in these areas would not be restricted. Note that the US 60 interchange was designed to avoid impacts to the historic McClain Property and Baskett House, which are listed as eligible for the National Register of Historic Places (NRHP).</i></p> <p><i>While supporting development is not a primary factor in the evaluation of alternatives, the Selected Alternative is compatible with locally adopted land use policies and plans and,</i></p>

Comment Code (Number of Commenters)	Comment Category
	<i>therefore, does support the community's vision for future development. The maps in Appendix A-4 of the FEIS depict areas within the 100-year floodplain.</i>
A12 (1)	<p>Comment We need better roads not the cheapest alternative.</p> <p>Response <i>Comment noted.</i></p>
A13 (1)	<p>Comment The current bridges should be kept as they are (with or without tolls) or a new 4 lane bridge built in their place or just move the I-69 access from Henderson to Evansville with a new 4 or 6 lane bridge built in the proposed new location (with toll).</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i> • <i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i> • <i>The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</i>
A14 (1)	<p>Comment Why can't a double decker bridge be built between the two existing bridges. This keeps traffic through the Henderson Business district, does not affect land other than what is being used at present. For instance, a new bridge top would give two new northbound lanes. The bottom of the new bridge would be two new southbound lanes. You would have four northbound bridge lanes and four southbound lanes. In the event of an accident, any two lanes can be shut down without hampering traffic flow terribly. There would have to be exit lanes narrowing down to two for each side. I think this would solve a lot of location problems.</p> <p>Response <i>Constructing a double-decker bridge as described would substantially increase project costs. A double-decker bridge would require longer elevated structures, more complex on and off ramps, and increased foundation costs due to seismic design requirements. The resulting impacts would be comparable to those associated with West Alternative 1 or West Alternative 2. Likewise, impacts to residences and businesses in the US 41 corridor would be similar to those for West Alternatives 1 and 2.</i></p>
A15 (1)	<p>Comment Close both existing bridges and build a new six-lane bridge without vehicle shoulders. Toll it, as well as every highway project in the Indianapolis area. Use the savings from upgrading and maintaining the existing bridges to lower the new tolls.</p> <p>Response <i>This comment describes West Alternative 2, which would result in the highest number of commercial relocations and the second highest number of residential relocations along the US 41 commercial strip in Henderson. It would also result in higher costs and impacts to wetlands, linear feet of streams, forested habitat, floodways, sites with recognized</i></p>

Comment Code (Number of Commenters)	Comment Category
	<p><i>environmental conditions, and managed lands than the Selected Central Alternative 1B Modified. In addition, removing both US 41 bridges would not achieve bridge redundancy. See Chapter 6 of the FEIS for more information regarding the reasons why West Alternative 2 was not selected as the Preferred Alternative.</i></p> <p><i>Alternatives that modify highways outside of the project area, including Indianapolis, are beyond the scope of this project.</i></p>
<p>A16 (1)</p>	<p>Comment If the new bridge is four lanes, close the existing southbound bridge and keep the existing northbound bridge open (without tolls), and make it two-way traffic, however restrict it to passenger vehicle and light trucks to avoid widening and reduce weight on the existing structure, which should eliminate the upgrade costs and lower future maintenance.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative, which includes a new four-lane I-69 bridge, closing the southbound US 41 bridge, and keeping the existing northbound US 41 bridge for two-way traffic with no tolls. There are currently no plans to restrict trucks on the US 41 bridge.</i></p>
<p>A17 (2)</p>	<p>Comment Consider building a double decker new bridge for I-69 to save money.</p> <p>Response <i>Constructing a double-decker bridge as described would increase project costs substantially. A double-decker bridge would require longer elevated structures, more complex on and off ramps, and increased foundation costs due to the smaller footprint and seismic design requirements.</i></p>
<p>A18 (1)</p>	<p>Comment Make a bridge where most of the maintenance is done under the bridge and not interfering with traffic.</p> <p>Response <i>The proposed I-69 bridge would include wider shoulders, which would allow most maintenance activities to be completed with less impact to the traveling public.</i></p>
<p>A19 (1)</p>	<p>Comment If you have a new I-69 bridge with two lanes going south and two lanes going north on the same level, maybe consider a middle lane that could be used by emergency vehicles or if there is an accident where traffic could be redirected from either the northbound or southbound to the middle lane.</p> <p>Response <i>The shoulders that are proposed for the new I-69 bridge associated with the Selected Central Alternative 1B Modified would provide space to allow access for emergency vehicles in case of an accident or if there is traffic congestion. It would also provide space for disabled vehicles to pull out of traffic lanes and reduce the frequency of incidents that block traffic.</i></p>
<p>A20 (1)</p>	<p>Comment Recommend constructing a double decker bridge to the west of the existing northbound US 41 bridge. In Kentucky, I-69 would be built above the US 41 strip and over the US 60/US 41 interchange, coming back down to grade south of US 60.</p>

Comment Code (Number of Commenters)	Comment Category
	<p>Response Constructing a double-decker bridge as described would increase project costs substantially. A double-decker bridge would require longer elevated structures, more complex on and off ramps, and increased foundation costs due to the smaller footprint and seismic design requirements.</p> <p>The I-69 Feasibility Study (2014) evaluated options to construct I-69 above US 41 on an elevated structure, but those options would cost \$450-\$500 million dollars more than other alternatives. As a result, those alternatives were eliminated from consideration.</p>
A21 (1)	<p>Comment What is the style of bridge that is being considered for the I-69 bridge? It should be a cable stay like the Rockport 231 bridge. From what I have read that style can be built quicker and at a much lower cost than the steel overhead bridges like we currently have.</p> <p>Response Three potentially feasible bridge types are described in Chapter 4, Section 4.2.8 of the FEIS: cable-stayed, tied-arch, and concrete box beam. Both US 41 bridges are steel through-truss bridges. The final bridge type will be determined during the final design phase.</p>
A22 (1)	<p>Comment The only rational and feasible idea is to upgrade US 41.</p> <p>Response Upgrading existing US 41 was previously evaluated in the 2004 I-69 DEIS and in the 2014 I-69 Feasibility Study. In both studies, the option of upgrading existing US 41 was dismissed mainly for the following reasons: socioeconomic impacts (e.g., residential and business relocations), constructability regarding traffic, cost, and failure to provide an additional river crossing (i.e., bridge redundancy). In addition, the DEIS concluded that the existing US 41 bridges could not be upgraded to meet interstate design standards.</p>
A23 (1)	<p>Comment My main concerns are that; 1. Other than a BY-PASS route would create more Costs & Problems; a. ROW & Home Acquisitions b. New Bridge will be; (1) More Earthquake "Proof" (2) Wider/Expandable lanes (4-6) (3) Less Maintenance costs My suggestions are that; 1. I-69 bridge approaches are SMOOTHER than between EVV-Mile marker 15-114-Blmg. I was assured they have a NEW "procedure". 2. ALL TOLL payments, NOT Electronic, are on the OFF/ON ramps to Reduce Backups. 3. In town THRU ways have Tractor-Trailers in the LEFT lanes to Increase Traffic FLOW; ref: I-65 in Alabama a. Professional drivers keep FLOW going b. Don't need to SLOW down Unless Exiting c. SMART drivers will follow the Pattern, INCREASE traffic FLOW & REDUCE GridLOCK d. DECREASES POLLUTION, Wear & Tear. 4. Alt. Route 1C between Mile Marker 2 & 3 a. Approximately the SAME distance</p>

Comment Code (Number of Commenters)	Comment Category
	<p>(1) Still intersects US 60, Zion Rd & Audubon Audubon is 4 lanes & Interstate Specs? b. Plans AHEAD for Future Growth; (1) PREVENTS Greater Costs (Inflation, etc.) (2) Problems of ROW & Home Acquisitions</p> <p>Response Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</p> <ul style="list-style-type: none"> • It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner. • It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free. • The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations. <p>Regarding the list of items the commenter identifies as “main concerns”, the Selected Central Alternative 1B Modified would function as a by-pass and avoid the residential and commercial relocations and impacts along the US 41 commercial strip in Henderson that are associated with West Alternatives 1 and 2. The new I-69 bridge would be designed to withstand earthquakes and expand from four to six lanes, if needed. Because it is a new bridge, it would also require less maintenance over the next 35 years. As previously indicated, four lanes on the new I-69 bridge and two lanes on one US 41 bridge would provide acceptable and safe capacity for future cross-river traffic demands.</p> <p>Regarding the items the commenter identifies as “suggestions”, the I-69 bridge and approaches would be designed to comply with interstate standards. The all-electronic tolling system would have no toll booths on either the mainline or ramps. As with all interstates, slower vehicles would be directed to use the right lane and the left lane would be used for passing vehicles only.</p>
A24 (1)	<p>Comment Why has an elevated I-69 section not been evaluated? The current twin bridges could be upgraded and only a modified approach to the twin bridges and a short section of an elevated section over the existing US 41 through the Henderson strip would be required. The elevated section would begin south of the twin bridges and end at the intersection with the Pennyriile Parkway. Limited access off ramps and on ramps in Henderson would also keep businesses in Henderson humming. I have seen this in many towns. The prefab sections are quickly assembled, and I believe would save millions over the current proposed failures and land grabs!</p> <p>Response An alternative that included an elevated section of I-69 over the existing US 41 through the Henderson commercial strip was evaluated as part of the 2014 I-69 Feasibility Study. The study found this alternative would cost two to four times more than other alternatives. Regarding upgrading the current twin bridges, the 2004 I-69 DEIS concluded that the existing US 41 bridges could not be upgraded to meet interstate design standards. As a result, the US 41 bridges would need to be replaced with a new interstate bridge on or near the existing location.</p>

Comment Code (Number of Commenters)	Comment Category
<p>A25 (1)</p>	<p>Comment</p> <p>I would caution that those I-69 bridges will need separate breakdown lanes. Lanes alone will not be enough for safety and efficient traffic movement.</p> <p>If it's to be just one US 41 Bridge, I offer an alternative which, though more expensive, would be vastly safer and likely to decrease the traffic backups. Move US 41 traffic to one of the two bridges. The remaining bridge would be imploded and replaced with a new bridge which, when finished would be the new bridge. At a minimum, it would be two 12-foot driving lanes with 9-foot break down lanes on each side. A 12-foot lane and a 9-foot breakdown lane should accommodate wide loads. Wide loads in either direction on the existing bridges would block both lanes. What a traffic nightmare!! Better still, replicating the US 213 Natcher Bridge, with the addition of breakdown lanes, between eastern Daviess County, Kentucky, and Spencer County, Indiana, would be better.</p> <p>Response</p> <p><i>The alternative described in this comment is similar to West Alternative 1. West Alternative 1 was not identified as the Preferred Alternative because it would result in the highest number of residential and business relocations. It would also result in the highest impacts to wetlands, forested habitat, and floodways and have the highest cost of the three build alternatives. See Chapter 6 of the FEIS for more information regarding the reasons why West Alternative 1 was not identified as the Preferred Alternative. Note that the new I-69 bridge associated with the Selected Central Alternative 1B Modified will have 10-foot outside shoulders, which can function as a breakdown lanes.</i></p>
<p>B</p>	<p>Bridges – Existing US 41</p>
<p>B1 (79)</p>	<p>Comment</p> <p>Support retaining both US 41 bridges with no tolls for one or more of the following reasons:</p> <ul style="list-style-type: none"> • A single US 41 bridge would increase traffic congestion and reduce safety. • A single US 41 bridge would not provide adequate bridge redundancy and result in traffic congestion in the event that the remaining US 41 bridge or new I-69 bridge was closed due to an accident, a bridge being struck by a barge, an earthquake, or maintenance. • A single US 41 bridge with tolls would result in economic impacts to the US 41 commercial strip in Henderson. • Tolling all cross-river traffic would be a financial burden to residents and low-income people. <p>Response</p> <p><i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i> • <i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i> • <i>The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</i> <p><i>Keeping the existing northbound US 41 bridge for two-way traffic without tolls will reduce the economic impacts to the US 41 commercial strip. Central Alternative 1B Modified would</i></p>

Comment Code (Number of Commenters)	Comment Category
	<p><i>provide bridge/route redundancy because it includes both the new four-lane I-69 bridge and a two-lane US 41 bridge. The new I-69 bridge could handle cross-river traffic if the US 41 bridge is temporarily closed and it would be a rare event if the entire new I-69 bridge had to be closed. From a financial and traffic standpoint, it would not be reasonable to keep both US 41 bridges solely in case one of the other bridges is temporarily closed.</i></p>
B2 (5)	<p>Comment Support retaining both US 41 bridges with tolls for one or more of the following reasons:</p> <ul style="list-style-type: none"> • Both US 41 bridges are needed to alleviate traffic congestion, maintain emergency access/safety, and for economic development. • Both US 41 bridges are needed to alleviate traffic congestion in the event that one of the other bridges are closed due to an accident or maintenance. • Tolls are needed to help fund the project. <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i> • <i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i> • <i>The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</i> <p><i>From a financial and traffic standpoint, it would not be reasonable to keep both US 41 bridges solely in case one of the other bridges is temporarily closed. The new I-69 bridge could handle cross-river traffic if the US 41 bridge is temporarily closed and it would be a rare event if the entire new I-69 bridge had to be closed.</i></p>
B3 (28)	<p>Comment Support Central Alternative 1B but would like both US 41 bridges to remain open with no tolls for one or more of the following reasons:</p> <ul style="list-style-type: none"> • A single US 41 bridge would increase traffic congestion and reduce safety. • A single US 41 bridge would not provide adequate bridge redundancy and result in traffic congestion in the event that the remaining US 41 bridge or new I-69 bridge was closed due to an accident, a bridge being struck by a barge, an earthquake, or maintenance. • A single US 41 bridge with tolls would result in economic impacts to the US 41 commercial strip in Henderson. • Tolling all cross-river traffic would be a financial burden to the residents and low-income people. <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i> • <i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i>

Comment Code (Number of Commenters)	Comment Category
	<ul style="list-style-type: none"> The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations. <p>Keeping the existing northbound US 41 bridge for two-way traffic without tolls will reduce the economic impacts to the US 41 commercial strip. Central Alternative 1B Modified would provide bridge/route redundancy because it includes both the new four-lane I-69 bridge and a two-lane US 41 bridge. The new I-69 bridge could handle cross-river traffic if the US 41 bridge is temporarily closed and it would be a rare event if the entire new I-69 bridge had to be closed. From a financial and traffic standpoint, it would not be reasonable to keep both US 41 bridges solely in case one of the other bridges is temporarily closed.</p>
<p>B4 (3)</p>	<p>Comment Support retaining both US 41 bridges with no tolls on cars but toll trucks for one or more of the following reasons:</p> <ul style="list-style-type: none"> A single US 41 bridge would not provide adequate bridge redundancy in the event that the other US 41 bridge was closed due to an accident or natural disaster such as an earthquake. A single US 41 bridge with tolls on all vehicles would result in economic impacts to the US 41 commercial strip in Henderson. Tolling all cross-river car traffic would be a financial burden to the residents. Tolling large commercial trucks will provide the revenue needed to allow the US 41 bridges to remain open. <p>Response Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</p> <ul style="list-style-type: none"> It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner. It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free. The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations. <p>Keeping the existing northbound US 41 bridge for two-way traffic without tolls will reduce the economic impacts to the US 41 commercial strip. Central Alternative 1B Modified would provide bridge/route redundancy because it includes both the new four-lane I-69 bridge and a two-lane US 41 bridge. The new I-69 bridge could handle cross-river traffic if the US 41 bridge is temporarily closed and it would be a rare event if the entire new I-69 bridge had to be closed. From a financial and traffic standpoint, it would not be reasonable to keep both US 41 bridges solely in case one of the other bridges is temporarily closed.</p> <p>INDOT and KYTC are not currently considering truck-only tolls, which are the subject of legal challenges elsewhere in the country.</p>
<p>B5 (1)</p>	<p>Comment Support retaining both US 41 bridges with no tolls on local traffic but toll large vehicles and non-local traffic. Closing one of the US 41 bridges and tolling local traffic on the remaining US 41 bridge would be a burden to the local people and businesses.</p>

Comment Code (Number of Commenters)	Comment Category
	<p>Response</p> <p><i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> <i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i> <i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i> <i>The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</i> <p><i>Keeping the existing northbound US 41 bridge for two-way traffic without tolls will reduce impacts to the local people and businesses.</i></p>
<p>B6 (20)</p>	<p>Comment</p> <p>Support retaining both US 41 bridges with no tolls on cars and restrict trucks or through trucks from using the US 41 bridges or implement weight restrictions for one or more of the following reasons:</p> <ul style="list-style-type: none"> A single US 41 bridge would increase traffic congestion and reduce safety. A single US 41 bridge would not provide adequate bridge redundancy and result in traffic congestion in the event that the remaining US 41 bridge or new I-69 bridge was closed due to an accident, a bridge being struck by a barge, an earthquake, or maintenance. A single US 41 bridge with tolls on cars would result in economic impacts to the US 41 commercial strip in Henderson. Tolling all cross-river car traffic would be a financial burden to the residents and low-income people. Restricting trucks from the US 41 bridges would help reduce traffic and bridge maintenance costs and preserve the bridges. <p>Response</p> <p><i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> <i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i> <i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i> <i>The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</i> <p><i>Keeping the existing northbound US 41 bridge for two-way traffic without tolls will reduce the economic impacts to the US 41 commercial strip. Central Alternative 1B Modified would provide bridge/route redundancy because it includes both the new four-lane I-69 bridge and a two-lane US 41 bridge. The new I-69 bridge could handle cross-river traffic if the US 41 bridge is temporarily closed and it would be a rare event if the entire new I-69 bridge had to be closed. From a financial and traffic standpoint, it would not be reasonable to keep both US 41 bridges solely in case one of the other bridges is temporarily closed. There are currently no plans to restrict trucks on the US 41 bridge.</i></p>

Comment Code (Number of Commenters)	Comment Category
B7 (15)	<p>Comment</p> <p>Support retaining both US 41 bridges for one or more of the following reasons:</p> <ul style="list-style-type: none"> • A single US 41 bridge would increase traffic congestion and reduce safety. • A single US 41 bridge would not provide adequate bridge redundancy and result in traffic congestion in the event that the remaining US 41 bridge or new I-69 bridge was closed due to an accident, a bridge being struck by a barge, an earthquake, or maintenance. • A single US 41 bridge would result in economic impacts to the US 41 commercial strip in Henderson. <p>Response</p> <p><i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i> • <i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i> • <i>The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</i> <p><i>Keeping the existing northbound US 41 bridge for two-way traffic without tolls will reduce economic impacts to the US 41 commercial strip. Central Alternative 1B Modified would provide bridge/route redundancy because it includes both the new four-lane I-69 bridge and a two-lane US 41 bridge. The new I-69 bridge could handle cross-river traffic if the US 41 bridge is temporarily closed and it would be a rare event if the entire new I-69 bridge had to be closed. From a financial and traffic standpoint, it would not be reasonable to keep both US 41 bridges solely in case one of the other bridges is temporarily closed.</i></p>
B8 (8)	<p>Comment</p> <p>Why retain the older historic US 41 bridge and not the newer US 41 bridge that's in better condition? Can the old US 41 bridge carry the traffic if the new I-69 bridge is closed?</p> <p>Response</p> <p><i>The US 41 Existing Bridges Evaluation Report (see Appendix O-1 of the FEIS) found that while there were some structural advantages associated with retaining the southbound bridge, the cost of retaining either bridge was comparable. As described in Chapter 5, Section 5.5.2 of the FEIS, because the NRHP-eligibility of the southbound bridge is due to its association with the northbound bridge, removal of the northbound bridge would result in the use of two Section 4(f) resources, whereas removal of the southbound bridge would limit that use to only one Section 4(f) resource.</i></p>
B9 (1)	<p>Comment</p> <p>With respect to the existing southbound bridge, because its approach spans appear to be all girder spans, I would like to let you guys know of a bridge girder initiative completed by the Oklahoma Department of Transportation (ODOT) about ten years ago. The old elevated I-40 Crosstown Expressway was replaced by a new alignment. The girders were reused and sent off to counties to be used again. I was thinking that INDOT, KYTC, or perhaps even another jurisdiction could use them for low-volume routes, especially considering Kentucky's large state highway system and the plan to build several new expressways or turnpikes (which might require outer roads). Also, I was thinking uses such as</p>

Comment Code (Number of Commenters)	Comment Category
	<p>in a replacement of the New Harmony bridge or other deficient low-volume long spans. So if at least some of the southbound approach span girders are not in too terrible of shape, then maybe the team could look into potential uses. A report by ODOT is here. http://www.okladot.state.ok.us/planninginfo/boulevard_kml/CrosstownBeamRecycling.pdf</p> <p>Response <i>Comment noted.</i></p>
<p>B10 (1)</p>	<p>Comment Support retaining one of the US 41 bridges with no tolls and restrict big trucks for the following reasons:</p> <ul style="list-style-type: none"> • Cross the river for friends and social reasons. • Restricting big trucks from the US 41 bridge would help with traffic congestion. • Henderson and Evansville have deep and long family and business relationships that should be nurtured for the benefit of both communities. <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i> • <i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i> • <i>The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</i> <p><i>There are currently no plans to restrict trucks on the US 41 bridge.</i></p>
<p>B11 (1)</p>	<p>Comment Support retaining both US 41 bridges with either no tolls or reduced tolls for local residents.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i> • <i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i> • <i>The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</i> <p><i>It is not feasible to toll only non-local traffic; however, consideration may be given to frequent users of the tolled crossing, similar to the policy in place in the Louisville metropolitan area.</i></p>
<p>B12 (1)</p>	<p>Comment The cost of maintaining the existing 41 twin bridges is a big concern. Has thought been given to reducing weight limits to say 26,000 GVW to extend the expected life?</p>

Comment Code (Number of Commenters)	Comment Category
	<p>Response <i>The US 41 Existing Bridges Evaluation Report, provided in Appendix O-1 of the FEIS, estimated the cost of maintenance of the existing US 41 bridges under multiple scenarios. Based on those estimates, removing truck traffic from the existing bridges would save approximately \$40 million in maintenance costs for the southbound bridge and \$8 million for the northbound bridge compared to the No Build scenario. However, posting bridges for reduced vehicle weights must be based on an engineering analysis that determines the actual structural capacity, rather than a desire to reduce maintenance costs.</i></p>
<p>B13 (7)</p>	<p>Comment Support retaining both US 41 bridges with tolls but the toll rate should be lower than the I-69 bridge toll rate for one or more of the following reasons:</p> <ul style="list-style-type: none"> • A single US 41 bridge would increase traffic congestion and reduce emergency access/safety. • A single US 41 bridge would not provide adequate bridge redundancy and result in traffic congestion in the event that the remaining US 41 bridge or new I-69 bridge was closed due to an accident or maintenance. • A single US 41 bridge would result in economic impacts to the US 41 commercial strip in Henderson. • A lower toll rate on the US 41 bridges would reduce the financial burden on the residents. <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i> • <i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i> • <i>The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</i> <p><i>Keeping the existing northbound US 41 bridge for two-way traffic without tolls will reduce economic impacts to the US 41 commercial strip. Central Alternative 1B Modified would provide bridge/route redundancy because it includes both the new four-lane I-69 bridge and a two-lane US 41 bridge. The new I-69 bridge could handle cross-river traffic if the US 41 bridge is temporarily closed and it would be a rare event if the entire new I-69 bridge had to be closed. From a financial and traffic standpoint, it would not be reasonable to keep both US 41 bridges solely in case one of the other bridges is temporarily closed</i></p>
<p>B14 (1)</p>	<p>Comment Support retaining both US 41 bridges but each bridge should have 2 northbound lanes.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i>

Comment Code (Number of Commenters)	Comment Category
	<ul style="list-style-type: none"> • <i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i> • <i>The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</i>
B15 (2)	<p>Comment Support Central Alternative 1B but would like both US 41 bridges to remain open with no tolls for local traffic and weight limits for trucks for the following reasons:</p> <ul style="list-style-type: none"> • It separates our heavy traffic from local traffic. • It reduces our operating costs. • Keeping both US 41 bridges open with no tolls supports the local traffic. <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i> • <i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i> • <i>The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</i> <p><i>There are currently no plans to restrict trucks on the US 41 bridge.</i></p>
B16 (2)	<p>Comment Support a higher toll rate if it's needed to retain both US 41 bridges.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i> • <i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i> • <i>The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</i>
B17 (1)	<p>Comment If business leaders want to keep the US 41 southbound bridge open, have them pay the maintenance costs for the remaining life of the span.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i>

Comment Code (Number of Commenters)	Comment Category
	<ul style="list-style-type: none"> • <i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i> • <i>The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</i> <p><i>No comments have been received from business leaders willing to pay the long-term maintenance costs for the US 41 southbound bridge.</i></p>
B18 (1)	<p>Comment The existing US 41 bridges should not be upgraded to interstate capability and should be for local traffic only.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i> • <i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i> • <i>The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</i> <p><i>It is not feasible or legal to limit traffic on a US highway to local traffic only.</i></p>
B19 (1)	<p>Comment Support the new I-69 bridge handling all traffic crossing the Ohio River and eliminating both US 41 bridges.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i> • <i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i> • <i>The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</i> <p><i>Maintaining one of the US 41 bridges without tolls is desired to reduce impacts to local residents and businesses. In addition, the majority of public comments preferred keeping one or both of the US 41 bridges open.</i></p>

Comment Code (Number of Commenters)	Comment Category
B20 (1)	<p>Comment When will the US 41 northbound bridge be replaced?</p> <p>Response <i>The US 41 Existing Bridges Evaluation Report (see Appendix O-1 of the FEIS) concluded that the existing bridges could be maintained through 2060. A determination was not made regarding when the bridges may need to be replaced following 2060.</i></p>
B21 (1)	<p>Comment How long after the new I-69 bridge is opened would the southbound US 41 bridge be removed? Seems that revisiting traffic increases and population growth by 2025 or when the I-69 bridge opens is something that should be looked at before removal proceeds.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i> • <i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i> • <i>The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</i> <p><i>It is currently estimated that the new I-69 bridge and the two-way US 41 bridge (i.e., the current northbound US 41 bridge) will be open for traffic in 2033 and the southbound US 41 bridge will be subsequently removed in 2033.</i></p>
B22 (1)	<p>Comment If one of the existing US 41 bridges has to be closed, the northbound US 41 bridge is the best choice because there are too many wrecks in the curve at Ellis.</p> <p>Response <i>Kentucky State Police Crash data between January 1, 2016 and December 31, 2018 for US 41 between milepoint 19.8 and 20.5 (the segment from the north end of the Ohio River bridges to just south of Nugent Drive, through the curve referenced above) suggests there is not a higher occurrence of crashes in the northbound direction.</i></p> <p><i>Total crashes: 72 Northbound crashes: 32 Southbound crashes: 40</i></p>
B23 (1)	<p>Comment Support retaining both US 41 bridges with tolls but impose weight restrictions for the following reasons:</p> <ul style="list-style-type: none"> • <i>The US 41 bridges carry local traffic which support local and regional businesses and employment.</i> • <i>Both US 41 bridges are needed in the event of a disaster that would close the I-69 bridge.</i> • <i>Restricting heavy vehicles from the US 41 bridges would reduce maintenance costs.</i>

Comment Code (Number of Commenters)	Comment Category
	<p>Response Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</p> <ul style="list-style-type: none"> • It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner. • It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free. • The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations. <p>From a financial and traffic standpoint, it would not be reasonable to keep both US 41 bridges solely in case one of the other bridges is temporarily closed. The new I-69 bridge could handle cross-river traffic if the US 41 bridge is temporarily closed and it would be a rare event if the entire new I-69 bridge had to be closed. There are currently no plans for weight restrictions on the US 41 bridge. Posting bridges for reduced vehicle weights must be based on an engineering analysis that determines the actual structural capacity, rather than a desire to reduce maintenance costs.</p>
C	Community
	No Comments
D	Safety
D1 (1)	<p>Comment Need lights on the bridge, also need to setup a fence to prevent people from committing suicide.</p> <p>Response Details such as lighting and railing/fencing will be determined later in the design process and will follow state design standards.</p>
D2 (1)	<p>Comment In the matter of safe travel, two-way traffic on one bridge is dangerous at highway speeds, especially now with all the cell phone usage. We already have two bridges.</p> <p>Response Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</p> <ul style="list-style-type: none"> • It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner. • It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free. • The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations. <p>Two-lane bidirectional bridges operate safely at highway speeds across the states of Indiana and Kentucky. In addition, the speed limit on the remaining US 41 bridge will be reduced from 55 mph to 45 mph and will be regularly monitored.</p>

Comment Code (Number of Commenters)	Comment Category
E	Natural Environment
E1 (1)	<p>Comment Has a hydraulic analysis been performed to determine the required channel (river) opening for 100- and 500-year flood events?</p> <p>Response <i>Yes. A hydraulic analysis was prepared for the Ohio River and its associated floodplain and floodway. The report has been included in Appendix R-1 of the FEIS.</i></p>
E2 (1)	<p>Comment Has any geotechnical investigation been done for his project? The type and size of the bridge foundations could have an effect on the environment.</p> <p>Response <i>Following the DEIS, preliminary geotechnical investigations (i.e., borings) were conducted for the Central Alternative to provide guidance for roadway and bridge design. Additional geotechnical investigations will be conducted during final design.</i></p>
E3 (1)	<p>Comment The existing bridges are probably covered in lead-based paint. Any consideration for protecting the environment and the river during bridge demolition?</p> <p>Response <i>In 2007, KYTC blast cleaned both northbound and southbound bridges to bare metal and recoated them with a non-lead paint system. In any case, KYTC Standard Specifications (Section 107) will require compliance with applicable state, federal and local laws governing safety, health, and sanitation in the event of future bridge removal.</i></p>
E4 (2)	<p>Comment I request the habitat mitigation for the I-69 roadway and bridge be purchased within the boundaries of the proposed Green River National Wildlife Refuge.</p> <p>Response <i>The I-69 ORX project team has been coordinating with U.S. Fish and Wildlife Service (USFWS) regarding the proposed Green River National Wildlife Refuge. The USFWS has identified a Conservation Partnership Area (CPA) where land may be purchased for the refuge from willing landowners. Following the DEIS, the USFWS has already purchased two parcels within the project area for the refuge. As both projects progress, the I-69 ORX project team will continue to coordinate with the USFWS regarding the opportunity to support further development of the refuge through project mitigation efforts.</i></p>
E5 (1)	<p>Comment The Kentucky Division of Water (DOW), Water Quality Branch recommends adding Kentucky DOW to the list of agencies to be consulted regarding stream mitigation ratios (see DEIS Section 7.6.2).</p> <p>Response <i>Kentucky DOW will be added to the list and included in stream mitigation consultation when the design is finalized, and the permitting/mitigation process is initiated.</i></p>

Comment Code (Number of Commenters)	Comment Category
E6 (1)	<p>Comment Kentucky DOW, Watershed Management Branch: This proposed project is within the Henderson Municipal Water and Sewer Utility designated Source Water Protection Areas, Zone 1 and 2. The active permitted public water supply intake for Henderson Municipal Water and Sewer Utility under Water Withdrawal Permit # 0113 is located downstream from the proposed project site at 803.6 below pool on the Ohio River. Additionally, Ellis Park Water Works and Trocadero Plaza have active permitted public supply wells and associated designated Wellhead Protection Areas, Zone 1, 2, and 3. The proposed project impacts would need to be identified within the Contamination Source Inventories for these systems and reconsidered for susceptibility rankings.</p> <p>Response <i>Public water supplies were summarized in Chapter 4, Section 4.4.2, Table 4.4-3 and impacts to public water supplies were summarized in Table 4.4-4 of the FEIS. The entire Ohio River is considered a Source Water Protection Area Zone 3 (aka Zone III Source Water Area) (ORSANCO 2017). The project area is also within Zone II (Zone of High Concern) and Zone I (Zone of Critical Concern) for Henderson Municipal Water and Sewer, as well as Evansville Water and Sewer Utility. Contamination Source Inventories/susceptibility rankings are the responsibility of the public water supply operators. The project team will continue coordinating with public water supplies. As stated in Chapter 7, Section 7.11.5 of the FEIS, the project will include a spill response plan with communication protocols for timely notification of nearby public water supplies in the event of a spill.</i></p>
E7 (1)	<p>Comment This proposed project will require a Kentucky DOW Application for Permit to Construct Across or Along a Stream.</p> <p>Response <i>A Kentucky DOW Application for Permit to Construct Across or Along a Stream will be acquired prior to construction.</i></p>
E8 (1)	<p>Comment The proposed work is endorsed by the Kentucky DOW Groundwater Section of the Watershed Management Branch. However, it is our recommendation that the project be made aware of the requirements of 401 KAR 5:037 and the need to develop a Groundwater Protection Plan (GPP) for the protection of groundwater resources within that area. Additionally, any wells abandoned for the project must be in accordance with 401 KAR 6:310 and/or 6:350.</p> <p>Response <i>As stated in Chapter 7, Section 7.11.1 of the FEIS, a Groundwater Protection Plan complying with 401 KAR 5:037 will be prepared. Also, FEIS Section 7.11.6 states that all wells will be properly abandoned/plugged by state-licensed water well drillers in accordance with state regulations 329 IAC 12-13 and 401 KAR 6:310-350.</i></p>
E9 (1)	<p>Comment Kentucky DOW, Compliance and Technical Assistance Branch: Ensure proper applications and/or approvals are received from DOW before implementing construction: a) need Kentucky Pollutant Discharge Elimination System (KPDES) General Stormwater Construction Activities permit from DOW, and proper Best Management Practices (BMP) installed and maintained throughout duration of project, b) need DOW approval/permit with a Stream Construction Permit for addressing any floodplain issues, c) need DOW approval/certification through the 401 Water Quality Certification program for review of</p>

Comment Code (Number of Commenters)	Comment Category
	<p>project boundary riparian areas and wetland mitigation issues, and d) need Federal United States Army Corp of Engineers (USACE) approval/permit under 404 requirements. The above will lessen and/or eliminate impacts to surface waters and wetlands.</p> <p>Response <i>All necessary permits will be acquired prior to construction. Agency coordination is ongoing.</i></p>
E10 (1)	<p>Comment Currently, the Kentucky Department of Fish and Wildlife Resources does not have any specific comments. Environmental concerns have been and continue to be addressed and impacts to stream and wetland resources have been considered and minimized to the extent practical.</p> <p>Response <i>Comment noted.</i></p>
E11 (1)	<p>Comment Kentucky DOW: Perennial and intermittent streams (drainage area greater than one square mile) were evaluated using the Ohio EPA Qualitative Habitat Evaluation Index (QHEI). Streams located in Kentucky should be evaluated in the field using the U.S. EPA's Rapid Bioassessment Protocol (RBP) for Use in Streams and Wadeable Rivers low gradient field methodology.</p> <p>Response <i>The Waters of the U.S. (WOTUS) Technical Report prepared for the Preferred Alternatives (i.e., Central Alternatives 1A and 1B) and the WOTUS Technical Report Addendum for the design modifications associated with Selected Central Alternative 1B Modified include the US EPA's RBP methodology and is included in Appendices J-2 and J-3 of the FEIS. Note: The report includes an addendum that covers the additional areas that needed to be surveyed for the stormwater detention basin and other design modifications associated with the Selected Central Alternative 1B Modified.</i></p>
E12 (1)	<p>Comment Kentucky DOW: Permanent impacts to streams and/or wetlands should be separated by the state the impact is proposed to occur in. A table of stream and/or wetland impacts that will occur in Kentucky should be provided in the Final Environmental Impact Statement (FEIS) and include the stream identifying number, latitude/longitude, flow type, impact type, linear feet/acres of impacts, drainage area, RBP score, and Adjusted Mitigation Units (AMUs) required for compensatory mitigation.</p> <p>Response <i>The requested information has been included in the WOTUS Technical Report and the WOTUS Technical Report Addendum located in Appendices J-2 and J-3 of the FEIS and in Chapter 4, Sections 4.4.2 and 4.4.4 of the FEIS.</i></p>
E13 (1)	<p>Comment Kentucky DOW: A table of temporary stream and/or wetlands impacts that will occur in Kentucky should be provided in the FEIS and include the stream identifying number, latitude/longitude, flow type, impact type, and linear feet/acres of impacts. Temporary impacts shall be restored and may require monitoring.</p>

Comment Code (Number of Commenters)	Comment Category
	<p>Response The requested information has been included in the WOTUS Technical Report and WOTUS Technical Report Addendum located in Appendices J-2 and J-3 of the FEIS and in Chapter 4, Sections 4.4.2 and 4.4.4 of the FEIS. Any streams/wetlands temporarily impacted by the project will be restored.</p>
E14 (1)	<p>Comment Kentucky DOW: Spoil and borrow areas required for the project should be identified before publishing the FEIS. These areas should be delineated and included on impact maps and impact tables and included in the calculation requirements for proposed compensatory mitigation.</p> <p>Response The majority of the project's borrow requirements will be satisfied through the construction of the detention basin in Kentucky; however, additional sites will be required. INDOT and KYTC do not typically condemn property for the purpose of spoil/borrow. It is normally left to the contractor to identify and acquire any such property and to comply with any environmental regulations (including permitting and mitigation) associated with their use.</p>
E15 (1)	<p>Comment Kentucky DOW: Please submit mussel survey reports to Samantha.Vogeler@ky.gov.</p> <p>Response Comment noted.</p>
E16 (1)	<p>Comment Kentucky DOW: Central Alternative 1A and 1B both include the removal of the southbound US 41 bridge. Impacts to water resources associated with the removal of the southbound US 41 bridge should be described and included in the FEIS.</p> <p>Response Central Alternative 1B Modified was identified as the Selected Alternative, which includes the removal of the southbound US 41 bridge. Impacts to water resources associated with the removal of the southbound US 41 bridge have been included in Section 4.7.7 of the FEIS.</p>
E17 (1)	<p>Comment Indiana Department of Environmental Management (IDEM), Office of Water Quality: The DEIS did not provide information on the removal of the southbound US 41 bridge. IDEM recommends you include specific information in the FEIS on the removal of the bridge. Additional information should include construction access, staging, removal process and disposal locations. If you do not have disposal locations identified, then an environmental commitment should be in place to ensure disposal areas will not include any aquatic features.</p> <p>Response Central Alternative 1B Modified was identified as the Selected Alternative, which includes the removal of the southbound US 41 bridge. The contractor will be responsible for identifying the construction access, staging, removal process, and disposal locations. The contractor will also be responsible for any environmental regulations (including permitting and mitigation) associated with bridge removal and disposal. As a result, INDOT and KYTC will develop enforceable language in the contract that will ensure that the contractor meets all applicable NEPA, environmental, and permit commitments and requirements. However, Chapter 4, Section 4.7.7 of the FEIS and Sections 2.15, 2.16, and 2.3 of the</p>

Comment Code (Number of Commenters)	Comment Category
	<i>Biological Opinion in Appendix K-5 of the FEIS discuss the proposed actions associated with the demolition of the US 41 southbound bridge and conservation measures.</i>
E18 (1)	<p>Comment IDEM, Office of Water Quality: It was noted that you are leaving the existing southbound US 41 in place. If you are making northbound US 41 a two-way and all traffic will be on it, then why are you leaving southbound US 41 in place north of Waterworks Road? IDEM would like to see the bridges and road removed and the areas restored back to wetland conditions.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative, which includes the removal of the southbound US 41 bridge. Median crossovers to accommodate the transition from 4 lanes to 2 lanes and vice versa will be provided on either side of the river, close to each end of the bridge, resulting in the removal of a relatively small section of existing pavement. A decision regarding what will be done with that area following removal will be made during final design.</i></p>
E19 (1)	<p>Comment IDEM, Office of Water Quality: The DEIS identified the preferred alternative as being within Zone 1 of the Evansville Water and Sewer Utility. Table 4.4-3 states it is highly susceptible to surface water spills however there are no environmental commitments on spill prevention. Chapter 7.11.5 states a spill response plan will be required for the project. The chapter then discusses agreements and notification requirements. In addition to spill response agreements and notification requirements, the FEIS should discuss the use of deck drains on the Ohio River Bridge to convey the water landward to containment and treatment areas. In addition to this being a drinking water issue it may also be a mussel species issue since formal studies, surveys, and coordination have not occurred with the U.S. Fish and Wildlife Service to determine the presence of federally listed species.</p> <p>Response <i>The topographic and hydraulic setting of the I-69 Ohio River Crossing make containment and treatment of stormwater not practicable. The Ohio River floodplain in the project area is very wide (greater than 3 miles). The containment/treatment area would need to be above the 100-year floodplain to avoid flushing of any pollutants within the detention basins into the river during flood conditions, which are common in this region. For the I-69 ORX bridge, which is likely to have its highest elevation at the navigation channel(s), a detention basin would be required on each side of the river. Transporting water to each basin would require a drainage system approximately 1 mile long to the south and 2 miles long to the north. Pipes of this length and the modifications to structurally support and convey them through the bridge structure would add considerable cost to the project, likely in the tens of millions of dollars. Finally, the pipes and the detention basins would require regular maintenance, adding to the states' long-term costs.</i></p> <p><i>A scaled-back approach would collect stormwater from only the river spans of the bridge and convey it to a detention basin just outside the banks of the river. Stormwater from the spans over the floodway/floodplain would be collected in deck drains and discharged to the land directly below. With this system, during non-flood conditions, all water would pass through some form of detention basin or vegetated swale, providing the opportunity for some pre-treatment of stormwater, prior to discharge to the Ohio River. However, during flood events, this would provide only a marginal level of effectiveness because the stormwater would discharge directly into the flood water (i.e., the Ohio River). Further, any pollutants remaining in the detention basins and vegetated swales would be flushed into the river during every flood event.</i></p>

Comment Code (Number of Commenters)	Comment Category
	<i>Based on this analysis, it was determined that neither of the above approaches would be cost-effective to contain and treat stormwater from the Ohio River bridge.</i>
E20 (1)	<p>Comment IDEM, Office of Water Quality: It is estimated that 18,372 linear feet of stream channel, 17.6 acres of wetlands, and 12.7 acres of open water exists within the preferred alternative right of way (ROW). The FEIS should update the Waters of the US. Report (Appendix J-1) to include an additional column in each table to reflect which state the waters are located in. The only identifier in the tables is the latitude/longitude for each waterbody. Additionally, any other table referencing waters should be updated throughout the FEIS.</p> <p>Response <i>The requested information has been included in the WOTUS Technical Report and WOTUS Technical Report Addendum located in Appendices J-2 and J-3 of the FEIS and in Chapter 4, Sections 4.4.2 and 4.4.4 of the FEIS.</i></p>
E21 (1)	<p>Comment IDEM, Office of Water Quality agrees with the specific mitigation ratios identified in the DEIS for unavoidable wetland impacts. IDEM would also like to thank you for your efforts in designing the project to avoid the large compensatory mitigation sites located within the preferred alternative. The proposed interchange with the existing I-69 has a large amount of aquatic resources within the footprint. The FEIS should discuss temporary and secondary impacts from the proposed construction of the interchange. If this is going to be an engineered span interchange system, then construction access roads need to be at grade so there is no interference to the hydrology of the wetland systems. If the construction access roads must be raised, then culverts need to be installed to allow hydrology to flow from one side to the other. Where construction access roads need to be constructed in forested wetland areas, a site-specific restoration and monitoring plan should be developed to restore the wetlands to preconstruction grades, contours, and vegetative conditions. All staging, refueling, and concrete washout areas should be located in upland areas. Alterations to the flow and hydrology within the wetlands systems should be avoided to the greatest extent practical. There should be no roadside ditches cut through any wetland or adjacent to any wetland to avoid the removal of hydrology. If this is proposed, then additional compensatory mitigation may be required for secondary impacts to the wetlands.</p> <p>Response <i>Temporary and secondary impacts from the proposed construction of the interchange are discussed in Chapter 4, Sections 4.4.4 of the FEIS. Impact minimization measures will include consideration of the siting of access roads, staging areas, and drainage with consideration given to the preconstruction grades, contours, and vegetative communities. Since some of the wetlands impacted have been altered in the past through drainage improvements, mining, and other manmade features, opportunities to improve the overall wetland hydrology will be considered. INDOT and KYTC will comply with all standard construction practices which may or may not meet IDEM recommendations.</i></p>
E22 (1)	<p>Comment IDEM, Office of Water Quality: Unavoidable stream impacts should be minimized to the greatest extent practical. All stream relocations should follow the natural stream channel design protocols unless the relocated stream is an existing riprap lined/concrete lined roadside ditch. If you are capturing a stream within the ROW, the outside edge of the stream should be planted with trees and shrubs or located adjacent to existing forested areas to minimize the impacts of thermal inputs associated with increased impervious surface.</p>

Comment Code (Number of Commenters)	Comment Category
	<p>Response Stream impacts have been avoided/minimized throughout the project's development. Where practicable, stream relocations will follow the natural stream channel design standards. Streams within the ROW that can accommodate tree or shrub plantings to minimize the impacts of thermal inputs will be identified during the design phase and, where feasible, the outside edge of these streams will be positioned adjacent to existing forested areas.</p>
E23 (1)	<p>Comment IDEM, Office of Water Quality: In May 2018, the USACE approved a statewide in-lieu-fee program in the state of Indiana. In accordance with the 2008 Army Corps of Engineers Mitigation Rule, the mitigation preference for unavoidable wetland and stream impacts would be the Indiana Department of Natural Resources (IDNR) Stream and Wetland Mitigation Program (IN SWMP). For additional information please visit the following webpage address: https://www.in.gov/dnr/heritage/8340.htm.</p> <p>Response Comment noted. The I-69 ORX project will comply with the 2008 Army Corps of Engineers Mitigation Rule and IDNR's Stream and Wetland Mitigation Program. See Chapter 7 of the FEIS for mitigation commitments.</p>
E24 (1)	<p>Comment IDEM, Office of Water Quality: Erosion and sediment control will be a crucial part of this project during construction in order to protect the aquatic resources within the Indiana I-69 interchange. As with previous sections of I-69, the DEIS is not specific on the measures that will be used to address storm water management. The DEIS uses general statements such as "best management practices will be used" and "erosion and sediment control measures will be installed" prior to construction. These statements are general in nature and are not sufficient to adequately address the pollutants that will be associated with active construction. Specific selection of measures; including design specifications must be incorporated in the project based on the terrain and the resources that are to be protected. The purpose of 327 IAC 15-5 (Rule 5) "is to establish requirements for storm water discharges from construction activities of one (1) acre or more so that the public health, existing water uses, and aquatic biota are protected." As part of Rule 5, it is a requirement to ensure that "sediment-laden water which otherwise would flow from the project site shall be treated by erosion and sediment control measures appropriate to minimize sedimentation". Specific detail, including sequencing, must be provided as part of the construction plans required by Rule 5. All measures must be selected to protect aquatic resources on the project site. All measures should also be selected and designed for the location since the Indiana portion of this project is located within the floodway/floodplain of the Ohio River.</p> <p>Response Details regarding stormwater management will be developed during final design. All required measures will be included in the stormwater permitting plans submitted to each state (Rule 5 in Indiana and KPDES in Kentucky).</p>
E25 (1)	<p>Comment The Kentucky DOW endorses the project with comments. The proposed project is subject to DOW jurisdiction because the following are or appear to be involved: river crossing. Prior approval must be obtained from the DOW before construction can begin. The applicant must cite the State Application Identifier (SAI #KY201901040014) when submitting plans and specifications to the DOW.</p>

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	<p>Response <i>Comment noted. See Chapter 4, Section 4.9 of the FEIS for permits that will be required for the project.</i></p>
<p>E26 (1)</p>	<p>Comment The Kentucky DOW, Water Quality Branch has no comments.</p> <p>Response <i>Comment noted.</i></p>
<p>E27 (1)</p>	<p>Comment The Kentucky DOW, Compliance and Technical Assistance Branch endorses the project.</p> <p>Response <i>Comment noted.</i></p>
<p>E28 (1)</p>	<p>Comment The Kentucky Department for Environmental Protection, Division of Enforcement does not object to the project proposed by the applicant.</p> <p>Response <i>Comment noted.</i></p>
<p>E29 (1)</p>	<p>Comment The proposed work is endorsed by the Kentucky DOW, Groundwater Section of the Watershed Management Branch. However, there are domestic groundwater water well users in the vicinity of the proposed work. It is our recommendation that site be made aware of the requirements of 401 KAR 5:037 and the need to develop a Groundwater Protection Plan (GPP) for the protection of groundwater resources within that area.</p> <p>Response <i>As stated in Chapter 7, Section 7.11.1 of the FEIS, a Groundwater Protection Plan complying with 401 KAR 5:037 will be prepared.</i></p>
<p>E30 (1)</p>	<p>Comment The proposed project will require a Kentucky DOW Application for Permit to Construct Along or Across a Stream.</p> <p>Response <i>Comment noted. See Chapter 4, Section 4.9 of the FEIS for permits that will be required for the project.</i></p>
<p>E31 (1)</p>	<p>Comment Kentucky Department for Environmental Projection: The proposed Western Alternative Route is within the Henderson Municipal Water designated Source Water Protection Area zone 1 and 2. The proposed Central Alternative Route is within the Henderson Municipal Water designated Source Water Protection Area Zone 1.</p> <p>Response <i>Comment noted. See Chapter 4, Section 4.4.2 of the FEIS regarding impacts to public water supplies.</i></p>

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E32 (1)	<p>Comment Kentucky Department for Environmental Protection: If the construction area disturbed is equal to or greater than 1 acre, the applicant will need to apply for a Kentucky Pollutant Discharge Elimination System (KPDES) storm water discharge permit.</p> <p>Response <i>The project will disturb more than 1 acre of land in Kentucky so a KPDES stormwater permit will be required. See Chapter 4, Section 4.9 of the FEIS for permits that will be required for the project.</i></p>
E33 (1)	<p>Comment Kentucky Department for Environmental Protection: Utility line projects that cross a stream will require a Section 404 permit from the US Army Corps of Engineers and a 401 Water Quality Certification from DOW.</p> <p>Response <i>Comment noted. The relocation of utilities and the submission of applicable permits will be the responsibility of the utility companies.</i></p>
E34 (1)	<p>Comment Based on the information provided, the Kentucky Department of Fish & Wildlife Resources has no comments concerning the proposed project.</p> <p>Response <i>Comment noted.</i></p>
E35 (1)	<p>Comment The Green River Area Development District endorses this project.</p> <p>Response <i>Comment noted.</i></p>
E36 (1)	<p>Comment The Kentucky Department of Housing Buildings and Construction, Division of Building Code Enforcement, has no comments concerning the proposed project.</p> <p>Response <i>Comment noted.</i></p>
E37 (1)	<p>Comment Indiana Department of Natural Resources (IDNR), Division of Fish and Wildlife (DFW): The Natural Heritage Program's data have been checked. The managed lands, high quality natural community, and species below have been documented within 1/2 mile of the project area. IDNR, Division of Nature Preserves recommends that the construction limits be confined as much as possible, and no staging should be placed near the Ashumbala Nature Preserve or Eagle Slough Natural Area. We recommend coordinating with Sycamore Land Trust regarding any project activities near Eagle Slough Natural Area.</p> <p>A) MANAGED LANDS:</p> <ol style="list-style-type: none"> 1. Evansville Department of Parks & Recreation: <ol style="list-style-type: none"> a) Vann Pollack Park b) Caldwell Park c) James Price Park

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	<p>d) Anthony C. Oates Memorial Park</p> <ol style="list-style-type: none"> 2. Eagle Slough Natural Area, Sycamore Land Trust 3. Ashumbala Nature Preserve, DNR 4. Angel Mounds State Historic Site, Indiana State Museum & Historic Sites <p>B) COMMUNITY: Wet Floodplain Forest</p> <p>C) PLANTS:</p> <ol style="list-style-type: none"> 1. Water-purslane (<i>Didiplis diandra</i>), state endangered 2. Green Hawthorn (<i>Crataegus viridis</i>), state threatened 3. Bald Cypress (<i>Taxodium distichum</i>), state threatened 4. Mercury (<i>Acalypha deamii</i>), state rare <p>D) BIRDS:</p> <ol style="list-style-type: none"> 1. Sedge Wren (<i>Cistothorus platensis</i>), state endangered 2. Bald Eagle (<i>Haliaeetus leucocephalus</i>), state special concern <p>Response Comments are noted about confining the construction limits and not placing staging areas near the Ashumbala Nature Preserve or Eagle Slough Natural Area. As discussed in Chapter 4, Section 4.4.6 of the FEIS, minimal impacts to the state-listed species mentioned above are anticipated.</p>
E38 (1)	<p>Comment IDNR-DFW: The documented bald eagle nest is 1,000' from the Central Alternatives 1A and 1 B and greater than 3,000' from the West Alternatives of the proposed project site. This is greater than the recommended buffer of 660' that is used to reduce disturbance to nests. Also, no suitable habitat currently exists for sedge wrens within the project boundaries. Therefore, IDNR does not foresee any impacts to these bird species as a result of this project.</p> <p>Response Comment noted.</p>
E39 (1)	<p>Comment IDNR-DFW: The mitigation and commitments section proposes a 4:1 (or higher) mitigation ratio for exceptional, unique or critical wetlands such as cypress swamps; however, impacts to unique wetland such as cypress swamps should be avoided through redesign or relocation of project infrastructure. Mitigation of such habitat would be extremely difficult or impossible; therefore, the need for avoidance of such impacts is very important.</p> <p>Response There will be no unique or critical wetlands, such as cypress swamps, impacted by the I-69 ORX project. As discussed in the WOTUS Technical Report and WOTUS Technical Report Addendum in Appendices J-2 and J-3 of the FEIS, the highest quality wetland is a bottomland hardwood wetland (Wetland 6) that occurs in the Ohio River floodplain in Kentucky. Wetland 6 is a wooded slough with mature oak timber, which would require a higher mitigation ratio. An adjacent cleared gas ROW has already impacted this area, which makes the area less pristine, and most of this impact will be the conversion of bottomland hardwood wetlands to emergent wetlands during the construction of a bridge over this area.</p>
E40 (1)	<p>Comment IDNR-DFW: For purposes of maintaining fish passage through a crossing structure, the Environmental Unit of the IDNR, Division of Fish and Wildlife recommends bridges rather than culverts and bottomless culverts rather than box or pipe culverts. Wide culverts are better</p>

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	<p>than narrow culverts, and culverts with shorter through lengths are better than culverts with longer through lengths. If box or pipe culverts are used, the bottoms should be buried a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the bankful width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width /length) of 0.25; and have stream depth and water velocities during low-flow conditions that are approximate to those in the natural stream channel.</p> <p>The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. Any riprap placed at the culvert's outlet should match the outlet/invert elevation at the upstream edge of the riprap apron. Smaller stone and fines should be mixed in to match the existing stream substrate particle distribution and provide impermeability of the riprap apron/substrate so the flow does not percolate through the voids below the riprap apron's surface. The slope of the riprap should be no steeper than 20:1 from the lip of the culvert pipe to the streambed. Riprap on the inlet side should have a slope no steeper than 5:1. Natural streambed material should be backfilled within the structure where possible as it can provide refuge for species using the culvert. Natural bed materials such as large cobble and boulders should be placed within the structure (anchored if necessary) to provide flow diversity and roughness/energy dissipation.</p> <p>Sump depth for a pipe or box culvert should be increased/adjusted to match the structure's design life according to the background rate of bed degradation/downcutting so that the culvert does not become perched long before the culvert requires replacement. Culvert width and gradient should be appropriate for the site conditions so that flows do not scour out material from the culvert. Stream simulation design should be applied with any crossing structure. Additional information is available in Publication No. FHWA-HIF-11-008, Federal Highway Administration, Culvert Design for Aquatic Organism Passage, October 2010 (http://www.fhwa.dot.gov/engineering/hydraulics/pubs/11_008/hif11_008.pdf).</p> <p>Response</p> <p><i>There are four perennial streams (Eagle Creek, Ohio River, North Fork Canoe Creek, and UNT-36 to North Fork Canoe Creek) affected by the Selected Central Alternative 1B Modified that could have year-round fish passage. Eagle Creek and the Ohio River will be spanned by bridges. North Fork Canoe Creek is currently spanned by two US 41 bridges and the proposed interchange with US 41 associated with Central Alternative 1B Modified will span the creek via bridges. UNT-36 to North Fork Canoe Creek is in an existing large double box culvert (2 culverts: 6-foot by 14-foot) under the existing US 41. Some of the intermittent and ephemeral streams would support transient fish passage and passage of other aquatic species. Comments related to culvert placement, stream dimensions, slope and velocities are noted. Comments related to bank stabilization, wildlife passage, rip-rap aprons, slope, and the use of natural bed materials are noted. Publication No. FHWA-HIF-11-008, Federal Highway Administration, Culvert Design for Aquatic Organism Passage, October 2010 will be considered during the project design.</i></p>
E41 (1)	<p>Comment</p> <p>IDNR-DFW: As was done with the I-69 crossing of the Patoka River, most or all of the floodway should be bridged. Facilitating wildlife movement under roads, especially large and heavily-traveled high-speed roads, is a priority concern for IDNR, Division of Fish and</p>

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	<p>Wildlife both for the ecological health of wildlife populations in terms of movement and dispersal, and habitat connectivity, and in terms of avoiding unnecessary wildlife mortality on roads. Maintaining or improving wildlife passage ability under roads means less wildlife crossing traffic lanes and consequently reduced driving hazards. Due to the high speeds on the proposed road, all creek crossings should be designed to accommodate wildlife passage which means designing all crossings wide enough to have footings/abutments located landward of the tops of the banks with a minimum of 24' of open, un-riprapped ground below the crossing on the banks (all on one side or split between both banks). A sample of wildlife passage benefits, cost-savings (in terms of structure cost versus deer-vehicle collision costs) and safety of life and property issues can be reviewed at http://www.virginiadot.org/vtrc/main/online_reports/pdf/06-r2.pdf.</p> <p>Where no bridges are planned, wildlife passages for most wildlife including white-tailed deer should be installed throughout the length of the project. Wildlife passage structures should be open enough to not deter wildlife use. To accommodate wildlife such as white-tailed deer, the minimum height of such structures should be 12', but could vary somewhat depending on the other variables resulting in an openness ratio of 0.25 or more. Fencing should be installed to guide wildlife towards the crossing structures and to maximize the openness of the structures grating or light-wells should be installed to provide natural light within the structure. Where applicable, metal grating installed within the portion of the passage that is within the road's median is recommended to improve the openness of a structure needing to cross a divided highway.</p> <p>Response <i>Comments on bridging the floodway are noted. The Selected Central Alternative 1B Modified will bridge most of the Ohio River floodway. As discussed in Chapter 4, Section 4.4.3 of the FEIS, the backwater rise associated with the bridging of the Ohio River floodway would be within the state limits of 0.14 foot. Consideration will be given to facilitating wildlife movement under I-69 for the ecological health of wildlife populations in terms of movement and dispersal, and habitat connectivity, and in terms of avoiding unnecessary wildlife mortality on roads. Comments related to footings/abutments, culvert minimum sizes, and un-riprapped ground below the crossings on the banks are noted.</i></p> <p><i>Vehicle-wildlife collisions are an identified safety concern and consideration of wildlife passages will be given during the final design phase. In Kentucky, a wildlife passage will be evaluated near the southern limits of the Ohio River floodplain.</i></p>
E42 (1)	<p>Comment IDNR-DFW: The placement of riprap/scour protection under a crossing structure could impair wildlife passage which can be prevented through the use of an alternative method of scour protection or modifying the proposed material.</p> <p>Scour protection should be done using a smooth-surfaced material such as articulated concrete mats under the structure instead of part or all of the proposed riprap (or riprap at the toe and a smooth-surfaced material above the riprap toe protection). Poured concrete is not an acceptable type of smooth-surfaced material. Materials such as articulated concrete block mats, fabric-formed concrete mats or other similar smooth-surfaced materials will not impair wildlife movement along the banks under the bridge .(see http://directives.sc.egov.usda.gov/OpenNonWebContent.aspx?content=17553.wba)</p> <p>Riprap scour protection on narrow structures less than 20' wide should not extend a significant distance from each side of the structure to avoid accelerating flow in the low-</p>

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	<p>flow channel and causing bed scouring or fish passage impairment due to the accelerated flow. Do not place riprap across the streambed as it may result in a fish passage obstruction. Riprap may be placed at the edges of the structure to protect the footings and at the toe of the stream banks.</p> <p>Response <i>The comments appear to relate to stream crossings with defined banks. Articulated concrete block mats, fabric-formed concrete mats, or other similar smooth-surfaced materials that will not impair wildlife movement will be considered in these areas during the final design phase. The Ohio River bridge, due to the velocity and volume of flow, may require heavier types of scour protection.</i></p>
<p>E43 (1)</p>	<p>Comment IDNR-DFW: Impacts to river/stream channels should first be addressed in planning through avoidance, minimization, and lastly compensatory mitigation. Instead of channel relocation, we highly recommend stabilization of the outside bend upstream of the bridge with bioengineered methods and materials including rock toe protection and incorporating live vegetation into the stabilization above the toe.</p> <p>If relocation remains the best option after a complete examination of the possible alternatives and avoidance of impacts, mitigation plans should be developed. Mitigation for a stream channelization/relocation should include replacement of the impacted channel length with an equal length of restored channel that possesses equal or higher quality riparian and stream habitat as the impacted area. Habitat enhancement should also occur along another length of stream equal to the length impacted. Experienced professionals with backgrounds in soils, botany, ecology, fish and wildlife management, fluvial geomorphology, and engineering should design all channel relocation projects. A restrictive covenant should be used to protect the channel from future disturbance, and it should cover both the restored and enhanced creek lengths (essentially at a ratio of 2:1 or greater in linear feet of stream relocated/impacted).</p> <p>Natural channel design should be used in the design of any relocated channel and should include aquatic and riparian habitat elements needed to complement upstream and downstream conditions. Further information can be found at: https://www.bae.ncsu.edu/wp-content/uploads/2017/07/sr_guidebook.pdf.</p> <p>A Qualitative Habitat Evaluation Index (QHEI) should be developed for the stream to be relocated which will be the minimum QHEI score for the relocated stream and to the extent practicable, the relocated segment should have similar cross-section, substrate, in-stream habitat, and riparian corridor and channel morphology when compared to the original segment.</p> <p>Response <i>The design phase will ensure that effects to rivers and streams will avoid and minimize impacts to the extent possible. Compensatory mitigation will be completed for impacts that cannot be avoided. Comments about stream channelization/relocation are noted, and natural channel design methods will be utilized during the design phase. QHEI forms have been prepared for the applicable streams and are found in the WOTUS Technical Report and WOTUS Technical Report Addendum in Appendices J-2 and J-3 of the FEIS. No perennial or intermittent stream relocation would be required for the I-69 ORX project, because all these crossings can be bridged. Some ephemeral channels would require</i></p>

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	<i>stream relocation/channelization. To the extent possible, natural channel design principles will be implemented.</i>
E44 (1)	<p>Comment IDNR-DFW: We recommend a mitigation plan be developed (and submitted with the permit application) for any unavoidable riparian habitat impacts that will occur. IDNR's Floodway Habitat Mitigation guidelines (and plant lists) can be found online at: http://www.in.gov/legislative/iac/20190130-IR-312190041_N_RA.xml.pdf.</p> <p>Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees). Impacts to wetland habitat should also be mitigated at the appropriate ratio.</p> <p>The mitigation site should be located in the floodway, downstream of the one (1) square mile drainage area of that stream (or another stream within the 8-digit HUC, preferably as close to the impact site as possible) and adjacent to existing forested riparian habitat.</p> <p>Response <i>A mitigation plan will be developed and submitted with the permit application for any unavoidable riparian habitat impacts in Indiana and IDNR's Floodway Habitat Mitigation guidelines will be utilized during the design phase of the project. Comments on mitigation ratios for non-wetland forest and mitigation site locations are noted.</i></p>
E45 (1)	<p>Comment IDNR-DFW: All migratory bird species are protected under the Migratory Bird Treaty Act (MBTA) of 1918. Swallows (<i>Hirundo</i> spp.) often build nests on the undersides of bridges, and the proposed US 41 work could impact these species. To ensure compliance with the MBTA, IDNR, Division of Fish and Wildlife recommends that either work not take place between May 7 and September 7 (which is the nesting season), or that the bridge be surveyed for nests during those dates prior to construction. If nests are found with eggs, chicks, or parents actively tending to the nest (building the nest and visiting often), then repairs should be put on hold until the nesting cycle is completed (to fledging) or fails (by natural causes). Removal of inactive nests of migratory birds should not be accomplished prior to consultation with the USFWS office with local jurisdiction. A permit may be required for removal of inactive nests.</p> <p>Response <i>A commitment has been added to Chapter 7, Section 7.14 of the FEIS indicating that bridges will be surveyed between May 7 and September 7 for the presence of migratory birds or nests prior to construction activities, including demolition of the southbound US 41 bridge. If nests are found with eggs, chicks, or parents actively tending to the nest, the local USFWS office will be contacted prior to disturbance.</i></p>
E46 (1)	<p>Comment IDNR-DFW: The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:</p> <ol style="list-style-type: none"> 1. Revegetate all bare and disturbed areas with a mixture of native grasses, sedges, wildflowers, and also native hardwood trees and shrubs as soon as possible upon

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	<p>completion. Do not use any varieties of Tall Fescue or other non-native plants, including prohibited invasive species (see 312 IAC 18-3-25).</p> <ol style="list-style-type: none"> 2. Minimize and contain within the project limits in-channel disturbance and the clearing of trees and brush. 3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife. 4. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30. 5. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure. 6. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. 7. Use minimum average 6-inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. 8. Plant native hardwood trees along the top of the bank and right-of-way to replace the vegetation destroyed during construction. 9. Post "Do Not Mow or Spray" signs along the right-of-way. 10. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized. 11. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven/Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas. <p>Response</p> <p><i>Items 1, 2, 10, and 11: Each of these items are part of the states' standard specifications. Items 3 and 4: Coordination with IDEM, KDFW, and USFWS has been conducted and commitments to avoid impacts to threatened and endangered species are discussed in Chapter 7 of the FEIS.</i></p> <p><i>Items 5-7: Temporary access bridges or causeways will be needed for construction of the bridge. Any such measures will be appropriately accounted for in the project's floodway permit and no-rise certification applications.</i></p> <p><i>Item 8: Mitigation for tree clearing within the floodway will be addressed in accordance with each states' permitting requirements.</i></p> <p><i>Item 9: Signage will be considered for protected areas within the right-of-way that do not require mowing or spraying for safety or access reasons.</i></p>
E47 (1)	<p>Comment</p> <p>The US Army Corps of Engineers (USACE) Louisville District project ID number for the portion of the proposed project occurring in Kentucky is LRL-2018-1091. The following comments pertain to the portion of the proposed project that would occur in Kentucky:</p> <ul style="list-style-type: none"> • Tables for waters, stream/wetland impacts, and mitigation calculations must be organized by state in the Final Environmental Impact Statement (FEIS).

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	<ul style="list-style-type: none"> Streams within the state of Kentucky must be evaluated using the U.S. EPA's Rapid Bioassessment Protocol (RBP) for Use in Streams and Wadeable Rivers low gradient field methodology. For linear transportation projects in Kentucky, mitigation is required for impacts to ephemeral streams that exceed 0.10 acre within a single and complete crossing. Incorporate the estimated stream and wetland Adjusted Mitigation Units (AMUs) and credits, and their current costs in the Final Environmental Impact Statement (FEIS) alternatives analysis. <p>Inquiries regarding in-lieu fee credit purchases from the Kentucky Department of Fish and Wildlife Resources (KDFWR) In-Lieu Fee Program may be made directly by calling Mr. Clifford Scott (502) 564-5101, by email at Clifford.scott@ky.gov, or in writing at Kentucky Department of Fish and Wildlife Resources, Division of Fisheries, #1 Sportsman's Lane, Frankfort, Kentucky, 40601.</p> <p>Response The tables for waters, stream, and wetland impacts and mitigation calculations have been organized by state and included in the WOTUS Technical Report and WOTUS Technical Report Addendum in Appendices J-2 and J-3 of the FEIS and Chapter 4, Sections 4.4.2 and 4.4.4 of the FEIS. Perennial streams in Kentucky were evaluated using the U.S. EPA's Rapid Bioassessment Protocol (RBP) for Use in Streams and Wadeable Rivers low gradient field methodology forms. Comments on mitigation, AMUs and credits, costs in the FEIS, and KDFWR In-Lieu Fee Program are noted.</p>
E48 (1)	<p>Comment</p> <p>Since the proposed project would impact "waters of the United States (U.S.);" in Kentucky and Indiana, the USACE Louisville District has assigned two project ID numbers to the project, one for Kentucky (LRL-2018-1091) and one for Indiana (LRL-2017-346). The following comments pertain to the portion of the proposed project that would occur in Indiana.</p> <p>The preferred alternatives (Central Alternatives 1A or 1B), would involve constructing a new terrain interstate in Indiana. The impacts to "waters of the U.S.," have been considered during the project design, and the central alignment was relocated to avoid an existing Section 404 of the CWA mitigation site. As a result of the relocation, an open water feature and wetland complex would be impacted by the proposed central alignment.</p> <p>Section 404 of the CWA requires the applicant to avoid, minimize, and mitigate for impacts to "waters of the U.S." The USACE Louisville District currently processes new terrain transportation projects in Indiana that impact less than an acre of "waters of the U.S." under Indiana Regional General Permit (RGP) No.1. The terms and conditions of RGP No. 1 generally require mitigation for impacts at a single and complete crossing that exceed 300 linear feet of stream impact and/or 0.1 acre of jurisdictional wetland loss. Single and complete crossings with impacts greater than an acre are processed as Standard Permits. The RGP No. 1 is currently scheduled to be modified and/or reissued on December 15, 2019. We will issue a public notice when the RGP is modified and/or reissued.</p> <p>Response Comment noted. The I-69 ORX project will comply with Section 404 of the CWA and the applicable USACE permits will be submitted for both Indiana and Kentucky. See Chapter 4, Section 4.9 of the FEIS for permits that will be required for the project.</p>

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<p>E49 (1)</p>	<p>Comment</p> <p>The USEPA recommends the use of bridges on the south side to further avoid perennial and intermittent streams. If this recommendation for additional avoidance and minimization is not feasible, we recommend the use of embedded box culverts. Embedded culverts ensure that the stream systems continue to support the hydrologic flux and storage, biological productivity, biogeochemical cycling and storage, and decomposition. It is also suggested that an embedded culvert be included under the causeway in the upper floodplain (southside) to allow for wildlife movement during catastrophic flood events that inundate the floodway and floodplain. Furthermore, embedded culverts should also be used with ephemeral stream crossings to support the functions listed above with an understanding that salamanders and other reptiles and mammals utilize these streams.</p> <p>The USEPA also recommends additional minimization of the construction corridor and highway width when crossing wetland areas, hydric soils and stream crossings to further minimize impacts to wetlands and streams. Steeper or vertical sides with guardrails are measures that have been adopted in interstate highway design to lessen impacts to adjacent wetlands and streams. We further recommend the development and implementation of a wetland restoration plan to ensure that wetlands are restored to their pre-impact condition. Mitigation should be provided for the wetland acreage that cannot be fully restored (e.g., any forested wetland impacts that will not be replanted with trees). Standard mitigation for forested wetland conversion to emergent in Indiana is 1:1 to compensate for functional and temporal loss of the forested wetlands that will be restored to emergent or scrub shrub. In Kentucky, adjusted mitigation units (AMUs) should be calculated consistent with U.S. Army Corps of Engineers (USACE) protocol and the appropriate purchase of AMUs from an approved USACE's Engineer's mitigation bank or the Kentucky Department of Fish and Wildlife In-lieu Fee Program. The wetland restoration plan should describe measures to minimize and/or control for non-native invasive species. We further recommend that all temporary wetland impacts be planted with native seed mix, including pollinator species.</p> <p>Response</p> <p><i>Perennial streams in the study area will be spanned by bridges. Embedded box culverts or 3-sided box culverts will be utilized for other stream crossings where practical. During final design, the states will evaluate the potential and value of including an embedded box culvert as a wildlife crossing.</i></p> <p><i>The project's Section 404 permit application will demonstrate that impacts to wetlands have been avoided and minimized to the extent practicable. Wetlands that are impacted temporarily during construction will be restored; it is understood that conversion of bottomland hardwood forest to emergent wetlands will require mitigation. During the development of the AMUs, the project team will work with the USACE and KYDFW to discuss the In-Lieu Fee Program. All permit requirements regarding control of non-native invasive species and native seed mixes will be followed.</i></p>
<p>E50 (1)</p>	<p>Comment</p> <p>The USEPA recommends incorporating stormwater best management practices into the design and construction of the I-69 ORX project to improve the projects ability to maintain water quality and stabilize soils. The Ohio River is classified as an Outstanding State Resource water, and there are other waterbodies within the proposed project area. Therefore, efforts should be made to direct stormwater into treatment cells or areas prior to discharging the stormwater into the river, streams, and floodplains. It is especially important to treat the first inch of runoff because this water conveys much of the pollutants during a storm event. The</p>

Comment Code (Number of Commenters)	Comment Category
	<p>Final Environmental Impact Statement (FEIS) should also discuss potential locations for detention/retention sites required to treat storm water.</p> <p>Response <i>The topographic and hydraulic setting of the I-69 Ohio River Crossing make containment and treatment of stormwater not practicable. The Ohio River floodplain in the project area is very wide (greater than 3 miles). The containment/treatment area would need to be above the 100-year floodplain to avoid flushing of any pollutants within the detention basins into the river during flood conditions, which are common in this region. For the I-69 ORX bridge, which is likely to have its highest elevation at the navigation channel(s), a detention basin would be required on each side of the river. Transporting water to each basin would require a drainage system approximately 1 mile long to the south and 2 miles long to the north. Pipes of this length and the modifications to structurally support and convey them through the bridge structure would add considerable cost to the project, likely in the tens of millions of dollars. Finally, the pipes and the detention basins would require regular maintenance, adding to the states' long-term costs.</i></p> <p><i>A scaled-back approach would collect stormwater from only the river spans of the bridge and convey it to a detention basin just outside the banks of the river. Stormwater from the spans over the floodway/floodplain would be collected in deck drains and discharged to the land directly below. With this system, during non-flood conditions, all water would pass through some form of detention basin or vegetated swale, providing the opportunity for some pre-treatment of stormwater, prior to discharge to the Ohio River. However, during flood events, this would provide only a marginal level of effectiveness because the stormwater would discharge directly into the flood water (i.e., the Ohio River). Further, any pollutants remaining in the detention basins and vegetated swales would be flushed into the river during every flood event.</i></p> <p><i>Based on this analysis, it was determined that it would not be cost-effective to contain and treat stormwater from the Ohio River bridge.</i></p>
E51 (1)	<p>Comment USFWS: Informal Endangered Species Act (ESA) consultation for the project has been ongoing for several years, and we appreciate the work and commitment of the I-69 project team during this period. A Biological Assessment (BA) should be developed to help determine if formal ESA section 7(a)(2) consultation will be necessary. The USFWS staff in the Kentucky and Indiana Field Offices (FOs) are available to assist federal action agencies as the BA is developed and with agency effects determinations for listed species and critical habitat that may be affected by the proposed action.</p> <p>Appendix K-1, Endangered and Threatened Species Habitat Assessment and Wildlife Technical Report, discusses local species records for the northern long-eared bat and the gray bat, but does not mention the known Indiana bat records for Vanderburgh County, Indiana, or Henderson County, Kentucky. The Indiana FO has records of the Indiana bat in Vanderburgh County and all surrounding counties, including several records along the Ohio River in Warrick and Posey Counties. This information should be added to the DEIS.</p> <p>In addition, page 2-3 of the report indicates a record for northern long-eared bats in Vanderburgh County, Indiana, but it is not clear where that record is located relative to the project and Table 5.1-1 does not show the northern long-eared bat as occurring within 10 miles of the project area in Indiana. The Indiana FO has a record from adjacent Warrick County, Indiana, approximately 10 miles upstream of the project area, which should be</p>

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	<p>included in this table. In addition, the State of Indiana lists the northern long-eared bat as a Species of Special Concern.</p> <p>In Indiana, the project is within the range of the Indiana bat (<i>Myotis sodalis</i>), northern long-eared bat (<i>Myotis septentrionalis</i>), fat pocketbook mussel (<i>Potamilus capax</i>), and sheepsnose mussel (<i>Plethobasus cyphus</i>). The Indiana FO request that tree clearing activities in Indiana occur outside of the Indiana bat maternity season (i.e., remove trees between October 1 and March 30) to reduce the chance of incidental take of an occupied roost tree. Mussel impacts for the project appear to be limited to the Kentucky portion of the Ohio River. Additional measures to avoid and minimize impacts to listed species and critical habitat may also be necessary pending our review of the BA prepared once the preferred alternative is chosen.</p> <p>Response <i>A Biological Assessment (Appendix K-4 of the FEIS) was completed and submitted to USFWS with a letter requesting formal consultation on August 5, 2020. A Biological Opinion (Appendix K-5 of the FEIS) was then issued by USFWS on December 17, 2020. The Biological Assessment and Biological Opinion identify conservation measures to minimize/mitigate impacts to threatened and endangered species, including those listed in the comment.</i></p> <p><i>The occurrence of the Indiana bat in Henderson County, Kentucky and Vanderburgh County, Indiana may not be spelled out with exact locations, but Table 5.1-1 in Appendix K-1 of the FEIS, Endangered and Threatened Species Habitat Assessment and Wildlife Technical Report shows known sites for the Indiana bat within 5 and 10 miles of the project corridor in both Kentucky and Indiana. For the purpose of the Biological Assessment, both bat species were assumed to be present in forested habitats during the summer.</i></p> <p><i>The Vanderburgh County record for northern long-eared bat was obtained from Whitaker and Mumford (2009), thus an exact location was not available. However, if the site was within 1, 5, or 10 miles of the corridor, it should have shown up in the Indiana Natural Heritage Data Center data request. The methods used in preparing Table 5.1-1 of Appendix K-1 used a 1-mile, 5-mile, and 10-mile buffer around the project corridor along with Natural Heritage data. Based on this data search, the sites in Vanderburgh and Warrick counties must be located outside the 10-mile buffer. Both the Indiana and northern long-eared bats are assumed to be present within the project corridor. The status of the northern long-eared bat in Indiana has been updated in Section 4.4.6, Table 4.4-10 of the FEIS.</i></p> <p><i>Table 4.4-8 of the DEIS and FEIS lists both the Indiana and northern long-eared bat from Henderson County, Kentucky and Vanderburgh County, Indiana. In addition, in Section 4.4.6 of the DEIS and FEIS, both species are mentioned as known from these two counties.</i></p>
E52 (1)	<p>Comment USFWS: Table ES.6-1 should include seasonal tree clearing restrictions for the Indiana portion of the project area.</p> <p>Response <i>Table ES.6-1 has been revised as requested for the FEIS.</i></p>
E53 (1)	<p>Comment USFWS: Page 4-141 mentions direct impacts to rivers and streams will be minimized because the footprint is limited to the piers. However, there is no discussion on the use of causeways or barges for bridge construction and demolition. Causeways can cause substantial</p>

Comment Code (Number of Commenters)	Comment Category
	<p>changes in flow patterns and restrict fish passage at lower flows; they can also adversely affect mussels within and near the causeway construction area. During low-flow conditions excessive channel blockage can create stagnant water upstream of the causeway and dissolved oxygen deficits downstream in lateral portions of the channel. A bridge replacement study on the Allegheny River noted that some causeway designs have had slack water effects up to 600 meters upstream (Reutter, D.S. F. Patrick and D.A. Charters. 2001). The USFWS recommends incorporation of the following causeway and barge recommendations for the project:</p> <p>Causeways</p> <ol style="list-style-type: none"> 1. Causeways should be located outside of cobble/gravel substrate areas, when possible. These habitats are often the most-suitable habitat for many mussel species, including federally listed mussels. 2. Culverts or pipes should be installed in causeways to allow continued flow of water through the area to prevent pooling and stagnation. 3. The height of the causeway should be kept to a minimum to allow over-topping during heavy rain events and prevent upstream flooding. 4. Clean fill material should be used in causeways and removed immediately once the project is completed. 5. Causeways should not be located in the stream longer than a year in order to minimize disruption of mussel and host fish reproductive cycles. 6. All equipment used in waterways should be inspected using accepted protocols and determined free of zebra mussel adults and veligers (i.e., larvae). <p>Barges</p> <ol style="list-style-type: none"> 1. All barge equipment maintenance should be conducted on uplands away from the river, whenever possible. 2. Fuel storage should be contained and maintained in an area where leakage and spilling into waterways can be avoided. 3. Excavation for deadman anchors and steel cables should be performed in a manner to minimize the amount of ground surface disturbance. During excavation, temporary silt fence should be installed around each deadman anchor site during excavation and installation. Caution should be exercised during excavation/installation activities to prevent sediment from being washed into the Ohio River or other waterways. 4. Towboats should be operated at low RPMs, especially when approaching and leaving the work site to minimize river bottom scouring and downstream siltation. 5. Impacts to shoreline and substrate from barge grounding should be avoided and minimized where possible. 6. All equipment used in waterways should be inspected using accepted protocols and determined free of zebra mussel adults and veligers (i.e., larvae). <p>Response</p> <p><i>Temporary access bridges, causeways and barges will be needed for construction of the bridge. There is limited flexibility in the placement of causeways as they must be located adjacent to the construction. Causeways would likely be constructed to an elevation that allows safe working conditions in all but major flood events. Construction of the Ohio River bridge is anticipated to take 2-3 years and, if used, a causeway would likely be in place for most of that duration.</i></p>

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	<p>Marine equipment used in construction of the Ohio River bridge would most likely be transported to the site via the Ohio River due to its size. Therefore, inspecting this equipment for zebra mussels or veligers is not practical.</p> <p>Use of barges is prevalent on this stretch of the Ohio River with several barge operators in the project area.</p> <p>A final list of construction-related commitments is provided in Chapter 7 of the FEIS.</p>
<p>E54 (1)</p>	<p>Comment USFWS: Section 7.6.1: In addition to the avoidance and minimization measures for streams and surface water, the USFWS recommends that bridge deck run-off from the new structure, as well as any retained structures, is addressed to control input of pollutants. Run-off from these structures should be diverted and treated prior to returning to surface waters, particularly the Ohio River.</p> <p>Response The topographic and hydraulic setting of the I-69 Ohio River Crossing make containment and treatment of stormwater not practicable. The Ohio River floodplain in the project area is very wide (greater than 3 miles). The containment/treatment area would need to be above the 100-year floodplain to avoid flushing of any pollutants within the detention basins into the river during flood conditions, which are common in this region. For the I-69 ORX bridge, which is likely to have its highest elevation at the navigation channel(s), a detention basin would be required on each side of the river. Transporting water to each basin would require a drainage system approximately 1 mile long to the south and 2 miles long to the north. Pipes of this length and the modifications to structurally support and convey them through the bridge structure would add considerable cost to the project, likely in the tens of millions of dollars. Finally, the pipes and the detention basins would require regular maintenance, adding to the states' long-term costs.</p> <p>A scaled-back approach would collect stormwater from only the river spans of the bridge and convey it to a detention basin just outside the banks of the river. Stormwater from the spans over the floodway/floodplain would be collected in deck drains and discharged to the land directly below. With this system, during non-flood conditions, all water would pass through some form of detention basin or vegetated swale, providing the opportunity for some pre-treatment of stormwater, prior to discharge to the Ohio River. However, during flood events, this would provide only a marginal level of effectiveness because the stormwater would discharge directly into the flood water (i.e., the Ohio River). Further, any pollutants remaining in the detention basins and vegetated swales would be flushed into the river during every flood event.</p> <p>Based on this analysis, it was determined that it would not be cost-effective to contain and treat stormwater from the Ohio River bridge.</p> <p>At this time, there are no plans to retrofit the existing US 41 bridges with a contained drainage system.</p>
<p>E55 (1)</p>	<p>Comment USFWS: Section 7.9.2: The USFWS's Kentucky FO and Indiana FO have agreed to use the KYTC and FHWA programmatic process for Indiana bats and northern long-eared bats for ESA compliance for these species. However, the Indiana FO requests that seasonal tree</p>

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	<p>clearing restrictions be followed in Indiana and that any mitigation for forest impacts in Indiana occurs in Indiana.</p> <p>Response <i>Comments related to the request that seasonal tree clearing restrictions be followed in Indiana and that any mitigation for forest impacts in Indiana occurs in Indiana are noted. Final impact minimization and mitigation measures, including reasonable and prudent measures identified in the Biological Assessment and the USFWS Biological Opinion included in Appendix K-4 and K-5 of the FEIS will be implemented during final design and construction.</i></p>
<p>E56 (1)</p>	<p>Comment USFWS: Section 7.9.2: The DEIS indicates that all existing bridges that would be removed between 15 May and 15 August will be surveyed for the presence of endangered bats (also discussed in Table ES.6-1). The USFWS recommends conducting surveys at all bridges, regardless of proposed removal date.</p> <p>Response <i>All the bridges and overpasses within the project area were surveyed between August 10 and 12, 2018 for day-roosting bats and no listed bats were found (see Chapter 4, Section 4.4.6 in the FEIS). Since bats can establish a roost at a structure at any time, all bridges/overpasses will be resurveyed within the Selected Alternative 1B Modified for listed bats within 10 days of construction starting, regardless of the date. This action along with other Conservation Measures to reduce and eliminate impacts to listed bats can be found in the Biological Assessment (see Appendix K-4 of the FEIS) and in the USFWS letter dated September 3, 2020 regarding the Biological Assessment's determinations (see Appendix H-7 of the FEIS). The reference to the dates in Section 7.9.2 has been removed in the FEIS.</i></p>
<p>E57 (1)</p>	<p>Comment USFWS: The proposed project is a large construction project that will involve a significant amount of land clearing and soil disturbance will result in the loss and fragmentation of habitat and an increased opportunity for sedimentation of streams to occur. To minimize these effects, the USFWS recommends strict adherence to the construction limits for the project in order to maintain trees and other vegetation outside of the construction limits. We also recommend the development and implementation of a strict and comprehensive erosion and sedimentation control plan to address all sources of project-related erosion and sedimentation, including, but not limited to, construction access roads, roadway approaches, staging areas, and stream crossings. Best Management Practices for erosion and sedimentation control should be constructed and in-place before construction occurs. In addition, all erosion and sedimentation control measures should be maintained during construction and maintained after construction ceases if vegetative cover has not been established. All disturbed soil areas should be re-vegetated as soon as possible using INDOT and/or KYTC standard specifications.</p> <p>Response <i>Comment noted. See Chapter 7 of the FEIS regarding commitments for erosion and sedimentation control measures.</i></p>
<p>E58 (1)</p>	<p>Comment USFWS: Throughout the DEIS, natural resource impacts are described for the project as a whole. The USFWS requests an assessment of impacts by state, which would allow each state the opportunity to evaluate within-state impacts. The Kentucky and Indiana FOs and state permitting authorities would then have clear data for evaluating impacts and</p>

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	<p>determining conservation recommendations or mitigation measures that may be appropriate.</p> <p>Response <i>Comments noted. Natural resource impacts have been summarized for the Selected Central Alternative 1B Modified by state in the FEIS and in the WOTUS Technical Report and WOTUS Technical Report Addendum in Appendices J-2 and J-3 of the FEIS.</i></p>
<p>E59 (1)</p>	<p>Comment USFWS: The preferred alternative is estimated to impact over 18,000 linear feet of perennial, intermittent, and ephemeral streams. The USFWS recommends the project avoid stream realignment and/or channelization wherever possible. Adverse impacts resulting from channel alterations include loss of aquatic habitat, destabilization of the channel hydraulics and accelerated bank erosion, and sedimentation. We recommend incorporation of the following stream relocation recommendations for the project:</p> <ol style="list-style-type: none"> 1. The length of channel realignment should be reduced to the minimum necessary for the bridge or culvert. Work in streams below the low water elevation should be limited to the extent necessary for placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. 2. If the channel subject to realignment contains good substrates (i.e. gravel, cobbles and boulders), this material should be stockpiled and used for substrate in the new channel. 3. The use of riprap and other artificial bank protection should be minimized, and bioengineering techniques used instead, wherever possible. 4. If riprap is used, it should be placed to extend below the low-water elevation to enhance bank stability and aquatic habitat. The extent of armoring streambanks should be minimized, and bioengineering techniques used instead, whenever possible. 5. New channel should be constructed with bank slopes and bottom elevations equivalent to those in the natural channel. New culverts should span the active stream channel, should be either embedded or utilize a 3-sided or open-arch culvert, and should be installed with a flat or nearly flat slope. 6. Best management practices should be used to contain soil and sediment runoff during construction. Silt curtains or other devices should also be installed and maintained at the downstream end of the project to limit sediment transport in newly excavated channels. 7. Channel work and vegetation clearing should be limited to the minimum necessary. 8. Native hardwood trees and shrubs should be planted in a zone at least 50 feet wide on both sides of the new channel. 9. The suitability of installing wildlife crossings at bridges or culverts should be evaluated, especially at those bridges or culverts where high quality habitat (e.g., forests, grasslands) will occur on both sides of the bridge or culvert. Suitable crossings would include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels, and associated diversion fencing. <p>Response <i>Stream impacts will continue to be avoided and minimized to the extent practicable. Techniques for stream mitigation will be coordinated through the permitting processes. During final design the states will evaluate the potential and value of including one or more</i></p>

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	wildlife crossings. Direct impacts to streams from Selected Central Alternative 1B Modified are anticipated to be much less than 31,000 feet. As described in FEIS Chapter 4 4, Section 4.4.2, the FEIS looked at the worst-case scenario when impacts were calculated.
F	Funding
F1 (1)	<p>Comment How is this bridge being funded?</p> <p>Response The I-69 ORX project will be funded with a combination of state (Indiana and Kentucky) and federal transportation funds and toll revenue. The Kentucky Legislature has already allotted \$227M towards the project.</p>
F2 (3)	<p>Comment Include in the planning the very substantial level of funding that can be expected to be available for this project from the 2017 increase in the Indiana Gas tax. The state of Indiana increased its gas tax on July 1, 2017, by 10 cents/gallon to 28 cents/gallon. It will go up another 1 cent/gallon this July and could go up as much each year through 2024. The increase in funds that will be made available for use on needed infrastructure projects is projected to eventually be \$1.2 billion/year.</p> <p>These funds are actually already being used for construction of I-69. A report "NextLevel Indiana 5-year construction plan" that went out earlier this year under Governor Holcomb's signature summarizes in great detail the state's plans for spending the first \$4.7 billion of this gas tax money over the next five years. A total of almost \$555 million is allocated to Morgan, Johnson and Marion counties for I-69. Vanderburgh County will get \$0 for I-69. Furthermore, for all spending in the plan for all types of projects, Morgan County will receive by far the highest per capita rate of funding while Vanderburgh County is 10th from the bottom.</p> <p>It may just be that it is too soon to allocate funds for the I-69 Bridge; planning for construction of the northern segments of the I-69 roadway into Indianapolis from Bloomington may just be further along than planning for the I-69 Bridge. If that is the case, then we in Southwest Indiana should expect to see in the next 5-year plan, similar to what is now going to Central Indiana for I-69, several hundred million dollars to be available for construction of I-69 Bridge. Combined with targeted tolling of the interstate-through traffic, projected to be about 35% of the total traffic, this should be sufficient to cover Indiana's share of the I-69 bridge costs, without the need to toll local Indiana residents who have literally for generations been crossing the river for free.</p> <p>Response Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</p> <ul style="list-style-type: none"> • It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner. • It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free. • The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.

Comment Code (Number of Commenters)	Comment Category
	<p>The I-69 ORX project will be funded with a combination of state (Indiana and Kentucky) and federal transportation funds and toll revenue. The Kentucky Legislature has already allotted \$227M towards the project.</p>
<p>F3 (1)</p>	<p>Comment If there has to be additional money for the upkeep of these bridges, take a portion of the money the state gets from the lottery. Take some of the money the state taxes residents and put it towards that.</p> <p>Response Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</p> <ul style="list-style-type: none"> • It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner. • It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free. • The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations. <p>The I-69 ORX project will be funded with a combination of state (Indiana and Kentucky) and federal transportation funds and toll revenue from the new I-69 bridge. The Kentucky Legislature has already allotted \$227M towards the project.</p> <p>Each state utilizes multiple funding sources to pay for construction and maintenance of transportation infrastructure and will consider all available options when making funding decisions for this project.</p>
<p>F4 (3)</p>	<p>Comment Increase the federal and/or the states' gasoline tax permanently or temporarily to help fund the project or the maintenance of the US 41 bridges in order to eliminate the need for tolls.</p> <p>Response Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</p> <ul style="list-style-type: none"> • It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner. • It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free. • The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations. <p>The I-69 ORX project will be funded with a combination of state (Indiana and Kentucky) and federal transportation funds and toll revenue from the new I-69 bridge. The Kentucky Legislature has already allotted \$227M towards the project. Each state utilizes multiple funding sources to pay for construction and maintenance of transportation infrastructure, including gas taxes, and will consider all available options when making funding decisions for this project.</p>

Comment Code (Number of Commenters)	Comment Category
F5 (0)	<p>Comment [This comment code was not used but was retained as an empty placeholder so that the subsequent Comment Codes would not have to be renumbered.]</p> <p>Response N/A</p>
F6 (1)	<p>Comment The system that I propose using a lot of states have already implemented something similar. My prediction is you'd be able to raise \$2 billion paying back over 12 or 20 years. You want to spread it out for 35, 40, 50 years, or like Indiana, 75 years that they're paying for the Indiana toll road. If you bonded authority to continue to use the system, it would generate \$2 to \$4 billion, pay it back over the same amount for 12, 24, 40, or 80 years.</p> <p>Response <i>The I-69 ORX project will be funded with a combination of state (Indiana and Kentucky) and federal transportation funds and toll revenue from the new I-69 bridge. The Kentucky Legislature has already allotted \$227M towards the project.</i></p> <p><i>Each state utilizes multiple funding sources to pay for construction and maintenance of transportation infrastructure and will consider all available options, including bonds, when making funding decisions for this project.</i></p>
F7 (3)	<p>Comment Support the use of an INFRA and TIGER grants to help fund the project.</p> <p>Response <i>The states intend to explore all available grant opportunities to help support the project.</i></p>
F8 (1)	<p>Comment Concerned about the funding for the I-69 bridge if both US 41 bridges remain open. The traffic comparison looking forward forecasts a small difference between the US 41 bridge with two directions of traffic and the new I-69 bridge. This assumes that congestion and slower commute times on the US 41 bridge would entice drivers onto the new I-69 bridge and contribute to the toll revenue. I am concerned that if both US 41 bridges are left in use, there will be little enticement to take the new I-69 bridge and therefore little revenue. This will put the project in jeopardy for upfront cost, especially for Kentucky with a larger share of the project. This project was projected with a need for six lanes of traffic in the future and that number should be adhered to.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> <i>• It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i> <i>• It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i> <i>• The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</i>

Comment Code (Number of Commenters)	Comment Category
	<p>The I-69 ORX project will be funded with a combination of state (Indiana and Kentucky) and federal transportation funds and toll revenue from the new I-69 bridge. The Kentucky Legislature has already allotted \$227M towards the project.</p>
<p>F9 (1)</p>	<p>Comment Need to come up with additional federal and state funds for the project instead of using tolls.</p> <p>Response Central Alternative 1B Modified was identified as the Selected Alternative. As a result, there will be no tolls on the US 41 bridge, while the new I-69 bridge will be tolled.</p> <p>The I-69 ORX project will be funded with a combination of state (Indiana and Kentucky) and federal transportation funds and toll revenue from the new I-69 bridge. The Kentucky Legislature has already allotted \$227M towards the project. It has been determined that traditional state and federal funds will not be sufficient to fund the project and that toll revenue will be needed to supplement project funding.</p>
<p>F10 (1)</p>	<p>Comment If the I-69 bridge cannot be built without tolls, postpone construction until money is available.</p> <p>Response Central Alternative 1B Modified was identified as the Selected Alternative. As a result, there will be no tolls on the US 41 bridge, while the new I-69 bridge will be tolled.</p> <p>The I-69 ORX project will be funded with a combination of state (Indiana and Kentucky) and federal transportation funds and toll revenue from the new I-69 bridge. The Kentucky Legislature has already allotted \$227M towards the project.</p> <p>Considering all available and anticipated funding sources, tolls on the new I-69 bridge will be required to help construct the project. INDOT and KYTC do not foresee a time when the project would be feasible without tolls. Additional details regarding construction costs and tolling are provided in Section 4.8 of the FEIS.</p>
<p>F11 (1)</p>	<p>Comment Have you considered selling bonds to help close the financial gap?</p> <p>Response Each state utilizes multiple funding sources to pay for construction and maintenance of transportation infrastructure and will consider all available options, including bonds, when making funding decisions for this project.</p>
<p>F12 (2)</p>	<p>Comment Raise taxes on gambling, alcohol, cigarettes, and legalize medicinal and/or recreational marijuana to help fund the project.</p> <p>Response Each state utilizes multiple funding sources to pay for construction and maintenance of transportation infrastructure and will consider all available options when making funding decisions for this project. However, neither state is currently considering taxes on any of these items to help fund the project.</p>

Comment Code (Number of Commenters)	Comment Category
F13 (1)	<p>Comment How much federal and state monies will there be to help determine the toll costs?</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative. As a result, there will be no tolls on the US 41 bridge, while the new I-69 bridge will be tolled.</i></p> <p><i>The I-69 ORX project will be funded with a combination of state (Indiana and Kentucky) and federal transportation funds and toll revenue from the new I-69 bridge. The relative share of each of these sources is not known at this time. However, the Kentucky Legislature has already allotted \$227M towards the project.</i></p>
F14 (1)	<p>Comment Try to find an alternate way to fund the project other than removing the one US 41 bridge and tolling the remaining US 41 bridge.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i> • <i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i> • <i>The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</i> <p><i>The I-69 ORX project will be funded with a combination of state (Indiana and Kentucky) and federal transportation funds and toll revenue from the new I-69 bridge. The Kentucky Legislature has already allotted \$227M towards the project.</i></p>
F15 (1)	<p>Comment Could the project be funded with a local fuel tax for 3-4 counties in southwestern Indiana and 3-4 counties in western Kentucky?</p> <p>Response <i>Each state utilizes multiple funding sources to pay for construction and maintenance of transportation infrastructure and will consider all available options when making funding decisions for this project. However, neither state currently has plans to consider raising regional fuel taxes.</i></p>
G	Project Costs
G1 (1)	<p>Comment The project costs are too high. The study by BridgeLink, which has been cited before, has shown the cost for this route would be somewhere closer to \$900 million, not \$1.5 billion as has been said before in this DEIS, which, again, is rich and overpriced.</p> <p>Response <i>The project team has reviewed the cost information provided by BridgeLink. The updated project cost estimates provided in the FEIS reflect the project team's detailed cost estimate which has been reviewed by the states and FHWA.</i></p>

Comment Code (Number of Commenters)	Comment Category
<p>G2 (3)</p>	<p>Comment Bridgelink calculations show that with all the trucks using the new tolled I-69 bridge and keeping both Twin Bridges and keeping them free, that the project will pay for itself in 35 years. The Draft EIS states the total project will cost \$1.5 Billion over 35 years plus interest. Bridgelink estimates the project will cost less. Using the projected traffic count from the Draft EIS and the same tolls as the new Louisville bridges, and with all medium and heavy truck using the new I-69 bridge, toll revenue will exceed \$2.1 Billion over 35 years. Plus, if no new bridge is built, the ongoing costs for the twin bridges will be \$300 million over 35 years. Additionally, we are hopeful that Federal Highway will provide an INFRA grant of at least \$200 million.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> <i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i> <i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i> <i>The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</i> <p><i>The project team has reviewed the cost information and revenue estimates provided by BridgeLink. The updated cost estimates provided in the FEIS reflect a detailed cost estimate prepared by the project team and reviewed by FHWA. The revenue estimates are based on traffic forecasts from the FHWA-approved Evansville Metropolitan Planning Organization's travel demand model and the project team's experience on similar projects across the country.</i></p> <p><i>Regarding INFRA and other grants, the states intend to explore all available grant opportunities to help support the project.</i></p>
<p>G3 (1)</p>	<p>Comment I further question why the normal cost of maintaining the existing US 41 twin bridges is even included in an environmental impact study to determine the best route for constructing a new I-69 bridge and highway? The existing twin bridges and US 41 route is not obsolete or in need of replacement.</p> <p>Response <i>The project purpose and need (FEIS Chapter 2) included development of a solution to address long-term regional cross-river mobility. The existing US 41 bridges require the commitment of funds by the states for annual inspections, routine maintenance, and periodic repairs. As such, alternatives considered the costs of maintaining the existing US 41 bridges to determine the most cost-effective regional strategy.</i></p>
<p>G4 (1)</p>	<p>Comment How can a 35-year cost analysis possibly be reliable? The only certainty about such a long-term forecast is its wrong with the only two certainties: it is either too high or too low. Such a long projection period only serves to compound the impact of any assumption errors.</p>

Comment Code (Number of Commenters)	Comment Category
	<p>Response A 35-year analysis period was selected because that is a typical timeframe for financing a project of this type. While costs and revenues over long periods can certainly vary from projections, the analysis is based on the best available information from comparable projects.</p>
G5 (1)	<p>Comment The study indicates the southbound US 41 twin bridge will require 35-year repairs and maintenance of approximately \$106 million if truck traffic is redirected to the new I-69 route. The study does not clearly identify the southbound US 41 bridge and approach demolition cost in order to accurately determine the net cost of a decision to keep the southbound US 41 bridge. What 35-year costs are saved if the southbound US 41 bridge is retained?</p> <p>Response The cost of demolishing the existing southbound US 41 bridge was estimated at \$10 million. As a result, the estimated net 35-year cost of keeping the southbound US 41 bridge would be \$96 million (\$106 million for repair and maintenance costs minus the cost savings of \$10 million associated with not demolishing the bridge).</p>
G6 (1)	<p>Comment There were two bridges, a tunnel, and a major highway construction/reconstruction recently built in the Louisville area at the cost \$2.6 billion. Why does this single bridge cost so much? How does the income from the tolling on the Louisville bridges compare to the predictions made prior to construction?</p> <p>Response As shown in Table 4.8-1 of the FEIS, the construction cost for the Selected Central Alternative 1B Modified is estimated at \$985million in 2021 dollars and is comparable to the bridge projects in Louisville (Note: The \$ 1.469 billion total cost of this project includes the life-cycle costs of maintaining both the existing northbound US 41 bridge as well as the new bridge and roadway in order to provide a more accurate comparison between the build alternatives.). Inflation since 2012, when the Louisville projects were bid, and different site conditions (e.g., the 3-mile wide floodway at I-69 crossing) also play a role in cost differences between the projects.</p> <p>For the toll bridges in Louisville, revenue collected to date is in line with expectations, and both states are meeting their financial obligations for the project. More information about that project, including traffic and revenue, can be found at www.riverlink.com.</p>
G7 (1)	<p>Comment I completely disagree with the notion that maintenance cost will remain that high on the US 41/Twin Bridges since I do believe over 80% of the semi-truck traffic will avoid Stop Light city [i.e., Henderson/US 41 commercial strip] to save time, which of course is money to the drivers and companies.</p> <p>Response Central Alternative 1B Modified was identified as the Selected Alternative. As a result, there will be no tolls on the US 41 bridge, while the new I-69 bridge will be tolled. Truck traffic is expected to be split between both bridges, dependent in part on their final destination, traffic conditions at the time of the trip, and sensitivity to tolls (i.e., the cost of time traveling via the toll-free US 41 bridge versus the cost of tolls traveling via the new I-69 bridge).</p>

Comment Code (Number of Commenters)	Comment Category
	As shown in Table 1 of the US 41 Existing Bridges Evaluation Report (see Appendix O-1 in the FEIS), removing all truck traffic from the bridges still requires long-term maintenance costs of \$106 million to \$140 million for each bridge.
G8 (1)	<p>Comment Spend the money you were going to spend on tearing one of the US 41 bridges down on the safety, improving the life of the current US 41 bridge.</p> <p>Response <i>The demolition cost is a fraction of the long-term maintenance costs. The cost of demolishing either existing US 41 bridge was estimated at \$10 million. The cost to maintain each of the existing bridges for the 35-year analysis period was \$145-\$148 million.</i></p>
G9 (1)	<p>Comment The cost to keep a bridge as pedestrian only is minimal compared to the other auto bridges, plus demolition.</p> <p>Response <i>Retaining a US 41 bridge for pedestrian only use has considerable expense. Maintaining one of these bridges for pedestrian-only use would be comparable to the cost of maintaining it for passenger vehicle-only use. Table 1 of the US 41 Existing Bridges Evaluation Report (see Appendix O-1 in the FEIS) estimates that removing truck traffic from the bridges still requires long-term maintenance costs of \$106 million to \$140 million while the savings in costs from not demolishing one of the bridges is estimated at only \$10 million.</i></p>
G10 (1)	<p>Comment Taking the cost of removing one of the US 41 bridges out of the budget would also help offset the loss from not tolling the remaining US 41 bridge.</p> <p>Response <i>The cost of demolishing either existing US 41 bridge was estimated at \$10 million. The difference in revenue between Central Alternative 1A and Central Alternative 1B is \$1.4 billion dollars over 35 years.</i></p>
H	Tolling
H1 (13)	<p>Comment Oppose tolls because they would be a financial burden on the residents and/or businesses.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative. As a result, the US 41 bridge will not be tolled while the new I-69 bridge will be tolled.</i></p>
H2 (4)	<p>Comment Support tolls</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative. As a result, the US 41 bridge will not be tolled while the new I-69 bridge will be tolled.</i></p>
H3 (18)	<p>Comment Support tolls on the new I-69 bridge but not on the US 41 bridge(s) because tolls on the US 41 bridge(s) would be a financial burden on the residents and/or businesses.</p>

Comment Code (Number of Commenters)	Comment Category
	<p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative. As a result, there will be no tolls on the US 41 bridge.</i></p>
H4 (13)	<p>Comment Oppose tolls on the US 41 bridge(s) because they would be a financial burden on the residents and/or businesses.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative. As a result, there will be no tolls on the US 41 bridge.</i></p>
H5 (1)	<p>Comment Governor Holcomb announced in December 2018 that he would not move forward with new tolling on Indiana interstates. It would be useful for INDOT to confirm explicitly whether or not this decision applies to the I-69 bridge.</p> <p>Response <i>Governor Holcomb's December 2018 decision was in regard to a statewide interstate tolling study requested by the state legislature and conducted by INDOT. That study did not include the I-69 ORX project. Indiana and Kentucky agreed to re-start the I-69 ORX project in 2016 following an agreement that tolling would be part of the funding for this project.</i></p>
H6 (1)	<p>Comment How much faster would construction costs be paid and the approximate dollars saved if both bridges had a toll?</p> <p>Response <i>Regardless of the number of bridges that have a toll, the financing period would likely be 35-years, which is typical for this scale of project. Tolling both bridges would reduce the amount of other state funds required for construction.</i></p>
H7 (1)	<p>Comment Would the toll on the existing US 41 bridge be used to maintain it?</p> <p>Response <i>Yes, if tolls are collected on US 41, those funds would be pooled with tolls collected on I-69 and would be used to maintain both crossings. However, Central Alternative 1B Modified was identified as the Selected Alternative so the US 41 bridge will not be tolled and maintenance of that bridge will continue to be funded through each states' traditional funding sources.</i></p>
H8 (1)	<p>Comment Local residents and workers who live on one side and work on the other side, with proof of work and residence ID, could be issued a "local" transponder for a reduced toll rate on both the I-69 and US 41 bridges.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected. As a result, there will be no tolls on the US 41 bridge, providing an option for those wishing to avoid the toll. It is not feasible to toll local traffic at a reduced rate; however, consideration may be given to frequent users of the tolled crossing, similar to the policy in place in the Louisville metropolitan area.</i></p>

Comment Code (Number of Commenters)	Comment Category
<p>H9 (6)</p>	<p>Comment Don't charge tolls or charge reduced tolls on the US 41 bridge(s) for local traffic, low-income users, or those that use the US 41 bridges to commute to work.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i> • <i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i> • <i>The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</i>
<p>H10 (1)</p>	<p>Comment If the twin bridges are not tolled then access to re-enter I-69 from US 41 should be tolled.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i> • <i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i> <p><i>Tolling on I-69 will only occur for vehicles that travel across the river via the new I-69 bridge.</i></p>
<p>H11 (1)</p>	<p>Comment Toll only the commercial vehicles on the US 41 bridge and not the residents because a toll would be a financial burden on the residents and low-income people.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative. As a result, the US 41 bridge will be toll free for all vehicles.</i></p> <p><i>INDOT and KYTC are not currently considering truck-only tolls, which are the subject of legal challenges elsewhere in the country.</i></p>
<p>H12 (2)</p>	<p>Comment For tolls on the US 41 and I-69 bridges, Henderson County and Vandenberg County residents or people that commute across the river for work should get a free or low-cost annual pass on their registered vehicles. It could be done when vehicles are registered or get new plates.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative. As result, the US 41 bridge will remain toll free for local residents. It is not feasible to toll local traffic at a</i></p>

Comment Code (Number of Commenters)	Comment Category
	<i>reduced rate; however, consideration may be given to frequent users of the tolled crossing, similar to the policy in place in the Louisville metropolitan area.</i>
H13 (1)	<p>Comment The study indicates tolling both the I-69 and US 41 routes will fund 40% of 35-year project costs with half coming from the US 41 route or from local citizens who currently travel the route without the burden of tolls. This toll cost far exceeds the I-69 bridge benefit to local US 41 bridge users, especially if the traffic studies are accurate and only six lanes of river crossing will be needed as a result of I-69.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i> • <i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i> • <i>The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</i>
H14 (1)	<p>Comment The matter of tolls needs to be resolved before any further action is taken on this project. It has been stated many times during the study process that tolls will be determined later by some yet to be named group. This seems illogical when many other concerns and consequences are evaluated and included in the study. We have a right to know how this project will be funded before it is started, especially if existing routes are affected. Citizens need complete information to determine the financial impact on their individual budget and lifestyle before this project is started and not after it is completed.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative. As a result, there will be no tolls on the US 41 bridge while the I-69 bridge will be tolled. In the DEIS, the estimated tolls for the new I-69 bridge that were used to determine potential impacts and toll revenue were \$2.00 for cars, \$5.00 for medium trucks, and \$10.00 for large trucks, which were based on tolls used on the Louisville-Southern Indiana Ohio River Bridges. For the FEIS, these tolls were updated for Central Alternative 1B Modified to \$2.84, for cars, \$7.13 for medium trucks, and \$14.23 for large trucks. As noted in the DEIS and FEIS, the toll policy and rates will be finalized at a later date, which means that these tolls rates could change.</i></p>
H15 (1)	<p>Comment Support tolling heavy trucks but oppose tolling cars on the US 41 and I-69 bridges.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative. As a result, there will be no tolls on the US 41 bridge while all vehicles will be tolled on the new I-69 bridge.</i></p>
H16 (1)	<p>Comment Will the cost of living and thus relatively low incomes in this area be taken into consideration when planning the toll rates for the new bridge?</p>

Comment Code (Number of Commenters)	Comment Category
	<p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative. As a result, the US 41 bridge will provide a toll-free option for drivers. The toll rates for the new I-69 bridge will be based primarily on the level of revenue that can be generated and the effect the toll rates will have on traffic performance.</i></p>
<p>H17 (2)</p>	<p>Comment Can a monthly pre-payment option be offered to lower the cost and yet still generate some revenue? This would greatly cut down on collection costs and court punishments etc. A person would pay a set rate to get unlimited to/from trips a day or a predetermined set number of trips per month.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative. As a result, there will be no tolls on the US 41 bridge and the new I-69 bridge will be tolled. The toll policy, which will address the method of payment, will be determined at a later date.</i></p>
<p>H18 (1)</p>	<p>Comment Propose that this project should consider using a cashless tolling system for the bridges, so no one is required to stop at the toll plazas. Drivers could set up a prepaid account and would have transponders mounted on their cars to collect tolls. High-Definition cameras would read the license plates of cars without transponders and mail them a bill. Drivers using transponders should get a slight reduction in tolls, to encourage the use of a prepaid account.</p> <p>Response <i>The tolling system would be a modern all-electronic system as described in the comment.</i></p>
<p>H19 (1)</p>	<p>Comment Has there been a tolling study done to determine the optimal bridge toll? Additionally, how much funding could be generated by tolls for bridge construction?</p> <p>Response <i>A number of factors will be considered when setting toll rates, but decisions regarding toll policy (including toll rates) are not part of the NEPA process. For the purposes of analysis, toll rates similar to those used in Louisville were used in the DEIS and FEIS. Additional information about those toll rates is provided in Chapter 4, Section 4.1.1 of the FEIS.</i></p> <p><i>The DEIS estimated that Central Alternative 1A would generate \$2.6 billion in toll revenue over 35 years, while Central Alternative 1B would generate \$1.2 billion over the same period. Central Alternative 1B Modified, which has been identified as the Selected Alternative in the FEIS, would generate \$1.9 billion. Additional information regarding toll revenue is provided in Chapter 4, Section 4.8.2 of the FEIS.</i></p>
<p>H20 (1)</p>	<p>Comment There are no other tolls, that I am aware, along the entire I-69 route except for the bridges. Who paid for the other I-69 improvements?</p> <p>Response <i>In Indiana, funding for the portion of I-69 between Indianapolis and Evansville has come from a number of sources, including the proceeds from the Indiana Toll Road lease, state and federal gas taxes, and other state funds. In Kentucky, funding for the conversion of</i></p>

Comment Code (Number of Commenters)	Comment Category
	<i>parkways to I-69, has come from state and federal gas taxes and other state transportation funds.</i>
H21 (1)	<p>Comment By tolling both bridges wouldn't it reduce both payoff and total revenue by reducing the interest to use the bridges? One-way traffic would be missed if tolls were only on one bridge. If you make tolls a state deduction for both Indiana and Kentucky, it would reduce the impacts.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative. As a result, the US 41 bridge will not be tolled while the new I-69 bridge will be tolled. Total cross-river trips are nearly identical under either Central Alternative 1A (tolls on both I-69 and US 41) and the Selected Central Alternative 1B Modified (tolls on I-69 only). Neither state is considering allowing toll payments to be a state income tax deduction.</i></p>
H22 (1)	<p>Comment Have the tolls start after the Henderson exit going south and before the Henderson exit going north. That way Henderson to Evansville traffic and vice versa won't be affected by the tolls.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative. As a result, the US 41 bridge will provide a toll-free option for local residents traveling between Henderson and Evansville. Tolling on I-69 will only occur for vehicles that travel across the river via the new I-69 bridge. This will include vehicles traveling between the I-69 interchange in Indiana and the US 60 interchange in Kentucky.</i></p>
H23 (1)	<p>Comment If you have a transponder for the US 41 bridge and at some point you use the I-69 bridge, would the toll be the same based on the transponder?</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative. As a result, there will be no tolls on the US 41 bridge.</i></p>
H24 (1)	<p>Comment Citizens privacy per the 4th Amendment without a warrant and with no general warrant for photographing license plates must be protected. Government mandated tracking of vehicles is not right nor necessary for just paying a toll.</p> <p>Response <i>Photo-enforcement of tolls is already utilized in Indiana and Kentucky and across the country. All data collected is protected by privacy laws. Tolling records are exempt from Kentucky's Open Records Act and Indiana's Access to Public Records Act.</i></p>
H25 (1)	<p>Comment The ability for citizens to pay the toll using cash must be an option.</p> <p>Response <i>The all-electronic tolling system would be cashless to eliminate delays and safety issues with toll booths. Users would have options to establish and replenish toll accounts with cash.</i></p>

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H26 (1)	<p>Comment As to the new I-69 bridge being tolled, how come the bridges at Paducah on I-24 and at Smithland, Ky were not tolled? That is four or five new bridges that were not tolled.</p> <p>Response <i>The I-24 bridge in Paducah was constructed in 1973 when transportation funding was very different from today. Federal gas taxes that fund a major portion of state roadway and bridge construction and maintenance have not been raised since 1993. Increasing vehicle fuel efficiencies and inflation have reduced both total gas tax revenues and the buying power of those funds. Also, since 2011 Congress has stopped including funding earmarks in transportation bills, which helped fund the William H. Natcher bridge in Owensboro that opened in 2002. As a result, large projects across the country like I-69 ORX are increasingly relying on tolls or other non-federal funding sources.</i></p>
H27 (1)	<p>Comment Make the toll on the existing US 41 bridges \$1.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative. As a result, the US 41 bridge will not be tolled.</i></p>
H28 (1)	<p>Comment If the twin bridges are tolled then the Owensboro bridge should also be tolled.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative. As a result, the southbound US 41 bridge will be removed while the northbound US 41 bridge will be kept as a two-way bridge without tolls. Decisions regarding tolling the Owensboro bridge are outside the scope of the I-69 ORX project.</i></p>
H29 (1)	<p>Comment I agree that bridge tolls are inevitable for the new I-69 bridge. I'd support adding reasonable tolls for using the US 41 bridge(s) as well. Presuming that all tolling will be by transponder, I'd suggest that local users of the bridges pay less for crossing the river using either the old or new bridges. Through traffic should be routed to the I-69 bridge by increased tolls for non-local vehicles using the US 41 bridges, and heavy trucks should pay the highest tolls of all for using the US 41 bridges in order to minimize roadway damage and maintenance costs on the US 41 spans. This suggestion also presumes that the I-69 bridge will be designed and constructed to withstand the increased weights of modern trucks and their cargoes that were not envisioned when the U.S. 41 bridges were built. So, the tolling scale could be (from highest to lowest price):</p> <ol style="list-style-type: none"> 1. Non-Local 5+ axles on US 41 2. Local 5+ axles on US 41 3. All 5+ axles on I-69 4. Non-Local 3 & 4 axles on US 41 5. Local 3 & 4 axles on US 41 6. All 3 & 4 axles on I-69 7. Non-Local 2 axles on US 41 8. All 2 axles on I-69 9. Local 2 axles on US 41 <p>This scheme is designed to encourage the most traffic to use the I-69 bridge and relieve the toll burden for local commuters. Local Users can be identified by their transponder codes</p>

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	<p>which correspond to the address on their accounts. Though the scheme looks complex, it can be handled by modern data processing techniques and equipment. In addition, this tolling scheme will relieve traffic congestion on the US 41 corridors in both Evansville and Henderson by encouraging the thru traffic to use I-69.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative. As a result, there will be no tolls on the US 41 bridge while all vehicles will be tolled on the new I-69 bridge. The estimated tolls for the new I-69 bridge that were used to determined potential impacts and toll revenue for the DEIS and FEIS were based on the same structure used in the Louisville area, with rate categories for cars, medium trucks, and large trucks. There will be no reduced toll rates for local residents on the new I-69 bridge. As noted in the DEIS and FEIS, the toll policy and rates will be finalized at a later date.</i></p>
H30 (1)	<p>Comment As long as one of the bridges is a toll-free option, it should not matter if the new I-69 bridge is tolled. The intent should be to not necessarily burden tax payers any more than they are already burdened so please offer a choice.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative. As a result, there will be no tolls on the US 41 bridge, which will provide a toll-free option for cross-river traffic.</i></p>
H31 (1)	<p>Comment Concerned that tolling the new I-69 bridge and not tolling the US 41 bridge would cause local residents to avoid the new I-69 bridge and reduce the expected revenue for the project. How is this concern being addressed?</p> <p>Response <i>Neither tolling scenario for Central Alternative 1B Modified, which was identified as the Selected Alternative and does not toll the US 41 bridge, or Central Alternative 1A, which includes tolls on the US 41 bridge, would generate sufficient revenue to pay the full cost of the project. Central Alternative 1A was estimated to generate \$2.6 billion in toll revenue over 35 years, while Central Alternative 1B would generate \$1.2 billion over the same period. Note: Central Alternative 1B Modified would generate \$1.9 billion over 35 years. The remaining cost will be covered by a combination of state (Indiana and Kentucky) and federal transportation funds. The Kentucky Legislature has already allotted \$227M towards the project. Additional information regarding toll revenue is provided in Chapter 4, Section 4.8.2 of the FEIS.</i></p>
H32 (1)	<p>Comment Let the tolls on the new I-69 bridge remain for a longer period of time.</p> <p>Response <i>The tolls on the I-69 bridge will remain in place at least until the end of the anticipated 35-year project financing period and could continue to pay for on-going maintenance of the bridge. The decision about whether to continue tolling would be made after the financing period has ended.</i></p>
H33 (1)	<p>Comment Could the project be financed with a minimal toll - \$1 for cars, pickups, and SUVs, \$3 for panel trucks, and \$5 for OTR [Over-the-Road] semis, motor homes, and all other vehicles?</p>

Comment Code (Number of Commenters)	Comment Category
	<p>Response</p> <p><i>Central Alternative 1B Modified was identified as the Selected Alternative. As a result, there will be no tolls on the US 41 bridge while the new I-69 bridge will be tolled. In the DEIS, the estimated tolls for the new I-69 bridge that were used to determine potential impacts and toll revenue were \$2.00 for cars, \$5.00 for medium trucks, and \$10.00 for large trucks, which were based on tolls used on the Louisville-Southern Indiana Ohio River Bridges. For the FEIS, these tolls were updated for Central Alternative 1B Modified to \$2.84, for cars, \$7.13 for medium trucks, and \$14.23 for large trucks. As noted in the DEIS and FEIS, the toll policy and rates will be finalized at a later date, which means that these toll rates could change.</i></p>
I	Traffic/Congestion
11 (1)	<p>Comment</p> <p>The new I-69 bridge should be six lanes.</p> <p>Response</p> <p><i>Central Alternative 1B Modified was identified as the Selected Alternative. As a result, a total of six lanes (i.e., four lanes on the new I-69 bridge and two lanes on one US 41 bridge) will be provided for cross-river traffic, which will provide acceptable and safe cross-river capacity for future traffic demands.</i></p>
12 (1)	<p>Comment</p> <p>How would the traffic be affected if one of the twin bridges is removed and the remaining bridge needs major repair?</p> <p>Response</p> <p><i>The proposed I-69 facility will include a four-lane crossing of the Ohio River. Should the remaining US 41 bridge require any major repair, the I-69 crossing will provide sufficient traffic capacity to accommodate cross-river traffic volumes.</i></p>
13 (2)	<p>Comment</p> <p>How will large farm equipment be moved across the one remaining US 41 bridge since farm equipment will not be allowed on the I-69 bridge? The US 41 bridge will have to be shut down in order to move that size of equipment across the bridge.</p> <p>Response</p> <p><i>As they are today, temporary closures may be required when large equipment needs to travel across the US 41 bridge. Temporary closures would require coordination with the Kentucky Transportation Cabinet and local law enforcement.</i></p>
14 (1)	<p>Comment</p> <p>The assumption that only six lanes of cross river traffic are needed now or in the future must ignore the current traffic experience of all residents which clearly shows a need for more than six lanes any time current traffic is even modestly disrupted. Surely common sense tells us the traffic anticipated from I-69 will substantially increase the current traffic volume. If not, why is this I-69 project needed? The traffic study findings seem contrived to justify the elimination of one existing bridge.</p> <p>Response</p> <p><i>Central Alternative 1B Modified was identified as the Selected Alternative. As a result, a total of six lanes (i.e., four lanes on the new I-69 bridge and two lanes on one US 41 bridge) will be provided for cross-river traffic, which will provide acceptable and safe cross-river capacity for future traffic demands. Section 4.1.1 of the FEIS discusses the methodology used in determining the levels of service for the project alternatives, including the Selected</i></p>

Comment Code (Number of Commenters)	Comment Category
	<i>Central Alternative 1B Modified. Note: traffic capacity and levels of service are not based on potential traffic disruptions such as accidents, disabled vehicles, bridge maintenance, and weather.</i>
15 (1)	<p>Comment The brochure says six lanes of bridges is enough to handle traffic until 2045. That is only 20 years from completion of the project. Less if there are any delays in the project. I would think it would be less expensive to keep and maintain one existing US 41 bridge for 20 years rather than having to add lanes to the new I-69 bridge.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i> • <i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i>
16 (1)	<p>Comment Vanderburgh and Henderson counties boast a population of 227,544 with only four lanes on the existing US 41 bridges. With the population growth of Evansville and Henderson, adding two lanes of traffic is NOT enough. There really needs to be eight lanes of traffic. By the time the new I-69 bridge is completed, it will already be at capacity.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative. As a result, a total of six lanes (i.e., four lanes on the new I-69 bridge and two lanes on one US 41 bridge) will be provided for cross-river traffic, which will provide acceptable and safe cross-river capacity for future traffic demands. Section 4.1.1 of the FEIS discusses the methodology used in determining the levels of service for the project alternatives, including the Selected Central Alternative 1B Modified.</i></p>
17 (1)	<p>Comment We need four lanes of bridge for I-69 and four lanes of bridge for US 41 to cross the Ohio River for the traffic from Texas to Canada.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative. As a result, a total of six lanes (i.e., four lanes on the new I-69 bridge and two lanes on one US 41 bridge) will be provided for cross-river traffic, which will provide acceptable and safe cross-river capacity for future traffic demands. In addition, financial constraints dictated that one of the US 41 bridges should be removed to save on long-term maintenance and rehabilitation costs. Section 4.1.1 of the FEIS discusses the methodology used in determining the levels of service for the project alternatives, including the Selected Central Alternative 1B Modified.</i></p>
18 (1)	<p>Comment How can lane closure and maintenance be possible for the existing US 41 north bridge as a two-lane bridge while the I-69 bridge is reduced to two lanes for maintenance?</p> <p>Response <i>Maintenance on US 41 would be coordinated with I-69 bridge maintenance to reduce the potential for this situation to occur.</i></p>

Comment Code (Number of Commenters)	Comment Category
19 (1)	<p>Comment If for some reason like maintenance repairs, painting, damage, etc. would close a bridge, how would traffic be rerouted to the other bridge? Something such as this might make keeping both US 41 bridges a practical necessity.</p> <p>Response <i>In the event that traffic would need to be rerouted to another bridge, the new I-69 bridge could handle the traffic if the US 41 bridge is temporarily closed and it would be a rare event if the entire new I-69 bridge had to be closed. From a financial and traffic standpoint, it would not be reasonable to keep both US 41 bridges solely in case one of the other bridges is temporarily closed.</i></p>
110 (1)	<p>Comment Has the project team done a time study from the hospital in Henderson to both the hospitals in Evansville for a critical patient?</p> <p>Response <i>Travel time information is provided in the Traffic Report (see FEIS Appendix D-1). The project would provide additional cross-river traffic capacity and reduce the likelihood of incidents blocking traffic crossing the river.</i></p>
J	Historical and Archaeological Resources
J1 (1)	<p>Comment Don't build over burial grounds.</p> <p>Response <i>Phase 1a (Indiana) and Phase 1 (Kentucky) archaeological surveys were conducted for the Preferred Central Alternatives 1A and 1B and the modifications associated with the Selected Central Alternative 1B Modified. A summary of these reports is included in Chapter 4, Section 4.5.3 of the FEIS and in Appendix A-2A of the Finding of Adverse Effect and Addendum 36 CFR 800.11(e), which is in Appendix L-3 of the FEIS. Based on these surveys, Central Alternative 1B Modified would not impact any known Native American burial grounds. Additional archaeological deep testing of some areas is recommended and will be conducted prior to any construction.</i></p>
J2 (2)	<p>Comment I own a home and property on US 60 [i.e., the McClain property is listed as eligible for the National Register of Historic Places] which will be impacted by the Central Alternative route, so, this announcement for me is BITTERSWEET. BITTER: because of the negative impact the Central Alternative route will have on the property and home which I have spent years and a bag full of money restoring this Henderson Landmark... So, I am saddened by this.</p> <p>Response <i>Impacts to the McClain property are discussed in Chapter 4, Section 4.5.2 and mitigation measures are presented in the final Memorandum of Agreement (MOA) included in Appendix L-3 of the FEIS</i></p>
J3 (1)	<p>Comment The proposed area that you're wanting to go through has many Indian mounds in it and burial grounds. I am a member and chief of the Southern Cherokee Nation. We are the oldest Native American people here in the state of Kentucky. I don't want our Indian burial grounds destroyed or disturbed in any way. I think what you need to do is move your bridge</p>

Comment Code (Number of Commenters)	Comment Category
	<p>a little further east, closer to the Green River, there is a corridor there that you can go through, which will not destroy or damage our burial grounds.</p> <p>Response <i>The project team has the information provided by the Southern Cherokee Nation, this information, and all information regarding the potential presence of Native American burial grounds in the vicinity of the Selected Central Alternative 1B Modified within Kentucky was incorporated into the Phase I Archaeological Survey Reports. A summary of the report is provided in Chapter 4, Section 4.5.3 of the FEIS and in Appendix A-2A of the Finding of Adverse Effect and Addendum 36 CFR 800.11(e), which is in Appendix L-3 of the FEIS. These surveys did not identify any Native American burial grounds that would be impacted by Central Alternative 1B Modified. However, additional archaeological deep testing of some areas is recommended and will be conducted prior to any construction. Details of these commitments are included in the final Section 106 MOA included in Appendix L-3 of the FEIS.</i></p>
<p>J4 (1)</p>	<p>Comment As Cherokee Citizen and Cherokee Genealogist, I can tell you there are no Cherokee family grave sites or anything in the way of your project.</p> <p>Response <i>Phase 1a (Indiana) and Phase 1 (Kentucky) archaeological surveys were conducted for the Preferred Central Alternatives 1A and 1B and the modifications associated with the Selected Central Alternative 1B Modified. A summary of these reports is included in Chapter 4, Section 4.5.3 of the FEIS and in Appendix A-2A of the Finding of Adverse Effect and Addendum 36 CFR 800.11(e), which is in Appendix L-3 of the FEIS. Based on these surveys, Central Alternative 1B Modified would not impact any known Native American burial grounds. Additional archaeological deep testing of some areas is recommended and will be conducted prior to any construction. Details of these commitments are included in the final Section 106 MOA included in Appendix L-3 of the FEIS.</i></p>
<p>J5 (1)</p>	<p>Comment Move the Central Alternative slightly to respect the wishes of the gentleman from the native American tribe burial ground.</p> <p>Response <i>Phase 1a (Indiana) and Phase 1 (Kentucky) archaeological surveys were conducted for the Preferred Central Alternatives 1A and 1B and the modifications associated with the Selected Central Alternative 1B Modified. A summary of these reports is included in Chapter 4, Section 4.5.3 of the FEIS and in Appendix A-2A of the Finding of Adverse Effect and Addendum 36 CFR 800.11(e), which is in Appendix L-3 of the FEIS. Based on these surveys, Central Alternative 1B Modified would not impact any known Native American burial grounds. Additional archaeological deep testing of some areas is recommended and will be conducted prior to any construction. Details of these commitments are included in the final Section 106 MOA included in Appendix L-3 of the FEIS.</i></p>
<p>J6 (1)</p>	<p>Comment While the Kentucky Heritage Council (KHC) has not received any recommendations or consultation from KYTC on behalf of FHWA (Kentucky Division) our comments were requested at the last Interagency Advisory Committee Meeting (IACM) on January 23, 2019. It is our understanding that the interchange to tie in the existing KY 41 corridor was redesigned and additional above-ground survey is required. Identification of historic resources is ongoing. 36 CFR 800.4 has not been completed so it is premature to comment</p>

Comment Code (Number of Commenters)	Comment Category
	<p>on the MOA. We understand that archaeology survey is on-going and our office looks forward to review and future consultation regarding the archaeological resources.</p> <p>Response <i>A report documenting additional above-ground resources within the revised Area of Potential Effects in the vicinity of the US 41 interchange is included in Appendix L-4 and the results are summarized in Chapter 4, Section 4.5.2 of the FEIS. Phase 1a (Indiana) and Phase 1 (Kentucky) archaeological surveys were conducted for the Preferred Central Alternatives 1A and 1B and the modifications associated with the Selected Central Alternative 1B Modified. A summary of these reports is included in Chapter 4, Section 4.5.3 of the FEIS and in Appendix A-2A of the Finding of Adverse Effect and Addendum 36 CFR 800.11(e), which is in Appendix L-3 of the FEIS.</i></p> <p><i>Additional archaeological deep testing of some areas is recommended and will be conducted prior to any construction. The final Section 106 MOA is included in Appendix L-3 of the FEIS. Following the DEIS, a Section 106 consulting party meeting was held on May 6, 2021 to present updated information on the project, effects to historic properties, and mitigation measures.</i></p>
<p>J7 (1)</p>	<p>Comment Based upon the information provided, ACHP has concluded that Appendix A, Criteria for Council Involvement in Reviewing Individual Section 106 Cases, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer (THPO), affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and it is determined that our participation is needed to conclude the consultation process, please notify us.</p> <p>Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Indiana and Kentucky State Historic Preservation Officer's (SHPO's), and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA, and supporting documentation, with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.</p> <p>Response <i>Comment noted.</i></p>
<p>J8 (1)</p>	<p>Comment Having scanned the Traffic, Socioeconomic, and Environmental Justice technical reports, the IDNR Division of Historic Preservation and Archaeology (DHPA) is unable to glean enough information that is directly applicable to effects on residents of the several historic districts in Evansville that we had identified previously to draw any conclusions about how removing one US 41 bridge or tolling the remaining US 41 bridge (in addition to the I-69 bridge) would affect the desirability and livability of those historic districts. Even so, the decision to leave one US 41 bridge open to vehicular traffic has avoided the triggering factor that we had established in previous correspondence regarding our concerns about possible indirect effects on historic districts in Evansville, i.e., the removal of both US 41 bridges.</p>

Comment Code (Number of Commenters)	Comment Category
	<p>Consequently, we do not intend to comment further about those historic districts in Evansville (all of which lie outside the Section 106 area of potential effects), except to make the following observation. We can understand how the relatively better condition and greater historical significance of the 1932 US 41 Audubon Memorial Bridge make that bridge a more desirable candidate for retention than the 1965 US 41 bridge, especially for Section 4(f) purposes. We would be curious to know, however, what the life expectancy is for the 1932 bridge, because if it is removed at some point in the future, the I-69 bridge would become the only river crossing between Evansville and Henderson, as well as the only bridge that would have to be maintained.</p> <p>Response According to the US 41 Bridges Engineering and Evaluation Report in Appendix O-1 in the FEIS, extending the life of the northbound US 41 bridge (i.e., Audubon Memorial Bridge) to the year 2060 and beyond is feasible. As a result, the life expectancy of the bridge is estimated to be more than 40 years.</p>
<p>J9 (1)</p>	<p>Comment As we have said previously, DHPA defers to the Kentucky State Historic Preservation Officer regarding effects on historic properties that lie entirely within the Commonwealth of Kentucky. Furthermore, we believe that the incomplete identification and evaluation of archaeological resources within the project area on the Indiana side - leaving open the possibility of an adverse effect on archaeological resources - and the consequent need for a memorandum of agreement to stipulate the conclusion of archaeological identification and evaluation after the finding, are sufficient reasons to find that this project will have an adverse effect.</p> <p>Accordingly, we concur with FHWA's October 24, 2018, Section 106 finding of Adverse Effect for the I-69 Ohio River Crossing Project: Evansville, Indiana, and Henderson, Kentucky.</p> <p>Response Comment noted.</p>
<p>J10 (1)</p>	<p>Comment DHPA offers the following recommendations regarding the draft MOA (Version October 11, 2018).</p> <ul style="list-style-type: none"> • STIPULATION I. PROFESSIONAL QUALIFICATIONS/B. section: Please revise the text to refer to IC 14-21-1, 312 IAC 21, 312 IAC 22, and the Draft Guidebook for Indiana Historic Sites and Structural Inventory Archaeological Sites. • STIPULATION III. TREATMENT OF ARCHAEOLOGICAL RESOURCES/A. Statutory and Regulatory Standards/5. Section: In the first sentence, the text should be revised to state, "[...] all project-related ground-disturbing activities shall immediately cease within one hundred (100) feet of the discovery area [...]" • STIPULATION III. TREATMENT OF ARCHAEOLOGICAL RESOURCES/B Identification & Evaluation/1. and 2. Sections: Ground-disturbing project-related activities should be described as including, but not being limited to, demolition, construction, grading, dredging, and/or filling, tree clearance, vehicle or equipment staging, materials stockpiling, temporary land use, etc. <p>In the draft MOA, please change the signature block below the signature line for the Indiana State Historic Preservation Officer's representative on page 11 to read as follows: Christopher A. Smith, Deputy Director, Indiana Department of Natural Resources</p>

Comment Code (Number of Commenters)	Comment Category
	<p>Response <i>Comment noted. These changes have been incorporated into the final MOA included in Appendix L-3 of the FEIS.</i></p>
K	Interchange/Access
<p>K1 (3)</p>	<p>Comment I own True Vine Plantation Inn in Henderson, Kentucky. I am the first business as you cross the southbound bridge on the right. I need both US 41 bridges to remain open and toll free for my business to remain viable. My concern is if the southbound US 41 bridge is closed and only the northbound US 41 bridge is left open for two-way traffic the opening into my business will be closed off due to safety concerns of stopped traffic coming right off the bridge. This basically blocks my business off from both northbound and southbound traffic turning into my business. I need to know if this happens is the state going to pay to relocate my business?</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i> • <i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i> • <i>The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</i> <p><i>Access to True Vine Inn is from Stratman Road, which intersects with US 41. Central Alternative 1B Modified will maintain access to Stratman Road from US 41 for both northbound and southbound traffic.</i></p>
<p>K2 (1)</p>	<p>Comment I have some concerns about the new exit where I-69 will meet US 41 south in KY between the current US 60 east interchange and the current US 351 interchange. It looks like the new interchange will be approximately 1/2 mile from the current interchange with KY 351.</p> <p>I am concerned about whether people traveling south on I-69 and wanting to exit onto KY 351 will have ample room to merge into the current US 41 south traffic, changing any necessary lanes and then slowing to a safe speed in order to safely exit onto KY 351.</p> <p>I suppose this might work if the I-69 exit comes over top of the current US 41 south and merges with it from the righthand side so that the I-69 through traffic will then merge with the through US 41 south traffic from the right and those I-69 travelers exiting can stay in the lane which then could become the exit lane. Those on 41 south already wanting to exit onto KY 351 would simply merge right into the exit lane.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative, which includes modifications to the I-69 interchange with US 41. Both the merge area and the distance between the US 41 and KY 351 interchanges meets all appropriate interstate design standards.</i></p>

Comment Code (Number of Commenters)	Comment Category
K3 (1)	<p>Comment I oppose the current northern terminus interchange in Indiana [i.e., existing I-69 and Central Alternative 1]. Traveling eastbound on Veterans Parkway from Evansville to Newburgh, traffic will have to exit the highway and make a lengthy 360° turn-around to continue on with their eastward path. I support a re-design of the northern terminus interchange so that eastbound traffic has a more direct route.</p> <p>Response <i>Central Alternative 1B Modified was identified as the Selected Alternative, which includes modifications to the I-69 interchange with the Veterans Memorial Parkway. The design of the northern terminus interchange at Veterans Memorial Parkway has been modified to provide a more direct path for this connection.</i></p>
K4 (1)	<p>Comment Glad that we are keeping US 41 connected at the US 41/I-69 split.</p> <p>Response <i>Comment noted.</i></p>
K5 (1)	<p>Comment The proposed I-69 Project shows that it will come through our farm (P627 Hatchett Family Living Trust) and actually divide it in half. According to preliminary designs that we have seen, a bridge will be built over the interstate to grant access to the Texas Gas value yard as well as the eastern half of the farm. This is a working farm that has been in our family for over 160 years and any bridge that is built should be able to handle large farm equipment. Also, should we ever develop the eastern half of the farm (i.e., residential homes), the bridge needs to be wide enough to support two-lane traffic that will not hinder its development. We would appreciate that you consider this in your final plan.</p> <p>Response <i>The bridge is currently designed to be 22 feet wide with two 9-foot lanes and 2-foot shoulders. The bridge should be wide enough to handle most farm equipment and local traffic. The current and planned land use for the surrounding area is agricultural. The issue of access for farm equipment and local traffic will be considered during the final design of the bridge.</i></p>
K6 (1)	<p>Comment Has there been any consideration for using a diverging diamond interchange (DDI) for the proposed US 60 and I-69 interchange, this could minimize right-of-way and improve traffic flow?</p> <p>Response <i>Multiple interchange options were considered at this location. The DDI is usually recommended when there are heavy left turns from the cross street (US 60). Given the low traffic projections for these movements, the DDI is not necessary. In addition, the DDI is not anticipated to take less right-of-way than the standard diamond interchange layout.</i></p>
L	Maintenance of Traffic/Construction
L1 (1)	<p>Comment I live on Cobblestone Drive in Henderson. It appears the new interstate will be constructed very near my home and many others in the Stepping Stone Subdivision. I believe this will be not only a very noisy and dirty undertaking for us residents but will also impact the growth of Henderson on this side of town, where a lot of growth has taken place in the last few years.</p>

Comment Code (Number of Commenters)	Comment Category
	<p>Construction will take years, and during that time our area will be bombarded with heavy equipment, noise and inconvenience. I object to the construction in this area and ask that an alternative be strongly considered.</p> <p>Response <i>Chapters 3 and 6 of the FEIS discuss the range of alternatives that were evaluated and dismissed, which resulted in Central Alternative 1B Modified being identified as the Selected Alternative. The nearest house on Cobblestone Drive, or any other house in the subdivision, is more than 260 feet from Central Alternative 1B Modified. The distance from all the other houses on Cobblestone Drive would range from approximately 350 to 1,400 feet. Chapter 7 of the FEIS identifies the measures that will be taken to minimize temporary construction impacts such as noise and dust.</i></p>
M	Noise
M1 (1)	<p>Comment A noise wall would be great since I have lived in the peace and quiet for 20 years!</p> <p>Response <i>Following the DEIS, noise impacts and barrier locations were reevaluated for the Selected Central Alternative 1B Modified and the results are presented in the Noise Analysis Report Addendum in Appendix G-2 and summarized in Chapter 4, Section 4.2.10 of the FEIS.</i></p>
M2 (1)	<p>Comment Our home is designated in a noise pollution area - I'm hoping for the best possible noise barriers.</p> <p>Response <i>Following the DEIS, noise impacts and barrier locations were reevaluated for the Selected Central Alternative 1B Modified and the results are presented in the Noise Analysis Report Addendum in Appendix G-2 and summarized in Chapter 4, Section 4.2.10 of the FEIS.</i></p>
M3 (1)	<p>Comment As the proposed project and associated noise mitigation is selected and refined, the USEPA encourages the maximization of noise barriers as a means of reducing project impacts along with other mitigation measures. According to Appendix G of the DEIS, up to 83 noise sensitive receptors along the preferred alternative could benefit from the proposed barriers.</p> <p>Response <i>Following the DEIS, noise impacts and barrier locations were reevaluated for the Selected Central Alternative 1B Modified and the results are presented in the Noise Analysis Report Addendum in Appendix G-2 and summarized in Chapter 4, Section 4.2.10 of the FEIS. Noise mitigation and commitments are also discussed in Chapter 7, Section 7.5 of the FEIS.</i></p>
N	Purpose and Need
N1 (1)	<p>Comment What was the traffic level of service in 2015?</p> <p>Response <i>For the year 2015, most of US 41 functioned at level of service (LOS) E between the I-69/US 41/Veterans Memorial Parkway interchange in Indiana and the US 60 interchange in Kentucky. In addition, a small section of US 41 north of the US 60 interchange functioned at LOS F. For more information, see Chapter 2, Section 2.2.3 of the FEIS.</i></p>

Comment Code (Number of Commenters)	Comment Category
N2 (1)	<p>Comment High crash locations - does the data detail truck/vehicle or vehicle-vehicle (cars) crash data?</p> <p>Response <i>Crash data from the Kentucky State Police and Indiana State Police do provide vehicle characteristics for each vehicle involved in a crash. The analysis in the DEIS and FEIS focused on ALL crashes without differentiating crashes involving trucks.</i></p>
N3 (2)	<p>Comment We average about 100 trucks coming and going to our facility every day, so the early construction of the I-69 bridge along the recommended route will be an enormous benefit to Alcoa and our customers. The limitations of the current bridge network are significant. We believe the new interstate bridge will improve safety and reduce time challenges faced by our carriers.</p> <p>Response <i>Comment noted.</i></p>
N4 (2)	<p>Comment The current local cross-river traffic corridor is no longer able to handle all the region's needs. It's very congested and has a high incident of collisions and related safety issues.</p> <p>Response <i>Comment noted. The existing and future traffic congestion and high crash locations along US 41 are discussed in Chapter 2, Sections 2.2.3 and 2.2.4 of the FEIS. These issues have been identified as part of the project's purpose and need in Chapter 2, Sections 2.2 and 2.3 of the FEIS.</i></p>
O	Question
	No comments in this category.
P	Right-of-Way/Relocations
P1 (1)	<p>Comment Since a corridor has been selected, how will this affect our business at 337 Richardson Ave. Henderson, KY? Or, how close will this corridor be to our property? With children playing outside, this concerns us.</p> <p>Response <i>The Selected Central Alternative 1B Modified would result in no changes in the vicinity of this business.</i></p>
P2 (1)	<p>Comment Is there "exact" parcel impact information and/or GIS data available at this time for the current proposed site of the I-69 Ohio River Crossing?</p> <p>Response <i>While Selected Central Alternative 1B Modified is still preliminary in its level of detail, preliminary property impacts are shown in Appendix A-5 in the FEIS. Following the FEIS/ROD, more detailed designs and right-of-way plans will be prepared which will include specific property impacts.</i></p>

Comment Code (Number of Commenters)	Comment Category
P3 (1)	<p>Comment</p> <p>When will the public know which residential properties will be affected with the I-69 Ohio River Crossing route?</p> <p>Response</p> <p><i>While Selected Central Alternative 1B Modified is still preliminary in its level of detail, preliminary property impacts and relocations are shown in Appendix A-5 in the FEIS. Following the FEIS/ROD, more detailed designs and right-of-way plans will be prepared which will include specific parcel impacts.</i></p>
Q	Socioeconomic
Q1 (1)	<p>Comment</p> <p>While I do not believe that the Central Corridor decision will be the best for Henderson and Western KY's economic development, I do understand this is the least disruptive and that means a lot in this era. I would ask for your continued consideration throughout this process in order to help mitigate future negative economic impacts to our area and to provide Western KY with the ability to compete with Southern Indiana. To compete we will need to have adequate access to the existing commercial corridor and downtown as well as innovative development and land use ideas to retain and grow the current customer base of the local businesses and or aid in the transition of the area.</p> <p>Response</p> <p><i>By providing the missing link and access to the I-69 National Corridor, reducing congestion, and improving safety, the project is expected to enhance the overall economic vitality of Henderson and Evansville. The Selected Central Alternative 1B Modified includes a new interchange at US 60 that will provide access to US 60 and the surrounding area, the US 41 commercial strip, and downtown Henderson. In addition, it does not include tolls on the US 41 bridge, which will reduce the impacts to local businesses. The Selected Central Alternative 1B Modified's southern interchange with existing US 41 was redesigned to improve access to the US 41 commercial strip and downtown Henderson. The project team will continue to coordinate with local businesses and governments to ensure that the project supports and is consistent with local economic development plans.</i></p>
Q2 (1)	<p>Comment</p> <p>We have been short changed on roads forever and that is why this area is so depressed; 21% of the people in Evansville are below poverty and probably won't be able to drive across this bridge.</p> <p>Response</p> <p><i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> <i>• It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i> <i>• It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i>
Q3 (2)	<p>Comment</p> <p>I know that as part of your Draft Environmental Impact Statement, you looked at how "Environmental Justice" would figure into your final recommendations. I trust that study showed tolls on all river crossings would be an inordinate tax on those of lower incomes who find themselves forced to cross the bridge.</p>

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	<p>Response <i>The DEIS and FEIS determined that any alternative that did not provide a toll-free crossing of the Ohio River (i.e., West Alternative 1 with US 41 tolled, West Alternative 2, and Central Alternative 1A) would likely have a disproportionately high and adverse effect on low-income people (see Chapter 4, Section 4.2.6 and Appendix E-2 of the FEIS). One of the reasons Central Alternative 1B Modified was identified as the Selected Alternatives was that it will not include tolls on the US 41 bridge; therefore, it will not have a disproportionately high and adverse effect on low-income people.</i></p>
<p>Q4 (2)</p>	<p>Comment Being a lifelong resident of Henderson County, I am excited about the windfall an Interstate will bring to our community. And having recently retired from four decades in the distribution and logistics' business, I am certainly aware of the positive impact an Interstate can have on the operational efficiencies of a distribution or logistical Company. Notwithstanding the additional economic opportunities which surface from these improved efficiencies.</p> <p>Response <i>Comment noted.</i></p>
<p>Q5 (1)</p>	<p>Comment I do not see in your data where it has calculated the number of local residents who work on the other side of the river from where they live.</p> <p>Response <i>As discussed in Chapter 4, Section 4.3.1 of the FEIS, of the City of Evansville's 54,650 resident workers, 1,640 (3 percent) commute to Kentucky. Of the City of Henderson's 12,046 resident workers, 2,879 (24 percent) commute to Indiana.</i></p>
<p>Q6 (1)</p>	<p>Comment Environmental Justice Recommendation: The USEPA recommends including a non-tolled crossing of the Ohio River between Henderson, Kentucky and Evansville, Indiana. This could potentially minimize impacts to EJ populations and other stakeholders. The USEPA appreciates the public involvement efforts including the development of an EJ subcommittee and agency coordination approach used during this project and recommend that such coordination continue through the finalization of the selected alternative alignment and finalization of proposed mitigation measures to address EJ issues.</p> <p>Response <i>One of the reasons Central Alternative 1B Modified was identified as the Selected Alternatives was that it will not include tolls on the US 41 bridge; therefore, it will not have a disproportionately high and adverse effect on EJ populations and will reduce impacts to local residents and businesses. Public involvement, including EJ populations, and agency coordination efforts will continue throughout the duration of the project.</i></p>
<p>R</p>	<p>Visual/Aesthetics</p>
<p>R1 (1)</p>	<p>Comment Has light pollution from lights placed on the new bridge and highway been evaluated?</p> <p>Response <i>The need for lighting on the new bridge has not been evaluated. If the bridge is lighted, the lighting fixtures will include cutoff shields to focus the light on the roadway and reduce fugitive light. Other visual mitigation techniques are discussed in Chapter 7, Section 7.4 of</i></p>

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	<i>the FEIS which states that "Lighting and structural elements may include providing appropriately scaled lighting elements along the length of the bridge."</i>
R2 (1)	<p>Comment As Evansville continues to invest in quality of life and infrastructure, we ask that both states also add additional pride in the design of the new bridge. It goes without saying that a new international interstate deserves a handsome new bridge as an entryway into each of our fine states.</p> <p>Response <i>Comment noted. Coordination with and input from the local governments and the public is an important part of the design process.</i></p>
S	Pedestrian/Bicycle Access
S1 (10)	<p>Comment Keep the US 41 southbound bridge or one of the US 41 bridges open for pedestrian/bicycle traffic.</p> <p>Response <i>One of the reasons Central Alternative 1B Modified was identified as the Selected Alternative was that financial constraints dictated that one of the US 41 bridges should be removed to save on long-term maintenance and rehabilitation costs. In addition, it was determined that six lanes (i.e., four lanes on the new I-69 bridge and two lanes on one US 41 bridge) provides acceptable and safe cross-river capacity for future traffic demand; therefore, two US 41 bridges are not needed from a traffic capacity standpoint. INDOT and KYTC contacted local government agencies to determine if they would be interested in repurposing one of the US 41 bridges for potential pedestrian and bicycle use. The local government agencies responded that they are not interested in assuming ownership of and maintaining one of the US 41 bridges. This coordination is described further in Chapter 5 and associated correspondence is included in Appendix H-8 of the FEIS.</i></p>
S2 (1)	<p>Comment Provide pedestrian/bicycle access on the new I-69 bridge.</p> <p>Response <i>Adding a 12-foot pedestrian/bicycle path to a new I-69 bridge would add approximately \$15 million to the project cost. Since there are no existing or planned pedestrian/bicycle facilities near the proposed bridge abutments, this additional project cost does not appear to be practical.</i></p>
S3 (5)	<p>Comment Provide pedestrian/bicycle access on the US 41 bridge(s).</p> <p>Response <i>The existing US 41 bridges are not wide enough to safely accommodate the addition of a pedestrian/bicycle lane.</i></p>
S4 (1)	<p>Comment Let me know if there are any organizations that support bicycle/pedestrian passage.</p> <p>Response <i>The Evansville Bicycle Club and Bicycle Indiana have expressed interest in providing cross-river pedestrian/bicycle access.</i></p>

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S5 (2)	<p>Comment Please do not close Kimsey Lane as that road is a main road and by far the safest used by cyclists to ride bikes in Henderson County. Many walkers and runners use this road also.</p> <p>Response <i>The revised design of the US 41 interchange associated with Central Alternative 1B Modified will maintain access for Kimsey Lane by rerouting traffic. See Chapter 4, Section 4.1.5 and Appendix A-4 of the FEIS for details. Chapter 4, Section 4.1.5 and Appendix A-3 of the DEIS incorrectly stated and showed that Kimsey Lane would be closed for Central Alternatives 1A and 1B. This section and the appendix have been corrected in the FEIS to indicate that Kimsey Lane would remain open for Central Alternatives 1A and 1B.</i></p>
S6 (1)	<p>Comment Is a bike path still an option?</p> <p>Response <i>Adding a 12-foot pedestrian/bicycle path to a new I-69 bridge would add approximately \$15 million to the project cost. Since there are no existing or planned pedestrian/bicycle facilities near the proposed bridge abutments, this additional project cost does not appear to be practical.</i></p>
S7 (1)	<p>Comment The USEPA recommends the FEIS identify and discuss the potential impacts of the proposed action to pedestrians and bicyclists that use the existing US 41 bridges. The FEIS should indicate what measures could be implemented to allow for the safe transit of pedestrians and bicyclists across the Ohio River between Evansville, Indiana and Henderson, Kentucky. The USEPA recommends that suggested mitigation measures for non-motorized transportation that could also be addressed in the FEIS are as follows: 1) a pedestrian/bike way in the design of the new I-69 ORX bridge/s, 2) decrease speed limit on the remaining existing US 41 bridge, 3) provide frequent mass transit across US 41 bridge that allows for bicycle transport, and 4) consider whether a dedicated bike/pedestrian lane could be cantilevered off one side of the remaining US 41 bridge.</p> <p>Response <i>Chapter 4, Section 4.1.5 of the FEIS discusses the potential impacts the proposed action would have on pedestrians and bicyclists that use the existing US 41 bridges and concluded that "Pedestrian and bicycle access along US 41 in Henderson and on the remaining bridge would remain the same as existing conditions" for the Selected Central Alternative 1B Modified. Below are the corresponding responses to the USEPA recommendations:</i></p> <ol style="list-style-type: none"> <i>1) Adding a 12-foot pedestrian/bicycle path to a new I-69 bridge would add approximately \$15 million to the project cost. Since there are no existing or planned pedestrian/bicycle facilities near the proposed bridge abutments, this additional project cost does not appear to be practical.</i> <i>2) Decrease speed limit on remaining bridge. The speed limit on the remaining US 41 bridge will be reduced from 55 mph to 45 mph.</i> <i>3) As discussed in Chapter 4, Section 4.1.4 of the FEIS, there are currently no mass transit services that cross the Ohio River via the US 41 bridges. However, the Evansville Metropolitan Planning Organization (EMPO) Metropolitan Transportation Plan 2040 includes recommendations for expanding transit services in the region with the objective of creating a north-south route to connect the cities of Evansville and Henderson. If or when EMPO pursues these recommendations, they may</i>

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	<p><i>evaluate the option of mass transit service providing bicycle transport across the river.</i></p> <p>4) <i>From a structural engineering standpoint, providing a cantilevered 12-foot pedestrian/bicycle lane off one side of an existing US 41 bridge would not be feasible. Adding a narrower 8-foot pedestrian path is feasible and would cost roughly \$10 million. This does not include any cost for connecting the path to pedestrian/bicycle facilities to the north or south. Lacking any current or planned connecting facilities, adding a path to the US 41 bridge does not appear to be practical.</i></p>
S8 (1)	<p>Comment The US 41 bridge crossing is not feasible for a bike/ped crossing at all. The major drawback is that there is no connectivity of bike facilities on both sides of the river. Both sides of the bridge crossing are swamp and wetlands for about a mile on each side. Downtown Evansville is actually farther downstream (west) of the US 41 bridge crossing and the City of Henderson, KY is actually 2 to 3 miles south of the crossing.</p> <p>Response <i>Comment noted.</i></p>
S9 (1)	<p>Comment The project team should reach out to elected officials on both sides as well as organizations like the Evansville Trails Coalition to get their statement. I'd be willing to be a part of this process.</p> <p>Response <i>The project team has coordinated with area elected officials throughout the project development process, which included meeting with elected officials prior to every public meeting and at other project milestones. As part of the public involvement process, a River Cities Advisory Committee (RCAC) was formed and has met five times. The RCAC includes a representative from the Evansville Bicycle Club.</i></p>
T	Hazardous Materials
T1 (2)	<p>Comment The Kentucky Division of Waste Management (KDWM), Underground Storage Tank (UST) Branch records indicate the following underground storage tank site issues identified within or near the project impact area (See the original comment for the list of UST sites). If any additional UST's are discovered in the area, they should be reported to KDWM.</p> <p>Response <i>KDWM UST records were researched as part of the Phase I Environmental Site Assessment (Appendix I-1 of the FEIS). Impacts to hazardous material sites are summarized in Chapter 4, Section 4.2.13 of the FEIS. As stated in Chapter 7, Section 7.11.2 of the FEIS, USTs will be assessed and closed in accordance with all state guidelines.</i></p>
T2 (2)	<p>Comment KDWM Superfund Branch records include 19 sites, two of which are active sites, in or near the project impact area (See the original comment for the list of sites).</p> <p>Response <i>KDWM Superfund Branch records were searched as part of the Phase I Environmental Site Assessment (FEIS Appendix I-1). Impacts to hazardous material sites are summarized in Chapter 4, Section 4.2.13 of the FEIS.</i></p>

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T3 (2)	<p>Comment KDWM, Solid Waste Branch Records indicate 8 active landfill sites within 1 mile of the project impact area and include the Hazex Private Construction Co. Landfill (AI 1805), Henderson City Maintenance Garage (AI 4266), CSX (AI 38434), Henderson Municipal Water and Sewer Facility (AI 38452), Henderson E-Fuel Plant (AI 40340), Henderson Landfill (AI 43356), B&B Hauling and Excavating (AI 70949) and Henderson County Recycling Center (AI 98460). Records indicate 3 historic landfill sites located within 1 mile of the project impact area which include the Henderson City Dump (AI 71420), Green River Disposal Site (AI 0) and Henderson Sanitary Landfill (AI 43356).</p> <p>Response <i>KDWM Solid Waste Branch records were searched as part of the Phase I Environmental Site Assessment (FEIS Appendix I-1). Impacts to hazardous material sites are summarized in Chapter 4, Section 4.2.13 of the FEIS. Applicable commitments are summarized in Chapter 7, Section 7.11.2 of the FEIS.</i></p>
T4 (2)	<p>Comment KDWM, Hazardous Waste Branch records show no hazardous waste issues within the project impact area.</p> <p>Response <i>Comment noted. The statement made is consistent with the findings stated in Chapter 4, Section 4.2.13 of the FEIS.</i></p>
T5 (2)	<p>Comment KDWM, Recycling and Local Assistance (RLA) Branch records indicate there are 8 remediated RLA tracked open dumps within a half mile radius of the project impact area as follows (See the original comment for the list of sites).</p> <p>Response <i>As discussed in Chapter 4, Section 4.2.13 of the FEIS, KDEP records were searched as part of the Phase I Environmental Site Assessment (Appendix I-1). Impacts to hazardous material sites are summarized in Table 4.2-27. Applicable commitments are summarized in Chapter 7, Section 7.11.2 of the FEIS.</i></p>
T6 (2)	<p>Comment KDWM: Any solid waste encountered by this project must be disposed of at a permitted facility.</p> <p>Response <i>Contractors will be required to comply with all regulations including disposal rules. Applicable plans are discussed in Chapter 7, Sections 7.6.4; and 7.11.1 to 7.11.5 of the FEIS.</i></p>
T7 (2)	<p>Comment If asbestos, lead paint and/or other contaminants are encountered for the project, contact the KDWM for proper disposal and closure.</p> <p>Response <i>As stated in Chapter 7, Sections 7.11.2 and 7.11.3 of the FEIS, an updated Phase I ESA and pre-demolition surveys will be conducted. Work will comply with all state and federal notification and disposal requirements.</i></p>

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<p>T8 (1)</p>	<p>Comment The USEPA recommends the FEIS discuss the frequency or likelihood of <i>project related spills of hazardous or toxic materials</i> and describe spill prevention and spill and release response capabilities. We also recommend the environmental review identify the type of materials that would be used and the spill prevention measures that will be in place to capture and prevent the introduction of these material into the environment. We further recommend the FEIS discuss when and how the US 41 bridge will be removed and identify potential adverse impacts and mitigation measures. If the bridge contains lead paint, the USEPA recommends that the transportation agencies identify implementation measures that prevent the release of lead into the air and water during removal activities. If possible, the FEIS should also identify the bridge removal timeline and staging areas.</p> <p>Response <i>Information regarding prevention of and response to hazardous material spills is provided in Chapter 7, Section 7.11.5 of the FEIS.</i></p> <p><i>Central Alternative 1B Modified was identified as the Selected Alternative, which includes the removal of the southbound US 41 bridge. It is currently estimated that the new I-69 bridge and the two-way US 41 bridge (i.e., the current northbound US 41 bridge) will be open for traffic in 2033 and the southbound US 41 bridge will be subsequently removed in 2033. The contractor will be responsible for identifying the construction access, staging, removal process, and disposal locations. The contractor will also be responsible for any environmental regulations (including permitting and mitigation) associated with bridge removal and disposal. As a result, INDOT and KYTC will develop enforceable language in the contract that will ensure that the contractor meets all applicable NEPA, environmental, and permit commitments and requirements.</i></p> <p><i>In 2007, KYTC blast cleaned both northbound and southbound bridges to bare metal and recoated them with a non-lead paint system.</i></p> <p><i>Impacts to water resources associated with the removal of the southbound US 41 bridge have been included in Chapter 4, Section 4.7.7 of the FEIS.</i></p>
<p>T9 (1)</p>	<p>Comment USFWS: Pollution prevention and control measures should be implemented during all construction activities to reduce the potential for hazardous spills or other materials entering the Ohio River. This should include the placement of refueling staging areas, fuel storage, and hazardous materials away from the river and specific requirements for containment measures for fuels, oil, paints, solvents, and demolition debris.</p> <p>Response <i>The contractor will be required to follow all standard spill prevention and control measures required by state regulations in each state.</i></p>
<p>U</p>	<p>Air Quality</p>
<p>U1 (2)</p>	<p>Comment Kentucky Division for Air Quality: 401 KAR 63:010, Fugitive Emissions, states that no person shall cause, suffer, or allow any material to be handled, processed, transported, or stored without taking reasonable precaution to prevent particulate matter from becoming airborne. Additional requirements include the covering of open bodied trucks, operating outside the work area transporting materials likely to become airborne, and that no one shall allow earth or other material being transported by truck or earth-moving equipment to</p>

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	<p>be deposited onto a paved street or roadway. Please note the Fugitive Emissions Fact Sheet located at http://air.ky.gov/SiteCollectionDocuments/Fugitive%20Dust%20Fact%20Sheet.pdf.</p> <p>Response <i>Comment noted. The I-69 ORX project will comply with 401 KAR 63:010 in Kentucky.</i></p>
<p>U2 (2)</p>	<p>Comment Kentucky Division for Air Quality: 401 KAR 63:005 states that open burning shall be prohibited except as specifically provided. Open Burning is defined as the burning of any matter in such a manner that the products of combustion resulting from the burning are emitted directly into the outdoor atmosphere without passing through a stack or chimney. However, open burning may be utilized for the expressed purposes listed on the Open Burning Brochure located at http://air.ky.gov/Pages/OpenBurning.aspx.</p> <p>Response <i>Comment noted. The I-69 ORX project will comply 401 KAR 63:005 in Kentucky.</i></p>
<p>U3 (2)</p>	<p>Comment The Kentucky Division for Air Quality would like to offer the following suggestions on how this project can help us stay in compliance with the NAAQS. These air quality control strategies are beneficial to the health of citizens of Kentucky.</p> <ul style="list-style-type: none"> • Utilize alternatively fueled equipment. • Utilize other emission controls that are applicable to your equipment. • Reduce idling time on equipment. <p>The Division also suggests an investigation into compliance with applicable local government regulations.</p> <p>Response <i>Comment noted. The I-69 ORX project will incorporate the suggested air quality control strategies to the maximum extent practicable and comply with local air quality regulations.</i></p>
<p>U4 (1)</p>	<p>Comment The USEPA recommends that the transportation improvement program include the proposed project right-of-way prior to the approval of the FEIS/Record of Decision (ROD). The USEPA continues to participate in the intergovernmental consultation group for transportation conformity in the Evansville, Indiana/Henderson, Kentucky area.</p> <p>Response <i>Funds for the I-69 ORX project right-of-way phase are currently included in the EMPO Transportation Improvement Program (TIP) for both the Kentucky and Indiana portion of the project.</i></p>
<p>V</p>	<p>Farmland</p>
<p>V1 (1)</p>	<p>Comment I believe there should be overpasses over farms so tractors and living things can move freely, on at least one spot per farm.</p> <p>Response <i>It is not generally cost-effective to provide access for individual farms across a limited access highway via a tunnel or bridge structure.</i></p>

Comment Code (Number of Commenters)	Comment Category
W	Ohio River Navigation
W1 (1)	<p>Comment U.S. Coast Guard: The DEIS addresses the impacts the project will have on the natural surroundings and land usage for transportation, but the document does not include a discussion of impacts to navigation and the river itself. The following comment must be addressed in the final EIS in order that this document will be acceptable to the U.S. Coast Guard.</p> <p>A full navigational section of how bridge construction will impact the waterway users and Ohio River commerce. A description of Ohio River commerce in terms of numbers, sizes and types of vessels used to move the various commodities and the marine facilities which depend on the efficient movement of goods on the waterway. Also, an analysis of the current vessel traffic and a forecast of future traffic and how the bridge will impact future growth.</p> <p>Response <i>In response to the U.S. Coast Guard's request, Section 4.1.6 - Ohio River Navigation was added to Chapter 4 and Section 4.7.8 – Ohio River Navigation was added to Chapter 7 of the FEIS.</i></p>
W2 (1)	<p>Comment I see the project team has been coordinating with the United States Coast Guard to determine the required channel opening(s) under the new bridge. Has there been any consideration for providing any pier protection against barge traffic?</p> <p>Response <i>Accidental vessel collisions with the US 41 bridges have occurred. The new I-69 bridge piers will be designed to resist vessel collision forces in accordance with the current American Association of State Highway Transportation Officials (AASHTO) Load and Resistance Factor Design (LRFD) specifications.</i></p>
X	Section 4(f) Resources
X1 (1)	<p>Comment USDOl: The Draft DEIS and Section 4(f) evaluation adequately describes a range of avoidance alternatives, the affected Section 4(f) resources, and discloses potential project impacts to those resources.</p> <p>The USDOl does not concur with Section 4(f) approval of this project at this time. We would be pleased to reconsider this position upon completion of the Section 106 process and the resubmission of the final Section 4(f) evaluation and consummated MOA.</p> <p>Response <i>The Section 106 process is now complete, and the final MOA is provided in Appendix L-3 of the FEIS. The final Section 4(f) evaluation is in Chapter 5 of the FEIS.</i></p>
X2 (1)	<p>Comment If one of the US 41 bridges were closed, the acquisition of over 600 acres of additional land recently added to John James Audubon State Park would become a terrible investment and the park itself would be an afterthought for visitors.</p>

Comment Code (Number of Commenters)	Comment Category
	<p>Response</p> <p><i>Central Alternative 1B Modified was identified as the Selected Alternative for the following reasons:</i></p> <ul style="list-style-type: none"> • <i>It provides acceptable cross-river capacity for future traffic demands in a fiscally responsible manner.</i> • <i>It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free.</i> • <i>The majority of the public comments preferred no tolls on the US 41 bridge and providing a toll-free option would avoid disproportionate and adverse impacts to environmental justice populations.</i> <p><i>The one US 41 bridge will continue to provide toll-free, cross-river, northbound and southbound access to John James Audubon State Park. The new I-69/US 60 interchange will also provide access to the park. Signs along I-69 directing visitors to the park will be evaluated during final design in accordance with KYTC's signing policies.</i></p>
Y	Proposed Green River National Wildlife Refuge
<p>Y1 (1)</p>	<p>Comment</p> <p>U.S. Fish and Wildlife Service (USFWS): Although impacts to streams, wetlands, and forests are the lowest for the preferred alternative, the Kentucky portion of the I-69 corridor would bisect a wide area of floodplain along the Ohio River where establishment of the Green River National Wildlife Refuge is proposed. The floodplain in this location is largely rural and forested, subject to regular flooding from the Ohio River, and provides a major fish and wildlife movement corridor for the area. USFWS understands that a large portion of I-69 will be built on fill material placed in portions of the Ohio River floodplain. The placement of this fill will alter wildlife movement patterns, affect hydrology and hydrological processes in the floodplain, and likely force wildlife to move laterally along the highway or over the highway during flood events.</p> <p>Minimizing habitat gaps, hydrologic alterations, and barriers to fish and wildlife movement will be important for maintaining fish and wildlife habitat and population connectivity and for supporting the Refuge's fish and wildlife habitat and public use objectives once I-69 is constructed. Therefore, the USFWS provides the following conservation recommendations, in accordance with the Fish and Wildlife Coordination Act, that we believe would be necessary to minimize the effects of the project on fish and wildlife resources. For each of these recommendations, we offer our assistance to the I-69 project team to identify priority sites and design criteria for these measures so that benefits to fish, wildlife, and habitat can be maximized, and impacts avoided or reduced.</p> <ol style="list-style-type: none"> 1. In general, the USFWS encourages the implementation of suitable fish passage structures and wildlife crossings throughout the project area. The location, size, and scale of these features will likely vary depending on habitat conditions, likelihood of use, and other factors, but most features would likely be oversized culverts, bottomless culverts, arched culverts, or small bridges that would span small streams or small floodplain areas. For the Ohio River floodplain, a more comprehensive approach would likely be necessary that would involve (a) increased culverting under fill areas to promote wildlife movement and minimize hydrologic impacts and (b) a small number of short bridge spans in key locations to pass floodwater and promote fish and wildlife movement. 2. During flood conditions, wildlife will seek safety in areas close to their location but out of the Ohio River floodplain. Floodwaters will encourage animals to move onto

Comment Code (Number of Commenters)	Comment Category
	<p>the fill area and/or the I-69 roadway, thus increasing the probability of mortality for the animals and increasing the risk to public safety (i.e., motorists attempting to avoid animals on the highway or motorists striking a large animal like a deer). To minimize these effects, we recommend designing the highway corridor to include (a) areas for high water refuge that are vegetated to provide cover while animals are temporarily displaced during flood events and (b) fencing that excludes wildlife from the highway and/or promotes movement of wildlife into areas outside of the floodplain.</p> <p>3. The proposed road corridor will result in habitat loss and fragmentation and wildlife population effects over a large area. To offset these effects, the USFWS requests funding assistance for planned land acquisition and habitat restoration efforts in the Refuge. If such funds were provided, they would be prioritized for use on lands and habitat restoration efforts that would best offset the effects of I-69 on native fish and wildlife.</p> <p>Response</p> <p><i>Hydraulic analysis for the project indicates that the Ohio River bridge will need to span almost the entire floodway in order to meet state and federal requirements. The analysis indicates that there are a couple small areas within the floodway where the new roadway can be built on fill. INDOT and KYTC anticipate that these open spans will provide sufficient opportunity for both water and wildlife movement.</i></p> <p><i>INDOT and KYTC understand and share the safety concerns associated with vehicular animal strikes. As the design of the project is further developed, cost-effective opportunities to provide animal crossings above flood elevations will be evaluated.</i></p> <p><i>As described in Chapter 7 of the FEIS, mitigation will be required for impacts to wetlands, streams, and endangered species habitat. INDOT and KYTC will continue to coordinate with USFWS to determine if and how these efforts can support the establishment of the Green River National Wildlife Refuge.</i></p>
<p>Y2 (1)</p>	<p>Comment</p> <p>The USFWS also has the following requests and recommendations to improve public access and use of the proposed Green River National Wildlife Refuge upon its establishment:</p> <ol style="list-style-type: none"> 1. We recommend I-69 project team consider locations where placement of potential pedestrian paths would be possible to provide access to the portions of the proposed Refuge that will lie on the eastern and western sides of the preferred I-69 alternative. These could be co-located with wildlife crossings where appropriate to promote public use. 2. We request clarification on the future use of existing roads within the proposed Refuge, and, if possible, request that existing roads traveling perpendicular to I-69 be retained for public and Refuge staff to safely and efficiently access the entire refuge. 3. We request assistance with the establishment of trails, trail heads, and vehicle access to trail heads at the appropriate time and using applicable transportation funding programs. 4. We request placement of signage identifying the Refuge and Refuge access points (e.g., interstate exits) along I-69 to encourage public use of the Refuge.

Comment Code (Number of Commenters)	Comment Category
	<p>Response As the design of the project is further developed, cost-effective opportunities to provide safe, grade-separated pedestrian access across I-69 will be evaluated.</p> <p>All existing public roads in the area of the proposed refuge will be maintained.</p> <p>INDOT and KYTC will continue to coordinate with USFWS regarding establishment of and access to refuge facilities.</p> <p>INDOT and KYTC will work with USFWS during the design process to determine appropriate signage identifying and indicating access points for the refuge.</p>
Z	Other
Z1 (1)	<p>Comment Now get INDOT working on design plans for a west side (between Evansville and Mt. Vernon) bridge over the Ohio between Indiana and Kentucky.</p> <p>Response There are currently no plans for a new bridge over the Ohio River between Evansville and Mt. Vernon in the INDOT 2018-2021 Statewide Transportation Improvement Program (STIP), EMPO 2018-2021 TIP, and KYTC 2017-2020 STIP.</p>
Z2 (1)	<p>Comment I am looking for information on how to keep up with the progress of the project.</p> <p>Response The public can keep up with the progress of the project via the following methods.</p> <p>Website: www.i69ohiorivercrossing.com Email: info@i69ohiorivercrossing.com Facebook: I-69 Ohio River Crossing Twitter: @I69ORX</p> <p>ORX Project Office 1970 Barrett Court, Suite 100 Henderson, KY 42420 888-515-9756</p>
Z3 (1)	<p>Comment I was asked to serve on the project's Citizen Advisory Committee and appreciated the ability to do so. However, I found that experience to be of little or no use since it was clear from the first meeting that the Committee was not designed to be effective. Indeed, it served mostly to cover the requirements of law to have such an advisory group. The meetings held were almost exclusively designed for one-way communication from the Project group to the members of the committee and not the other way around. I made several suggestions early on that a scoping hearing about what should be covered in the DEIS. The reaction from the Project Team was close to "rolled eyes." They went on to do what they had planned before they ever even came to Evansville and Henderson. My point is that the Committee served no useful purpose, except for getting information from the Project Team in advance of it being released to the public.</p>

Comment Code (Number of Commenters)	Comment Category
	<p>Response <i>INDOT and KYTC place a high value on the role of the River Cities Advisory Committee in the project development process. This group served multiple functions – providing input to the project team from various members constituencies, distributing accurate and timely information to the public, and being a sounding board. The River Cities Advisory Committee and its Environmental Justice Subcommittee has provided valuable input to the project that helped shape the process, the alternatives, and the identification of the Preferred Alternatives and the Selected Alternative.</i></p>
<p>Z4 (1)</p>	<p>Comment USEPA: Climate Resilience - The FEIS should consider more frequent and extreme weather events in the project's design, construction and operation. For example, culverts should be designed and sized to accommodate increased flows from extreme precipitation events. The transportation agencies should also continue to look for design opportunities to minimize fill in the flood way.</p> <p>Response <i>Comment noted. All culverts and bridges will be designed per statewide highway design standards and will minimize fill within floodways.</i></p>

Amber Schaudt

From: Valentine, Gary (KYTC) <gvalentine@ky.gov>
Sent: Friday, December 14, 2018 11:58 AM
To: mindy@c2strategic.com; erin@compassoutreachsolutions.com; Amber Schaudt; Steven Nicaise
Subject: Fwd: I 69 River Crossing Process

Follow Up Flag: Follow up
Flag Status: Flagged

Comment below.

Sent from my iPhone

Begin forwarded message:

From: "Valentine, Gary (KYTC)" <gvalentine@ky.gov>
Date: December 14, 2018 at 12:55:42 PM EST
To: Mike Hazelwood <mhazelwood@emford.com>
Subject: Re: I 69 River Crossing Process

Thanks Mike!! We look forward to our continued work with the community.

Sent from my iPhone

On Dec 14, 2018, at 12:26 PM, Mike Hazelwood <mhazelwood@emford.com> wrote:

Gary,

It was a pleasure meeting you and working with you during this process. I especially appreciate the extra trips you made and late meetings that you attended at the request of the local residents. I understand what a pain in the ass the Central Time Zone can be for you Central KY guys. (The CST creates a late night for you is an early morning for us)

24-1
Q1 →

While I do not believe that the Central Corridor decision will be the best for Henderson and Western KY's economic development. I do understand this it is the least disruptive and that means a lot in this era. I would ask for your continued consideration throughout this process in order to help mitigate future negative economic impacts to our area and to provide Western KY with the ability to compete with Southern Indiana. To compete we will need to have adequate access to the existing commercial corridor and downtown as well as innovative development and land use ideas to retain and grow the current customer base of the local businesses and or aid in the transition of the area.

Again, I appreciate your help. I hope you and your family has a wonderful Holiday season.

Respectfully,

Comments

To I69ohiorivercrossing Info <info@i69ohiorivercrossing.com>

26-1
I1

26-2
B2

26-3
H2

26-4
Z1

26-5
S2

A. The new bridge(s) should be a total of six (6) lanes wide.

B. Both existing Hwy 41 bridges should remain in use.

C. Tolling is a fact of life. Tolls pay for construction and maintenance. And tolls collect money from people who use the bridges/roads but don't contribute to the local economy or taxes. Get over it people, or move if you don't want to pay tolls.

D. Now get the INDOT working on design plans for a west side (between Evansville and Mt. Vernon) bridge over the Ohio between Indiana and Kentucky.

E. The new I-69 bridge(s) design should incorporate auxiliary bicycle/pedestrian pathways above, below, or adjacent to the new bridge(s).

Doug Briggs <toontown21@hotmail.com>

1/2/2019 1:31 PM

1a vs 1b vs 1c for bridge project

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

27-1
A5

I must tell you I do not support either 1a or 1b. I support having both twin bridges remaining open and free from tolls. I also am not a fan of a toll on the I69 bridge but instead have both states put line items in the state budget to pay for the projects. Both states will benefit beyond the local Henderson/Evansville communities b y both commuter travel and Semi traffic bringing goods though our communities g oing to other parts of the state or country. I69 has always been a way to provide a faster way for travel thru the state of Indiana and into Kentucky with hopes to connect southern states. Indiana did a horrible job with hiring and then finding another company to do the toll on the northern part of the new I69. We should not be trying to repeat that disaster. Paying a for profit company to handle tolls collected to pay for the project is wasteful. Write it into the state budgets and pay for it responsibly.

27-2
B1

27-3
H1

Received 1-7-18

To: I-69 Ohio River Crossing team

Regarding: Tolling Options

Tolling alternative 1A is unreasonable and unfair unless both bridges connecting Owensboro to Indiana as well as all remaining untolled bridges connecting Louisville to Indiana are tolled. Having the Evansville-Henderson route as the only crossings that are completely tolled is an unacceptable burden on all local traffic.

I live in Indiana and work in Kentucky. If both bridges are tolled, I will obviously have to pay to travel to and from work. If the toll amount is the same as the I-65 toll from Louisville to Indiana, and I have a prepaid account with a transponder (the least expensive option), my salary will be cut by \$20.50/week (\$2.05/crossing); this equates to \$1,066/year. With a prepaid account and no transponder, my pay cuts would be \$30.80/week (\$3.08/crossing) or \$1,601.60/year. I am curious how families (like mine) who may have multiple vehicles used by a single person will handle transponders, as I sometimes drive a vehicle other than my primary vehicle, especially in inclement weather.

If the remaining US41 bridge is tolled, it will hurt Henderson businesses. My husband and my adult daughter occasionally come on different days to eat lunch with me; if both bridges are tolled, they will no longer do this, cutting restaurant income. Also, my family sometimes eats and/or shops in Henderson in the evenings or on weekends; this will also cease, as we won't pay a toll to do so, again cutting restaurant (and server) income as well as store income. I'm sure we are not alone in this.

28-1
A3

Alternative 1B is the only reasonable and fair alternative.

Donna Crowe
5412 Kiowa Circle
Evansville, IN 47715

DonnaCrowe@wowway.com



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: Ann-Marie Wright

Full Address: 1520 Loeb St Henderson, Ky 42420

Phone Number: 2706232821

Email: _____

Sign me up for Project communications

Comments: I feel they should toll I69

29-1
H3

but not 41. Most of us in Henderson work or visit the doctor in Evansville. Either don't toll or

29-2
H9

Make express passes for the ones that do work over there.



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: Martha Smith

Full Address: 3717 Holloway Lane Henderson KY 42420

Phone Number: 270-454-4767

Email: jerry.smith@phoenixtank.com

Sign me up for Project communications

Comments: the cost of maintaining the existing 41 turn bridges is a big concern.

30-1
B12



has thought been given to reducing weight limits to say 26,000 GVW to extend the expected life by reducing truck/heavy loads



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: JIM VINCENT, SR.

Full Address: 1920 BUSBY STATION RD., ROBARDS, KY 42452

Phone Number: 270-724-1159

Email: JFVINCENTSR@ATT.NET

Sign me up for Project communications

Comments: I STRONGLY SUPPORT KEEPING BOTH EXISTING BRIDGES.

31-1
B7

Multiple horizontal lines for additional comments.



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: James & Janney Martin
 Full Address: 3878 Hwy 1299 Henderson KY 42420
 Phone Number: 270-860-2921
 Email: _____

Sign me up for Project communications

Comments: The toll should only be on the

32-1
H3

new bridge. The old bridge should be for local traffic. no toll on it. People are not going to want to pay a toll to just go eat in Evansville or vice versa.

32-2
H11

if there is a toll on old bridge, make to where only commercial vehicles are tolled and not residential. It would be hard on the people with low paying jobs to have to pay a daily toll or one income families.



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: Stan Williams

Full Address: 7551 Railroad St Baskett, KY 42402

Phone Number: 270-80-3820

Email: troey.williams2008@hotmail.com

Sign me up for Project communications

Comments: Thoughts about how to move farm equipment across the old bridge? It will have to be shut down in order to move the size of equipment from KY to IN and vice-versa.

33-1
13 →

Blank lined area for additional comments.



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: Rev. Dean Spooner

Full Address: 212 Barker Road

Phone Number: 270 869 0128

Email: liberty4u@1791.com

Sign me up for Project communications

Comments:

34-1
H1

I do not want to have to pay specific toll to cross the Ohio River with no ability to cross the River without paying.

I do not want to be mandated to have a financial account with some ^{agency} agency (and having to maintain an interest free balance under threat of fines & fees) just to cross the river.

I ^{do} want my privacy & 4th Amendment rights respected. I do not want to be tracked online by the government or some private agency.

I do not want to be photographed every time I cross the river.

When I cross the river, how long I am across the river, who ~~or~~ what is in my vehicle when I cross the river, what my driver's license # is, or my VIN#, or my social security #, or my address or my Bank account # is none of anyone's business but my own to cross the river, even if a toll is required.

Something this big having such impact ought not the citizens to have

A voter

www.I69OhioRiverCrossing.com • (888) 515-9756 • info@I69OhioRiverCrossing.com
320 Eagle Crest Dr., Ste. C, Evansville, IN 47715 • 1970 Barrett Ct., Ste. 100, Henderson, KY 42420



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: Kevin Knight
 Full Address: 2484 US Hwy 60 E Henderson KY 42420
 Phone Number: 270 860 0643
 Email: Kevin-d-Knight@bellsouth.net

Sign me up for Project communications

Comments: As a small business owner (Knight's Comics @ Games) a significant portion of my customers come from Evansville. I feel confident that the majority of them would stop making their weekly trips over to participate in my shop's events if they were required to pay a toll. I am okay with the new bridge having a toll for through traffic. However, as someone who has driven to work in Evansville almost every day for the last 25+ years, I feel it is necessary for the old bridges to both remain and for them to remain toll free.

35-1
B1



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: Michael Robertson

Full Address: 316 Ridgeway Ave Evansville, IN 47713

Phone Number: 812-598-4771

Email: eight12runnerzllc@yahoo.com

<input checked="" type="checkbox"/> Sign me up for Project communications

36-1
Z2

Comments: I looking for information on how to keep up with the progress of the project, because Im trying to become a subcontractor to help get materials to the project. I have a trucking company and I would like to help transport materials. Thanks



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: MAC Grace

Full Address: 313 HARMONY Lane.

Phone Number: 270-860-1875

Email: mac.grace@henderson.kyschools.us

<input checked="" type="checkbox"/> Sign me up for Project communications

Comments: I feel that the new 69 Highway althout it is nice will benefit me and my family in any way. Neither would the new Bridges. I am opposed to the Plan A that would impose a toll on the existing 41 Bridge. I would also put a real hardship on the people in Henderson who are on fixed income who travel to Evansville for DR. VISITS & Medical treatments. The Toll on 41 Bridge will in no way benefit the people who would use that Bridge. So I ASK that (Plan B) be adopted. also because of numerous accidents the single Bridge would be closed a lot because of accidents. we need Both Bridges.

37-1
B3

Thank you,
Mac Grace



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: James T. Roll
 Full Address: 6679 N. Trigg Hooper Rd Henderson Ky 42420
 Phone Number: 270 724 2265
 Email: hotroll@gmail.com

Sign me up for Project communications

Comments: I AM IN FAVOR OF KEEPING BOTH TWIN BRIDGES OPEN. I PREFER THAT THEY BE TOLL FREE OR REDUCED TOLL FOR LOCAL RESIDENTS.

38-1
B11

Thank you

James T. Roll



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: Andrew Jones

Full Address: 6892 Cairo Dixie Rd. Corydon, KY 42406

Phone Number: 270 577 1500

Email: apostdicjones@gmail.com

Sign me up for Project communications

Comments: Multiple times one of twin bridges have been closed while the other one is being repaired.

39-1
12

How would traffic be affected if one of the twin bridges is removed and the remaining bridge needs major repair?



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: Ida Block

Full Address: 8038 Chadwick Lane, Henderson, Ky 42420

Phone Number: 812-455-1430

Email: ida.m.block@gmail.com

Sign me up for Project communications

Comments: The people making these decisions should have to travel the bridges almost daily. Both twin bridges

40-1 B1 → should remain open with no toll on them. Toll only the new I69,

Multiple horizontal lines for additional comments.

JOEL HOPPER
3925 Hwy 60 EAST
HENDERSON, KY
42420

Thank you for opportunity to express opinion.

Announcement of Central Alternative as preferred route:

1. I own a home and property on Hwy 60 which will be impacted by the Central Alternative route, so, this announcement for me is BITTERSWEET:

41-1
J2

BITTER: because of the negative impact the Central Alternative route will have on the property and home which I have spent years and a bag full of money restoring this Henderson Landmark...So, I am saddened by this.

SWEET: Being a lifelong resident of Henderson County I am excited about the windfall an Interstate will bring to our community. And having recently retired from four decades in the distribution and logistics' business I am certainly aware of the positive impact an Interstate can have on the operational efficiencies of a distribution or logistical Company. Not, withstanding the additional economic opportunities which surface from these improved efficiencies.

41-2
Q4

HOWEVER, while this new bridge and extended Interstate is progress we must minimize the negative. Tolling the newly constructed bridge is necessary. And in my professional opinion will be openly acceptable to those who choose to utilize the toll bridge.

41-3
B1

Tolling or closing the existing twin bridges crossing the Ohio is not acceptable. We must keep them both open and free of tolls. And while I have heard the money case of tolling and closure I have also seen evidence to the contrary

So, while negatively impacted personally our community will benefit in many ways for many years as result of this bridge and interstate with the current twins bridge remaining open and free of tolls.

Hello, my name is Bobbie Jarrett. I am a resident of Henderson and I am also Executive Director of the Housing Authority here. In that capacity I feel I have intimate knowledge of the needs and challenges of our community's lower income citizens and how the I-69 bridge project could impact them.

42-1 → A1 Like many other people here I am thrilled at the prospect of the completion of the I-69 bridge and the positive effect it could have on our regional economy. More jobs and more opportunities certainly help brighten the futures of those needing and looking for work.

42-2 → B1 At the same time, I would strongly recommend the Indiana and Kentucky agencies charged with steering the bridge project to find a way to keep the existing twin bridges open and free of tolls so that local residents who frequently commute to Evansville for work, medical care or other reasons not be burdened with the added expense of tolls. That is especially important for those who live at near-poverty or poverty levels.

42-3 → Q3 I know that as part of your Draft Environmental Impact Statement, you looked at how "Environmental Justice" would figure into your final recommendations. I trust that study showed tolls on all river crossings would be an inordinate tax on those of lower incomes who find themselves forced to cross the bridge.

Please know that I am thankful the I-69 project is moving forward and am deeply appreciative of all the hard work that has been done so far by your teams. I'm sure you can understand my concern for the proud but challenged people I work with every day as we think about how the bridge project could help them or make their lives even harder.

Thank you very much for letting me speak today.



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: David Fritts ~~XXXXXXXXXXXX~~
 Full Address: 339 S. Main St. Henderson, KY 42420
 Phone Number: (270) 826-9509
 Email: Davidfritts@hotmail.com

Sign me up for Project communications

Comments:

43-1
B1

Tolls on the Twin Bridges to fund the new bridges is completely inappropriate. Asking drivers using one bridge to pay for another seems absurd. But asking the members of this community who use this bridge to commute and conduct business to underwrite a federal highway that is primarily intended to benefit financial interests throughout and beyond this region. is unfair. If the bridge is needed as so many have testified, then the cost should be shared by those who will benefit.

43-1
B1

And the people of this community should have access to both standing bridges. for safety reasons. But also tearing down a bridge to save maintenance cost seems ~~very~~ short-sighted. Seems like the current road work in Indiana would be wasted as well.

43-2
J1

Don't build over burial grounds!



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: BRENDA STONE (TRUE VINE PLANTATION INN)

Full Address: 3211 US Hwy 41 N, HENDERSON, KY 42420

Phone Number: 270 860-7007

Email: brenda.stone@tvc.com

Sign me up for Project communications

Comments: I have 2 concerns, both will drastically reduce my ability to make a living at my business True Vine Plantation Inn. 1) Only having one bridge open to traffic. Closing one bridge will prohibit traffic from turning into my business both South bound & North Bound, basically closing my business off from 41 traffic because of safety concerns turning from 2 way traffic. That is what they did when they did work on the bridges & red a year or so ago for a short period of time. I had to ~~retire~~ I barely survived that short span of only having one bridge with 2 way traffic. I won't survive a permanent closing of one of the bridges.

44-1
K1

44-2
H4

2) Tolls on the local bridges. I am against any tolls. I don't think local residents should have to pay tolls to build the I69 bridge. Again, tolls will be detrimental to my business. Probably 75% of my business is from locals from Evansville. If they have to pay tolls, they will just stay in Evansville. My business will become obsolete if these changes are implemented. I hope you buy my business if I am closed off from Hwy 41 traffic. Thank You, Brenda Stone



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: ROBERT FRIEDS

Full Address: 105 MYRENE DR. ; HENDERSON, KY 42420

Phone Number: 270-827-1159

Email: _____

Sign me up for Project communications

Comments:

45-1
B1

→ NEED TO KEEP BOTH EXISTING BRIDGES

- REDUCED HEAVY TRUCK TRAFFIC SHOULD CAUSE REDUCED MAINTENANCE EXPENSE

- AS A 65-YEAR CROSSER OF THE RIVER AT THE US-41 BRIDGE, RECOGNIZE THE IMPACT OF ONLY ONE BRIDGE WHICH IS DRASTIC, WHEN ONLY ONE BRIDGE ANY WRECK OR SNOW/ICE SITUATION CAUSED 4-5 HOUR TRAVEL TIME.

- BOTH EXISTING BRIDGES ARE NOW EXISTING AND FUNCTIONAL WITH NEW APPROACHES ON THE NORTH BEING CONSTRUCTED TODAY. NO TOLL ON THEM NOW, MUST NOT BE NEEDED.

- AS A 10 TO 15 TRIP / WEEK ^{↓m} COMMUTER TO / FROM

B1 → EVANSVILLE FROM HENDERSON A NO TOLL OPTION PREFERRED,

Berry Adcock <berryadcock@gmail.com>

12/17/2018 12:45 PM

Comments

To info@i69ohiorivercrossing.com

46-1
H4

I am totally against a toll being put on one of the current Ohio river bridges at Henderson Kentucky. A toll on the current bridge would be an economic disaster for Evansville.

Thank you,
Berry Adcock
Madisonville, KY

john todd <jtmtodd@icloud.com>

12/13/2018 9:53 PM

How will this impact our

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

Since a corridor has been selected, how will this effect our business at 337 Richardson Ave. Henderson Ky ? Or how close will this corridor be to our property? With children playing outside, this concerns us.

← 48-1
P1

Thank you

Misty Todd
Owner / Director
Pidder Padder Preschool

Diane Bies <biesdi@aol.com>

12/14/2018 1:10 PM

Re: I-69 ORX publishes DEIS, announces public hearing dates

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

This is great news.

49-1
S1



As an avid cyclist and president of Evansville Bicycle Club I would be remiss if I didn't at least request that there be some serious consideration given to turning the existing southbound bridge into a bicycle, pedestrian bridge.

As we move to a more active community it would be great if we could make use of this existing structure to encourage people to move. It would be a great connection for a north south bicycle route and or future rail trails and Audubon Park and beyond.

49-2
S4



Please let me know if there are any organizations I should contact to encourage support of the idea of creating some sort of safe passage for bicycles and pedestrians.

Thank you!
Diane Bies

Sent from my iPhone

jose lleras <joselleras7@msn.com>

12/14/2018 7:56 PM

I-69 Bridge Project

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

Hello,

I have read the proposal for the new bridge route. i think the plan that was proposed is solid, with the excepon of not k eeping both exising bridg es in operaon. Ther e have been mulple instances of huge traffic pile ups when there is a wreck on either of the bridges. the bridges are sound, why not keep ulizing them. This will spur more economic development, as a good flow of traffic is important from a logisc al standpoint. Please reconsider the plan to dismantle one of the twin bridges.

50-1
B7

Regards,

Margaret Lleras
7500 Broadview Dr
Newburgh IN 47630

Glenn Thomas <g.m.thomas@hotmail.com>

12/15/2018 11:29 AM

Re: I-69 ORX publishes DEIS, announces public hearing dates

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

51-1
A9

The current plan is a poor substitute for the original plan. Anytime you take a major project and start drastically cutting costs you end up with a white elephant.

51-2
A10

- 1) Why run through an area that is so low it cannot be developed?
- 2) Why keep a very old 2 lane bridge that will soon be approaching the end of its useful life when the much newer bridge could be used and serve for several additional decades?

51-3
B8

It's obvious the wrong people are being allowed to drag this project off course. I suggest getting some non-partial professional engineers involved before it is too late.

Regards,

Glenn M. Thomas, P.E.
C. I. Black Belt

THOMAS Process Efficiency
Henderson, KY

Mobile: 270-860-8330
g.m.thomas@hotmail.com

Chase Taylor <chase@chucklesstores.com>

12/18/2018 11:23 AM

Info. Request for proposed corridor

To info@i69ohiorivercrossing.com

52-1
P2

Is there "exact" parcel use information and/or GIS data available at this time for the current proposed site of the I69 Ohio River Crossing?

Thank you.

Chase Taylor
Director of Logistics
C. E. Taylor Oil, Inc.
chase@chucklesstores.com
www.chucklesstores.com
Office: (812) 602-3290



Brian P. Williams <bwilliams@kddk.com>

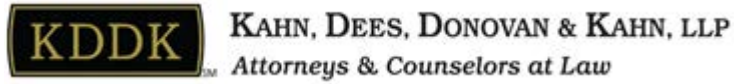
12/21/2018 9:56 AM

RE: Comments about the DEIS? Let us know!

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

53-1
A1 → The plan looks great. Get this bridge built ASAP !

Thank you,



Brian P. Williams

(812) 423-3183 Office • (812) 455-4487 Mobile • (812) 867-1712 Residence • (812) 423-3841 Fax • bwilliams@KDDK.com

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Jim <jwmccarty72@frontier.com>

12/21/2018 10:01 AM

Re: Comments about the DEIS? Let us know!

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

I have heard reports that the bridge kept in place for local traffic will not be tolled. I have heard other reports that this decision is yet to me made. I would like to add my two cents.

54-1
H4

The ONLY reason I can see for tolling the local traffic bridge would be to discourage through traffic from leaving I69 and going through the "strip" to avoid paying a toll. I can see that some amount of that might happen. I can also see that a fair amount of that traffic might do so because they need fuel, something to drink, something to eat, use the rest room, etc. If they have to pay a toll to use an old two lane bridge to do that they may well just go on down the road to the next exit and/or town. It is not that far in either direction. In that scenario the "strip" suffers financially.

On the other hand, if the local bridge is tolled the entire area suffers. For decades (centuries?) people have freely crossed the river to work, shop, go to school, visit family and friends, eat out, etc. How much of that comes to an end? How are those affected that do not think they can afford to quit work or try to change jobs or change where they are taking college classes. In this scenario it is more than the "strip" that suffers financially.

54-2
B8

I have also heard that the older of the twin bridges is the one to be kept for local traffic because of "historical significance". I would hope that someone would have enough sense to say let's keep the bridge in the best structural condition so that we have the lowest maintenance cost in the next several years. If the older bridge is in at least as good condition as the newer bridge and is at least as wide then so be it. "Historical significance", however, is a terrible reason on which to base that decision. Someone needs to think about the next fifty years of maintenance and when a new bridge might HAVE to be built regardless of which bridge is kept now.

As with any project you will not make everyone happy. Thank you for listening.

Jim McCarty

Name Ira Gerard Boots
Address 3430 N RED BANK RD
Phone Number 812
Email Address ira@bootsgroup.com
Comments and/or Questions 55-1 → I am very pleased with your choice of the Central Alternative. Please work to secure funding and let's make this happen. A2

DEIS Feedback**Name**

Theodore Franklin Miller II

Address

831 Douglas Dr, Evansville, IN 47712-4370

Phone Number

8124302177

Email Address

tedmiller@live.com

Comments and/or Questions

I don't like the idea that this is the cheapest alternative.

56-1
Q2

We have been short changed on roads forever and that is why this area is so depressed; 21% of the people in Evansville are below the poverty and probably won't be able to drive across this bridge.

56-2
A12

We need better roads not the cheapest alternative.

DEIS Feedback

Name

harry resor

Address

2631 valley creek run

Phone Number

2604936692

Email Address

blankshooter51@yahoo.com

Comments and/or Questions

57-1 → How is this bridge being funded?
F1

Bryce Cordry <bryce.cordry@gmail.com>

1/3/2019 12:25 AM

comments

To info@i69ohiorivercrossing.com

Hi,

I live in Missouri but would regardless like to give my comments on this project.

58-1
A2

I am overall very happy with the recommended decision of the task force with the I-69 alternative. I have supported the Central Alternative all along, and I believe it is the best option in the long-run, and I like that no businesses will need to re-locate, and will involve the least amount of reconstruction.

58-2
B9

With respect to the existing southbound bridge, because its approach spans appear to be all girder spans, I would like to let you guys know of a bridge girder initiative completed by the Oklahoma Department of Transportation (ODOT) about ten years ago. The old elevated I-40 Crosstown Expressway was replaced by a new alignment. The girders were reused and sent off to counties to be used again. I was thinking that INDOT, KYTC, or perhaps even another jurisdiction could use them for low-volume routes, especially considering Kentucky's large state highway system and the plan to build several new expressways or turnpikes (which might require outer roads). Also I was thinking about uses such as in a replacement of the New Harmony bridge or other deficient low-volume long spans. So if at least some of the southbound approach span girders are not in too terrible of shape, then maybe the team could look into potential uses. A report by ODOT is here. http://www.okladot.state.ok.us/planning-info/boulevard_kml/CrosstownBeamRecycling.pdf

Thank You for your time.

Bryce Cordry



I69OHIORIVERCROSSING.COM

Visitor Log

Date: 1/3/2019

Resident Name: Kimberly France

Resident Address: 3500 Braewick Drive Evansville IN 47715

Resident Phone: (443) 844 4478

Email Address: kimberly-france@sbcglobal.net

Question/Comment:

59-1
N1

① Project need assessment of unacceptable levels of service
 ② What was the grade in 2015?

59-2
N2

② Higher crash locations - does the data detail truck/vehicle
 or vehicle-vehicle (cars) crash data

Comment or inquiry submitted via:

 Evansville Office
 Henderson Office
 Phone
 E-mail
 Social Media

Project Team Member:

EVANSVILLE PROJECT OFFICE

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

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

HENDERSON PROJECT OFFICE

1970 Barrett Court, Suite 100, Henderson, KY 42420

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



Niles Rosenquist <nilesrosenquist@gmail.com>

1/4/2019 11:50 AM

Comments on the Draft EIS

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

Attached are four letters I have previously written on the I69 Bridge project, specifically on funding. The letters largely cover the same ground.

60-1
F2 → A point I would like to make is that two were written earlier in the year directly to the I69 project team in an attempt to urge the team to directly and explicitly include in the planning the very substantial level of funding that can be expected to be available for this project from the 2017 increased in the Indiana Gas tax. The letters to my state senator and state representative and to the public through the "letter to the editor" are alternate means to attempt to put the Indiana Gas Tax explicitly into the I69 bridge discussion.

60-2
H5 → One update is that in regard to the statewide tolling plan discussed in the May 30 letter, Governor Holcomb announced in December 2018 that he would not move forward with new tolling on Indiana interstates. It would be useful for INDOT to confirm explicitly whether or not this decision applies to the I69 bridge.

-
- I69 comments January 2019.docx (35 KB)

May 30 email to "I69 river crossing"

Attached are additional comments I have on I69 bridge funding. Any comments you might have on either this note or my May 8 email " I69 Bridge Funding" would be of interest. The public debate on these matters will of course continue for the next months.

I am writing to suggest that any further discussion of tolling on the new I69 bridge be suspended and that that discussion instead be wrapped into the formal, statewide plan for tolling that was called for in House Enrolled Act 1002 and is, according to news articles, currently in progress.

I69 has always been regarded as interstate commercial corridor that "will ultimately extend from Mexico to Canada, making it a primary north-south artery for the movement of goods and services in the US." (language from INDOT web site). A new Ohio River bridge has obviously always been an essential link in that interstate corridor. The funding should come from all who will benefit from this "Corridor of the Future", not primarily from Evansville-area local commuters. In Indiana that would argue for tolling on the entirety of I69 from the Michigan border to Kentucky. If Federal Highway Administration guidelines are more favorable to approval for tolling on new construction, then at least the tolling should be implemented for the newly-constructed segments south of Indianapolis. If Kentucky is in need of funding, the obvious opportunity is for the tolling to extend from Michigan to Tennessee.

The risk of a piecemeal discussion of tolling in Indiana is that a plan gradually develops that is neither logical nor equitable. That has actually already begun. In a series of tweets, State Senator Mike Delph- R, Carmel, tweeted "**I-465 on the Westside is the main north south corridor. Increasing gas taxes + new tolling = double taxation**", "**I will introduce legislation to prevent tolling on I-465. Increasing gas taxes & levying tolls is unfair to my constituents esp on the Westside**" (Indianapolis Star, October 25, 2017) Two days later Governor Holcomb caved to Sen. Delph's requests and announced, according to the Indianapolis Star, "**I don't see I-465 or loops around our cities as viable options. For me it was never a consideration.**" Holcomb said. "**So, to ensure there is no confusion, I have directed INDOT officials to remove the I-465 corridor from any further study**". Delph's bill did not get a hearing.

Certainly, if loop routes around cities that are heavily used by local commuters are to be excluded from tolling, then I69 around Evansville and Henderson would easily qualify. This would be clearly evident in a comprehensive, equitable tolling plan.

As it stands now, what we have is a tolling plan that has only one very special component, this special consideration for Sen. Delph's Carmel/Zionsville-area district, needless to say, one of the wealthiest and most politically influential constituencies in the state. **Any further "piece meal" discussion tolling for the loop around the Evansville area will not, in my opinion stand up to public scrutiny in the ongoing debate on I69 bridge funding.**

May 8 email to "I69 river crossing"

Thank you for hosting the recent open house events in Evansville on the I69 Bridge project.

60-3
H4

As many others have, at the McCullough Library event I again expressed the need for a toll-free option for local traffic as a part of any final tolling plan.

Also at that event, I again reminded project team members that Indiana raised its gas tax in 2017 by 10 cents/gallon, generating a considerably increased flow of funds (\$1.2 billion/year) for highway projects. I brought along, as a reminder, a July 2017 newspaper article from the Evansville Courier (originally in the Indianapolis Star) that I had previously forwarded to the project team, which summarized the first five-year allocation of that money. Noteworthy in that article was the disproportionate amount of funding going to Morgan County, which I had surmised (correctly, see below) was going to fund construction of I69 in Central Indiana.

Since the open house, I have found the very detailed version of the spending plan, which went out under Governor Holcolm's name as "NextLevel Indiana 5 year construction plan".

Below I have abstracted the relevant information for funding I69 for the next five years. The table speaks for itself. The lack of funding for I69 in Vanderburgh County in the current 5-year plan probably reflects the that the bridge is too early in the planning stage (final EIS not expected until late 2019). A more important consideration is funding in the next 5-year plan.

If in the next 5-year plan Southwest Indiana receives funding comparable to what Central Indiana is receiving in this current 5-year plan, Indiana's share of the cost of the new I69 bridge will be largely paid for, without the need to again raise the taxes on Indiana residents, through tolls. Toll on the 35% of the traffic on the new bridge that is through traffic would likely cover the remainder.

Additional points are that the \$ 555 million going to Central Indiana in this current five-year plan will not cover the entire cost of the Central Indiana segments of I69, which is estimated to be \$1.5 billion according to an INDOT website and, also, that prior to the spending listed in the current plan, considerable state funds have already gone towards the long-delayed Bloomington-Martinsville segment.

Unless that additional \$1 billion needed for Central Indiana is generated from tolls (tolling of existing highways is an option authorized in the 2017 highway bill) or other nontraditional financing, it seems likely that Central Indiana in the next five-year plan will again be allocated considerable funds for I69 from the new gas tax.

Please forward this note to whoever on the Project Team or at INDOT would be interested.

See below references to two articles I found on the internet that cover and comment on essentially the same information that I discuss here.

I69, Central Indiana (Bloomington to Indianapolis roadway)			
County	per capita funding	5 year funding	5 year funding, I69
Morgan	4115.06	286,811,514	263,000,000
Johnson	1165.33	177,109,202	153,200,000
Marion	266.89	251,206,319	138,731,182
total for I69, Central Indiana			554,931,182
I69, Southwest Indiana (Ohio River bridge)			
County	per capita funding	5 year funding	5 year funding, I69
Vanderburgh	206.24	19,985,633	0
total for I69, Southwest Indiana			0
state wide average	480		

comments:

some projects labeled as I 465 and SR 37 could be indirect I69 costs

other references:

"Will Indiana's gas tax hike pave your roads? Check out county by county analysis ", Indianapolis Star, July 20, 2017
in53-MoCoGov , July 2017, a blog "following local government in Monroe County, Indiana"

email sent to Representative Hatfield and Senator Becker, Nov 11, 2017

Representative Hatfield,

I am writing you to inquire if you have a position on tolling as a means to pay for the proposed new I69 Ohio River Bridge.

I am a member of the Citizen's Advisory Committee on the bridge planning process. In the two meetings I have attended, other than the actual route selection, tolling has been the subject of the most discussion. My sense is that the consensus of the committee is that, if there is tolling, there should remain an option for local residents to continue to cross the river, as they always have, without paying a toll.

From a letter published in the Courier on August 12, this is also the position of the local political and business leaders who make up the "I69 Bridgelink" group.

At the most recent meeting of the Advisory Group, a person on the planning team told the Committee that tolling that excluded local traffic appeared not to be feasible. The "through traffic" and heavy truck traffic, which may seem to be a large proportion of the current and future traffic (ie when I69 is completed to Indianapolis) is, in fact, a relatively small proportion of the traffic, insufficient to generate the income needed from tolling. I, and probably others found this to be surprising.

Also at the meeting, I mentioned that Indiana had just raised its gas tax which will result in an additional \$1.2 billion/ year in highway infrastructure funding. These funds had not been explicitly a part of the discussion. With Indiana's share of the bridge cost in the range of \$400 million (spending that would be spread over several years), this would seem to be an alternative funding source that would prevent SW Indiana residents from having to pay, in effect, a second new tax in the form of tolls.

In a letter I sent to the planning team after the meeting I made the additional point that it appears that I69 may already be being funded from the new gas tax income, in that (according to a July 21 article in the Courier) in the initial \$4.7 billion/ 5 year plan for this money, Morgan County is going to receive over 8 x the average per capita funding. This could be confirmed,

I would appreciate your comments on this, and if, possibly, the SW Indiana delegation as a whole has taken a position.

(I am also sending this note to my state senator, Senator Becker)

Letter to the Editor, Evansville Courier, June 26, 2018

Letter: SW Indiana residents deserve assurance on road tolls

Evansville Courier & Press Published 10:11 p.m. CT June 26, 2018

In an article on June 2 regarding the proposed I-69 Bridge, the need for tolling to pay for the bridge was explained as being due to the fact that while the federal government used to fund major projects like this, that is no longer possible because the federal gas tax has not been increased in 25 years.

This overlooks the fact that the state of Indiana increased its gas tax on July 1, 2017, by 10 cents/gallon to 28 cents/gallon. It will go up another 1 cent/gallon this July and could go up as much each year through 2024. The increase in funds that will be made available for use on needed infrastructure projects is projected to eventually be \$ 1.2 billion/year.

These funds are actually already being used for construction of I-69. A report "NextLevel Indiana 5 year construction plan" that went out earlier this year under Governor Holcomb's signature summarizes in great detail the state's plans for spending the first \$4.7 billion of this gas tax money over the next five years. A total of almost \$555 million is allocated to Morgan, Johnson and Marion counties for I-69. Vanderburgh County will get \$0 for I-69. Furthermore, for all spending in the plan for all types of projects, Morgan County will receive by far the highest per capita rate of funding while Vanderburgh County is 10th from the bottom.

60-1
F2

It may just be that it is too soon to allocate funds for the I-69 Bridge; planning for construction of the northern segments of the I-69 roadway into Indianapolis from Bloomington may just be further along than planning for the I-69 Bridge. If that is the case, then we in Southwest Indiana should expect to see in the next 5-year plan, similar to what is now going to Central Indiana for I-69, several hundred million dollars to be available for construction of I-69 Bridge.

Combined with targeted tolling of the interstate-through traffic, projected to be about 35% of the total traffic, this should be sufficient to cover Indiana's share of the I-69 bridge costs, without the need to toll local Indiana residents who have literally for generations been crossing the river for free.

Whatever route design for the bridge is selected, it should thus include a toll-free option for local traffic.

Indiana State Senator Mike Delph- R, Carmel summarized this situation very succinctly in a tweet "Increasing gas taxes + new tolling = double taxation " (Indianapolis Star, October 25, 2017). Senator Delph's specific complaint concerned discussion at the time of possibility tolling I-465, the loop highway around Indianapolis that his constituents use for commuting. Two days later the governor was quoted by the Star "I don't see I-465 or loops around our cities as viable options. For me it was never a consideration. So, to ensure there is no confusion, I have directed INDOT officials to remove the I-465 corridor from any further study".

All we need in Southwest Indiana is similar recognition that local traffic should not be targeted for tolling.

- Niles Rosenquist, Evansville

GLENN AND LINDA GRAYSON <glennandlinda@bellsouth.net>

1/3/2019 6:27 PM

DEIS feedback

To info@i69ohiorivercrossing.com

61-1
A3

→ 1B please. Local traffic needs to be toll free. Thank you.

DEIS Feedback

Name

Henry Lewis

Address

2400 VOLKMAN RD

Phone Number

8124499214

Email Address

hank.lewis@att.net

Comments and/or Questions

62-1
H6

→ How much faster would construction costs be paid and the approximate dollars saved be if both bridges had toll? Would the toll on existing bridge be used to maintain it?

↑
62-2
H7

Kent Stearsman <tkslhs@bellsouth.net>

1/3/2019 5:59 PM

DEIS feedback

To info@i69ohiorivercrossing.com

63-1
A3

→ I vote for alternative 1B-toll on new bridge only!

Kent Stearsman

Larry Wedding <lm.wedding@hotmail.com>

1/4/2019 10:29 AM

DEIS feedback

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

64-1
B8



I am surprised that both routes will be keeping the present north bound bridge instead of the south bound bridge. As you know the north bound bridge is much older. It was built with rivets to hold the steel together instead of welded. That technology leads to corrosion over time. The south bound bridge was built with the newer welded technology and is less likely to deteriorate.

Trish Sigler <siglert54@gmail.com>

1/4/2019 11:39 AM

I69 twin bridges between Henderson and Evansville

To info@i69ohiorivercrossing.com

Good morning,

65-1
B1

As a lifelong Henderson native I would like to let you know that I am strongly opposed to removing one of the twin bridges between Henderson and Evansville. I am also opposed to placing tolls on the bridges.

I do not want any form of tolling on the bridges. It will place an additional financial burden on the residents in this area.

I have firsthand experience at sitting for extended periods when a bridge would be shut down or traffic restricted to a single lane due to auto accidents, maintenance and repair, vehicles broke down, barge struck the bridge, animals on the road. I can't even recall all the reasons. Sometimes it was something I simple as family trying to get to Evansville for Henderson high school graduation ceremonies that were held in Evansville. On Fridays it is common for northbound traffic to be backed up to the Hwy 41 & 60 cloverleaf. I've seen traffic backed up for miles in each direction and take a long while to get cleared up after the lanes were opened. There have been times I couldn't get home because the Hwy 41&60 cloverleaf was blocked because something had happened on the bridge. I would hate for all that congestion to become a routine for Hendersonians.

Thank you for allowing me to voice my opinion.

Patricia Sigler
8365 Wathen Lane
Henderson Ky 42420

Vicki Julius <cejvjj@hotmail.com>

1/4/2019 5:36 PM

DEIS feedback

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

66-1
A3

I prefer central alternate 1b with no toll on the 41 bridge. I think that one bridge should be left for walkers & bikers to cross the river safely instead of reading down & it would free up traffic when there are races across the river. Thanks for letting us give you feed back which I hope you actually consider.

66-2
S1

Vicki Julius

DEIS Feedback

Name

John Grossman

Address

1023 Washington St

Phone Number

270-832-5058

Email Address

johnlgrossmanjr@yahoo.com

Comments and/or Questions

67-1
H1

I believe it is wrong to put a toll on the twin bridges, they had already been paid for in the past! Also a toll for the I69 bridge will hurt both Kentucky and Indiana's economy! In Ky we have been taxed for more than we would like already!

DEIS Feedback**Name**

John Reiplinger

Address

1401 Greenfield Rd

Phone Number

8123037888

Email Address

SKIPPERONDECK@AOL.COM

Comments and/or Questions

Seems to me, if you toll just the new bridge, then everyone will wise up and cross on the old bridge. Creative Americans will always find a way to beat the system. Perhaps, local residents and workers who live on one side and work on the other side, with proof of work and residence ID, could be issued a "local" transponder for a reduced toll rate on both bridges. All other users would pay full toll, either by cash or transponder. Just one suggestion.

68-1
H8



Mary Brooksscott <maryscott1374@gmail.com>

1/5/2019 2:52 AM

Toll

To info@i69ohiorivercrossing.com

69-1
B1

→ The bridge should remain open. I travel them constantly because of my job. Also Why should we pay a toll, when this new bridge is going to take revenue away from 41 strip.

DEIS Feedback

Name

Sharon Coffman

Address

1714 S Main St, Henderson KY 42420

Email Address

ssc1220@twc.com

Comments and/or Questions

70-1
H4

→ I do not support tolling the existing bridge to help fund the new I69 project. I believe it should remain toll free.

DEIS Feedback**Name**

Tracy Sanders

Address

8243 Wathen Lane Henderson, KY, 42420

Phone Number

270-844-2999

Email Address

tracysanders616@yahoo.com

Comments and/or Questions

As a resident of Henderson, it is very concerning about the future of the bridges. I have lived in Henderson ten years and it seems like the bridges are worked on almost every year. When part of the bridge or bridges shuts down, this causes major traffic issues. This is very frustrating and has impacted commuting back and forth to work. This has caused me to be late on several occasions. When an accident happens unexpectedly or I am unaware of a lane closure, traffic can sometimes be delayed for thirty minutes to an hour. I work night shift and this happens often at night time. I assume the morning traffic delays are probably longer. I cannot leave for work every day an hour and a half early in case there is an accident or delay when I only live 20-30 minutes away from my job. I will not take that extra time I spend with my children for a "just in case." When accidents happen and the bridge shuts down lanes, this causes a major traffic issue and while it cannot be avoided, it also causes major traffic issues. Moving to Henderson I did not realize how much the twin bridges would effect our day to day lives. Now that there is talk of shutting down one of the bridges, I think it would be a major mistake and will impact those commuting through Henderson on a regular basis. I do not think this is a wise decision. I also am concerned with the idea of the bridges being toll bridges. I work at two hospitals in Evansville and work around 60-70 hours weekly. I do a lot of commuting back and forth. My husband has a small local business in Henderson and our employees commute throughout the tristate multiple times a day. We are working middle class and we work very hard to make "ends meet". I do not believe local residents should be punished for the areas changes with the bridges. Even if the cost for local commuters would be cheaper than random people traveling, we should not be charged to cross the bridge, because it is a necessity. We work hard for every penny we earn. We should not have to spend our hard earned dollars to travel back and forth. My family is fortunate and blessed with what we have. Many people in the tristate are low income or make minimum wage, or struggle with getting by. Some are not as fortunate to have a little extra money left at the end of the month. The cost of the tolls will greatly effect these families. Even if it is only \$20 per month, for example, for local commuters, that may be the last \$20 they have. It may be literally taking food out of their children's mouths. This is not acceptable. We already have many local children that do not get a meal unless they are at school. If there has to be additional money for the upkeep of these bridges, take a portion of the money the state gets from the lottery. Take some of the money the state taxes residents and put it towards that. But do not expect that local residents want to fork out additional money for this. This will not sit well for most.

Sincerely, one concerned Hendersonian.

71-1
B171-2
F3

DEIS Feedback**Name**

Cathy A Thompson

Address

408 Canoe Creek Dr

Phone Number

8125893821

Email Address

littlecathy5878@gmail.com

Comments and/or Questions

I am an Evansville native currently living in Henderson and working in Evansville. I have driven across the twin bridges twice daily for the past 13 years. We need the new bridge and I am happy it is "on the drawing board". However, taking down one of the twin bridges just puts us back into a bad situation. I understand the concern about the cost, so I suggest, keep both twin bridges but prohibit heavy commercial vehicles, by means of a weight limit. This would decrease the cost of maintenance on the twin bridges and save money. This would also not put the burden of the cost on Henderson and Evansville residence. This option would also have the least negative effect on business along the strip in Henderson. Even though I don't agree with it, if need be toll 1 of the twin bridges if you have to, but don't close one.

72-1
B6



72-1
B6



Bobbie Buchanan <bbuchanan525@gmail.com>

1/7/2019 1:18 AM

Toll on bridge

To info@i69ohiorivercrossing.com

- 73-1
A2 → My wife and I are lifelong residents of Kentucky, the last 40 plus years
Living in Henderson, Ky. We are pleased with the route selected and excited about the potential growth and opportunities for residents especially young adults seeking employment opportunities. We want to keep both
- 73-2
B1 → old bridges and have them to remain toll free. I, Bob, being employed In Evansville over half of the years mentioned attest to the backup as the result of heavy traffic/wreck.
- 73-3
H32 → So let the tolls on the new bridges remain for a longer period of time. We will use all bridge locations depending on our purpose north of the Ohio River.

Thank you for your consideration.

Mr & Mrs. Bob Buchanan
618 Merritt Drive
Henderson, Ky.

Sent from my iPad

Twin Bridges

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

- 74-1
H2 → I am a resident of Henderson, KY. My opinion of the I69 project is that I trust both the Evansville and Henderson governments involved will pick the best plan that will be right for the majority of citizens involved. If there is a toll for the bridges, I feel that it needs to be for all bridges involved in the final route. I grew up in western KY the the WK parkway was built and made man a trip from Murray to or through Louisville along that route, paying the required tolls. If the existing bridge(s) are not tolled with the new bridge, there will be many people using the "old bridge(s)" as a route to or through Evansville to avoid toll on the "new bridges" whether that is legal or not. I am opposed to only having one two lane bridge available as a "local" traffic route for safety reasons. If an emergency occurs on a single two lane bridge, emergency crews would be impaired in getting to the scene. It is bad enough presently with the two bridges, with major back up of traffic flow on either side of river. I feel like the current bridges should be kept as they are (with or without tolls) or a new 4 lane bridge built in their place or just move the I 69 access from Henderson to Evansville with a new 4 or 6 lane bridge built in the proposed new location (with toll). Again I trust the governments on both sides of the river will may the "right decision for the majority of the people affected. Donna Jewell
- 74-2
B7 →
- 74-3
A13 →

David Williams <williams@uky.edu>

1/7/2019 7:59 PM

Twin bridges toll

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

75-1
F4

Given the support of several of the public officials for keeping both twin bridges as toll free crossings, I wonder how much support there is for additional tax revenue from increasing the federal and state gasoline taxes to support maintenance of these "free" crossings.

Dave Williams
270.831.3489

David Williams <williams@uky.edu>

1/7/2019 11:20 PM

Twin bridges tolls

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

76-1
H10



I suggest that if the twin bridges are not tolled that access to re-enter I69 from that route be tolled.

Dave Williams
270.831.3489

Danny G. Wooton <dwooton@foresight.com>

1/7/2019 11:55 AM

Public Comment

To info@I69OhioRiverCrossing.com <info@i69ohiorivercrossing.com> Copy
bschneider@hendersonky.us <bschneider@hendersonky.us>

Dear Sirs:

I will be unable to attend the public hearing scheduled for January 8 in Henderson. Please accept these comments and introduce them into the record of public comments on the Ohio River crossing project.

First of all, congratulations on selecting a preferred route for the proposed I-69 bridge. You chose the best route for our community, the environment, and future I-69 traffic.

My comments are in regard to the future of the US 41 "Twin Bridges". As background, my wife and I live in Henderson and work in Indiana. We've commuted across the twin bridges daily for over a decade and both are intimately familiar with the US 41 traffic patterns. I'm a graduate civil engineer and understand traffic flows. As a college student, I interned with the KY Department of Transportation conducting traffic counts across western Kentucky.

My Public Comment:

The I-69 bridge is being built to accommodate anticipated increased traffic flows from the development of I-69. At the present time, there is hardly any I-69 southbound traffic from the Indianapolis area crossing into Kentucky, though there is some traffic flow from I-64 into the southbound I-69 corridor. Northbound I-69 traffic is virtually the same. The overwhelming majority of the Twin Bridge traffic is "local" traffic, that is, commuter traffic flowing bi-directionally between Kentucky and Indiana; Kentucky residents traveling to Evansville to access medical services; expanded shopping opportunities; attending events such as ballgames and concerts; and visiting family. The daily traffic flow between I-69 and US 41 is apparent for those of who frequently utilize that corridor. Currently, the I-69 traffic is a small fraction of the total traffic load. I'm sure you have traffic counts that indicate such. If you don't, you really need to get some. You'll also learn from those counts that a US 41 single bridge doesn't have the capability of handling the local traffic volume.

With funding limitations, it's understandable why the team desires to use existing US 41 traffic volume for economic purposes. But if the purpose of the I-69 bridge is being built to accommodate the I-69 corridor, then it should be evaluated as a standalone project. For the team to capitalize on pre-existing US 41 traffic flow for economic justification of the I-69 bridge, is a non-starter with our community. Local residents shouldn't be the disproportionate funding source for an interstate bridge. The economic viability of the I-69 bridge should be evaluated on its own merit. To use this as an opportunity to extract tolls from the commuter volume and the elderly traveling to the three Evansville hospitals in order to economically justify the I-69 bridge is a travesty. The Twin Bridges should remain toll-free and the I-69

77-1 → bridge tolling should be increased to a level suitable to justify its existence.

H3

If travel across the Twin Bridges becomes more expensive by tolling or more inconvenient and much less safe by eliminating one of the twin bridges, there will be a negative economic impact to the businesses along the Strip in addition to the undue tolling burden to the most vulnerable in our community.

77-2 →

B1

Thank you for the opportunity to provide input.

Danny Wooton
3257 Glenwood Dell
Henderson, KY 42420

DEIS Feedback**Name**

Isaac Standifird

Address

2913 n grand ave

Phone Number

8124017307

Email Address

ikestand@gmail.com

Comments and/or Questions

I have been a cheerleader for I-69 longer than I can remember. When I was working/traveling the tri-state it would have been a major help for me. Part of this time I lived in Hanson, Ky. When my son was attending Purdue and dating a girl attending IU it would have given me peace of mind when he was driving his girlfriend, on late winter nights to IU after weekends at home in Evansville. All that is past but I now have children living in Indianapolis and the partial completion is nice for family visits, now that the contractor mess is over with above Bloomington.

All that said I would like to say I am pleased with the apparent choice of routes for the Ohio River bridge. As a person that has lived and worked on both sides of the bridge and still have friends and social reasons for crossing the river, I believe the best choice for the existing twin bridges is taking down one of the bridges and no toll and no big trucks allowed on that crossing. Henderson and Evansville have deep and long family and business relationships that should be nurtured for the benefit of both communities. Forcing commercial traffic to the I-69 bridge will help with traffic congestion in both communities.

78-1
B10

For the past probably 30 years, watching the slow stop and go planning and construction of I-69, I have told my family I intend to live until I-69 is complete, I am 78 and am now having mixed emotions regarding its completion but still hope for its' completion.

Larry Heistand <lrheistand@gmail.com>

1/7/2019 8:09 PM

Tolls on the bridges

To info@i69ohiorivercrossing.com

79-1
H12

My opinion on tolls on the bridges is that I think that if you want tolls, then Henderson County and Vandenburg County residents should get a free or low cost annual pass on their registered vehicles. It could be done when vehicles are registered or get new plates. Thank you very much, Larry Heistand

Steve Bennett <sbennett@csbswin.com>

1/7/2019 9:45 AM

DEIS feedback

To info@i69ohiorivercrossing.com

80-1
B1 → I believe it is very important that both of the existing Twin Bridges remain open and toll free. I live in Henderson and work in Posey County, Indiana, so I cross those bridges daily, the I-69 proposed bridges would be way out of my way to get to and cross. There is a tremendous flow of traffic by Henderson residents daily to work in Indiana, and I suspect a lot of them will choose to move to Indiana should they be required to pay the daily toll twice each day – and – anyone considering moving to Henderson (which is a great community) would likely choose not to without both the Twin Bridges in place and not tolled. Further, I understand that over \$100 million dollars has been spent in recent years to maintain the Twin Bridges and the approaches and roads leading to them, it would be an incredible waste to shut them down.

Thanks,

Steve Benne
103 Villa Drive
Henderson, KY 42420
270-826-3444 home
812-455-5148 cell

DEIS Feedback**Name**

Sharon Hallam

Address

2449 Cobblestone Dr., Henderson KY

Phone Number

270-827-1403

Email Address

sjwhallam48@hotmail.com

Comments and/or Questions

I live on Cobblestone Drive in Henderson. It appears the new interstate will be constructed very near my home and many others in the Stepping Stone Subdivision. I believe this will be not only a very noisy and dirty undertaking for us residents, but will also impact the growth of Henderson on this side of town, where a lot of growth has taken place in the last few years. Construction will take years, and during that time our area will be bombarded with heavy equipment, noise and inconvenience. I object to the construction in this area and ask that an alternative be strongly considered. As one often impacted by the shutdown of one or both the bridges, I know the importance of another bridge, but please let's find another route.

81-1
L1

DEIS Feedback**Name**

Bob

Address

Flesher

Phone Number

8123067233

Email Address

Rdflesher@yahoo.com

Comments and/or Questions82-1
B3

While I support the Central option, I do not support or see the logic in tearing down one of the twin bridges or certainly making it a toll bridge in attempts to pay for the other bridge. Tearing it down would cause an incredible bottleneck to local Evansville/Henderson traffic, be dangerous because the remaining bridge is very narrow, too narrow for two way traffic and would also be extraordinarily inconvenient if there were an accident. There is literally is no where to turn around and if would be nearly impossible to get first responders there in time to save lives.

Making the twin bridges a toll bridge would have a major financial impact because local people would not freely travel between the two cities for commerce. Many workers are low income and placing this extra expense on them getting to work or limiting their shopping options would be devastating to their lifestyle.

DEIS Feedback

Name

Brenda Downing

Phone Number

2703893355

Email Address

nanceb23@yahoo.com

Comments and/or Questions

83-1
H3

I would like to suggest toll only on the new bridge. The twin bridges have already been paid for. Put limits on loads (15 -20 tons) on twin bridges. If the north bound is not in condition for passenger vehicles. use for emergency, bike or foot traffic. Indiana and Kentucky transportation depts. or underestimating the impact on western KY and southern In. Citizens on both sides of Ohio commute to WORK, Medical facilities, education and entertainment. This project is far to important to make incomplete choices. Please think about long term (10-20) years impact. Our future depends on it. \$4.00 round trip is a impact on all who travel this connecting piece of highway. It's not just a bridge

83-2
B6

83-3
S1

DEIS Feedback**Name**

BRIAN GRAVES

Address

2746 US 41 N

Phone Number

8125506613

Email Address

BGRAVES@HENDERSONCHEVROLET.COM

Comments and/or Questions84-1
B1

I wanted to email my concerns on the bridges. I am for the new I-69 Bridge but I would like to express my concern on getting rid of the one 41 Bridge and tolling it. By removing the bridge it will affect the strip and also my commute to work, and it could affect my livelihood. There has been a lot of improvements and money spent on both bridges recently and also on the smaller bridges across the river. Spend the money

84-2
G8

you was going to spend on tearing it down on the Safety, improving the life of current bridge. A lot of people count on those bridges daily and please don't AFFECT THAT. I appreciate you taking the time to read my concern.

I69 Ohio River Crossing - KY Resident Comment

To info@i69ohiorivercrossing.com

Hello,

I am writing to provide my opinion in regards to the preferred route(s) Central Alternative 1A & 1B.

85-1
B3

I support the **Central Alternative 1B route**.

1. I do not support any option that will place tolls on the existing Ohio River Bridge(s). There must be an option which provides a toll free way for local traffic to cross the river without tolls.

a. Many of us on both sides of the river work in a city on the other side of the river. Tolling local traffic will have a negative economic impact on us by increasing our commuting costs leaving less discretionary income. For some people, this additional cost can be catastrophic making their current employment no longer economically viable. They should not have to apply for financial assistance to freely move about from one state to another and back.

b. Tolling local traffic will hamper the back and forth commerce that our local communities now enjoy. My husband and I live, eat, shop, and raise our family in Henderson, KY. We work, shop, recreate and eat in Evansville, IN and the surrounding area. People from Evansville and the surrounding area work, shop, recreate and eat in Henderson, KY and its' surrounding communities. Tolls would discourage us from sharing the wealth of our communities with each other as we choose not to frequent these surrounding communities as often or at all for some because of the cost of tolling.

85-2
H3

2. I completely support the tolling of the new bridge to be built as a part of this project.

a. For those who want the convenience of traveling completely on the interstate, they shouldn't have a problem with paying a toll for that convenience. What is their nearest alternative?

b. Would we want to consider requiring through truck traffic to use the new bridge? Might this take some of the strain off of our older bridge(s)?

85-3
B6

85-1
B3

3. I wish to see both of the current twin bridges remain.

a. I understand that it may not be financially feasible to do so. My question is why we would keep the older of the two bridges? How is it possible that the older of the two bridges is more structurally sound?

b. I do not support keeping the older of the two bridges solely for its historical value.

85-4
B8

1. The main value any bridge has to the people of any community is for providing a safe path for our vehicles to cross the river or waterway. That should be the first and most important consideration in determining which of the two bridges to keep if one must go.

85-5
K2

4. I have some concerns about the new exit where I-69 will meet US 41S in KY between the the current US 60 East interchange and the current US 351 interchange. It looks like the new interchange will be approximately 1/2 mile from the current interchange with US 351.

a. I am concerned about whether people traveling south on I-69 and wanting to exit onto US 351 will have ample room to merge into the current US 41S traffic, changing any necessary lanes and then slowing to a safe speed in order to safely exit onto US 351.

b. I suppose this might work if the I-69 exit comes over top of the current US 41S and merges with it from the righthand side so that the I-69 through traffic will then merge with the through US 41S traffic from the right and those I-69 travelers exiting can stay in the lane which then could become the exit lane. Those on 41S already wanting to exit onto US 351 would simply merge right into the exit lane.

1. I can't tell from the maps that have been provided if anyone has thought this through. If the I-69 traffic merges from the left into US41S traffic, those wanting to exit will have just 1/2 mile to merge, cross all of the lanes of traffic and slow down to properly exit. That isn't much distance. I see a lot of wrecks happening here if this isn't handled well.

Thank you for your hard work, time and consideration.

Sincerely,

Beverly J. Reid

Carol Gower <carollgower@gmail.com>

1/8/2019 10:50 AM

No!!!!

To info@i69ohiorivercrossing.com

To whom it may concern!!

86-1
H1 → Tolling the bridge is a big mistake!! It's not fair on the working people to have to pay a toll just to go to work in Evansville and vice versa. Workers are already having a hard time now to make ends meet and now your gonna put a toll on them to get to work. It's not fair!!

I go to Evansville a lot to eat and shop. If I have to pay a toll that will not happen. If you think I'm staying in Henderson to eat and shop (that will be a big fat Not!!) Its about the same distance either way for me. I will be going to Owensboro. I would rather give them my money instead. The economy in Henderson will go down!! You have people from Evansville come over to shop in Henderson and you know that will stop. People in Henderson that used to shop in Evansville will now go to Owensboro or Madisonville. The end result will be a Dead Henderson!!

Get with the program people!! You cannot keep draining our wallets!! Think about the tax payers living pay check to pay check! THINK ABOUT THE WORKING PEOPLE NOT YOUR POCKETS!!

Thanks
Clgower

DEIS Feedback**Name**

Eric J Maurer

Address

7010 Greencove Ave.

Phone Number

8124991425

Email Address

emaurer@gmail.com

Comments and/or Questions87-1
S1

Has any thought been given to leaving one of the US 41 bridges open for pedestrian traffic only? I know Louisville, Nashville, and Chattanooga all have old car or railroad bridges as part of their green-way systems. It could be a great way to link the Evansville riverfront green-way to Audubon Park and possible downtown Henderson.

DEIS Feedback**Name**

Greg Bobrowicz

Address

2510 Conlin Avenue

Phone Number

8123038615

Email Address

anuat@yahoo.com

Comments and/or Questions

It is inexcusable to toll the existing bridges. A bridge that has been in place for 60 or 80 yrs with no tolls should not become tolled to pay for this.

Also, to close one of the existing bridges is unacceptable, especially since major repairs have already been done to them in 2017. It does not cost that much money to keep an existing bridge open. US-41 MUST remain a 4 lane route across the river.

The only reason you are considering closing a bridge is to make us-41 an inconvenient route in order to persuade travelers to use the tolled i-69 bridge. I don't believe for one second it's about the cost to keep it open.

The Natcher bridge on us-231 was never tolled, nor the blue bridge in Owensboro. It is 100% unacceptable to toll the existing us-41 bridges.

88-1
B1



In summary...It is 100% unacceptable to close or toll either of the existing us-41 bridges.

DEIS Feedback**Name**

Joseph N Easley

Address

6201 SHOREHAM DR

Phone Number

8124019007

Email Address

easyjoe1947@gmail.com

Comments and/or Questions89-1
A2

→ I believe the project is needed. I thought the Central Alternative was clearly best and am glad it was the recommended choice.

89-3
B1

I understand the necessity of tolling to help pay the cost of the new bridge and support that.

→ I would prefer that US-41 not be tolled, if possible, but I recognize avoiding that may be impossible. If US-41 has to be tolled, the toll on it should be less (probably by half) than the toll on I-69. If US-41 is tolled, it is necessary to offer lesser fees for commuters and other frequent users, a reduced toll rate for verified low-income users in the area, and the other suggested transponders mitigations.

89-2
H9

→ I would also prefer to keep both existing US-41 bridges open--indefinitely, if possible, but at least until the new road has been in use a few years, so we know what the traffic is really like, and/or until the current southbound bridge needs major maintenance. I would like to see us keep our options open for the current twin bridges as long as possible.

89-3
B1

DEIS Feedback

Name

Jennifer Hollis

Address

605 Green Ridge Place Henderson, KY 42420

Phone Number

2708604788

Email Address

jhollis118@gmail.com

Comments and/or Questions

90-1
B1

→ The Twin Bridges must both remain open and toll free. My husband is employed in Evansville and commutes daily. Also, the livelihood of our town would be compromised if the bridges are closed or tolled.

DEIS Feedback

Name

John and Jeanelle Lockett

Address

1047 Country Club Drive

Phone Number

2708266694

Email Address

jlockett3@roadrunner.com

Comments and/or Questions

DEIS Feedback

My comments relate primarily to the retention of both US41 twin bridges and tolls as they relate to the US41 route. I support the Central route for the new I69 bridge but only if both twin bridges are retained toll free for US41 traffic and tolls are applicable only to the new I69 bridge. My concerns about the US 41 route are as follows:

91-1
B3

1. Where is the wisdom of destroying a community asset such as one of the twin bridges that are each worth approximately \$1 billion? They are both in relatively good condition as indicated in the study and should last a long time with normal maintenance. I further question why the normal cost of maintaining the existing US41 twin bridges is even included in an environmental impact study to determine the best route for constructing a new I69 bridge and highway? The existing twin bridges and US41 route is not obsolete or in need of replacement. Depriving the community of an existing bridge or applying a toll to a previously toll-free route is simply unwise, unfair and wasteful.

91-2
G3

2. The assumption that only six lanes of cross river traffic are needed now or in the future must ignore the current traffic experience of all residents which clearly shows a need for more than six lanes any time current traffic is even modestly disrupted. Surely common sense tells us the traffic anticipated from I69 will substantially increase the current traffic volume. If not, why is this I69 project needed? The traffic study findings seem contrived to justify the elimination of one existing bridge.

91-3
I4

3. How can a 35-year cost analysis possibly be reliable? The only certainty about such a long-term forecast is its wrong with the only two certainties; it is either too high or too low. Such a long projection period only serves to compound the impact of any assumption errors.

91-4
G4

4. The study indicates the south bound twin bridge will require 35-year repairs and maintenance of approximately \$106 million if truck traffic is redirected to the new I69 route. The study does not clearly identify the south bridge and approach demolition cost in order to accurately determine the net cost of a decision to keep the south bridge. What 35-year costs are saved if the south bridge is retained?

91-5
G5

5. The study indicates tolling both the I69 and US41 routes will fund 40% of 35-year project costs with half coming from the US41 route or from local citizens who currently travel the route without the burden of tolls. This toll cost far exceeds the I69 bridge benefit to local US41 bridge users, especially if the traffic studies are accurate and only six lanes of river crossing will be needed as a result of I69.

91-6
H13

6. The matter of tolls needs to be resolved before any further action is taken on this project. It has been stated many times during the study process that tolls will be determined later by some yet to be named group. This seems illogical when many other concerns and consequences are evaluated and included in the study. We have a right to know how this project will be funded before it is started, especially if existing routes are affected. Citizens need complete information to determine the financial impact on their individual budget and lifestyle before this project is started and not after it is completed.

91-7
H14

In summary, while I support the construction of the Central Corridor I69 bridge it should not be done on the back of local citizens who travel frequently between Indiana and Kentucky for work, health care, education, shopping, entertainment and care of family. If this project is to proceed it must be as a needed interstate highway transportation improvement and funded with Federal, State and tolls of the I69 bridge money. It is not just a convenient way to cross the Ohio River between Evansville and Henderson, we already have that. If the I69 bridge includes removal of one bridge and tolling the existing US41 route, then it is not worth the cost to us.

DEIS Feedback**Name**

Ron Faupel

Address

1135 N Main St

Phone Number

2708317227

Email Address

rfaupel@hendersonchevrolet.com

Comments and/or Questions

My comments from last nights meeting.

I'm Ron Faupel, owner of Henderson Chevrolet Buick GMC on the 41 Strip in Henderson.

Like several other business owners on the 41 strip, I believe the West 1 alternative would have been beneficial for Henderson, but I understand the selection of the less expensive and less disruptive choice.

This choice however will have a negative impact on some if not all business on the strip. If the twin bridges are tolled, my business and my employees that live in Indiana (both about 1/3) will be dramatically impacted.

I have spent thousands, if not hundreds of thousands of dollars, referring to the South bound bridge as the money saving bridge. We depend on the business we attract and earn from the much larger market and population in Indiana. The proposed route choice that closes the money saving bridge would be devastating to us and other businesses on the 41 strip. When there are accidents or other events that cause a lane or two to be closed, our business can come to a standstill due to significant delays and limited or no access.

I am pleased to see by your selection that the older north bound bridge still has a long life. Reducing the daily traffic count with a much needed new bridge that will provide redundancy and remove most, or all, truck traffic will further increase the life of the existing bridges and lower the maintenance cost.

Billions have been spent from Canada to Mexico to make I-69 a reality and a new bridge is desperately needed over the Ohio River to avoid a big bottleneck right in the middle of the route.

92-1
B1



Our existing bridges and our community however must not be sacrificed to make this happen and both current bridges should be maintained and not tolled just like every other pre-existing bridge in America. Based on my research of all toll bridges in the US, I could not find two communities of our size and interdependence that would not have a non-tolled bridge option.

92-2
A1



I am excited that the bridge is becoming a reality but only the people using the new bridge should help pay for the bridge that will benefit the entire country. Tearing down a perfectly good, and recently resurfaced bridge and tolling us to pay for the maintenance is unacceptable and unfair.

92-3
S5



One last comment on a personal note, please do not close Kimsey Lane as that road is the main road, and by far the safest, used by cyclists to ride bikes in Henderson County. Many walkers and runners use this road also.

Thank you for listening and working with us to build an I-69 bridge over the Ohio river.

DEIS Feedback**Name**

William Mitchell

Address

6504 Big Cynthiana Rd Evansville, IN 47720

Phone Number

812-431-0759

Email Address

briabbmitch@gmail.com

Comments and/or Questions

Good morning,

I will be unable to make tonight's open house but I wanted to share my thoughts. I seriously hope the cost of living and thus relatively low incomes in this area are taken into consideration when planning the toll rates for the new bridge. I am originally from Kentucky and travel there several times a month to visit family. I know a great number of people cross those bridges every day as part of their daily work commutes. The impact of an additional \$40 (\$2 round trip x20) a month will be great to many families. Is there by chance a way to offer a monthly pre-payment option to lower the cost and yet still generate some revenue? This would greatly cut down on collection costs and court punishments etc. A person would pay a set rate to get unlimited to/from a day or a predetermined set number of times per month. Also, Is there any way to keep the 2nd bridge open with an added tall chain link fence along the sides as a pedestrian path? This would be more in line with several of the large cities in the surrounding areas. We could then connect the river front to this path via Water works road and create a foot/bike path from Henderson to Evansville.

93-1
H1693-2
H1793-3
S3

Thank you for your time.
William Mitchell

DEIS Feedback**Name**

ANITA MCCHESENEY

Address

8797 OLD HWY 60

Phone Number

2708317158

Email Address

amcchesney@hendersonchevrolet.com

Comments and/or Questions94-1
B1

I am whole heartedly in favor of the I69 bridge between Indiana and Kentucky but I think we still need BOTH Hwy. 41 bridges and I think that we need them without tolls. We have many people in Ky. that work in In. that this would have a negative effect on. We also have many, many elderly on fixed incomes that go to In. for medical treatment. This would be a hardship on them. Please reconsider the removal and the tolls.

DEIS Feedback**Name**

David Hatchett

Address

1042 N Forest Oak, Henderson, KY 42420

Phone Number

2705771046

Email Address

dchatchett@roadrunner.com

Comments and/or Questions

The purposed I69 Project shows that it will come through our farm (P627 Hatchett Family Living Trust) and actually divide it in half. According to preliminary designs that we have seen, a bridge will be built over the interstate to grant access to the Texas Gas value yard as well as the eastern half of the farm. This is a working farm that has been in our family for over 160 years and any bridge that is built should be able enough to handle large farm equipment. Also, should we ever develop the eastern half of the farm (ie: residential homes) the bridge needs to be wide enough to support 2 lane traffic that will not hinder it's development. We would appreciate that you consider this in your final plan.

95-1
K5





DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: Jim COLLIER
 Full Address: 2473 BALMORAL DR, HENDERSON, KY 42420
 Phone Number: 270-860-4166
 Email: JIM.COLLIER21@GMAIL.COM

Sign me up for Project communications

Comments:

96-1 B1 → EVERYTHING YOU ARE PROPOSING IS GOOD (EVEN THE TOLLS ON THE NEW I69 BRIDGE) EXCEPT PLEASE DO NOT CONSIDER CLOSING ONE OF THE EXISTING HUG 41 BRIDGES. I HAVE LIVED HERE MY ENTIRE LIFE AND THE POSSIBILITY OF HAVING AN ADDITIONAL ~~BROAD~~ BRIDGE CROSSING HAS BEEN A DREAM COME TRUE. BUT CLOSING ONE BRIDGE WOULD BE A NIGHTMARE. YOU WOULD HAVE 4 LANES IN IN A KY GOING DOWN TO A 2 LANE BRIDGE! NIGHTMARE - NOT TO MENTION THE DANGER OF HAVING 2 LANE TRAFFIC ON A ROAD THAT HAS BEEN 4 LANE SINCE 1965.

96-1 B1 → PLEASE DO NOT CLOSE ONE OF OUR BRIDGES. KEEP THEM BOTH OPEN AND TOLL FREE.

THANK YOU,

Jim COLLIER,
REALTOR

DEIS Feedback**Name**

JEFF HIBBS

Address

811 SUNSET DR

Phone Number

2703392271

Email Address

sunsetjeff@yahoo.com

Comments and/or Questions

Why cant a over and under bridge be built between the 2 existing bridges. This keeps traffic through Henderson Business district,,does not affect land other than what is being used at present. For instance New bridge top would give 2 new North bound lanes. Bottom of new bridge would be 2 new south bound lanes. You would the have 4 North bound bridge lanes and 4 South bound lanes. In the event of a accident any two lanes can be shut down without hampering traffic flow terribly. There would have to be exit lanes narrowing down to 2 for each side. I think this would solve alot of location problems..

97-1
A14



DEIS Feedback**Name**

Joey Marshall

Address

2724 Wilderness Dr Henderson Ky 42420

Phone Number

2704546054

Email Address

joeymarshall43@gmail.com

Comments and/or Questions

First of all I would like to say that I am for a new I69 Bridge for our area. However I due have some concerns about the plan trying to remove one of the existing bridges. I feel we need to keep both existing bridges for local traffic traveling to and from Henderson. I due agree that the new bridge should be tolled but not tolling the existing bridges is not fair for us that travel back and forth several times a day. A lot of people would have to look for different employment of moving to the other side of the river because we would not be able to afford to pay the toll. Not to mention would hurt the businesses along the 41 strip because customers would not come across the bridge to frequent their businesses. As I said in the beginning I am for the new I69 bridge but would like to see the existing bridges stay and leave them toll free. Thank you for your time.

98-1
B1

Jeremiah McFadden <jmcfadden@hendersonchevrolet.com>

1/9/2019 11:25 AM

I-69 Bridge/HWY 41 Bridge

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

I'm Jeremy McFadden, Business Manager at Henderson Chevrolet.

I have been a resident of the Evansville, Henderson, Owensboro area my entire life. I now live with my wife and 2 young children here in Henderson. The proposition to remove the south bound HWY 41 bridge will greatly affect me and my family. As the sole provider in my household, my family and I depend on the traffic from Evansville and the surrounding areas north of Henderson for business at Henderson Chevrolet. Removing this bridge and tolling the north bound bridge will greatly decrease the volume of traffic to my place of employment, which will hurt our business. Also my family uses these bridges on a weekly basis for trips to and from Evansville. I ask that the south bound bridge continue to stay open and that the north bound bridge not be tolled to pay for the new bridge.

99-1
B1

Thank you for your thoughtful consideration in this matter, for the wrong decision will hurt Henderson Chevrolet and our employees and families.

Jeremy McFadden
Business Manager
Henderson Chevrolet

DEIS Feedback

Name

Jeff Stapleton

Address

19304 E Prentice Pl

Comments and/or Questions

• I would propose that this project should consider using a cashless tolling system for the bridges, so no one is required to stop at the toll plazas. Drivers could set up a prepaid account and would have transponders mounted on their cars to collect tolls. High-Definition cameras would read the license plates of cars without transponders and mail them a bill. Drivers using transponders should get a slight reduction in tolls, to encourage the use of a prepaid account.

100-1
H18

• Has there been a tolling study been done to determine the optimal bridge toll? Additionally, how much funding could be generated by tolls for bridge construction?

100-2
H19

• If tolls are to be placed on the existing US 41 Bridge(s) to remain, it should be considered to reduce the toll for local residents (say Vanderburgh & Henderson counties).

100-3
H9

• Is there any consideration for placing a bike lane(s) on the US 41 Bridge(s) to remain?

100-4
S3

• I see the project team has been coordinating the United States Coast Guard to determine the required channel opening(s) under the new bridge. Has there been any consideration for providing any pier protection against barge traffic?

100-5
W2

• Any consideration for using a diverging diamond interchange (DDI) for proposed US 60 and I-69 interchange, this could minimize ROW and improve traffic flow.

100-6
K6

• Has a hydraulic analysis been performed to determine the required channel (river) opening for 100 and 500 flood events?

100-7
E1

• Bridge and corridor lighting requirements, has light pollution been evaluated?

100-8
R1

• Has any geotechnical investigation been done for his project? The type and size of the bridge foundations could have an effect on the environment.

100-9
E2

• The existing bridges are probably covered in lead-based paint. Any consideration for protecting the environment and the river during bridge demolition?

100-10
E3

DEIS Feedback**Name**

Leah Moore

Address

901 Bend Gate Rd

Phone Number

2703991191

Email Address

L.styancho@yahoo.com

Comments and/or Questions

I believe tolling or closing one of the existing bridges would create an extreme burden for the local people of Indiana and Kentucky. It will not only burden families but also businesses.

101-1
B5

I strongly believe both of the twin bridges should be left open and if tolled it should only be for larger vehicles or people who are not residents of Indiana or Kentucky. Don't force local traffic to pay for bridges that will be used by people nationwide.

DEIS Feedback**Name**

Margaret Anderson

Address

2484 Hollytree Court

Phone Number

12708605161

Email Address

Margaretanderson2484@gmail.com

Comments and/or Questions

I live in Henderson and work in Evansville, I make a good living for my family. I like many others who cross that bridge for work will probably not pay that fee and just move to Indiana. Why not we already pay the highest local taxes in the state due to the school taxes. Why should we be forced to pay for a bridge that has been paid off for years? Then we have to look at my grown son, he makes minimum wage and there is no way he can afford to pay to cross that bridge. There are not enough jobs in this town to support those who want to work. He would be forced to move to Evansville. So the way I see it, if you make on any part of the wage scale people will leave due to the cost and Ky will drop their income. Less money, the less Ky will be able to help those in need. I have nothing holding me in this town or state and like many others will move rather than get hit with more taxes. So I proposed we leave the twin bridges alone. Toll the new bridge and don't worry because I will pay to cross for convenience when I want to go shopping or take a trip to Louisville or Indy. Now let's talk about the twin bridges. We all know those studies you spend millions on are always wrong as it is just an estimate of the future. Since we cannot read the future we know that traffic will increase as always. We cannot afford to tear down either twin bridge. Now I know your wondering why, but as we tear down the bridge the traffic is not going to stop and it is going to be a nightmare trying to get over the bridge. We need a total second route as we are landlocked at this point. An accident, ice on the bridge a jumper etc shuts down the bridge and we sit for hours. Having two routes helps solve this problem. Leaving the remaining twin bridges as they are and keeping that route open allows for growth on 41 and by building the new bridge and charge your tolls and force trucks to use that route allows for new growth in that area of Henderson. Why do you want to tear down the economy that is supporting this state? Why do you want to force people to leave this state to avoid this extra tax? Why do you want to tear down a bridge that you will be forced to rebuild in a few years because traffic grew faster than you expected? Why do you not want to give everyone a chance to prosper in this area and allow your taxable income to grow. Why would you not keep a free option with twin bridges for those who are willing to drive the older bridges and allow those who wish to drive for convenience or who want only the new bridge and the truckers pay the toll. This makes sense to me. I know I am but one opinion but please allow me to continue to live in the state I love. If this toll is placed on these bridges I will be forced to move to Indiana and support their state. Don't worry I won't be the only one moving. I have already had a friend make the move this month due to this bridge tax proposal and now with this lost of over a 100,000.00 taxable income. We as Ky take that hit. If you listen to the people, twin bridges are what we want and a new bridge that is tolled with truck traffic forced to use this new bridge. A monthly discount pass to assist those traveling the bridge. Help for the people is important.

102-1
B6↑
102-2
H17

DEIS Feedback**Name**

Stacey McNeill

Address

421 NW Riverside Dr Evansville IN 47708

Phone Number

8124334069

Email Address

smcneill@tropevansville.com

Comments and/or Questions

My name is Stacey McNeill and I serve as the Exe Dir of Marketing for Tropicana Evansville. I am also a board member for the SI IN Chamber of Commerce and a resident of Henderson County and want to thank you for allowing me to comment on behalf of such an important project for our region, maybe the most important in many years.

Tropicana Evansville is a regional entertainment destination that thrives on tourism. We attract more than half of our business from outside of the Evansville MSA. Convenience and ease of access is critical to our ability to maintain and grow revenues, as we face continued competition across the region.

Completion of I-69 routes North from Indianapolis has made travel to Evansville so much faster and more convenient. However, we often hear Customers and Team Members from the South complain about the Hwy 41 Congestion and the inconvenience caused by bridge delays with construction, wrecks and other issues. I often complain myself as a resident of Henderson.

Central Corridor 1B allows choices for those traveling between our two states. It allows the option to bypass the congested Hwy 41 strip for those who want to expedite travel time on a tolled interstate; while making movement for local traffic and those travelers interested in the amenities of the HWY 41 strip less congested.

The construction of this bridge is critical to our communities on both sides of the river and I urge you to move this project forward. Thank you.

103-1
A3

DEIS Feedback**Name**

Tiffany Stewart

Address

2536 Timbers Dr. Henderson

Phone Number

8126293290

Email Address

tnstewart@icloud.com

Comments and/or Questions104-1
H4

I do not believe that local residents should be tolled. If we can cross the old bridge that has already been paid for it should not be tolled. Even at \$2 a trip that would be \$4/day for my 5 day work week that would be \$1,040. Which is quite a lot to pay for a bridge that has already been paid for. Also it would affect local business on both sides of the bridge. I would rather drive to Owensboro and not pay a toll of \$2 or more each way. I understand there is a need for a new bridge and route. But there is no need for the residents of Henderson to be punished.

My name is Bob Koch and I am Chairman of Koch Enterprises. Koch Enterprises operates companies in Henderson and Evansville. We have approximately 1,000 team members working in Evansville and 2,000 team members working in Henderson. Each day we have about 500 team members crossing the river to work and back home. Plus we have numerous trucks passing back and forth.

105-1 B3 → Speaking on behalf of our 3,000 team members, we support the Draft EIS recommendation for the new I-69 Bridge using Central Corridor 1. We also support keeping both existing Twin Bridges and keeping them toll free.

105-2 B6 → I am also President of BridgeLink which supports the new I-69 Bridge using Central Corridor 1 and keeping both existing Twin Bridges and keeping them toll free. We support placing a weight limit on the Twin Bridges which will reduce the future maintenance cost and direct all medium and heavy trucks to the new I-69 Bridge which will be tolled.

105-3 G2 → BridgeLink calculations show that with all the trucks using the new tolled I-69 bridge and keeping both Twin Bridges and keeping them free, that the project will pay for itself in 35 years.

The Draft EIS states the total project will cost \$1.5 Billion over 35 years plus interest. BridgeLink estimates the project will cost less. Using the projected traffic count from the Draft EIS and the same tolls as the new Louisville bridges, and with all medium and heavy truck using the new I-69 bridge, toll revenue will exceed \$2.1 Billion over 35 years. Plus, if no new bridge is built, the ongoing costs for the twin bridges will be \$300 million over 35 years. Additionally, we are hopeful that Federal Highway will provide an INFRA grant of at least \$200 million.

In summary, the new I-69 Bridge project cost is \$1.5 Billion plus interest. The money to pay for this comes from tolls of \$2.1 Billion, plus \$300 million that would be spent doing nothing new, plus at least \$200 million from an INFRA grant. So with a cost of \$1.5 Billion plus interest, the project will have \$2.6 Billion in revenue which will more than pay for the new I-69 bridge and allow for keeping both existing twin bridges open and free.

Robert L Koch II, Chairman, Koch Enterprises, Inc.

January 7, 2019



OFFICE OF LT. GOVERNOR
SUZANNE CROUCH
STATE HOUSE, ROOM 333
INDIANAPOLIS, INDIANA 46204-2732
scrouch@lg.in.gov
(317) 232-4545

(1-8-2019) Statement on Ohio River Crossing Bridge:

Creating an easier and more accessible way to connect Hoosiers with the rest of the state is imperative to continuing our economic success. Having southwest Indiana connected through I-69 is not something I thought I would see come to fruition during my lifetime, and I am so excited for future generations to utilize this highway. However, we also must develop a solution to address long-term cross-river mobility and I support the project moving forward."

106-1
A1

Comments at January 8, 2019 Hearing on the I69 Ohio River Bridge

My name is Niles Rosenquist. I am a resident of Evansville. Thank you for this opportunity to speak.

My point here is simple. Indiana has plenty of highway funding available to pay its share of this bridge construction without imposing on its residents tolling on the existing Ohio River bridge, a bridge that local residents have been using toll-free literally for generations.

107-1
F2

The 2016 Indiana General Assembly increased Indiana's gas tax by 10cents/gallon, which went into effect in July 2017, with additional "inflation adjustments" of 1 cent/ gallon scheduled through 2024. It was certainly not easy for many of our more conservative lawmakers to support this major tax increase, which has been characterized as the largest tax increase in the history of Indiana. Southwest Indiana residents do not need to be hit now with a second new tax in the form of a bridge toll.

The new gas tax is generating about \$1.2 billion/year in funding for Indiana infrastructure projects. Considering that construction of the new I69 Bridge will take place over a period of several years and that the costs will be funded as well by tolling targeted at interstate traffic on the new interstate bridge, the revenue from the gas tax should be easily adequate to cover Indiana's roughly \$500-600 million share of the construction costs.

107-1
F2

If this seems unrealistic, I will point out that it is actually already happening, but now at the northern end of the I69 construction. The funding plan for the first five years of the new gas tax revenue, which went out under Governor Holcolm's name as the "NextLevel Indiana 5 year construction plan" includes \$555 million going to three Central Indiana counties, Marion, Johnson and Morgan, specifically for construction of I69. This seems appropriate since the I69 segments between Bloomington and Indianapolis were already advanced in regard to planning and construction even before this first five years of "NextLevel Indiana" was allocated.

The simple point here is that the second version of "NextLevel Indiana 5 year construction plan" will coincide roughly in timing to the construction of the I69

107-1
F2

107-1
F2

Ohio River Bridge. If SW Indiana then receives funding in that plan comparable to what Central Indiana is receiving now, then, as I said at the start here, Indiana's share of the cost of the bridge construction will be essentially covered.

One additional point on the current "NextLevel Indiana" funding plan is that Morgan county is receiving the highest funding allocation on a per capita basis of any county in the state, and all three Central Indiana counties mentioned above are receiving more per capita than Vanderburgh County, which is 10th from the bottom (with zero specific allocation for I69.)

With regard to the proposed tolls, it is not by the way, in my opinion just about the money itself, which for some occasional users might seem almost negligible, but also the nuisance of managing a transponder account or having to pay a small bill by mail every time you cross the river.

Most of our local southwest Indiana state senators and representatives supported this tax increase - You are the ones who stuck your necks out on this. It is time now for you to make it clear to INDOT and to the governor the importance and appropriateness of including the needed level of funding for the I69 Bridge in the next version of the "NextLevel Indiana 5 year construction plan". And any local residents here tonight concerned about paying tolls on a bridge they have been crossing for free all their lives should bring their concerns not just to the I69 planning team but directly to their elected representatives.



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: Don Stelton

Full Address: 4700 Saint Patrick's Court Evansville, In 47714

Phone Number: 812-449-5323

Email: dwsstelton@gmail.com

 Sign me up for Project communications

Comments:

Go on Central Alt 1 - B - Great Job

PLEASE Consider!

Keeping BOTH 41 NTS open & untolled!

108-1
B3



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: Jordan Baer

Full Address: 221 S. Barker Ave Evansville, IN 47712

Phone Number: 812-204-8538

Email: JordanBaer1@gmail.com

Sign me up for Project communications

Comments: My main concern is keeping whichever 41 bridge is taken out of service for a bike & pedestrian bridge.

109-1
S1

I understand the toll authority or whoever operates the bridges already has to find additional funding besides tolls

109-2
G9

but the cost to keep a bridge as pedestrian only is minimal compared to the other auto bridges plus demolition.

Hundreds, if not thousands, use the bridge for river runs when traffic is blocked off.

109-3
S9

This organization should reach out to elected officials on both sides as well as organizations like the Evansville Trails Coalition to get their statements. I'd be willing to be a part of this process.

This is a once in a lifetime decision.

Please give your consideration to making sure an existing 41 bridge isn't wasted when it can be used as a connector between 2 cities that have never been connected outside of the automobile.



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: Victor + Barbara Doty

Full Address: 9455 Baumgart Road

Phone Number: 812-568-8441

Email: vrdoty@gmail.com

Sign me up for Project communications

Comments:

We support route 1 B

110-1
B3 →

We would like to see both twin Hwy 41 bridges upgraded with no toll!

Multiple horizontal lines for additional comments.



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: Sally Beyer

Full Address: 11301 Thomas Dr, Evansville, IN 47712

Phone Number: 812-454-1332

Email: SallyB55@901.com

Sign me up for Project communications

Comments: I can understand paying a toll on the new bridge, but I dont want to pay a toll on the old bridge, when I want to go to Henderson, Ky from Evansville.

111-1
H3

I have lived in Evansville, all of my life and have cross over the bridges to go to Henderson and back. So after 63yrs., why should I have to pay to cross the river to go to Henderson. On the old bridge.



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: ISAAC FIFE

Full Address: 6939 WATHEN Lw.

Phone Number: 270 826 1931

Email: ifife@yahoo.com

Sign me up for Project communications

Comments: GLAD THAT WE ARE KEEPING 41 CONNECTED at 41/69 SPLIT.

112-1
K4

Received 1-8-19

I'm approaching retirement after working in the automobile business and real estate brokering business serving customers from all around this Tri-State Area for at least 35 years. I remember the construction of the current Hwy 41 South Bridge. I have seen the construction and traffic flow changes of I-69 from Evansville to my Alma Mater Indiana University Bloomington.

Evansville - Henderson needs to keep both Hwy 41 Bridges and New I-69 Bridge because

when they break, they close until repaired. I-69 is a Bypass for both Evansville and Henderson and Hwy 41 is needed for local traffic. Don't

overcharge the Evansville and Henderson Citizens but it's ok to charge a balanced fee between cars and gasoline taxes with the Toll at the highest rate on the New I-69 Bridge. The

new I-69 bridge will need repairs ^{in 30 years} and we can't survive on a two lane Hwy 41 bridge while I-69 is under repair.

Sean O'Daniel
6002 Sturdance Pointe
Evansville, IN 47715

113-1
B13

113-1
B13



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: MICHAEL J ABRAY

Full Address: 2056 E WALNUT ST EVANSVILLE 47714

Phone Number: 812-449-9558

Email: mikea.b@hotmail.com

Sign me up for Project communications

Comments: No justification for retaining only the north-bound tann bridge since it is 30 years older than the south-bound tann bridge. Need to prove that it is better built, better engineering structure. Only one tann bridge with two-way traffic is too dangerous. Need to keep both tann bridges, full free.

114-1
B8

114-2
B1



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: Edward Wells

Full Address: 312 S. Werner Ave., Evansville, IN 47712

Phone Number: 812-424-8123

Email: edward_p_wellsjr@yahoo.com

Sign me up for Project communications

Comments: I support the Central Alternative 1 B.

115-1
B3

I support both twin bridges being left open.

I oppose the current northern terminus interchange in Indiana. Traveling eastbound on Veterans Parkway from Evansville to Newburgh traffic will have to exit the highway and make a lengthy 360° turn-around to continue on with their eastward path. I support a re-design of the northern terminus interchange so that eastbound traffic has a more direct route. THANK YOU.

115-2
K3

*Sincerely,
Edward Wells*



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: Karen Tidd

Full Address: _____

Phone Number: _____

Email: Ktpurple2@gmail.com

Sign me up for Project communications

Comments: _____

116-1
B1

would like to keep both NB & SB of US 41 open with No cost please due to lack of money.

I-69 is great to connection to Indy to Texas. Hope no cost for toll.



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: Rebecca L. Stogner

Full Address: 12013 St. James Blvd unit B EOU, IN 47714

Phone Number: 812-618-0111

Email: vstogner9196@gmail.com

Sign me up for Project communications

Comments:

117-1
D1

Need Light on Bridget, also need setup
Bridget w/ fence protect by people's suicide.



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: James Odom

Full Address: P.O. Box 97 Henderson, Ky 42419

Phone Number: 270 826-3582

Email: _____

Sign me up for Project communications

Comments: I support the I-69 bridge project at Henderson/Evansville that is part of the International trade USMCA super highway corridor that should be largely appropriated at the Federal level.

118-1
A1 →

118-2
H15 →

118-3
B7 →

I oppose tolling of personal autos on the ^{new} bridge and existing twin bridges. I would support tolling of semi + heavy truck traffic on all three bridges.

Keep all 3 bridges due to barge impact of vehicle accidents + possible earth quake. *(New Madrid Fault concern)*
Note that the much more expensive & beautiful longer span Natcher bridge was NOT tolled.

Name as Mike Pence bridge

Received 1-8-19 via mail

Jan 2019

Dear Sir:

I hope Leane Bath Trench Bridges & we used for years, we use doctors, hospitals, as coal miners

when my husband dieing, I wasted lots time A day & I would have Leane get ahead of Workers. They are painting the North Bridge. in 1994-'95 ↓

we also payed toll, when they was built,

119-1 B1 → So, I pay keep, Bath Bridge, as they are used so much. FREE & Please, traveling so, need so Bad

The New I 69, pay Toll. & Be glad when its done. As I'm getting lots years, I like to see ↓

I've even took, day drive the I 69 North see how far got finished, I've had go Elkhart, by 50 yrs as my family lives there ↓

I also like shopping in Emmelle & North ↓

Marie

Vaughn

Jan 2019

Hello ↓

120-1
B1

Please, Keep these Bridges, toll free ↓

They seemed like took care, Painted, set.

like traveled for years, to Doctors, Hoopi
shopping and still, have Doctor, Hospital,

From our Area, not as good, keep.

It's a shame tear DOWN, like saw built on.
Took Care,There so much traffic, travelling, North &
South, as years ago he were.

Please, Keep ↓

120-2
H3

I'm glad to pay toll on New J 69

Richard

Brantley



OHIO RIVER CROSSING

DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: _____

Paul Titzen

Full Address: _____

6300 W Timberlane Ct, Henderson, KY 42420

Phone Number: _____

270-827-0097

Email: _____

~~Paul~~ paulatitzen@gmail.com
 Sign me up for Project communications

Comments: _____

1) IF one of the twin bridges is removed then we will be left with 4 lanes on 41 from Evansville funneled into a two lane bridge. Same thing if going north on 41 from Henderson. Lot of money has been spent on recent upgrade from I-69 south to Ellis Park.

2) ~~Best option would be~~ Most desired option would be no tolls on both bridges. May not be good because local residents would mostly use existing bridges + not new tolled bridge

3) Next best option would be tolls on both existing bridges. Toll could be less for existing and higher for new. No one likes to pay tolls but sometimes you just have to pay up. If this is only way to make project work I would gladly pay tolls on existing bridges.

121-1
B1

121-2
B13



OHIO RIVER
CROSSING

DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: Paul Titzer

Full Address: _____

Phone Number: _____

Email: _____

<input type="checkbox"/> Sign me up for Project communications
--

Comments: _____

4) Worst option would be to Remove one of the existing bridges. This ~~was~~ would likely cause traffic jams if any problem developed ~~on~~ on remaining bridge. I have lived in the area long enough to believe this is true

5) Brochure says 6 lanes of bridges enough to handle traffic ~~until~~ until 2045. That is only 20 years from completion of project. Less if any delays in project. I would think it less expensive to ~~and~~ keep and maintain ~~two~~ one existing bridge for 20 years rather than then have to add ~~the~~ lane to new bridge.

121-3
15 →

TESTIMONY IN FAVOR OF THE DRAFT RECOMMENDATION FOR CONSTRUCTION OF THE I-69 BRIDGE BETWEEN INDIANA AND KENTUCKY

PRESENTED AT THE EVANSVILLE, IN PUBLIC HEARING JANUARY 8, 2019 BY DEBRA BOCKTING

Good Evening. My name is Debra Bockting, and I am the Transportation Lead for the Alcoa Warrick Operations located in Warrick County, Indiana, where we have operated for almost 60 years. My responsibilities include managing the carriers with which Alcoa contracts to assure our product is delivered safely, defect free, and at the lowest cost to our business and our customers. Indeed, among the reasons we operate so successfully in southwest Indiana is because we are at the crossroads of America and have access to a great workforce.

122-1
N3

We average about 100 trucks coming and going to our facility every day, so the early construction of the I-69 Bridge along the recommended route will be an enormous benefit to Alcoa and our customers. The limitations of the current bridge network are significant. We believe the new Interstate Bridge will improve safety and reduce time challenges faced by our carriers.

We send product across the United States from this location. More than just a convenience, the proposed I-69 crossing will afford our carriers first-rate connectivity to the entire Interstate System from both the North and South.

Alcoa's current operations and our capacity for growth depends on our workforce. Hundreds of our employees live across state lines and are regularly challenged by accidents and other congestion related challenges created by the single crossing option of U.S. 41. The proposed I-69 crossing will provide these employees with options to commute to and from work in a safe and timely manner.

122-2
B3

We recognize that tolling the new span is both necessary and appropriate and we support this element of the funding plan. However, we hope that the work of the coming years will include a specific effort to enable Option B; keeping the existing U.S. 41 bridges toll-free and available for local traffic including our employees.

122-3
A1

Our region's growth has been hampered far too long by limited bridge options. Like many companies doing business in the Global Marketplace, we plan for our future investment and growth based on our operating costs. We are confident that this new bridge will have material positive impacts to our business and we support the early construction of the new bridge span along the recommended corridor.

Kathy White <kwhite75@att.net>

1/8/2019 4:26 PM

I 69 Crossing

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

That so called Chief of the Southern Cherokee Nation is nothing but a fake. There were never any Cherokee Living in Kentucky. We were there to sign Treaties and one of the Trail of Tears routes went through Kentucky.

123-1
J4

As Cherokee Citizen and Cherokee Genealogist, I can tell you there are no Cherokee family grave sites or anything in the way of your project.

I would advise you to check this man Michael Manfox-Buley out and do not let him stop your project.

Kathy White

Cherokee Citizen...

DEIS Feedback**Name**

Robert Howard

Address

199 Dusty Road

Phone Number

812 2178755

Email Address

Bcivileng99@sbcglobal.net

Comments and/or Questions

I am excited to see this project move forward. This infrastructure project is a much needed improvement for the Tristate area. I am only in favor of tolling one bridge and leaving a toll free bridge for this crossing. I look forward to seeing this project progress forward and hope it can be constructed as soon as possible. Thank you.

124-1
H3



Samuel A. Langley <salangley@cityofhendersonky.org>

1/10/2019 12:45 PM

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

125-1
B1

Not having a toll free way to cross the river is a disservice to the local populaon. T aking away one of current bridges is a mistake. Traffic at peak mes w arrant keeping both bridges in place and operang

125-2
H20

It seems that you are going to force locals residents to pay for this project when it was conceived to be a benefit to businesses located along the enr e route. There are no other tolls, that I am aware, along the enr e route except for the bridges. Who paid for the other improvements.

Sam Langley

Safety & Training Coordinator

City of Henderson

(270) 831-1200 ext 2237

DEIS Feedback

Name

Elizabeth Kemp

Address

3310 W Michigan St

Phone Number

8128815750

Email Address

liz.jane.kemp@gmail.com

Comments and/or Questions

126-1
B14



I think BOTH of the original HWY 41 bridges need to remain open, but maybe with each bridge to have 2 northbound lanes going in the same direction.

I69 Ohio Bridge Crossing Feedback

To info@i69ohiorivercrossing.com

127-1
H2



First of all thank you for considering additional travel lanes across the Ohio river between Evansville and Henderson. I know a lot of opinions have targeted the tolls but i understand the necessity of them for this project. I disagreement lies with the rationale regarding closing one of the twin bridges. If you look at the other Ohio river crossing at Owensboro you'll notice 6 lanes of traffic between the blue bridge and the hwy 231. It connects a population of 162,904 between Warrick and Davies counties. In comparison

127-2
I6



Vanderburgh and Henderson counties boast a population of 227,544 with only 4 lanes. The population growth of Evansville and Henderson adding 2 lanes of traffic is NOT enough. There really needs to be 8 lanes of traffic. By the time the new I69 bridge is completed it will already be at capacity.

127-3
B16



Closing one of the twin bridges will cause further traffic delays and congestion in both Evansville and Henderson and is not a good idea. Other options need to be considered. I would support a higher toll rate before I would support closing one of the twin bridges.

Thank you.

Scott Judd

Life long resident of Evansville Indiana and daily user of the twin bridges.

DEIS Feedback**Name**

Terry A Willis

Address

6500 HEMLOCK WAY

Phone Number

8128585521

Email Address

willidd53@hotmail.com

Comments and/or Questions128-1
A15

Close both existing bridges and build a new 6 lane bridge without vehicle shoulders. Toll it, as well as every highway project in the Indianapolis area. There never seems to be money available for southern Indiana

128-1
A15

projects. How many toll projects does Indy have? Use the savings from upgrading and maintaining the existing bridges to lower the new tolls. If the new bridge is 4 lanes, close the existing southbound bridge and keep the existing northbound bridge open, (without tolls) and make it two way traffic, however restrict it to passenger vehicle and light trucks

128-2
A16

to avoid widening and reduce weight on the exist. structure, which should eliminate the upgrade costs and lower future maintenance. If business leaders want to keep the southbound bridge open, have them pay the

128-3
B17

maintenance costs for the remaining life of the span. These existing bridges should not be upgraded to

128-4
B18

interstate capability, and should be for local traffic only.

DEIS Feedback**Name**

calvin beck

Address

4715 pecan ridge ct.

Phone Number

2709296091

Email Address

cbeck212@roadrunner.com

Comments and/or Questions

As a former long time Henderson resident, I am supportive of the route you have chosen, but feel strongly that tolls on the existing bridge are not a good ideal, since many locals use that bridge daily for business, pleasure and health reasons. I fully understand and support tolling on the new 69 bridge.

Thank you Calvin beck

129-1
A3

John Harding <johnhagold@gmail.com>

12/21/2018 3:19 PM

Project plans

To info@i69ohiorivercrossing.com

130-1
A11



Are you preparing plans for the project yet? The exact routing and plans for the connection of the I69 and Hwy 41? When are you going to put the plans online?

Lawrence Johnston <lrj7728@gmail.com>

1/8/2019 8:27 AM

Bridges

To info@i69ohiorivercrossing.com

131-1
B8

I see that you are planning to tear down the youngest of the two bridges ,, the only one that has shown that it can carry heavy traffic in both directions at once. what if the new bridge has to be closed , all the traffic can not be carried by the old bridge.

Lawrence

DEIS Feedback**Name**

Donna Spencer

Address

10062 US HWY 60 W Henderson, KY 42420

Phone Number

270-748-4760

Email Address

kentuckydonnataylor@yahoo.com

Comments and/or Questions

132-1 B1 → First: I would like to see both existing bridges on HWY 41 be kept open to traffic. We need additional routes over the river, not replacement routes. If local traffic is restricted to a two-lane crossing, the economic impact would be harmful to our businesses on Hwy 41 North.

132-3 B6 → Second: I would like to see the existing bridges toll-free, Or, if tolls are absolutely necessary, lower than the 169 bridges. Weight restrictions could limit the use of commercial traffic and lessen the wear and tear on the existing bridges. ← 132-2 B13

132-4 S1 → Third: If the weight of traffic on existing bridges adds to maintenance costs, the Northbound bridge could be kept open for local, 2-way traffic, and the Southbound bridge could be open to pedestrian/bicycle traffic. An extended bike route could connect Stratman Road with Waterworks Road.



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: Elaine + Pascal Benson 1-14-19

Full Address: 716 N Main St, Henderson, KY 42420

Phone Number: 270-826-4348 (Elaine cell)

Email: ehbpb4@gmail.com

Sign me up for Project communications

Comments: We did attend the meeting at Fine Arts in Henderson.

We do echo the following comments:

133-1 B1 → Do not close or toll either one of the existing bridges

133-2 J5 → Yes, do build the new bridge and put toll on it. Move slightly to respect the wishes of the gentleman from native American tribe burial ground.

133-3 A17 → We do think much money could be saved by building a DOUBLE DECKER new bridge for I69. Louisville has one and it appeared to save them a lot of money and as far as we know meets the needs of two bridges in all aspects. We did not hear anyone at the Henderson Meeting make this suggestion.



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: ROBERT M. MORTON

Full Address: 14501 US Hwy 41-5, ROBARDS Ky 42452

Phone Number: 270-748-1493

Email: MMORTON1982@HOTMAIL.COM

Sign me up for Project communications

Comments:

134-1
A3

I support the I B CENTRAL ALTERNATIVE.

134-2
E4

I ALSO REQUEST THAT THE HABITAT MITIGATION FOR THE I-69 ROADWAY AND BRIDGE BE PURCHASED WITHIN THE BOUNDARIES OF THE PROPOSED GREEN RIVER NATIONAL WILDLIFE REFUGE.

Blank lined area for additional comments.



OHIO RIVER CROSSING

DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: Connie K. Morton

Full Address: 14501 US 41 S, Robards, Ky 42452

Phone Number: 270-748-1539

Email: Cmorton1982@hotmail.com

Sign me up for Project communications

Comments:

135-1
A3

I support the IB Central Alt

135-2
E4

I also request the habitat mitigation for the I69 Roadway & bridge be purchased within the boundaries of the Proposed Green River MWR.

Jan 20 19

Dear Sirs:

136-1
B1

please keep the twin Bridges, Toll FREE, we've traveled for years Dr's, Hospital, also worked in Ennville, In. from western Ky. Love shopping in Ennville, In.

We pd. toll, on twin-bridges, in 40's glad when got pt. off.

136-2
H3

So, Sir for 100% toll on New J. 69, let everyone help in paying, not all on tax payers.

We need all 3 Bridges, as so much travel and will be more as years go, be more people.

That's why line dead and so so much travel line been on took hours to get home, for some painting the Bridges, I see they been took good care of so please keep them.

A after travel, to my Dr's, Hospital & Oh I love eat over there, and Henderson,

Marie
Vaughn

Jan 2019

Dear Sir,

137-1
B1

please, please, Keep the Twin Bridges
and toll FREE.

We travel, so much and will keep
down, so many traveling on bridges, I
though the new I 69 is to keep so
much cars, trucks off to not be so many
jacks; and pile ups, so we can drive
like on roads, not bumper, bumper.

Use drone, when painting roads
to get done, Wasting gas, so please

Keep Twin Bridges, Don't forget use to
boat across river, so we need lots
ways to get across.

The more the Better.

137-2
H3

I aim for I 69 toll, let all pay, to use.

Richard
Brantley

MIKE BRAUN
INDIANA

SUITE SR-BB5
RUSSELL BUILDING
WASHINGTON, DC 20510

United States Senate

Ms. Tara Barney
Southwest Indiana Chamber
318 Main Street
Suite 401
Evansville, IN 47708

Dear Ms. Barney,

I would like to thank the Indiana Department of Transportation, the Board of Directors of BridgeLink, and southern Indiana workers and families who have spent so much time and effort on this critical infrastructure investment.

138-1 →
A2

The Draft Environmental Impact Survey (DEIS) recommendation for a new I-69 bridge represents a common sense solution that will support further investment and growth in our community for decades. This route minimizes negative impact to Evansville residents during construction, while at the same time, preserves our wetlands and recreation areas around the project.

The I-69 Ohio River Crossing project represents what we can achieve when our government facilitates private investment. These partnerships are critical to ensure that taxpayer dollars are utilized in the most effective and efficient manner possible. It has worked in Louisville, and it will work here in Evansville.

In the meantime, I will be working hard in Washington to tackle our crumbling infrastructure for Hoosiers.

Sincerely yours,



Mike Braun
U.S. Senator

OHIO RIVER CROSSING: EVANSVILLE, INDIANA TO HENDERSON, KENTUCKY

GOOD EVENING, MY NAME IS JIM SCHROEDER AND I REPRESENT BICYCLE INDIANA, A STATEWIDE BICYCLE ADVOCACY GROUP, AND THE UNITED STATES BICYCLE ROUTE SYSTEM COORDINATED BY ADVENTURE CYCLING.

MY GROUPS ARE VERY INTERESTED ON THIS OHIO RIVER CROSSING. A COUPLE OF WEEKS AGO I WATCHED AN EVANSVILLE MEDIA INTERVIEW WITH A FEW OF THE PUBLIC REGARDING THE US-41 BRIDGES, AND THE INTERVIEW WITH THE POOR HENDERSON RESIDENT PROVOKED ME TO TRAVEL DOWN HERE FROM BLOOMINGTON.

I WOULD SAY THAT FOR THE PAST TWENTY YEARS BICYCLISTS HAVE BEEN WAITING FOR A NEW I-69 BRIDGE TO BE CONSTRUCTED OVER THE OHIO RIVER. IT'S NOT THAT WE COULD RIDE OUR BIKES ON THE INTERSTATE, BUT THE EVANSVILLE MPO IN ALL THEIR FUTURE PLANNING HAD ASSURED THE BICYCLING COMMUNITY THAT THERE WOULD BE A SAFE BICYCLE AND PEDESTRIAN CROSSING ON THE US-41 BRIDGE CROSSINGS.

I UNDERSTAND THAT NO ONE HAS COMMITTED TO MAKING ONE OF THE BRIDGES A BICYCLE/PEDESTRIAN BRIDGE, ALTHOUGH THAT WOULD BE GREAT FOR TOURISM IN THIS METROPOLITAN AREA. JUST LOOK AT THE BIG FOUR BRIDGE AT LOUISVILLE.

I ALSO UNDERSTAND THAT THAT BRIDGE WILL BE DEMOLISHED.

I ALSO HAVE NOTED THAT DURING RECENT LANE RENOVATIONS ON THE SOUTHBOUND BRIDGE, THE NORTHBOUND BRIDGE HAD ACCOMMODATED THREE LANES OF TRAFFIC.

WHAT I AM PROPOSING THAT IF THERE IS ONLY ONE BRIDGE WITH ONE NORTHBOUND AND ONE SOUTHBOUND LANE OF TRAFFIC. THERE MUST ALSO BE A SEPARATED BICYCLE/PEDESTRIAN FACILITY ON THIS BRIDGE FOR THE SAFETY OF THOSE PARTIES.

139-1
S3

THIS MPO AND OTHER AUTHORITIES MUST KEEP IN MIND, TITLE VI OF THE CIVIL RIGHTS ACT OF 1964. THE FEDERAL TRANSIT ADMINISTRATION STATES:

Title VI of the Civil Rights Act of 1964 protects people from discrimination based on race, color, and national origin in programs and activities receiving federal financial assistance. **The Federal Transit Administration works to ensure nondiscriminatory transportation in support of our mission to enhance the social and economic quality of life for all Americans.** The FTA Office of Civil Rights is responsible for monitoring FTA recipients' Title VI programs and ensuring their compliance with Title VI requirements.

Jim Schroeder
260-450-2007
jimmyschweb@gmail.com

Date submitted: 1-22-19

DEIS Feedback**Name**

Charles Luecke

Address

2801 marcel Ct.

Phone Number

8124718647

Email Address

chalkie@wowway.com

Comments and/or Questions

After hearing comments at the public hearing in Evansville, I wish to state a concern on the funding of the I69 bridge. Most of the speakers stated their desire to keep both of the current bridges open after the new bridge is constructed. I wish to disagree.

The traffic comparison looking forward forecasts a small difference between the old bridge with two directions of traffic and the new bridge. This assumes that congestion and slower commute times on the old bridge would entice drivers onto the new bridge and contribute to the toll revenue. I am concerned that if both old bridges are left in use, there will be little enticement to take the new bridge and therefore little revenue. This will put the project in jeopardy for upfront cost, especially for Kentucky with a larger share of the project. This project was projected with a need for six lanes of traffic in the future and that number should be adhered to.

Thank you for the opportunity to comment.

Charles Luecke

140-1
F8



Date submitted: 1-22-19

DEIS Feedback**Name**

Donna Lou Briggs

Address

846 Lamont LN

Phone Number

270-860-3641

Email Address

donnalbriggs@gmail.com

Comments and/or Questions

For 20 years I have worked in Newburgh and felt the need for an additional crossing of the Ohio bridge. The only option for me was to drive all the way to Owensboro and come back to Newburgh if there was a back up on the Twin Bridges especially during repairs. I plan to use the new bridge to make my drive shorter and feel a toll is unacceptable. The entire region will benefit via transportation of goods. Both states will also benefit along with adjoining states for the same reason. The committee needs to work harder to come up with federal funds and force Indiana and Kentucky to come up with additional funds for the long term costs instead of placing them double on the local people. First we have prices go up to pay for the transportation of goods and fuel then we turn around and people like me have to pay extra (even with a discount) to travel for our jobs and shopping. My family has doctors in Henderson but specialists in Evansville and my doctors are on both sides of Evansville. We frequently make multiple trips to Evansville several days of the week. I do not see in your data where it has calculated the number of local residents who work on the other side of the river from where they live. I do not see how you can call for the use of tolling before you have actually calculated the impact on the local residents. Why is it there are bridges all across America yet we seem to have more of them connecting to Indiana and Kentucky. Do you have data to cover how many toll bridges are per state? We should have been given much more data to support any tolls for the new bridges prior to the decision at this point. The state of Kentucky has much lower gas taxes as a whole than states in the region. Kentucky should be willing to increase the state gas tax to support more infrastructure projects like this one. Until the additional options of revenue from federal and state grants or increase in tax it is an insult to the people in the tri-state, who have needed this crossing for more than 30 years, to have to pay tolls to use the crossings. You should also go back to how many years I-69 has been discussed/needed prior to now and report that information with what you provide. How many years have we been short a crossing but paid into the gas tax?

141-1
H1141-2
F9141-3
Q5141-4
F4

Andrew J Nelson <ajnelson1@eagles.usi.edu>

1/23/2019 6:42 PM

Proposed Bridge Closure and tolling

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

142-1
B13



I do not mind if either or both US HWY 41 bridges are tolled, so long as they are not tolled at the same or higher rate than the new I69 bridge/bridges.

However, under no circumstances should either HWY 41 bridge be closed. This part of the proposal would destroy many businesses along HWY 41 in Henderson, and limit use of a fine park as well as impact Emergency vehicle accessibility between the Henderson and Evansville community hospitals.

Sincerely,
Andrew Nelson
USI CS/ME Senior
Tropicana Slot Technician
US Army Veteran

Sent from my T-Mobile 4G LTE Device

GLENN AND LINDA GRAYSON <glennandlinda@bellsouth.net>

1/23/2019 1:15 AM

Re: Join us for our next round of Community Conversations

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

144-1
B1

→ Please leave north and south 41 bridges open and toll free. 69 bridge toll.

Date submitted: 1-23-19

DEIS Feedback

Name

Hank Lewis

Address

2400 Volkman Rd Evansville, In

Phone Number

812 449 9214

Email Address

hank.lewis@att.net

Comments and/or Questions

145-1
H21



Tolls on both bridges. Wouldn't it reduce both payoff and total by reducing interest? One way traffic missed if toll were only on one bridge. If you make toll a State deduction both IN and KY would reduce impact. Thanks

Michael Welden <mdwein3@yahoo.com>

1/23/2019 8:56 PM

I69

To info@i69ohiorivercrossing.com

146-1
B19



I would like to see the new bridge handle all the traffic going over the Ohio and do away with the twin bridges and the maintenance and painting that is ongoing. Make a bridge where most of the maintenance is done under the bridge and not interfering with traffic. Have the tolls start after the Henderson exit going south and before the Henderson exit going north. That way Henderson to Evansville traffic and vice versa won't be affected by the tolls. Maybe even consider doing 3 lanes (or even just 2) both ways with the north on top and south under (or vice versa) like the bridge going from New Albany to Louisville to save on cost. If you have a bridge with 2 lanes going south and 2 lanes going north on the same level, maybe consider a middle lane that could be used by emergency vehicles or if there is an accident where traffic could be redirected from either the north bound or south bound to the middle lane.

146-2
A18



146-3
H22



146-4
A17



146-5
A19



Sent from my iPhone

Jeanne Hochstetler <jy.hoch17@gmail.com>

1/24/2019 1:07 PM

RE: Feedback

To info@i69ohiorivercrossing.com

I understand from Mr. Winnecke this is the email address which we are to write to express some feedback concerning the tolling of bridges from IN to KY at or near Henderson, KY.

We are totally apposed to any tolling across the river from our community. We would probably never use I 69 if the bridge is tolled. I can't see any need for it being tolled. If the existing bridges are tolled, we will cease to patronize Henderson as we have done since living in Newburgh.

147-1

H1



I prefer no tolling at all on either the existing or the new one being planned. I see there is only two choices given Central Alternative 1A which tolls everything or Central Alternative 1B which would only toll the 1 69 bridge. With only 2 choices, I certainly would have to go with Central Alternative 1B.

147-2

A3



Thank you for reading.

Les Francis <les.francis@verizon.net>

1/24/2019 12:43 PM

No Toll on Existing Bridge

To info@i69ohiorivercrossing.com

148-1
H4



While I appreciate the challenges of paying for the I69 bridge, I believe it would be terribly wrong to add a toll to the bridge we already have.

Les Francis
Evansville resident

DEIS Feedback**Name**

RYAN OTTILIE

Address

911 Brookshire Dr.

Phone Number

8124538950

Email Address

rsottilie@yahoo.com

Comments and/or Questions149-1
H1

→ The proposed toll for the I-69 bridge over the Ohio River is absolutely absurd! Vanderburgh County and the counties that surround it are on Central Standard Time solely due to the interstate commerce in the Tri-State, most of which is back and forth across the Ohio River. You might as well make Evansville Eastern Time Zone while your at it because this toll would ruin interstate commerce. There are many manufacturing facilities, power generation stations, and processing plants in Kentucky that not only employ Hoosiers, but purchase materials from suppliers in Evansville. Likewise, many residents of Henderson and surrounding towns cross the river everyday to get to and from work. A \$2/trip toll would cost hard working people upwards of \$1,000/year! A \$10/trip truck toll would cripple shipments to and from Evansville and KY affecting hundreds of businesses. This toll would effectively end the Tri-State as we know it and simply cannot pass. As a resident of Evansville that works in Ky., I know that this added burden would hit my family hard, and I'm not alone. Spend a day watching the amount of traffic that flows across the Twin Bridges and tell me that a toll wouldn't hurt every one of those drivers.

149-2
F10

→ If the committee cannot afford the bridge, wait. Postpone construction until the money is saved or available. People have gone this long without many hiccups, we can wait a little longer to make sure that it gets done right for the benefit of everyone. I've heard the argument that it works on I-65 in Louisville, but Louisville is a very large city, with higher incomes, and it is a crossroads between Indianapolis and Nashville. I know many people who live in Louisville and Clarksville, and they avoid the I-65 bridge like the plague. Evansville is not a crossroads between big cities, so the large cross-country transportation firms would have to go out of their way to cross our bridge. That means that local businesses and residents are hit with the burden of paying your toll. Unacceptable.

Your mission, stated clearly on this website, is to UNITE Indiana and Kentucky. A toll bridge would divide Indiana and Kentucky much further than the Ohio River could at it's widest flood stage!

Ryan Otilie
Evansville, IN

Claudia Hall <stevehall@twc.com>

1/24/2019 3:06 PM

41 Strip

To info@i69ohiorivercrossing.com

Hello, I am a property owner of 4 properties on the 41 strip that are leased, some of which have been there since 1972...my grandfather bought the ground decades ago and from there our family has continued to see businesses and jobs for Henderson for many years. I believe that it's important to look at how losing a bridge and tolling it will affect many families that rely on these incomes. I have heard stories of how my family watched the 1st bridge being constructed many years ago and with the addition of the 2nd one they knew that Evansville and Henderson would support each other stronger than ever...with all the struggle that is happening now isn't it important that we have small business support and the 2 cities working together? It's the backbone of keeping people working! We encourage our citizens to stay in Henderson, to support small business...we know that small businesses are the heart of a thriving community. Please consider a compromise to keep our bridges open, to keep our businesses from the devastation of closure. Thank you for your willingness to listen to us...please let us know you HEAR us!

Claudia Hall

150-1
B1

150-1
B1

Sent from my iPhone



OHIO RIVER CROSSING

DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: Tony Williams

Full Address: 11 W Mt Pleasant Rd

Phone Number: 812-204-2096

Email: _____

<input checked="" type="checkbox"/> Sign me up for Project communications

Comments: MY comments

If North Bond is open for bus
tarric and letting through PePol that
like to go no 69 and PePol go on
North 41

151-1 H4	→
-------------	---

<u>DO Not Toe</u>
<u>North 41</u>

Thank You



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: Sean O'Daniel
 Full Address: 6002 Stardance Pointe Evansville, IN 47715
 Phone Number: (812) 457-0637
 Email: S.odaniel@outlook.com

Sign me up for Project communications

Comments: INDOT already repaves I-69 between Evansville and Crane Naval Base. We need 4 Lanes of bridge for I 69 and 4 Lanes of bridge for Hwy 41 to cross the Ohio River for the traffic from Texas to Canada. Today isn't what we will demand in 30 years from I-69 and Hwy 41 to cross the Ohio River at Henderson Kentucky and Evansville, IN. The Hwy 41 North Bridge will need replacement in less than 30 years. There is a 25% Traffic increase forecast before I-69 even connects to Memphis, TN. Traffic demand to cross the Ohio River at Henderson-Evansville will continue to grow as I-69 is lengthened further toward Brownsville, TX and Mexico.

152-1
17

1/24/19 DEIS Comments

Ohio River Crossing

I was born before the Hwy 41 South bridge was constructed and the plan is to remove the Hwy 41 South bridge before I retire. Your plan shows a bridge doesn't last a lifetime and the I-69 bridge will need maintenance during its lifetime within 30 years. INDOT already repaves I-69 between Evansville and Crane Naval Base.

I-69 hasn't been constructed around Kentucky Lake through Marshall County to Memphis, TN yet. There will be more traffic on the same number of bridges.

How can ^{Lane} closure and maintenance be possible for the ~~existing~~ existing Hwy 41 North bridge as a two lane bridge while the I-69 bridge is reduced to two lane for maintenance? When

will the North Bound Bridge be replaced? without becoming a situation like Carmi/New Harmony bridge closure?

Sean O'Daniel
6002 Stardance Pointe
Evansville, IN 47715

(812) 457-0637

S.odaniel@outlook.com



**OHIO RIVER
CROSSING**

DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: Steven E. Bottons, Supervisor Commission

Full Address: 4633 SSR 57, OAKLAND CITY IN 47660

Phone Number: 812-664-4445

Email: stevebottonas@gilmercounty-va.gov

Sign me up for Project communications

Comments:

153-1
A3 →

Build as soon as possible.
1B is preferred.

STATE OF INDIANA
HOUSE OF REPRESENTATIVES

THIRD FLOOR STATE HOUSE
INDIANAPOLIS, INDIANA 46204

Holli Sullivan
200 W. Washington St.
Indianapolis, IN 46204
317-234-2993
Website: www.in.gov/h78
Email: h78@in.gov

COMMITTEES
Roads and Transportation- Chair
Ways and Means
Rules and Legislative Procedures

Dear I-69 Ohio River Crossing Team,

I write to you today as a lifelong SW Indiana resident; a wife and mother; an engineer; a State Representative; and as Chair of the Indiana House Roads and Transportation Committee. On behalf of our regional community, thank you for the work you have all done to gather community input and to create the DEIS with the Central Alternative as the preferred route.

154-1
B3 → I support the Central Corridor Alternative 1B and applying tolls *only* to the new Interstate bridge. This will continue to create the critical link between Michigan and Memphis and beyond all the way to the Gulf of Mexico. Kentucky and Indiana have worked for years to establish the I69 route through our states and to build this river crossing. Frankly, it cannot happen soon enough.

The Central Corridor 1B is the best option for a number of reasons. First, it will have the lowest total cost. It will also result in minimizing any negative impact on my constituents and the residents of the region during construction. I was pleased to see the DEIS report conclude that the route would have the least impact on our area's environment and also on the businesses and residents who live, play and work near the construction corridor. Most importantly, it will be a tremendous asset to our region and a fundamental key to our future vitality.

154-2
A1 → I'm thrilled to think about the economic opportunities that will be created by the new Interstate 69 bridge. With the median center of the United States' population in our region, this interstate bridge will provide a valuable north/south link for the logistics network, positively impacting all the industries in our region and beyond.

154-1
B3 → The new interstate bridge will be actively used by our businesses to provide efficient, safe access to move goods into and out of their businesses. And for travelers moving through the region, the interstate will be the chosen route for safe and efficient travel. By preserving both of the current Hwy. 41 bridges without tolls we can ensure area residents that may cross the river daily for work, school or to access critical services like healthcare have a toll free option for daily commuting.

While the DEIS proposed to keep only one half of the existing bridge pair open, I support Central Corridor 1B which keeps both spans open. We have known for a long time that we need redundant bridges available for when maintenance or accidents close a span. We have also heard from farmers regarding their need for a two-lane, non-interstate bridge to move farm equipment

between their farms located on both sides of the river. At a minimum, I encourage you to move forward with building the new Interstate bridge and keep both existing spans open and operable and reserve making a final decision on closure until we see the traffic patterns and evaluate the region's needs further.

We know that our current bridges leave us at risk of being forced to travel miles out of the way in the event of any significant earthquake, since they are not built to withstand a quake of any magnitude. The loss of both spans – or even just one – would be catastrophic to the region and our economy. I urge you to push forward with the final planning processes and commence construction of the new bridge as soon as possible. Our currently limited cross-river corridor is no longer able to handle our regional needs. It is very congested and has a high incidence of collisions and other safety issues.

154-3
N4

Thank you, again, for your work on this important project which will positively affect our region for generations. Please let me know if I can be of assistance to you as you take this project across the finish line. I look forward to congratulating you on your efforts at the groundbreaking!

Honored to Serve,



Holli Sullivan
State Representative
District 78



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: Steve Powell

Full Address: _____

Phone Number: _____

Email: _____

Sign me up for Project communications

Comments:

155-1
F11

Have you considered selling bonds to close the financial gap?

I am for keeping the both the twin bridges.

155-2
B6

Passenger cars should be free on US 41 bridges. Trucks should use I-69. If they use US 41, charge them.

From: Scott Beasley <sbeasley@aacustomautomation.com>
Sent: Friday, January 25, 2019 7:35 AM
To: Jim Poturalski <jpoturalski@indot.in.gov>; Carrier, Marshall D (KYTC) <marshall.carrier@ky.gov>; Nicaise, Steven <Steven.Nicaise@parsons.com>
Subject: Previous bridge projects

Gentlemen,
Just a few questions that have been on my mind and was not able to attend last night's meeting:

157-1 → • There were (2) bridges, a tunnel, and a major highway construction/ reconstruction recently built in the Louisville area at the cost of \$2.6 billion. Why does this single bridge cost so much?
G6

• How many of your teams were involved in this project? I think there would be a lot of lessons learned with that project fresh in their minds.

157-1 → • How does the income from tolling on these bridges compare to the predictions made prior to construction?
G6

[\[aacustomautomation.com\]](mailto:sbeasley@aacustomautomation.com) Thanks,

Scott Beasley

Automation Engineer • A & A Custom Automation Inc.

SBeasley@AACustomAutomation.com

AACustomAutomation.com [\[aacustomautomation.com\]](http://aacustomautomation.com) • Ph: [812-464-3650](tel:812-464-3650)

2125 Bergdolt Road • Evansville, IN 47711



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**TOURISM, ARTS AND HERITAGE CABINET
KENTUCKY DEPARTMENT OF FISH & WILDLIFE RESOURCES**

Matthew G. Bevin
Governor

#1 Sportsman's Lane
Frankfort, Kentucky 40601
Phone (502) 564-3400
1-800-858-1549
Fax (502) 564-0506
fw.ky.gov

Regina Stivers
Deputy Secretary

Don Parkinson
Secretary

Rich Storm
Commissioner

28 January 2019

Parsons Corporation
Attn: Juliet Port
101 W. Ohio St., Suite 2121
Indianapolis, IN 46204

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

Dear Ms. Port:

The Kentucky Department of Fish and Wildlife Resources (KDFWR) attended, via conference call, the subject meeting on 23 January 2019. We appreciate the update regarding the advancement of the project, as well as the opportunity to voice concerns and questions regarding this project as it advances.

Currently, we do not have any specific comments. Environmental concerns have been and continue to be addressed, and impacts to stream and wetland resources have been considered and minimized to the extent practical.

158-1
E10 →

Please continue to include our department in future correspondence, and if you have questions or require additional information, please call me at 502-892-4453.

Sincerely,

Dan Stoelb
Environmental Scientist

Cc: Environmental Section File



Brad Fulkerson <drbrad@drfulkerson.com>

1/25/2019 6:10 PM

Statement for the Record

To info@i69ohiorivercrossing.com

I would like the following statement to be entered into the public record-

I appreciate the opportunity to present my thoughts on the I69 bridge.

I was born and raised in Henderson. I have operated my dental practice, invested and developed property in Henderson for the past 21 years. I have seen many changes in our community. Some good and some not so good. For the longest time, Henderson has had the stigma of not being business friendly. I feel this has improved from a collaborative effort with local officials and the private sector.

The past 6 years, Henderson has experienced growth from the development of new property and new businesses located on our Highway 41 business strip. I can not remember the last time we have had this type of retail growth. This strip contributes a significant part of Henderson's economy. Diverting half of the traffic from the strip will be devastating for a majority of the businesses.

I appreciate the time the individuals on BridgeLink and the I69 Crossing Team have devoted to the project. Time will tell how the preferred Central route will fare for Henderson. I feel the route chosen

159-1
A5 → will be bad for Henderson. The Central route will make a bypass around the Highway 41 strip resulting in businesses closing their doors, decrease in property values and loss of tax revenue for our City. I do not think our local elected officials have studied this potential impact but rather focused more on just having a new bridge.

159-2
B1 → I am not in favor of tolling either of the existing twin bridges nor tearing one down. If either of these is necessary than I am not in favor of the I69 bridge being built in Henderson. Being a leader is not easy. You have to do your own homework, make decisions that are sometimes uncomfortable and unpopular. I encourage our local elected officials to not make this I69 bridge about their legacy but what is best for ALL the citizens of Henderson.

Sincerely,

Brad T. Fulkerson



NATIONAL ASSOCIATION FOR THE ADVANCEMENT OF COLORED PEOPLE
P.O. BOX 555 • EVANSVILLE, INDIANA 47704
(812) 473-2994 or (812) 573-1169
Reverend Gerald C. Arnold, President

January 8, 2019

I-69 Ohio River Crossing
 320 Eagle Crest Drive
 Evansville, IN 47715

The NAACP is a national membership organization founded in 1909 whose mission is to ensure equality of rights of all persons in the political, educational, social, and economic arenas and to end racial hatred and discrimination.

The Evansville Branch of the NAACP appreciates the opportunity to review and respond to the I-69 River Crossing Project Draft Environmental Impact Statement (DEIS). NAACP supports the project linking I-69 as an important economic endeavor that benefits the surrounding communities.

NAACP agrees that Central Alternatives 1A and 1B are best of the options considered, in light of the four primary project needs outlined in the DEIS:

- 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

160-1
A3

NAACP Evansville Branch supports implementation of Central Alternative 1B, where only the I-69 Bridge would be tolled. This alternative represents the least number of relocations, has the least negative impact to environment including waterways and species, best preserves the vital economic US41 corridor, and minimizes impact on low income commuters who rely on US41 to live, work, and play. This option best preserves the existing vitality of the business community along the US41 corridor while avoiding disproportionate impact to low income populations who rely on US41 who commute for work or school.

Thank you for the opportunity to comment on this very important project.

Sincerely,

NAACP Evansville Branch



MATTHEW G. BEVIN
GOVERNOR

CHARLES G. SNAVELY
SECRETARY

ENERGY AND ENVIRONMENT CABINET
DEPARTMENT FOR ENVIRONMENTAL PROTECTION

ANTHONY R. HATTON
COMMISSIONER

300 SOWER BOULEVARD
FRANKFORT, KENTUCKY 40601

January 25, 2019

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

Re: SERO 2018-31 I-69 River Crossing Project

Dear Sir or Madam,

The Energy and Environment Cabinet serves as the state clearinghouse for review of environmental documents generated pursuant to the National Environmental Policy Act (NEPA). Within the Cabinet, the Commissioner's Office in the Department for Environmental Protection coordinates the review for Kentucky state agencies. We received your correspondence dated December 14, 2018. Your letter requested a review of the Draft Environmental Impact Statement. We have reviewed the document and provided comments below.

Division of Water

Water Quality Branch:

161-1
E5 →

Section 7.6.2 Stream Mitigations and Relocations on page 7-4 mentions consulting with the Indiana Department of Environmental Management (IDEM), Kentucky Transportation Cabinet (KYTC), and the U.S. Army Corps of Engineers (USACE) for stream mitigation ratios. Shouldn't consultation with Kentucky DOW also be included? Questions should be directed to Andrea Fredenburg, Water Quality Branch, (502) 782-6950, Andrea.Fredenburg@ky.gov.

Watershed Management:

161-2
E6 →

This proposed project is within the Henderson Municipal Water and Sewer Utility designated Source Water Protection Areas, Zone 1 and 2. The active permitted public water supply intake for Henderson Municipal Water and Sewer Utility under Water Withdrawal Permit # 0113 is located downstream from the proposed project site at 803.6 below pool on the Ohio River. Additionally, Ellis Park Water Works and Trocadero Plaza have active permitted public supply wells and associated designated Wellhead Protection Areas, Zone 1, 2, and 3. The proposed project impacts would need to be identified within the Contamination Source Inventories for these systems and reconsidered for susceptibility rankings. Questions should be directed to Chloe Brantley at 502-782-6898 or Chloe.Brantley@ky.gov.

161-3
E7 →

This proposed project will require a Kentucky DOW Application for Permit to Construct Across or Along a Stream. Questions should be directed to Ron Dutta at 502-782-6941 or Ramendra.Dutta@ky.gov.

161-4
E8 →

The proposed work is endorsed by the Groundwater Section of the Watershed Management Branch. However, it is our recommendation that site be made aware of the requirements of 401 KAR 5:037 and the need to develop a Groundwater Protection Plan (GPP) for the protection of groundwater resources within that area. Additionally, any wells abandoned for the project must be in accordance with 401 KAR 6:310 and/or 6:350. Questions should be directed to Wei Ji, Watershed Management Branch, (502) 782-6934, Wei.Ji@ky.gov or David Jackson, Watershed Management Branch, (502) 782-6986, DavidA.Jackson@ky.gov.

161-5
E9 →

Compliance & Technical Assistance Branch:
Ensure proper applications and/or approvals are received from DOW before implementing construction: a) need Kentucky Pollutant Discharge Elimination System (KPDES) General Stormwater Construction Activities permit from DOW, and proper Best Management Practices (BMP) installed and maintained throughout duration of project, b) need DOW approval/permit with a Stream Construction Permit for addressing any floodplain issues, c) need DOW approval/certification through the 401 Water Quality Certification program for review of project boundary riparian areas and wetland mitigation issues, and d) need Federal United States Army Corp of Engineers (USACE) approval/permit under 404 requirements. The above will lessen and/or eliminate impacts to surface waters and wetlands. Questions should be directed to Connie Coy, Compliance and Technical Assistance Branch, (502) 782-6587, Constance.Coy@ky.gov.

161-6
T1 →

Division of Waste Management
UST Branch records indicate the following underground storage tank site issues identified within or near the project impact area:

AI # 69396 Speedway SuperAmerica LLC 5520
1999 US 60 E & proposed St, Henderson, KY 42420

1. 8000 gallon gas
2. 8000 gallon gas
3. 8000 gallon gas
4. 550 gallon oil

All tanks removed NFA issued

AI # 61164 Henderson Auto Truck Plaza
2214 US 41 N, Henderson, KY 42420

1. 4000 gallon gas
2. 2000 gallon gas
3. 10000 gallon gas
4. 4000 gallon gas
5. 12000 gallon gas
6. 12000 gallon diesel

All tanks removed and NFA issued

AI # 61139 Thornton Oil No 79

2855 Hwy 41, Henderson, KY 42420

1. 10000 gallon gas (removed)
2. 12000 gallon gas (removed)
3. 12000 gallon gas (removed)
4. 6000 gallon gas (removed)
5. 6000 gallon kerosene (removed)
6. 10000 gallon gas (removed)
7. 10000 gallon gas (removed)
8. 10000 gallon gas (removed)
9. 6000 gallon diesel (removed)
10. 20000 gallon gas (Active)
11. 20000 gallon gas (active)

All removed tanks were issued an NFA

AI # 68585 United 6005

2825 Hwy 41 N, Henderson, KY 42420

1. 10000 gallon gas
2. 20000 gallon gas
3. 10000 gallon gas

All tanks removed and NFA issued

AI # 61142 Chuckles # 28

2860 HWY 41 N, Henderson, KY 42420

1. 12000 gallon gas
2. 3000 gallon gas
3. 3000 gallon gas

All tanks are active

AI # 61130 Chuckles # 33

2830 Hwy 41 N, Henderson, KY 42420

1. 4000 gallon kerosene (removed)
2. 3000 gallon gas (removed)
3. 3000 gallon gas (removed)
4. 8000 gallon gas (removed)
5. 8000 gallon gas (removed)
6. 12000 gallon gas (active)
7. 10000 gallon gas (active)
8. 10000 gallon gas (active)
9. 6000 gallon kerosene (active)

Removed tanks have received NFA

AI # 61204 Audubon Park Shell
2808 US 41 N, Henderson KY 42420

1. 500 gallon oil
2. 2000 gallon diesel
3. 8000 gallon gas
4. 8000 gallon gas
5. 8000 gallon gas
6. 8000 gallon gas

All tanks removed and NFA issued

AI # 61143 Jumping Jack No 8
2709 US 41 N, Henderson, KY 42420

1. 10000 gallon gas
2. 10000 gallon gas
3. 10000 gallon diesel

All tanks are active

AI # 61141 Watson Lane Shell
2627 US 41 N, Henderson, KY 42420

1. 5000 gallon gas
2. 4000 gallon gas

3. 3000 gallon gas
4. 550 gallon oil
5. 6000 gallon gas

All tanks removed and NFA issued

161-6 T1 → If any additional UST's are discovered in the area they should be reported to KDWM. Any additional questions or issues should be directed to the UST Branch.

161-7 T2 → Superfund Branch records include 19 sites, two of which are active sites, in or near the project impact area:

- AI 52066 City Park – Coast Guard Aid – Closed: Option C Restored 8/11/2006
- AI 50243 Adams St – Henderson Co. Adams Street Development - Active
- AI 43356 Henderson Landfill – Closed: Referred to Solid Waste Branch 8/29/2008
- AI 5490 Allstate Tower Inc – Closed: Option C Restored 9/1/1999
- AI 53108 Saddlebrook Apartments – Closed: Non-Incident 2/23/2000
- AI 38449 Mulzer Crushed Stone Henderson Retail Yard – Closed: Option C Restored 7/29/1987
- AI 1786 Accuride Corp Henderson – Closed: Option C Restored 9/26/1196
- AI 1821 Henderson Co Maintenance Garage – Closed: Option C Restored 12/17/2009
- AI 5486 Serra Designs Inc – Soil/groundwater VOC's from adjacent property – Active
- AI 99449 US 41 S Weigh Station – Henderson Co –KTC Property- Closed: Option A No Action Necessary 7/22/2008
- AI 100006 Henderson Municipal Power & Light – Transformer Leak – Closed: Option A No Action Necessary 10/24/2008
- AI 1837 TransMontaigne Operating Co LP – Henderson Terminal – Diesel Release – Closed: Option C Restored 5/23/2012
- AI 82027 DTX Oil LLC – Diesel Release – Closed: Option C Restored 4/23/2012
- AI 115863 Fulkerson Property – Meth Lab – Closed: Option C Restored 7/26/2012
- AI 111958 Audubon Pkwy – Henderson Co – Transportation Accident – Closed: 10/18/1999
- AI 132989 Thompson Property – Meth Lab – Closed: Option C Restored 2/8/2017
- AI 65286 Raben Tire Company Inc – Phase II Assessment – Closed Non-Incident 1/30/2018
- AI 111977 Henderson Co Schools Transportation Dept – unregulated UST – closed Non-Incident 2/16/2018
- AI 135878 Cobb Property – Meth Lab – Closed: Option C Restored 2/12/2018

Any additional questions or issues should be directed to the Superfund Branch.

161-8 T3 → Solid Waste Branch Records indicate 8 active landfill sites within 1 mile of the project impact area and include the Hazex Private Construction Co. Landfill (AI 1805), Henderson City Maintenance Garage (AI 4266), CSX (AI 38434), Henderson Municipal Water and Sewer Facility (AI 38452), Henderson E-Fuel Plant (AI 40340), Henderson Landfill (AI 43356), B&B

161-8
T3

Hauling and Excavating (AI 70949) and Henderson County Recycling Center (AI 98460). Records indicate 3 historic landfill sites located within 1 mile of the project impact area which include the Henderson City Dump (AI 71420), Green River Disposal Site (AI 0) and Henderson Sanitary Landfill (AI 43356). Any additional questions or issues should be directed to the Solid Waste Branch.

161-9
T4

Hazardous Waste Branch records show no hazardous waste issues within the project impact area. Any questions or issues should be directed to the Hazardous Waste Branch.

161-10
T5

RLA Branch records indicate there are 8 remediated RLA tracked open dumps within a half mile radius of the project impact area as follows:

AI #	AI NAME	Latitude	Longitude	Cleaned
102178	Berry Property Dump	37.88475	-87.5326	2012
76424	Green River Road #1 Dump #5C	37.8904	-87.5298	2006
80952	Green River Road #1 Dempewolf Dump	37.8853	-87.5309	2005
117140	Green River Road #1 Dump #10	37.8931	-87.5299	2013
80940	748 Constanza (Teer) Dump	37.86941	-87.54048	2005
80962	KY 414 (Fleming) Dump	37.88925	-87.52978	2005
80975	Green River Road #1 Dump #5B	37.88926	-87.52985	2015
98722	Waterworks Road Dump #2	37.91547	-87.52769	2008

Any questions or issues should be directed to the RLA Branch.

161-11
T6

Any solid waste encountered by this project must be disposed of at a permitted facility.

161-12
T7

If asbestos, lead paint and/or other contaminants are encountered for the project contact the Division of Waste Management for proper disposal and closure.

The information provided is based on those facilities or sites that KDWM currently has in its database. If you would like additional information on any of these facilities or sites, you may contact the file room custodian at (502) 782-6357. Please keep in mind additional locations of releases, potential contamination or waste facilities may be present but unknown to the agency. Therefore, it is recommended that appropriate precautions be taken during construction activities. Please report any evidence of illegal waste disposal facilities and releases of hazardous substances, pollutants, contaminants or petroleum to the 24-hour Environmental Response Team at 1-800-928-2380.

161-13
U1

Division for Air Quality

401 KAR 63:010, Fugitive Emissions, states that no person shall cause, suffer, or allow any material to be handled, processed, transported, or stored without taking reasonable precaution to prevent particulate matter from becoming airborne. Additional requirements include the covering of open bodied trucks, operating outside the work area transporting materials likely to become airborne, and that no one shall allow earth or other material being transported by truck or earth-moving equipment to be deposited onto a paved street or roadway. Please note the Fugitive Emissions Fact Sheet located at <http://air.ky.gov/SiteCollectionDocuments/Fugitive%20Dust%20Fact%20Sheet.pdf>.

161-14
U2

401 KAR 63:005 states that open burning shall be prohibited except as specifically provided. Open Burning is defined as the burning of any matter in such a manner that the products of combustion resulting from the burning are emitted directly into the outdoor atmosphere without passing through a stack or chimney. However, open burning may be utilized for the expressed purposes listed on the Open Burning Brochure located at <http://air.ky.gov/Pages/OpenBurning.aspx>.

161-15
U3

The Division would like to offer the following suggestions on how this project can help us stay in compliance with the NAAQS. These air quality control strategies are beneficial to the health of citizens of Kentucky.

- Utilize alternatively fueled equipment.
- Utilize other emission controls that are applicable to your equipment.
- Reduce idling time on equipment.

The Division also suggests an investigation into compliance with applicable local government regulations.

This review is based upon the information that was provided by the applicant. An endorsement of this project does not satisfy, or imply, the acceptance or issuance of any permits, certifications or approvals that may be required from this agency under Kentucky Revised Statutes or Kentucky Administrative Regulations. Such endorsement means this agency has found no major concerns from the review of the proposed project as presented other than those stated as conditions or comments. If you should have any questions, please contact me at (502) 782-0863.

Sincerely,

Louanna Aldridge

Chelsea Gray <chelseagray13@gmail.com>

1/26/2019 11:34 AM

Tolls

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

I understand the need for tolls, and that if you don't toll existing bridge then people will bypass new tolled bridge.

Tolling the existing bridge WILL keep me from visiting henderson often. I live in Evansville and usually get my gas there, drive down to the riverfront, and other things.

162-1
H9



If there is a way to exempt tristate residents who shop, visit, and work on either side of the river, that seems best. It won't hurt local businesses and residents. Maybe certain counties would be eligible, and others could prove a job or other circumstance and get an exemption also

Thanks for listening.
-Chelsea

DEIS Feedback

Name

Bev Huff

Address

3328 S Weinbach Avenue

Phone Number

812-430-1318

Email Address

bhawkins47501@yahoo.com

Comments and/or Questions

163-1
P3

→ When will the public know which residential properties will be affected with the I-69 Ohio River Crossing route?

Public Comment

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

Hello,

My name is Max Goffinet, and I'm a lifelong resident of Newburgh, IN. I'm 67 and retired from ALCOA after 32 years of service. I worked with many co-workers who traveled across the twin bridges as the only form of transportation to and from work.

My observation of Evansville over the years is to destruct, rather than maintain, existing venues, for example: Roberts Stadium and Mesker Ampitheatre. As far as Roberts Stadium, it could have been used for renovation of a large, state-of-the-art natatorium instead of allocating a large amount of funds needed for a new facility.

164-1
B1 → It is vital for both Indiana and Kentucky to have both bridges in operation, toll-free. In the event of a wreck, maintenance, etc. which regularly occurs, traffic can and does back up for long distances, sometimes for miles. If there is only one twin bridge available on a good day, folks would have a much longer commute to go to work and return in peak times.

As a retiree, I can pick the times of less traffic to travel the bridges at my convenience, not so for people trying to get to work on time. In the event of an emergency, health-related or man-made, it could be the difference between life and death. In the event of a reason or need to close the new I69 bridge, the public locally and interstate traffic would have to detour to Owensboro to cross. With both twin bridges in service, traffic would be slow, but continue.

It is imperative for the twin bridges to remain toll-free. It poses a financial hardship on all but the most highly paid workers. There are many working people who are living paycheck to paycheck and struggling to pay their bills, and having to pay tolls to keep the twin bridges isn't fair for the folks to have to pay for the cost of the new 69 bridge.

My wife and I have friends who live across those money-saving bridges, as they are called by a lot of folks on both sides of the river. We also like to cross for the great restaurants and music events that Henderson hosts. Being on a fixed income, if we had to pay tolls, we and many other people we know would have to reconsider travelling to Kentucky because of the extra expense.

Now to the big question: how to pay for the cost of the maintenance of both twin bridges and construction of the new 69 bridge. The people are being taxed to death! Most of our professional politicians are good at finding new things to spend our tax dollars on, but can't-or won't think outside the box! If we are going to raise revenues, which for this is necessary, let's tax the same things which all of us make a choice on. Raise taxes on gambling, alcohol, cigarettes, and legalize medicinal and/or recreational marijuana.

The public can choose to do any of these user vices, but working people have little or no choice to travel the bridge for work or business.

In conclusion, I hope there will be an earnest, sincere effort by our elected officials on the panel of folks who have the authority to do the right thing and NOT add more taxes on the people who depend on both bridges. Let's get our politicians educated on the state of affairs for us, the local people of our communities! Let's start a new way of proceeding into the twenty-first century, rather than doing it in the same way as the twentieth.

Respectfully from a concerned citizen,

Max Goffinet
812-573-1944

164-2
F12 →

geezer7045@aol.com

1/26/2019 11:57 PM

NO TOLL

To info@i69ohiorivercrossing.com

165-1
H1



No toll on the new I69 Ohio river bridge crossing.
That's what we pay Federal taxes for, for the infrastructure of Federal Interstate Highways
I'm tired of the government taking more of my money.

Sent from AOL Mobile Mail
Get the new AOL app: mail.mobile.aol.com



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: GARY MAYES

Full Address: 3708 MELODY LN HENDERSON, KY. 42420

Phone Number: _____

Email: _____

Sign me up for Project communications

Comments:

166-1
M1

A NOISE WALL WOULD BE GREAT SINCE I HAVE LIVED IN THE PEACE AND QUIET FOR 20 YEARS!

Evansville Regional Business Committee, Inc.

One Vectren Square
Evansville, IN 47708

Voice 812-491-4234
Fax 812-491-4138
Email p.paradossi@vectren.com

January 30, 2019

ORX 69 Crossing
Indiana Project Office
320 Eagle Crest Drive
Suite C
Evansville, IN 47715

Dear ORX 69 Crossing,

The Evansville Regional Business Committee (ERBC) is a leadership organization representing twenty-one of the largest public and private businesses in Evansville and Southwest Indiana. Our purpose is to engage the highest level of corporate leadership in a strategic and collaborative effort to continue to advance economic vitality, quality of life, and tourism for the region.

The ERBC Board of Directors supports the recommendation of Central Corridor for the placement of a new I-69 bridge. This location is proven to be the best for economic development, cross river mobility, ease of traffic congestion, and minimal negative local impacts. The Board firmly believes that a new I-69 bridge is critical to the success of I-69 corridor, through Indiana, Kentucky, and nationwide. Most important, it will be a great asset to our region and key to our future vitality.

While Central Corridor includes a 4-lane I-69 bridge and retains the existing northbound US-41 bridge for local traffic the ERBC Board will continue to advocate to keep both US-41 bridges open to local traffic with no tolling. While the state DOT's study indicates that tolling will likely be necessary to pay for the new I-69 bridge, the members of ERBC strongly believe that both the US-41 bridges should be kept open and free for local traffic. To that point, it seems to be working fine in Louisville where the logistics industry has shown great support for the more direct and faster route while having a toll-free option for local citizens to circulate to work, school and to have access to quality health care.

The states of Indiana and Kentucky have worked very hard to make the I-69 river crossing a reality, and the release of the Draft Environmental Impact Statement by the two state departments of transportation is a critical step required to move to construction of this important link. The Central Corridor interstate bridge creates a crossroads at the center of our Country and is a vital link in our logistics framework for the all the industries of Indiana, Kentucky and beyond including advanced manufacturing, agri-business and healthcare. This route choice is closest to the center of our Owensboro, Henderson, Evansville, and Southwest Indiana Region.

In summary, the ERBC supports the DIES recommendation for construction of the I-69 Bridge along the Central Corridor. It is a critical link in the North-South Corridor between Michigan and Memphis and beyond, through Texas to the Gulf. Both Kentucky and Indiana have worked for years to build this river crossing and it cannot happen soon enough.

Sincerely,

Peter J. Paradossi
President
Evansville Regional Business Committee

Steven Braun, Senior Vice President
Mead Johnson Nutritionals

Carl L. Chapman, Chairman, President & CEO
Vectren Corporation

John Cinelli, President
METRONET

Barry Cox, President & COO
Warehouse Services, Inc.

Gregory A. Risch, President
Accuride Wheels, North America

John P. Engelbrecht, CEO
South Central Inc.

Jack Griffin, CEO
Atlas World Group

Tanya Harris, Executive Director
Astra Zeneca

Robert G. Jones, Chairman & CEO
Old National Bancorp

Kevin Koch, President & CEO
Koch Enterprises, Inc.

Robert L. Koch II, Chairman
Koch Enterprises, Inc.

Court Kull, President, So. Indiana Region
Fifth Third Bank

Shawn McCoy, CEO
Deaconess Health System

Millie Marshall, President
Toyota Motor Manufacturing
of Indiana

Dan Parod, President
St. Vincent Health

Denny Quinn, Vice President
SKANSKA

Ronald D. Romain, President & CEO
United Companies

Tom Salmon, Chairman & CEO
Berry Global

John C. Schroeder, President & CEO
Wabash Plastics, Inc.

Mark A. Schroeder, Chairman & CEO
German American Bank

Clifton Sifford, President & CEO
Shoe Carnival, Inc.

Chris Traylor, Co-President
Traylor Bros., Inc.

Linda E. White, CEO Emerita
Deaconess Foundation

Peter J. Paradossi
President

Andrew E. Goebel
Vice President

167-1
A2

167-2
B1

pdwinzeler@yahoo.com <pdwinzeler@yahoo.com>

Re: I-69

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

On Friday, January 25, 2019, 11:10:13 AM CST, pdwinzeler@yahoo.com <pdwinzeler@yahoo.com> wrote:

I would like to comment regarding the newest proposal for removing from service the southbound bridge.

This seems to me to be a bad decision. We have a large amount of traffic each day, that is mostly local. Yes, routing truck traffic and travelers to the new bridge will help, but Henderson and Evansville are heavily linked in many ways; many people work on the opposite side of the river and travel daily.

168-1 B2 → I am concerned that eliminating one of the bridges is shortsighted. These areas rely on each other, not only for workers, but emergency and police assistance. The area is continually growing and evolving.

I believe if you go through with this, a few years down the road, we will see that a second bridge will become radically necessary, and the cost of replacing it will be far in advance of any savings that might result in the near future. Also, we all can see that it takes an immeasurable amount of time to get anything like this to fruition, so we are looking at many long years of traveling with only 2 lanes of traffic.

168-1 B2 → The toll is not an issue for me as I am not a daily user, but if tolls are necessary, I believe people would choose the tolls over closing the bridge.

Please rethink your position on this very important and far reaching decision.

Thank you.
Paula Winzeler
pdwinzeler@yahoo.com
Evansville, IN

Congress of the United States
Washington, DC 20515

February 1, 2019

I-69 Ohio River Crossing
 Indiana Project Office
 320 Eagle Crest Drive, Suite C
 Evansville, IN 47715

To Whom It May Concern:

169-1 A1 → We are writing regarding the Draft Environmental Impact Statement (DEIS) on the I-69 Ohio River Crossing Project and to express our support for the completion of the I-69 bridge. As Members of Congress from Indiana and Kentucky, we understand the importance of this project in creating economic development and job growth for the region.

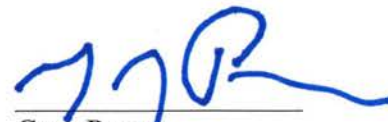
169-2 A8 → We appreciate your efforts to engage with the community and stakeholders throughout the duration of this significant infrastructure project, and we encourage your continued efforts as the project moves forward. Stakeholder input is critically important for the success of this project. In particular, BridgeLink has been an avid supporter for the completion of the I-69 bridge and engaged with the community on the benefits of an interstate bridge. BridgeLink, a non-profit organization representing the Evansville and Henderson community, has submitted their recommendation with economic impact and safety concerns with certain alternatives listed in the DEIS. As you deliberate the alternatives and varying options, such as tolling and bridge removals, we request that you take careful consideration of BridgeLink's thoughtful and researched recommendation. It is important that whichever plan is selected does not stifle economic growth but rather promotes trade and development throughout the region.


169-3 F7 → We want to again express our support for the completion of the I-69 bridge and the efforts of Indiana and Kentucky to fund the project. Both Indiana Department of Transportation (INDOT) and Kentucky Transportation Cabinet (KYTC) are to be commended for their continued maintenance and repair of the historic US 41 bridges and investments along the I-69 corridor. Indiana and Kentucky should consider all funding options, including federal investments such as INFRA and TIGER grants, to quickly and efficiently complete the I-69 bridge for the benefit of the entire community. We stand ready to support efforts to secure federal investment in this important project.

When complete, I-69 will travel through eight states, including Indiana and Kentucky, from the United States' border with Canada to Mexico. This important interstate is a critical freight corridor for facilitating international trade and economic growth throughout the region, allowing for the easy transport of American-made goods to markets all over the world. In Southern Indiana, I-69 has already played an important role in promoting job creation and economic development, which is why we encourage INDOT and KYTC to take action to complete the unfinished segment of I-69 crossing over the Ohio River in a timely manner.

Sincerely,


Larry Bucshon, M.D.
Member of Congress


Greg Pence
Member of Congress


James Comer
Member of Congress

John C. Scheer
 718 Fairway Drive, Apt. F
 Evansville, IN. 47710-5153
 (812) 424-1796 Home
 (812) 449-3411 Cell

January 30, 2019

DEIS Comments:

The United States needs an interstate highway linking Michigan and Texas (I-69.) This will bring together the people and commerce of several states, including Indiana and Kentucky. This would link Indianapolis with Memphis, Tennessee via Evansville and Henderson over the Ohio River. To connect this link, we need a new interstate bridge over the Ohio River connecting Evansville with Henderson.

170-1
A2 → I favor the Central Alternative 1 route, chosen as the preferred alternative in the Draft Environmental Impact Statement (DEIS) because it is the most economical (\$1.497 billion) and has the least dislocations (4 residences, 0 businesses), and has the least environmental impact.

I think the process of selecting this route has been thorough, and well thought out; however, two things I believe should be changed in the plan:

170-2
B1 → (1) Both Twin Bridges (U.S. 41) should be retained rather than just one of the bridges. This is because if the I-69 bridge was temporarily closed for any reason, the remaining U.S. 41 bridge would be handling all the traffic, leading to traffic backups on U.S. 41. The retention of only one bridge would also detrimentally effect business on the Henderson U.S. 41 strip as it would discourage traffic on the strip. I also think the Twin Bridges should not be tolled because that would hurt low income residents and discourage commerce.

170-3
S3 → (2) A bicycle/pedestrian path on one of the bridges would better connect Evansville and Henderson and would enable travel by more than just motor vehicles between the two communities.

While I believe these two above changes would make for a better project, I think the important thing is to get the project built, we don't need another 15 year wait while the rest of I-69 gets built as that will create a bottleneck with traffic problems on U.S. 41 in Henderson and Evansville. Given these two above points, the rest of the plan I support, and believe it will greatly improve commerce and travel, north to south and vice versa in our region. Let's get the I-69 bridge built even if that has to include tolling U.S. 41.

Respectfully submitted,

John C. Scheer

John C. Scheer

State of Indiana

Senate

Senator Vaneta Becker
State House
200 West Washington Street
Indianapolis, Indiana 46204
State House: (317) 232-9494
E-mail: Senator.Becker@iga.in.gov

Committees:
Health and Provider Services
Public Policy, R.M.

January 31, 2019

To whom it may concern,

171-1
A3

I am writing today to support the Draft Environmental Impact Statement recommendation for construction of the I-69 Bridge along the Central Corridor Alternative 1B. Both Kentucky and Indiana alike have worked for years on this vital link between Michigan and Memphis. This route shows little negative impact to the community during construction and the least possible impact on the environment and businesses. This new project is key to the future of our state.

This new interstate 69 bridge would create a vital link in the middle of our country for logistics in Indiana and beyond. This new safe, speedy, and efficient access would show vital growth to the regions economy.

I also support user-fees as a part of funding the new I-69 bridge. The logistics industry in Louisville has also shown great support for this more direct and faster route and, also like Louisville, shows having a toll-free option for citizens is vital for the surrounding communities. The construction of the new bridge as soon as possible is important to the region and its citizens by providing a safer and less contested route for the region. This new bridge would also prove to be resistant to earthquakes to ensure local businesses won't be in fear of an interruption if a route for travel was taken out of commission.

I fully support the construction of the new I-69 bridge as well as to keep both bridge corridors open and functioning once the new bridge is finished to increase the speed, safety, and efficiency in the region. I also commit to supporting any and all necessary steps to further this project.

Sincerely,



Vaneta Becker
Indiana State Senator, District 50

M

Twin Bridges

1 message

carmenandrew <carmenandrew@twc.com>
To: georgemeuth@gmail.com

Thu, Jan 31, 2019 at 5:15 PM

I, George Meuth at 1015 Homestead Trail city of Henderson, am expressing my opinion as to what should occur on the I-69 project. I do not think the twin bridges should be subject to a toll, but that commercial traffic should be restricted from them. This could be accomplished be simply putting a weight limit 26,000 pounds on the twin bridges.

172-1
B6 →

An exception, of course, would be for an emergency situation such if the I-69 bridge were to be struck by a barge. That bridge would be closed until a state inspector inspects the bridge and says it is safe to reopen the I-69 bridge.

Sincerely,
George Meuth

Sent from my Galaxy Tab@ E

Date submitted: 2-2-19

DEIS Feedback

Name

Ashleigh Shanks

Address

506 N 3rd St Boonville, IN 47601

Phone Number

8126048179

Email Address

ashleighrenee83@yahoo.com

Comments and/or Questions

173-1
A3 →

In response to the request for public comment on the proposed I-69 Bridge Plan, I wish to indicate my support for Plan 1B. I think it is important that we leave a toll-free link between Henderson and Evansville for low-income individuals. I fully support the bridge project, but tolling both bridges would have an unfair and detrimental impact on the most vulnerable in our community. Please proceed with Plan 1B.

Lucy Mawi <maichin100@gmail.com>

2/2/2019 10:04 PM

Keep the twins

To info@i69ohiorivercrossing.com

174-1
B7 → Keep the twins. I69 was someone else's vision. Everyone depends on the twins.

Date submitted: 2-2-19

DEIS Feedback

Name

Miranda Gallaty

Address

11126 Darmstadt rd. Evansville, IN

Phone Number

8123193465

Email Address

Miranda.gallaty@gmail.com

Comments and/or Questions

175-1
A3 →

In response to the request for public comment on the proposed I-69 Bridge Plan, I wish to indicate my support for Plan 1B. I think it is important that we leave a toll-free link between Henderson and Evansville for low-income individuals. I fully support the bridge project, but tolling both bridges would have an unfair and detrimental impact on the most vulnerable in our community. Please proceed with Plan 1B.

Date submitted: 2-2-19

DEIS Feedback

Name

Michael Rhode

Address

2410 Wheaton Dr., Evansville IN 47725

Phone Number

812-204-4764

Email Address

Michael.rhode@ymail.com

Comments and/or Questions

176-1
A3



In response to the request for public comment on the proposed I-69 Bridge Plan, I wish to indicate my support for Plan 1B. I think it is important that we leave a toll-free link between Henderson and Evansville for low-income individuals. I fully support the bridge project, but tolling both bridges would have an unfair and detrimental impact on the most vulnerable in our community. Please proceed with Plan 1B.

Date submitted 2-2-19

DEIS Feedback

Name

Kelly Dhom

Address

2623 Fence Post Ln

Phone Number

812-867-1208

Email Address

Kdhom@ymail.com

Comments and/or Questions

177-1
B1

We live in Henderson and work, shop, visit, seek health care and worship in Evansvile. Please keep both North and South twin bridges open with no tolls. This is imparitive for the livelihoods of the local residents.! We are in support of the new I69 bridge, but not at the cost of the local community.

Date submitted:2-2-19

DEIS Feedback

Name

Tammy Rawlins

Address

15140 Petersburg Rd Evansville, IN 47725

Phone Number

8124597843

Email Address

Trawlinsace@gmail.com

Comments and/or Questions

178-1
A3

In response to the request for public comment on the proposed I-69 Bridge Plan, I wish to indicate my support for Plan 1B. I think it is important that we leave a toll-free link between Henderson and Evansville for low-income individuals. I fully support the bridge project, but tolling both bridges would have an unfair and detrimental impact on the most vulnerable in our community. Please proceed with Plan 1B.

Date submitted:2-3-19

DEIS Feedback

Name

Chandler lawless

Address

1400 Fuqua ct

Phone Number

270-313-3353

Email Address

Chandlerbrooks15@gmail.com

Comments and/or Questions

179-1
H1

→ Please do not create a toll bridge. I use the bridges to go to work every day and this would cause a huge inconvenience to me as well as causing a burden to all other tax payers

Date submitted: 2-3-19

DEIS Feedback

Name

Victoria Yevincy

Address

227 S Elm St, Henderson, KY

Phone Number

2708267777

Email Address

Vicklaw77@gmail.com

Comments and/or Questions

Dear Sir or Madam,

I am very concerned about the retirement of the Twin Bridges and the tolling of them if they are kept. Both of my children attended school in Evansville and we crossed the bridges multiple times daily. Even though getting to school is not going to be an issue anymore, we still go to Evansville daily. I have traveled there 5 or 6 times in a day. I hope to see the twins still in existence with no tolling. I would also like to see the semi and large box trucks routed to the I69 bridge, while allowing the local traffic to continue to use them.

Sincerely,

Victoria Yevincy

180-1
B6

Andrew Howard <knotstressn@gmail.com>

2/4/2019 7:42 PM

I 69 Bridge & Route

To info@i69ohiorivercrossing.com

To whom it may concern,

As a frequent commuter from Evansville south through Henderson; I hope we can move forward with the I 69 bridge as soon as possible. I also do not want see either of the existing highway 41 bridges to be removed. These bridges need to stay open for local commuters between Evansville & Henderson. These local routes need to remain toll free. For too long the State of Indiana has provided road funding for other parts of the state, while ignoring the needs of the southern portions of the state. It's time we got our fair share of road funding.

Kindest regards,

Andrew Howard
7509 Olive Street
Evansville, IN 47715
(812) 480-5861

181-1
B1

Date submitted: 2-4-19

DEIS Feedback

Name

Brian Canter

Address

1000 Homestead Trail

Phone Number

2708602179

Email Address

stmclcd@yahoo.com

Comments and/or Questions

Having lived in Atlanta for several years I understand the need to toll new roads and I also have seen the traffic patterns change when those new roads are built. For our community, it would be extremely short sighted to tear down either bridge or to toll the twin bridges, with the exception of commercial traffic possibly. In general, semi drivers will take the new road to avoid local traffic and the stop lights that have made us famous. I completely disagree with the notion that maintenance cost will remain that high on 41/Twin Bridges since I do believe over 80% of the semi traffic will avoid Stop Light city for time which of course is money to the drivers and companies.

182-1
G7

It is imperative for local traffic, considering the amount that work in both Evansville and Henderson, and the businesses on the strip, to keep the twin bridges open and toll free, with again, the possible exception of commercial traffic. Any toll will cause a hardship on many people which will impact business and TAX income for the states and localities. It is also just pure common sense considering we are located on a major fault to have TWO bridges available for the area. I am confident the monies will be there, especially considering the high taxes we pay in KY.

182-2
B4

Again, tax new bridge, perfectly fine, but keep Twin Bridges open and toll free for all traffic, with the exception of commercial traffic.

Thank you,
Brian



**OHIO RIVER
CROSSING**

DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: Craig D. McCleary

Full Address: 1900 Culverson Ave.

Phone Number: 812-471-4869

Email: C.d.mac1971@gmail.com

Sign me up for Project communications

Comments: I from the meeting at the Eauvelle library I understood tolling on the 41 bridge is likely and I have some questions.

183-1 H23 → 1. If you have a transponder for the 41 bridge and at some point use the interstate bridge would the toll be the same based on the use transponder.

183-2 B7 → 2. If the interstate bridge gets closed for some reason, traffic would be pushed onto a two lane Hwy 41 bridge, which makes a bit of an argument for keeping both 41 bridges.

183-3 I3 → 3. I understood there is a need by some to move farm equipment to one or the other side of the river how would that be handled if only one 41 bridge is kept since farm equipment isn't allowed on interstate roadways.

183-4 B21 → 4. How long after the interstate bridge is opened would the one 41 bridge be removed? Seems that reversing traffic increases and population growth by 2025 or when the 69 bridge opens is something



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: _____

Full Address: _____

Phone Number: _____

Email: _____

Sign me up for Project communications

Comments:

183-4
B21

That should be looked at before removal proceeds.

183-5
F13

C. I understand final costs are not known as yet. How much federal and state monies there will be to help determine total costs. That's ok just feel reviewing some things after the fact before proceeding with the bridge removal might be a good idea. For example

183-6
I9

7. If for some reason like maintenance repair, painting or damage etc. would close a bridge how would traffic be rerouted to the other bridge? Something such as this might make having both 41 bridges a practical necessity.

Thank you

Date submitted:2-4-19

DEIS Feedback

Name

Donna Garcia

Address

16153 us highway 60 east, 25

Email Address

Holyghstpwr2006@aol.com

Comments and/or Questions

My concern is my husband and I both work across the bridge. That's more income out of our pockets that we cannot afford.

184-1
H12

I believe there should be a special yearly discount that people working should get and only have to pay one flat fee instead of paying each time they go across. Oklahoma has something similar for toll roads. It has worked well

djsettle34 <djsettle34@gmail.com>

2/4/2019 7:44 PM

Stop

To info@i69ohiorivercrossing.com

185-1
A4 → This project needs to be aborted altogether. The sooner the better. Stop wasting our money. Pull the plug on the preferred route chosen. I have 20 years in in the bridge construction and building trades, mark my words this bridge and highway project, if persued, will go way over schedule and way over budget. The financial gap is too large already, with no means for these funds, except to toll and tax the people who don't even use the new route. The idea is absurd and will send Henderson into a down spiraling By-Pass into poverty, especially low income commuters. This project will only benefit Politicians at the cost of our hard working community. The only Rational and Feasible idea is to Upgrade Hwy41 and the 2 existing North and South bridges.
Respectfully, Derek Settle 02-04-2019

185-2
A22 →

Sent from my Virgin Mobile Phone.

Date submitted: 2-4-19

DEIS Feedback

Name

Dean Spooner

Address

212 Barker Road

Phone Number

2708690128

Email Address

liberty4u@1791.com

Comments and/or Questions

Citizens in affected area should have the right for a vote, not just comments in such a significant matter. It is unethical to tax other bridges to support another bridge. Local citizens should be able to cross the Ohio River without a tax, fee or assessment. Citizens privacy per 4th Amendment without a warrant and with no general warrant for photographing must be protected. Government mandated tracking of vehicles is not right nor necessary for just paying a toll. The ability for citizens to pay the toll as per use using USA cash must be an option available - How can the government refuse its own cash on a per use basis? This whole project is VERY disappointing and disconcerting thus far.

186-1
H1

186-2
H24

186-3
H25

hester3229 <hester3229@sbcglobal.net>

2/4/2019 12:24 PM

I69 bridge crossing

To info@i69ohiorivercrossing.com

187-1
B7

187-2
A1

I am appalled at the prospect of demolishing one of our bridges. You don't live here. You have not seen the traffic backups at all hours of the day. The new bridge is needed but that will help with some heavy truck traffic and reduce lots of maintenance cost you talk about for the twin bridges. Toll the new bridge. The twin bridges were dedicated to our honorable Viet Nam Veterans. Please don't destroy them.
Thanks for your consideration

↑
187-3
H3

Sent from my Samsung Galaxy , an AT&T LTE smartphone

John Blair <blair.valleywatch@yahoo.com>

2/4/2019 9:26 AM

Comments on ORX

To info@i69ohiorivercrossing.com Copy blair John 1 <blair@valleywatch.net>

Please accept these as the comments of Valley Watch on the draft EIS for the Crossing proposed for I-69 between Evansville and Henderson.

188-1
Z3 → First, I was asked to serve on the project's Citizen Advisory Committee and appreciated the ability to do so. However, I found that experience to be of little or no use since it was clear from the first meeting that the Committee was not designed to be effective. Indeed, it served mostly to cover the requirements of law to have such an advisory group. The meetings held were almost exclusively designed for one way communication from the Project group to the members of the committee and not the other way around. I made several suggestions early on that a scoping hearing about what should be covered in the DEIS. The reaction from the Project Team was close to "rolled eyes." They went on to do what they had planned before they ever even came to Evansville and Henderson. My point is that the Committee served no useful purpose, except for getting information from the Project Team in advance of it being released to the public.

Second, Valley Watch would like to embrace the thoughts of another Committee member, Niles Rosenquist who said early on that since the bridge was designed to enhance traffic nationally that local residents should not be forced to pay much the Tolling that is being proposed. His claim that it was unfair for locals, who currently pay no tolls, should suddenly be required to pay tolls for an Interstate Highway designed ostensibly for traffic between Michigan and Mexico.

188-2
H3 → Therefore, we are strongly against any project that will increase a financial burden on people who currently use a toll free bridge for work related commutes. The little cohesiveness that currently exists between Henderson and Evansville and surrounding counties would surely be reduced or even eliminated should people be forced to pay tolls where they are currently free.

Tolling should be designed only for true Interstate traffic and not be placed as a new burden on residents who live nearby on either side of the River.

Thanks for the opportunity to comment on this important project.

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

John Blair

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

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



Date submitted: 2-4-19

DEIS Feedback

Name

Jill Marshall

Address

9203 Jillian Court, Evansville, IN. 47712

Phone Number

8124800781

Email Address

ryebread915@gmail.com

Comments and/or Questions

189-1
S1

I'm confused. I thought there were discussions regarding keeping one of the 41 bridges open for bicycle and walking traffic. Having a walking alternative, like the Brooklyn Bridge, would be a nice option. Think of 9/11 and the number of people who were able to get away on foot due to the availability of that option with the Brooklyn Bridge.

Janet Vukovich <jvuk@twc.com>

2/4/2019 12:52 PM

I69 Henderson, Kentucky

To info@i69ohiorivercrossing.com

As a citizen of Henderson, Kentucky I have strong opposition to two arrears of your proposal.

You must take into consideration having only one bridge open for traffic both North and South.

Safety MUST be taken seriously. Just this past month it was a matter of life or death

A patient from Methodist Hospital in Henderson, Kentucky to Gateway in Evansville, Indiana.

Granted you will say they could have taken the I69. Well, in the time it would take to reach I69

to Gateway the patient could have died!!! Also, an accident on the ONE bridge could have the same

190-1 B1 → outcome!! **BOTH BRIDGES ARE A MUST!!!!**

190-1 B1 → **NO TOLLS on the bridges between Henderson and Evansville!** I can speak from personal experience the hardship it will cost cancer patients getting to their doctors for appointments and treatments. It has been stated a reduction fee MAY be given. We have residents who are barely able to survive as it is now!!

Any amount will be more than they can handle.

Also those that cross the bridge to and from work -----NO TOLL!

Thank you for considering my request.

Janet Vukovich
1755 North Green Street
Henderson, KY 42420
jvuk@twc.com

Kenneth Black <kbb2059@gmail.com>

2/4/2019 5:43 PM

Bridge Commentary

To info@i69ohiorivercrossing.com

My thought is simple.

191-1
S1



Keep both of the old bridges. But have 1 bridge ONLY for bicycle and pedestrian bridge. Most all "commerce" traffic will use the new I69 bridge and that bridge should be tolled the highest by far. Much lower toll on the remaining "vehicle" bridge. No toll on the pedestrian bridge.

191-2
H9



The pedestrian bridge across the Ohio River at Louisville is a wonderful benefit for people of New Albany, Jeffersonville and Louisville. Evansville and Henderson residents so enjoy a similar community benefit.

Thanks...and good luck!

Ken Black
7133 Stonebridge Rd., Newburgh, IN. 47630
kbb2059@gmail.com

--

Ken Black
708-906-3930

Date submitted: 2-4-19

DEIS Feedback : Entry # 330

Name

Pete Jones

Address

6115 HWY 351 E. Henderson, Ky 42420

Phone Number

2708269978

Email Address

petejones1@att.net

Comments and/or Questions

192-1
B7

It would be a great disgrace and a mistake to close either one of the bridges over the Ohio river.

192-2
H26

As to the new bridge being toll, how come the bridges at Paducah on I24 were not toll.

And at Smithland, Ky were not toll. That is 4 or 5 new bridges were not toll.

As for I69 south of Henderson it is in DEPLURALABLE CONDITION Some parts are so bad it is best to run at 45mph.

At the interchange south of Madisonville, KY to the parkway or to I69 the pavement is very mismatched it feels like you ready to fly off the pavement.

Robert Sollman <bobsollman@gmail.com>

2/4/2019 9:50 AM

DEIS Public Comment

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

193-1
A3 → I believe Central Alternative 1B is the route the new road/bridge should take. The old US41 bridge should not be tolled.

Robert Sollman
1813 Stinson Ave
Evansville, IN

Tim Squier <tim.d.squier@gmail.com>

2/4/2019 7:54 PM

Revise plan!

To info@i69ohiorivercrossing.com

Dear Sirs,

194-1
H1

→ My wife is a nurse working in Evansville and living in KY. We very much oppose any tolling!

194-2
A24

→ I have also seen the proposals and I have to wonder in amazement why an elevated I69 section has not been evaluated. The current twin bridges could be upgraded and only a modified approach to the twin bridges and a short section of elevated section over the existing US 41 through the Henderson strip would be required. The elevated section to begin south of twin bridges and end at intersection with the Pennyrile Parkway. Limited access off ramps and on ramps in Henderson would also keep business in Henderson humming. I have seen this in many towns. The attached photo is of Austin, TX. The prefab sections are quickly assembled and I believe would save millions over the current proposed failures and land grabs! Please see attached photo.

Thank you
Tim Squier



From: Jim Schroeder [jimmyschweb@gmail.com]
Sent: Thursday, January 24, 2019 10:23 PM
To: Kerry Irons <irons54vortex@gmail.com>; Burgoa, Brandon S <BrBurgoa@indot.IN.gov>; Mitchell, Jay <JAYMITCHELL@indot.IN.gov>
Subject: Evansville, US-41, future USBR 37

195-1
S8

So, I went down to Evansville, IN / Henderson, KY about that US-41 bridge crossing. It's not feasible for a bike/ped crossing at all. The major drawback is that there is no connectivity of bike facilities on both sides of the river. Both sides of the bridge crossing is swamp and wetlands for about a mile on each side. Downtown Evansville is actually farther downstream (west) of the US-41 bridge crossing and city of Henderson, KY is actually 2 to 3 miles south of the crossing.

Interesting fact that I always forget about. Due to river course changes, the "land" north of the bridge is actually in Kentucky.

My vote is for USBR 37 to extend west from Evansville to Mt Vernon westward across into Illinois, then south to Cave-In-Rock, IL. Cave-In-Rock, IL is a ferry that is part of USBR-76 more commonly known as the BikeCentennial Route. I rode a tandem rally in this southwest "big toe" of Indiana. New Harmony, IN is a really cool destination. This will be a good excuse to visit southern Illinois sometime this summer.

Jim

—
Jim Schroeder
Indiana Jim's Bicycling Adventures
www.indianajim.biz

Date submitted: 2-3-19

DEIS Feedback

Name

Leslie Newman

Address

412 N Main Henderson KY

Phone Number

2707241858

Email Address

Leslie.newman@me.com

Comments and/or Questions

196-1
B2

I am writing in support of maintaining the two existing bridges over the Ohio, even if it means making them toll bridges.

For the population of Henderson and surrounding counties, these bridges are vital for safety, transportation, economic development, and commerce. They will become even more vital with the growth I69 will bring. Having survived the construction projects where one bridge was closed for construction, it is unfathomable to imagine one two lane bridge being a permanent solution. I have read the articles about the funding gap and think the resolution must go back to the drawing board to figure out how to keep both bridges open as well as construct the interstate. Perhaps the preferred route should be reconsidered in light of the public outcry to maintain the existing bridges. I don't think it's helpful to make this a political commentary but as I read of the cost of building a wall at our border, I can't help but think how those dollars invested in this project would make a huge difference. City commissioner Brad Staton stated the case for both bridges well, from my perspective and I will not repeat it here. Thank you for your consideration.

Date submitted: 2-4-19

DEIS Feedback**Name**

Vickie Kane

Address

7511 Taylor Circle

Phone Number

8124730821

Email Address

JOHNKN@aol.com

Comments and/or Questions197-1
B1

I would like to add my thoughts to the I-69 Ohio River Crossing Project. First of all, I want to say thank you for all the hard work everyone has put in on this project. I imagine it has been quite cumbersome and frustrating. Now for my input: **Keep**

197-2
F4

BOTH current bridges and toll the new I-69 bridge. After the mess last week with both bridges being closed in the bad weather, can you fathom what it would have been like with only one? Adding a tax onto gasoline for a period of time might offset the cost - maybe? We already are paying taxes when we buy gas -- what would another .005 matter?

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

2/4/2019 10:03 AM

Comments on I69 Bridge

To info@i69ohiorivercrossing.com

198-1
B8

My first comment would be if you are only going to save 1 of the old bridges it only seems to me the smart thing to do would be to save the south bound bridge. It is 30 years younger than the north bound. If saving only one bridge is the only way to do the project then okay. But I, like a large number of people say put a weight limit on those two bridges so the trucks have to use the new bridge. Truck traffic is what makes a tremendous effect on a bridge. If a toll on the old ones is a necessity then make it \$1. Most people would not complain too much about that.

198-2
B6

198-3
H27

198-4
A21

What is the style of bridge that is being considered for the I69 Bridge? It should be a cable stay like the Rockport 231 bridge. From what I have read that style can be built quicker and at a much lower cost than the steel over head bridges like we currently have. I think they are called cantilever.

What ever is decided let's get rolling at a fast clip. I am 76 years old and want to live long enough to drive over the new bridge. I have attended one the meetings in the past. Thank you and God Speed.

Waltet Gleim
10720 Havenwood Meadows Dr
Evansville, IN 47725
812-453-9386
walter.gleim@gmail.com

Sent from my iPhone

PWeiss@twc.com <pweiss@twc.com>

2/4/2019 9:24 AM

Henderson resident feedback

To info@i69ohiorivercrossing.com

199-1
H4

Tolling the existing bridge is inconvenient and rob the local residents of access to Evansville. Those of us who work, worship, and travel frequently to Indiana will be harmed by your "progress". Businesses on 41 will suffer.

I'm sure your preference is to toll every available roadway but it isn't ours!

Date submitted: 2-5-19

DEIS Feedback : Entry # 332

Name

Amanda Covington

Address

7778 Sandalwood Drive, Newburgh, IN 47630

Phone Number

2704217805

Email Address

amanda.anthonycovington@gmail.com

Comments and/or Questions

200-1
H4

I do not appreciate the fact that this bridge may be tolled. I am from Henderson, and have just lost my grandpa and have to cross those bridges several times a week to help my grandma. If you roll the bridge, I won't be able to help her even half as much. I don't know what the solution should be, but whatever it is, it should NOT include a toll. Especially since that's our only way to cross the river in this part of the state.

Thank you.

Date received: 2-5-19

DEIS Feedback

Name

Barbara B Smith

Address

2 Colonial Court, Henderson, KY 42420

Phone Number

8124313506

Email Address

barbartonsmith@yahoo.com

Comments and/or Questions

To Whom It May Concern:

201-1
H4

As a long term resident of Evansville who is now semi-retired and owns a home in Henderson, KY I feel paying a toll every time I crossed the Ohio River would be a hardship.

The Evansville and Henderson communities are closely connected through daily travel to and from for work; family, friends, medical and dental consultants; rehabilitation consultants; emergency, urgent, non urgent and scheduled medical events; financial advisors; banking; insurance agents; accountants; contractors and maintenance personnel; auto repair and maintenance; shopping and dining; air travel from EVV; etc.

Rarely does a day go by without at least one trip across the Ohio River.
The tolls would quickly add up.

I feel there are many in the Evansville - Henderson area who would be more gravely affected than I due to their socioeconomic situation and due to this same socioeconomic situation may not be aware/able to voice their opinion.

Please do not overlook the people who will be hurt the most.

Thank you,

Barbara B. Smith

Brenda <brenda.stone@twc.com>

2/5/2019 1:50 PM

I-69

To info@i69ohiorivercrossing.com

My name is Brenda Stone. I own True Vine Plantation Inn in Henderson, Kentucky. I am the first business as you cross the southbound bridge on the right. I need both bridges to remain open and toll free for my business to remain viable. My concerns is If the southbound bridge is closed and only one the northbound bridge left open for two way traffic the opening into my business will be closed off due to safety concerns of stopped traffic coming right off the bridge. This basically blocks my business off from both north and south bound traffic turning into my business. I need to know if this happens is the state going to pay to relocate my business? I get a lot of local business from Evansville and if the bridges are tolled this will also hurt my business. Closing and tolling either of the bridges will substantially harm all business along the 41 strip and the entire business districts of Henderson. This is also my residence. Please keep both bridges open and toll free.

202-1
K1

202-2
B1

Brenda Stone 3211 US Highway 41 North, Henderson, Kentucky, 42420
270 837-9144

Sent from my iPhone

Date submitted: 2-5-19

DEIS Feedback

Name

Charles Vernon Waller

Address

PO BOX 1336

Email Address

cvwaller@yahoo.com

Comments and/or Questions

203-1
B1



I support keeping both of the existing bridges open and non-toll for local traffic.



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: David + Susan Latham
 Full Address: 924 N. Main St., Henderson, Ky 42420
 Phone Number: 270 826 1191
 Email: dlatham924@gmail.com

Sign me up for Project communications

204-1 A2 → Comments: First, I am so pleased and relieved the Central Alternative was selected over the two West Alternatives, which I believe and had expressed would have changed the community for the worse.

204-2 B6 → Second, I am in favor of retaining both old bridges and reducing the long-term maintenance costs by greatly minimizing or eliminating semi-truck traffic thru tolls, only on these vehicles, or by law.

Third, recoup the money paid to the painting company who "repainted" the two bridges just a few years ago - only to have rust appear shortly after.

204-2 B6 → Fourth, do not toll the two old bridges.

The concern expressed about the need for redundancy of bridges for disaster or accident reasons is noteworthy. That has always been a concern of mine in having worked with Emergency Response efforts. How would a major earthquake cripple these ends of KY and Indiana?

www.I69OhioRiverCrossing.com • (888) 515-9756 • info@I69OhioRiverCrossing.com
 320 Eagle Crest Dr., Ste. C, Evansville, IN 47715 • 1970 Barrett Ct., Ste. 100, Henderson, KY 42420

THANK you for the opportunity to express my views.

Daniel Potts <daniel.potts@echohousing.org>

2/5/2019 11:40 AM

New Bridge

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

To Whom It Concerns:

When I first heard about a new bridge over into Indiana from Kentucky, I was extremely happy and hopeful. Finally, there would be less traffic on my commute. I live in Henderson but work in Evansville. I am a social worker and have made a respectable name for myself here in Evansville. I have worked very hard to do this and am quite proud of what I've done and what I've accomplished for the past 20 years. In those 20 years, I've dealt with so much traffic and frustraons tha t come with it. I've been stuck in traffic for hours on either side of the bridge for several reasons: bad weather, accidents (and the 'rubbernecking' that follows), construcon. I'm so r ed of this. Once I heard that there maybe a new bridge to relieve some of the numbers traveling on the twin bridges, there was some hope. However, I'm not excited about what I am hearing now.

1. Tolling: Let me begin with this first of all, I do not mind being tolled. If this new bridge is to be built, it takes money and I do not mind paying my fair share since I'd use the bridge often if only to relieve traffic on 41. However, please realize that I not only work in Evansville, my doctor is in Evansville, my wife's doctor is in Evansville, my daughter's doctors are in Evansville. I do an exceponal amount t of traveling to and from Evansville. There are days where I travel across the bridge up to 6 mes a da y! I can only imagine how much that would be in tolling. As stated before, I am a social worker, we do not make a huge about of money. If I'm going to end of spending a huge amount of money in tolls, my whole budgeng will ha ve to change. My life, my family's life will need to change. Coming to Evansville will become a whole new expense.

205-1
B13

What I'd like to see is simple, put a small toll on the local traffic across 41 but a larger tax on the new bridge to help pay. This new bridge and the traffic from outside our community will be more than adequate towards helping pay for the new bridge. So many of Henderson's community and Evansville's community have to cross those bridges, don't make it even harder financially when already everything is financially more difficult.

205-1
B13

2. Losing the Twin: Why are we even considering knocking down one of the exisng 41 twin bridg es? We have invested so much me and mone y into both the twin bridges and to just knock it down? Seems like a total waste of all the me and mone y spent on it. But also, with that second bridge, traffic will move quicker especially when there is some traffic issue; ex. accidents. So the southbound lane has a wreck on it, take the new bridge home. The new bridge has a wreck on the northbound bridge, take the northbound twin bridge. The frustraons of being s tuck in traffic for hours and miles away from home has affected each and everyone of us who travel the twin bridges. It's a frustraon tha t I have hoped that the new bridge would help relieve. But losing one twin bridge only makes those frustraons some what different. Instead of having to painstakingly wait to cross the bridge for whatever reason, I have have to go further out to wait to get onto the new highway and then the new bridge because it's further out and there's going to be a large amount of traffic on it.

I hope that my concerns will be listened to and considered when choosing what is best to do for the tri-state area instead of progress for progress' sake. I know that there are many people in both communiies who f eel the same as I and I hope that they are making their voices heard as well. Please do not make the hard working people of the tri-state community pay for some progress when it's hard enough to make it day by day for most people.

Sincerely,
Daniel Pos

Daniel S. Potts
Veteran Case Manager
ECHO Housing Corporation
Lucas Place II
120 West Michigan Street
Suite 103
Evansville, In 47710
Office: 812-303-0705
Cell: 812-457-9424
Fax: 812-423-8108

Please make note of our changed email addresses.

Michael Shockley <stormfreak44@yahoo.com>

2/5/2019 12:24 PM

Public Comment Submission

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

206-1
B6 → Please listen to the city leaders from both Evansville and Henderson, and find a way to keep both existing twin bridges open and toll-free when the new tolled I-69 bridge is built. Given the amount of local commuter traffic that uses the twin bridges on a daily basis, closing one of them (and/or adding tolls to either/both) would seriously hamper the local economies and negatively impact residents on both sides of the river. Closing one of the twins would also create a terrible bottleneck in both states, as all of the traffic on US 41 would have to merge down from 4 lanes to 2 just to cross the river. And as others have suggested, all through truck traffic should be required to use the I-69 bridge, which would generate more toll payments and greatly decrease wear and tear on the twin bridges. We all understand that this is an incredibly expensive undertaking no matter how you slice it, but the whole point of the new I-69 bridge is to improve the flow of local and commercial traffic and ease congestion - not make it worse, and that's exactly what would happen if you close one of the twins and toll the remaining one.

206-1
B6 → Please listen to the city leaders from both Evansville and Henderson, and find a way to keep both existing twin bridges open and toll-free when the new tolled I-69 bridge is built. Given the amount of local commuter traffic that uses the twin bridges on a daily basis, closing one of them (and/or adding tolls to either/both) would seriously hamper the local economies and negatively impact residents on both sides of the river. Closing one of the twins would also create a terrible bottleneck in both states, as all of the traffic on US 41 would have to merge down from 4 lanes to 2 just to cross the river. And as others have suggested, all through truck traffic should be required to use the I-69 bridge, which would generate more toll payments and greatly decrease wear and tear on the twin bridges. We all understand that this is an incredibly expensive undertaking no matter how you slice it, but the whole point of the new I-69 bridge is to improve the flow of local and commercial traffic and ease congestion - not make it worse, and that's exactly what would happen if you close one of the twins and toll the remaining one.

Michael Shockley
Evansville, IN

Roger Yourgans <yourgansr@gmail.com>

2/5/2019 6:09 PM

Comments

To info@i69ohiorivercrossing.com

The Evansville/Henderson Bridge was built or dedicated the year I was born. My mother always told me to remember that I am as old as the bridge. I would not like for the original bridge to be demolished.

Before my son passed away last year, I made many trips to the Brown Cancer Center, I experienced the traffic and saw their bridge situation. They have now built a new bridge to alleviate the traffic problem.

The Evansville/Henderson area is also growing and will need more bridges, not less. My opinion is that you do not remove any existing bridges.

Thank you.

Roger F. Yourgans
7342 Kylee Jo Lane
Evansville, IN 47725

207-1
B7





MATTHEW G. BEVIN
GOVERNOR

CHARLES G. SNAVELY
SECRETARY

ENERGY AND ENVIRONMENT CABINET
DEPARTMENT FOR ENVIRONMENTAL PROTECTION

ANTHONY R. HATTON
COMMISSIONER

300 SOWLER BOULEVARD
FRANKFORT, KENTUCKY 40601

February 5, 2019

Mr. Daniel Miller
Parsons
101 West Ohio St; Suite 2121
Indianapolis, IN 46204

RE: I-69 Ohio River Crossing (ORX)
Draft Environmental Impact Statement –
December 2018
Henderson County, Kentucky

Mr. Miller:

As requested, the Kentucky Division of Water (DOW) has received your request for comment on the I-69 ORX Draft Environmental Impact Statement dated December 2018. Please consider the following:

208-1
E11

• Perennial and intermittent streams (drainage area greater than one square mile) were evaluated using the Ohio EPA Qualitative Habitat Evaluation Index (QHEI). Streams located in Kentucky should be evaluated in the field using the U.S. EPA's Rapid Bioassessment Protocol (RBP) for Use in Streams and Wadeable Rivers low gradient field methodology.

208-2
E12

• Permanent impacts to streams and/or wetlands should be separated by the state the impact is proposed to occur in. A table of stream and/or wetland impacts that will occur in Kentucky should be provided in the Final Environmental Impact Statement (FEIS) and include the stream identifying number, latitude/longitude, flow type, impact type, linear feet/acres of impacts, drainage area, RBP score, and Adjusted Mitigation Units (AMUs) required for compensatory mitigation.

208-3
E13

• A table of temporary stream and/or wetlands impacts that will occur in Kentucky should be provided in the FEIS and include the stream identifying number, latitude/longitude, flow type, impact type, and linear feet/acres of impacts. Temporary impacts shall be restored and may require monitoring.

208-4
E14

• Spoil and borrow areas required for the project should be identified before publishing the FEIS. These areas should be delineated and included on impact maps and impact tables, and included in the calculation requirements for proposed compensatory mitigation.

208-5
E15

• Please submit mussel survey reports to Samantha.Vogeler@ky.gov.

208-6
E16

• Central Alternative 1A and 1B both include the removal of the southbound US 41 bridge. Impacts to water resources associated with the removal of the southbound US 41 bridge should be described and included in the FEIS.





MATTHEW G. BEVIN
GOVERNOR

CHARLES G. SNAVELY
SECRETARY

**ENERGY AND ENVIRONMENT CABINET
DEPARTMENT FOR ENVIRONMENTAL PROTECTION**

ANTHONY R. HATTON
COMMISSIONER

300 SOWER BOULEVARD
FRANKFORT, KENTUCKY 40601

Thank you for providing the opportunity to comment. Please contact me at (502) 782-6995 or Samantha.Vogeler@ky.gov if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads "Samantha Vogeler".

Samantha Vogeler,
Environmental Biologist Consultant
Water Quality Certification Section
Kentucky Division of Water

cc: Juliet Port, Parsons (via email: juliet.port@parsons.com)
Daniel Prevost, Parson (via email: Daniel.prevost@parsons.com)
Norma Condra, USACE: Louisville District (via email: Norma.C.Condra@usace.army.mil)

WILLIS B. REBURN ICC(SS/SW) USN RETIRED
 6346 SR 947 #
 MORGANFIELD, KY 42437
 270-997-1641

4 Feb 2019

To the River Crossing Panel,

Here my proposal to you:

1. Build ramps close to the current 41 exit ramps. West bound would cross both lanes of current I 69. This would become on ramps.

2. Bring the I 69 along 41 and transition into a double decker road before Ellis park.

209-1 →
A20
3. Build a double decker bridge north of the current north bound bridge. Then on the Kentucky side go into an elevated road single or double decker over the 41 strip. Continue over the 60/41 ramps.

4. Bring the elevated road down as soon as possible past 60.

209-2 →
B22
5. If a bridge has to be closed the the north bound is the best choice. (Too many wrecks in the curve at Ellis.

209-3 →
H28
6. TOLLS: If the Twin bridges are tolled then Owensboro bridges should be tolled also.

This proposal destroys less farm land than anything currently publicly proposed. Everything in my proposal is already in use in many large cities.

Sincerely,

Willis B. Reburn

Date submitted:2-6-19

DEIS Feedback

Name

Donald McConnell

Address

10114 US Hwy. 60 W.

Phone Number

270-748-1342

Email Address

dmccconnell2363@gmail.com

Comments and/or Questions

210-1
B1

I have lived in the Henderson/Hendeson County area for the last 23 years. It is my opinion that it would be a very big mistake to close one of the existing bridges and to put a toll on these bridges. Doing either would have a drastic economic impact on both Evansville and Henderson. There are too many people depending on free bridge crossing for their livelihood and health.

Kent Burress <kburress@kburress.onmicrosoft.com>

2/6/2019 12:32 PM

Twin Bridges

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

To Whom It may Concern,

211-1
B7 => It is my belief that the twin bridges, both of them, should stay in use. I think that having two way traffic on one of the current bridges is a bad idea. They are too narrow to be comfortable. I have heard that one bridge is too old and should be torn down, but there are a lot of older bridges still in use. Why should this one be any different? If for some reason the I-69 bridge is closed (accidents, inspections, and so on) we could use the old bridges to divert traffic to so that there is not such a slow down. Keeping both Bridges would help ensure traffic flow.

Henderson is part of the Evansville Metropolitan Area and solving the problems of the one bridge bottleneck between Evansville and Henderson is in the best interest of both cities. I get a lot of patients from Henderson and the surrounding counties that I count on. Just as businesses in Henderson should be able to count on Evansville residents coming to purchase goods and services from them. We need all the options to be available to drivers crossing the river.

Sincerely,

Dr. Kent Burress, D.P.M.

revgph@aol.com

2/6/2019 1:10 PM

Fwd: Bridge comments

To info@i69ohiorivercrossing.com

-----Original Message-----

From: revgph <revgph@aol.com>

To: info <info@i69ohiorivercrossing.com>

Sent: Wed, Feb 6, 2019 12:08 pm

Subject: Bridge comments

212-1
B7

I know it will cost more money to build the new I-69 bridge and keep both of the Twin Bridges open, but this is what needs to be done.

Our Tri-State area is large and we need the flow of the Twin Bridges for the sake of our economy and for the convenience of all of us on both sides of the river.

Our area has been short-changed repeatedly in the past. PLEASE RECONSIDER OUR REAL NEEDS AND INCLUDE THE TWIN BRIDGES.

Rev. Philip Hoy
217 Cherry Street
Evansville, IN 47713
(former Vanderburgh County Council Member and former Indiana House of Representative H77.)



OHIO RIVER CROSSING

DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: MARK S. LYNN

Full Address: 1150 ARGYLE WAY Henderson KY

Phone Number: 220 860 9325

Email: _____

 Sign me up for Project communications

Comments:

213-1
B1

Keep Bridges open BOTH NO TOLL ON BRIDGES
WILL NOT HENDERSON & EVANSVILLE.



318 Main Street, Suite 401
Evansville, IN 47708

136 Second Street, Suite 500
Henderson, KY 42420

February 4, 2019

Board of Directors

Bob Koch, Chairman
Koch Enterprises

Dr. John Logan, Vice Chairman
Family Practice Physician

Mike Schopmeyer, Secretary
Kalin, Dees, Donovan and Kalin

Brad Schneider, Treasurer
Judge Executive, Henderson County

Steve Austin
Mayor, City of Henderson

Tara Barney
Southwest Indiana Chamber

Evan Beck,
Woodward Realty

214-1
B6

Bill Corum
Madisonville Representative

Barry Cox
Warehouse Services

Brad Ellsworth
Vectren South

Ron Faupel
Henderson Chevrolet
Buick, GMC

214-2
G2

Pete Paradossi
Evansville Regional
Business Committee

Joel Hopper
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Chris Melton
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Jeff Mulzer
Mulzer Crushed Stone

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Kynlle

Chris Traylor
Traylor Brothers

Lloyd Winnecke
Mayor, City of Evansville

I-69 Ohio River Crossing
Indiana Project Office
320 Eagle Crest Drive, Suite C
Evansville, IN 47715

To Whom It May Concern,

We complement the work of the Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC) and the I-69 Ohio River Crossing Team for their diligent work on the Draft Environmental Impact Study (DEIS).

BridgeLink strongly supports your recommendation for the new I-69 Bridge to use Central Corridor 1. Also, after much study and deliberation BridgeLink recommends keeping both existing Twin Bridges (US 41) and keeping them toll free. We support placing a weight limit on the Twin Bridges which will reduce the future maintenance cost and direct all medium and heavy trucks to the new I-69 Bridge which will be tolled.

The Draft EIS states the total project will cost \$1.5 Billion over 35 years plus interest. BridgeLink estimates the project will cost less and we look forward to working closely with INDOT and KYTC over the coming months to explore options. Also using the realistic projected traffic counts and the same tolls as the new Louisville bridges, and with all medium and heavy truck using the new I-69 bridge, toll revenue will exceed \$2.1 Billion over 35 years. Plus, if no new bridge is built, the ongoing costs for the twin bridges will be \$300 million over 35 years. Additionally, we are hopeful that the Federal Highway Administration will provide an INFRA grant of at least \$250 million.

In summary, the new I-69 Bridge project cost is \$1.5 Billion plus interest. The money to pay for this comes from tolls in excess of \$2.1 Billion, plus \$300 million that would be spent doing nothing new, plus at least \$200 million from an INFRA grant. So with a refined project cost plus interest, the project will have over \$2.6 Billion in revenue which will more than pay for the new I-69 bridge and allow for keeping both existing twin bridges open and free.

Sincerely,

Bob Koch, Chairman

Mission Statement

To advocate for the construction of a new Interstate 69 Ohio River Bridge by no later than 2020 and the preservation of an un-tolled route across the river for local roads. Appendix C-10, page 297



February 5, 2019

I-69 Ohio River Crossing
 Indiana Project Office
 320 Eagle Crest Drive, Suite C
 Evansville, IN 47715

To Whom It May Concern:

The Southwest Indiana Chamber serves the Evansville, Indiana MSA and the associated labor shed which is home to a population of approximately 900,000. As the unified voice of the business community we champion infrastructure investments which position this region for long-term economic stability. The Crossroads of America, Indiana and Southwest Indiana in particular, is key to the Nation's freight network. Specifically, with the timely construction of the Ohio River Crossing (I-69) the Interstate 69 North-South corridor will open the logistics potential of this region and regions stretching from the United States' northern border to the Gulf of Mexico. The Evansville Region is positioned to reap extraordinary benefit and expanding regional prosperity when the new bridge mitigates the extreme congestion which currently exists along this portion of the I-69/U.S. 41 corridor.

Southwest Indiana and Western Kentucky have been throttled by the single Ohio River bridge crossing for decades. In fact, this region is the largest in the country with only one bridge option within the MSA. For these reasons, the Board of Directors of the Southwest Indiana Chamber and the 55,000 employees of our members have made the completion of the I-69 Ohio River Bridge our top priority for many years. We appreciate the recommendations of the DEIS and fully support the choice of the Central Corridor Route. Further we recognize the necessity of user fees (tolls) to support the expense of building the new I-69 Bridge Span and the associated project. We also represent the collective will of this community in voicing our strong support for maintaining the existing toll-free two-bridge U.S. 41 highway corridor for redundancy and for local circulation purposes. Our tri-state regional economy depends on the daily circulation of workers, local goods and services to function at the optimum level. To take this option out of the future logistics plan for our region would have measurable negative impact. Therefore, the SWIN Chamber stands ready to work with the project design team to close the financing gap that is currently projected by the DEIS. We look forward to working with the Indiana and Kentucky Departments of Transportation to offer input on measures to maximize the I-69 tolling proceeds and otherwise ensuring the timely start of construction for the new Interstate 69 Ohio River Bridge.

215-1
A2

215-2
H3

215-3
B1

I-69 Ohio River Crossing
Page 2
February 5, 2019

We are appreciative of the leadership Indiana and Kentucky's Governors and Transportation Departments have taken to position this project for early construction. As members of BridgeLink, the bi-state public-private partnership committed to the speedy construction of the Interstate 69 Ohio River Bridge, the Chamber looks forward to working with our state and federal partners to finalize the Environmental Impact Statement and to beginning construction.

Sincerely,

A handwritten signature in cursive script, appearing to read "Christine H. Keck".

Christine H. Keck
Chairman of the Board

1-28-19

Received via mail to
Evansville Project office
2-7-19

Hello,

My name is Max Goffinet, and I'm a lifelong resident of Newburgh, IN. I'm 67 and retired from ALCOA after 32 years of service. I worked with many co-workers who traveled across the twin bridges as the only form of transportation to and from work.

My observation of Evansville over the years is to some extent is to destruct, rather than maintain existing venues, for example Roberts Stadium, and Mesker Ampitheatre. As for Roberts Stadium, it could have been used for renovation of a large, state-of-the art natatorium instead of allocating a large amount of funds for a new facility.

216-1
B1

It is vital for both Indiana and Kentucky to have both bridges in operation, toll-free! In the event of a wreck, maintenance, etc. which regularly occurs, traffic can and does back up for long distances, sometimes for miles. If there is only one twin bridge on a good day, folks would have a much longer commutes to go to work and return in peak times.

As a retiree, I can pick the times of less traffic to travel the bridges at my convenience, not so for people trying to get to work on time. In the event of an emergency, health-related or man-made, it could be the difference between life and death. In the event of a reason or need to close the new 69 bridge, the public locally and interstate traffic would have to detour to Owensboro to cross. With both twin bridges in service, traffic would be slow, but continue.

It is imperative for the twin bridges to remain toll-free. It poses a financial hardship on all but the most highly paid workers. There are many working people who are living paycheck to paycheck and struggling to pay their bills, and having to pay tolls to keep the twin bridges isn't fair for the folks to have to pay for the cost of the new 69 bridge.

My wife and I have friends who live across those money-saving bridges, as they are called by a lot of folks on both sides of the river. We also like to cross for the great restaurants and music events that Henderson hosts.

Being on a fixed income, if we had to pay tolls, we and many other people we know would have to reconsider travelling to Kentucky because of the extra expense.

Now to the big question: how to pay for the cost of the maintenance of both twin bridges and construction of the new 69 bridge. The people are being taxed to death! Most of our professional politicians are good at finding new things to spend our tax dollars on, but can't-or won't, think outside the box! If we are going to raise revenues, which for this is necessary, let's tax the same things which all of us make a choice on. Raise taxes on gambling, alcohol, cigarettes, and legalize medicinal and/or recreational marijuana.

216-2
F12

The public can choose to do any of these user vices, if they would choose to, but working people have little or no choice to travel the bridge for work or business.

In conclusion, I hope there will be an earnest, sincere effort by our elected officials on the panel of folks who have the authority to do the right thing and NOT add more taxes on the people who depend on both bridges toll-free. Let's get our politicians educated on the state of affairs for us, the local people of our communities! Let's start a new way of proceeding into the twenty-first century, rather than doing it in the same way as the twentieth.

Respectfully from a concerned citizen,

Max Goffinet
Max Goffinet

812 573-1944

1-28-2019



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: THE MINGOUS FAMILY

Full Address: 14 WILLOW DRIVE HENDERSON, KY 42420

Phone Number: 270-827-9584

Email: N/A

Sign me up for Project communications

Comments: First, our Family & many others would like to thank the Project Team for their selection of the Central Alternative as the preferred I-69 route. The costs to the 2 West Alternatives would have been incalculable in terms of Community disruption & displacement.

After months of talking with fellow citizens, community leaders, business owners, neighbors, co-workers & relatives in the Henderson/Evanville area our Family strongly believes it serves the best interests of the Community to retain both bridges for local traffic & to keep both untolled.

As we understand, the 2 existing bridges & their maintenance & upkeep costs are supported by both KY & IN taxpayers within their respective state budgets. These KY DOT & IN DOT costs are line item costs that are relatively stable & generally predictable. Federal funding will necessarily be needed for I-69 as it is a Federal project, but to overly burden this small community with the loss of current local-access daily travel options is a high cost to pay. Thus, we feel leaving the 2 existing bridges intact & tolling only the new I-69 is the best solution for the project &

www.I69OhioRiverCrossing.com • (888) 515-9756 • info@I69OhioRiverCrossing.com
320 Eagle Crest Dr., Ste. C, Evansville, IN 47715 • 1970 Barrett Ct., Ste. 100, Henderson, KY 42420

for the Community.

To who it may concern:

218-1
B1 →

As you near the end of decision making about the bridges, please do not tear down one of our bridges. You will hurt our community economically and the twin bridges should be toll free. The burden on Ky + Ind local citizens to pay tolls is not fair. A lot of us still remember only having a single bridge, the traffic was horrible + the race traffic season was a nightmare.

You said you checked both the bridges being sound structures, We, the people, can not understand to tear down the south lane bridge. The cost for that is OK with you.

In the past years, barges have hit the twin bridges and they have survived but one day they may not. I don't remember if the new bridge will have pillars in the river for a barge accident. So we could use our current twin bridges for traffic flow if needed. And don't forget we are on the earth quake fault line.

We have high speed chases across the bridges. I'm sure the state police can give you statistics. If this would happen with only one bridge in use, how many people could die in a car crash.

Think of how many miles there would be uncovered by a free crossing of the river. This part of our area would be unjustly served by our government.

Please leave both our bridges open and free to many citizens in both states that travel back + forth every day.

We pay our taxes + deserve just treatment. Louisville has two free bridges for their citizens please be just + fair for our citizens. Don't put this hardship on our local citizens.

Many of our citizens have doctor's etc in Evansville. We shop for groceries every week that we do not have access to here locally. We've had a oneness in our area for all these years.

218-2
110 → Has your team done a time study from the Hospital in Henderson to both the hospital's in Evansville for a critical patient (Such as a heart attack?) If you keep both twin bridges, the traffic can move over for an ambulance. (Seconds + minutes count.)

I know much of the motivation for one bridge is economy. Such a short term savings might will be a long term loss for both Evansville + Henderson.

Respectfully,

Velma Pullam

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street, Room 2.102D
St. Louis, MO 63103-2832
Staff Symbol: dwb
Phone: (314)269-2382
Fax: (314)269-2737
Email: david.a.orzechowski@uscg.mil

16591.1/785.2 OHR
December 20, 2018

Ms. Michelle Allen
Federal Highway Administration
Indiana Division
575 North Pennsylvania St., Room 254
Indianapolis, IN 46204

Subj: PROPOSED I-69 BRIDGE, MILE 785.2, OHIO RIVER

Dear Ms. Allen:

We have reviewed the Draft Environmental Impact Statement (DEIS) dated December 7, 2018 for the above referenced project. The DEIS addresses the impacts the project will have on the natural surroundings and land usage for transportation, but the document does not include a discussion of impacts to navigation and the river itself. The following comment must be addressed in the final EIS in order that this document will be acceptable to the Coast Guard.

- 219-1 →
W1
- a. A full navigational section of how bridge construction will impact the waterway users and Ohio River commerce. A description of Ohio River commerce in terms of numbers, sizes and types of vessels used to move the various commodities and the marine facilities which depend on the efficient movement of goods on the waterway. Also, an analysis of the current vessel traffic and a forecast of future traffic and how the bridge will impact future growth.

We appreciate the opportunity to comment on this project. Please contact Mr. David Orzechowski at the above telephone number if you have questions regarding our comment or requirement.

Sincerely,

A handwritten signature in black ink, appearing to read "Eric A. Washburn".

Eric A. Washburn
Bridge Administrator, Western Rivers
By direction of the District Commander


INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
We Protect Hoosiers and Our Environment.

100 N. Senate Avenue • Indianapolis, IN 46204

(800) 451-6027 • (317) 232-8603 • www.idem.IN.gov

 Eric J. Holcomb
 Governor

 Bruno L. Pigott
 Commissioner

February 6, 2019

VIA CERTIFIED MAIL HAND DELIVERY

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

Dear Ms. Hilden:

 Re: Comments on Draft EIS
 Project: I-69 Ohio River Crossing
 County: Vanderburgh

The Office of Water Quality has reviewed the Draft Environmental Impact Statement (DEIS) for the I-69 Ohio River Crossing dated December 2018. The DEIS was reviewed for activities that fall within the regulatory authority of the Section 401 Water Quality Certification Program and the State Wetland Regulatory Program. The comments in this letter are specific to those waters which fall within the state of Indiana or have the potential to impact shared waters such as the Ohio River.

The proposed project will start on the existing I-69 (formerly I-164) in Indiana and proceed south across the Ohio River to the Pennyryle Parkway/KY 425 interchange southeast of Henderson Kentucky. Within the DEIS several alternative alignments have been studied. The alignments include a No Build, West Alternative 1, West Alternative 2, and Central Alternatives 1A or 1B. According to the DEIS, you have selected Central Alternatives 1A or 1B as your preferred alternative. The only difference between the 1A and 1B alternatives is whether tolling will occur on US 41 and I-69 (1A) or tolling only on I-69 (1B) otherwise the two alternatives are identical.

Central Alternatives 1A or 1B will be approximately 11.2 miles in length including 2.8 miles of existing US 41. The alternatives propose the removal of the southbound US 41 bridge over the Ohio River and the conversion of the northbound US 41 bridge over the Ohio River to two-way local traffic. The alternatives will include a new bridge over the Ohio River approximately 7,600 feet in length. The new bridge will be located approximately 1.5 miles upstream (east) of US 41. The preferred alternative has the fewest home and business relocations (4), wetland impacts (17.6 acres), stream impacts (18,327 linear feet), forested habitat impacts (45.8 acres), and floodway impacts (88 acres). The preferred alternative does have the most open water impacts (12.7 acres) and floodplain impacts (190 acres). Based on the corridor study and your

220-1
A2 →


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220-1
A2 → work during the NEPA process to avoid the compensatory mitigation sites near the project site, the Indiana Department of Environmental Management (IDEM) agrees with the selection of the preferred alternative for the I-69 Ohio River Crossing as published in your DEIS dated December 2018. IDEM has the following questions and comments that need to be addressed before the publication of the Final Environmental Impact Statement (FEIS) and Record of Decision or completed before permitting.

220-2
E17 → The DEIS did not provide information on the removal of the southbound US 41 bridge. IDEM recommends you include specific information in the FEIS on the removal of the bridge. Additional information should include construction access, staging, removal process and disposal locations. If you do not have disposal locations identified then an environmental commitment should be in place to ensure disposal areas will not include any aquatic features. It was noted that you are leaving the existing southbound US 41 in place. If you are making northbound US 41 a two-way and all traffic will be on it, then why are you leaving southbound US 41 in place north of Waterworks Road?

220-3
E18 → IDEM would like to see the bridges and road removed and the areas restored back to wetland conditions.

220-4
E19 → The DEIS identified the preferred alternative as being within Zone 1 of the Evansville Water and Sewer Utility. Table 4.4-3 states it is highly susceptible to surface water spills however there are no environmental commitments on spill prevention. Chapter 7.11.5 states a spill response plan will be required for the project. The chapter then discusses agreements and notification requirements. In addition to spill response agreements and notification requirements, the FEIS should discuss the use of deck drains on the Ohio River Bridge to convey the water landward to containment and treatment areas. In addition to this being a drinking water issue it may also be a mussel species issue since formal studies, surveys, and coordination have not occurred with the U.S. Fish and Wildlife Service to determine the presence of federally listed species.

220-5
E20 → It is estimated that 18,372 linear feet of stream channel, 17.6 acres of wetlands, and 12.7 acres of open water exists within the preferred alternative right of way (ROW). The FEIS should update the Waters of the US. Report (Appendix J-1) to include an additional column in each table to reflect which state the waters are located in. The only identifier in the tables is the lat/long for each waterbody. Additionally, any other table referencing waters should be updated throughout the FEIS.

220-6
E21 → IDEM agrees with the specific mitigation ratios identified in the DEIS for unavoidable wetland impacts. IDEM would also like to thank you for your efforts in designing the project to avoid the large compensatory mitigation sites located within the preferred alternative. The proposed interchange with the existing I-69 has a large amount of aquatic resources within the footprint. The FEIS should discuss temporary and secondary impacts from the proposed construction of the interchange. If this is going to be an engineered span interchange system then construction access roads need to be at grade so there is no interference to the hydrology of the wetland systems. If the construction access roads must be raised then culverts need to be installed to

220-6
E21 → allow hydrology to flow from one side to the other. Where construction access roads need to be constructed in forested wetland areas, a site specific restoration and monitoring plan should be developed to restore the wetlands to preconstruction grades, contours, and vegetative conditions. All staging, refueling, and concrete washout areas should be located in upland areas. Alterations to the flow and hydrology within the wetlands systems should be avoided to the greatest extent practical. There should be no roadside ditches cut through any wetland or adjacent to any wetland to avoid the removal of hydrology. If this is proposed then additional compensatory mitigation may be required for secondary impacts to the wetlands.

220-7
E22 → Unavoidable stream impacts should be minimized to the greatest extent practical. All stream relocations should follow the natural stream channel design protocols unless the relocated stream is an existing riprap lined/concrete lined roadside ditch. If you are capturing a stream within the ROW, the outside edge of the stream should be planted with trees and shrubs or located adjacent to existing forested areas to minimize the impacts of thermal inputs associated with increased impervious surface.

220-8
E23 → In May 2018, the Army Corps of Engineers approved a statewide in-lieu-fee program in the state of Indiana. In accordance with the 2008 Army Corps of Engineers Mitigation Rule, the mitigation preference for unavoidable wetland and stream impacts would be the Indiana Department of Natural Resources Stream and Wetland Mitigation Program (IN SWMP). For additional information please visit the following webpage address: <https://www.in.gov/dnr/heritage/8340.htm>.

220-9
E24 → Erosion and sediment control will be a crucial part of this project during construction in order to protect the aquatic resources within the Indiana I-69 interchange. As with previous sections of I-69, the DEIS is not specific on the measures that will be used to address storm water management. The DEIS uses general statements such as "best management practices will be used" and "erosion and sediment control measures will be installed" prior to construction. These statements are general in nature and are not sufficient to adequately address the pollutants that will be associated with active construction. Specific selection of measures; including design specifications must be incorporated in the project based on the terrain and the resources that are to be protected. The purpose of 327 IAC 15-5 (Rule 5) "is to establish requirements for storm water discharges from construction activities of one (1) acre or more so that the public health, existing water uses, and aquatic biota are protected." As part of Rule 5, it is a requirement to ensure that "sediment-laden water which otherwise would flow from the project site shall be treated by erosion and sediment control measures appropriate to minimize sedimentation". Specific detail, including sequencing, must be provided as part of the construction plans required by Rule 5. All measures must be selected to protect aquatic resources on the project site. All measures should also be selected and designed for the location since the Indiana portion of this project is located within the floodway/floodplain of the Ohio River.

Thank you for allowing us the opportunity to comment on this project. Should you have any questions about this letter, please contact Jason Randolph, Project Manager, of my staff at 317-233-0467, or by email at jrandolp@idem.in.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "B. Wolff", with a long, sweeping flourish extending to the right.

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

cc: Michelle Allen, FHWA-Indiana
Deb Snyder, USACE-Louisville, Indianapolis Field Office
Norma Condra-USACE Louisville
Robin McWilliams-Munson, USFWS
Virginia Laszewski, USEPA Region 5
Randy Braun, IDEM Section Chief, Wetlands and Stormwater
Jim Sullivan, IDEM Section Chief, Groundwater
Matt Buffington, IDNR
Dan Prevost, Parsons

Lisa Baird <lisa.baird58@gmail.com>

2/6/2019 5:59 PM

Bridge Opinion

To info@i69ohiorivercrossing.com

221-1
B1

→ Although I welcome the new bridge and understand that it will happen faster if it is a toll bridge, I do not believe that the old bridges should be tolled! We enjoy many citizens (and collect tax revenue from) that choose to live in a slower paced Henderson and Henderson County but whose job is in Indiana. There are also folks that have a job they can't afford to give up in Indiana and making it more expensive for those folks only increases their burden. Making it more expensive, without a choice, to get to work everyday will eventually force those folks to move to Indiana. I'm sure there are Indiana residents that cross into Kentucky everyday too that the same argument could be made.

221-1
B1

→ I also do not believe that removing one of the twin bridges immediately is a good idea. I believe more traffic will eventually move to the newer bridge and more direct route to I-69 and then in a few years possibly one bridge could be eliminated. If we have managed to pay for the upkeep (and the quality of that is in question...paint?) for 2 bridges for the last decades, a few more years to get traffic and people switched to the new bridge won't kill us financially.

I am a member of the Henderson County Board of Education and we rely on every tax paying citizen staying in Kentucky and we would welcome more, especially near our new Spottsville School. Our state has fallen behind in keeping Kentucky schools financially sound and increasing the cost of living here will only have the same effect as Illinois, residents near a state line move to the next state.

Thank you,
Lisa Baird
270-860-3748
5580 Eblen Rd.
Henderson, KY 42420



Preserving America's Heritage

February 6, 2019

Ms. Michelle Allen
 Planning and Environmental Specialist
 Federal Highway Administration
 Indiana Division
 575 N. Pennsylvania Street, Room 254
 Indianapolis, IN 46204

Ref: *Proposed I-69 Ohio River Crossing Project*
Evansville, Indiana and Henderson, Kentucky
ACHPConnect Log Number:13565

Dear Ms. Allen:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer (THPO), affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and it is determined that our participation is needed to conclude the consultation process, please notify us.

222-1
 J7

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Indiana and Kentucky State Historic Preservation Officer's (SHPO's), and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA, and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the notification of adverse effect. If you have any questions or require further assistance, please contact Sarah Stokely at (202) 517-0224 or by email at sstokely@achp.gov.

Sincerely,

LaShavio Johnson
 Historic Preservation Technician
 Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

401 F Street NW, Suite 308 • Washington, DC 20001-2637
 Phone: 202-517-0200 • Fax: 202-517-6381 • achp@achp.gov • www.achp.gov

Appendix C-10, page 311

Date received: 2-7-19

DEIS Feedback**Name**

Ann Galbraith

Address

6901 Wathen Lane

Phone Number

270 831-2453

Email Address

Agalbraith@evdio.org

Comments and/or Questions223-1
B1

→ Please keep both of the twin bridges intact and free of tolls!

I found myself nodding in agreement as I read the comments made by Brad Schneider in the Evansville Courier on January 6th. For the past 30 years, I have crossed the twin bridges back and forth to work. Most days are smooth sailing, but that is not to say that on occasion I could not have paddled across more quickly. New bridges will certainly take away some of the traffic and benefit Henderson and Evansville as both are growing cities, but I disagree with eliminating one of the twin bridges. There will always be wrecks, slide offs, flat tires, and construction. I am not sure how emergency teams could affectively respond without shutting down the bridge completely. I also worry that many of my Indiana coworkers would no longer travel to Henderson to simply eat out, browse a favorite shop, or walk down the river walk if they had to pay to come across the bridge. Finally, I think it makes sense to have two sets of bridges for safety purposes. I remember when the twin bridges were hit by a barge in the past and were shut down until inspectors could arrive and determine the damage. Living near the New Madrid fault line increases the likelihood of having a sizable earthquake in the future. If one set of bridges was damaged, we would be very thankful to have a second set for back up.

Thanks for asking for input from the public.

Sincerely,

Ann Galbraith

Date received: 2-7-19

DEIS Feedback**Name**

Brian E Polivka

Address

1900 Coker Ave., Evansville, IN 47714

Phone Number

(812) 479-7045

Email Address

polivkab@wowway.com

Comments and/or Questions

My name is Brian E. Polivka. I live at 1900 Coker Avenue, Evansville, IN, which is near both I-69 and U.S. Highway 41. I have been a resident of Evansville since 1973. I make a point of voting on every ballot issue since that year.

This message constitutes my personal comments concerning the Draft Environmental Impact Statement (DEIS) for the I-69 Ohio River Crossing Project.

Selection of Central Option:224-1
A2

I concur with the selection of a Central Option over any of the East or West Alternatives. The central route affords the least disruption to existing lands, structures, and businesses.

Fate of U.S. 41 Bridges:224-2
B23

I strongly support the position of community leaders who claim the necessity of keeping both Highway 41 bridges open after the I-69 project is completed. Both bridges and their approaches have been extensively renovated to extend their useful lives, and carry local traffic which supports local and regional businesses and employment. The bridges are also useful in the event of a disaster which would close or disrupt traffic on the I-69 bridge. If heavy vehicles are rerouted over the I-69 bridge, the continuing maintenance costs for the U.S. 41 bridges will be considerably reduced. See "Tolling Options" below.

Eventually, the U.S. 41 bridges will end their useful lives (probably the northbound sooner than the southbound), and as they do, we can consider removing one from service at a time.

It is important to remember that once one of the Highway 41 bridges is gone, we cannot get it back. In addition, removal will entail substantial demolition costs.

Selection of Highway U.S. 41 Bridge to Retain:224-3
B8

I believe that if we absolutely cannot retain both U.S. 41 bridges until the end of their structural lives, then we should retain the southbound bridge to carry local traffic across the river. Selection of the southbound bridge is supported by commonsense engineering reasons which argue in favor of its enhanced longevity, as stated in the July 24, 2018 meeting summary:

"Engineering data indicates retaining the southbound bridge is preferable. It is newer, has a higher absolute load rating, additional cross section width between the trusses, and higher confidence regarding repair and rehabilitation requirements."

"Potts asked which bridge will be kept, northbound or southbound? McCord and Prevost answered that the decision has not yet been reached, but the engineering review supports retaining the southbound bridge. It is younger, has a higher absolute load rating and is easier to maintain, and is slightly cheaper to maintain. Potts noted that sufficiency rating on the northbound is higher; Nicaise and Valentine noted that this is because the bridge deck of the northbound bridge was

DEIS Feedback : Entry # 352

recently replaced. Engineers think the southbound is more predictable even though northbound currently has higher sufficiency rating."

As I recall from personal experience, the deck of the southbound bridge was also recently replaced. In addition, the project documents show that the southbound bridge was originally proposed for retention until about December, 2018.

The only reason I've seen to choose to retain the northbound bridge is because of a claim of "historical significance". Although the northbound bridge is eligible for listing on the National Register of Historic Places (NRHP), it is not actually listed, and is not the only example of cantilever design in existence. In fact, the southbound bridge is also the cantilever design. Options were also listed in the July 24 meeting summary for mitigation of any complaints of historical impact incurred by removing the northbound bridge.

As the northbound bridge is 33 years older than the southbound bridge, it is reasonable to conclude that it will reach the end of its life sooner than the southbound bridge given equivalent maintenance for both. And, as stated above, maintenance costs for the northbound bridge will be higher than for the southbound bridge.

Why would anybody demolish a newer, more serviceable, and longer-lived structure instead of an older, narrower antique with higher continuing costs? Such a choice represents an unconscionable waste of the citizens' toll and tax dollars.

224-3
B8

Tolling:

I agree that bridge tolls are inevitable for the new I-69 bridge. I'd support adding reasonable tolls for using the U.S. 41 bridge(s) as well. Presuming that all tolling will be by transponder, I'd suggest that local users of the bridges pay less for crossing the river using either the old or new bridges. Through traffic should be routed to the I-69 bridge by increased tolls for non-local vehicles using the U.S. 41 bridges, and heavy trucks should pay the highest tolls of all for using the U.S. 41 bridges in order to minimize roadway damage and maintenance costs on the U.S. 41 spans. This suggestion also presumes that the I-69 bridge will be designed and constructed to withstand the increased weights of modern trucks and their cargoes that were not envisioned when the U.S. 41 bridges were built.

So the tolling scale could be (from highest to lowest price):

1. Non-local 5+ axles on U.S.41
2. Local 5+ axles on U.S. 41
3. All 5+ axles on I-69
4. Non-Local 3 & 4 axles on U.S.41
5. Local 3 & 4 axles on U.S.41
6. All 3 & 4 axles on I-69
7. Non-local 2 axles on U.S. 41
8. All 2 axles on I-69
9. Local 2 axles on U.S.41

This scheme is designed to encourage most traffic to use the I-69 bridge, and relieve the toll burden for local commuters. Local Users can be identified by their transponder codes which correspond to the address on their accounts. Though the scheme looks complex, it can be handled by modern data processing techniques and equipment.

In addition, this tolling scheme will relieve traffic congestion on the Highway 41 corridors in both Evansville and Henderson by encouraging the thru traffic to use I-69.

Alternately, heavy loads could be minimized on the U.S. 41 bridges by imposing weight restrictions on the vehicles crossing them.

224-4
H29

224-2
B23

In summary, I'd recommend:

1. Construct I-69 bridge in the Central Corridor, to initially accommodate 2 traffic lanes in each direction, with capability to expand to 3 lanes in each direction.

2. Retain both Highway 41 bridges across the river for now, allowing either (eventually both) to reach the end of their useful life. Reduce maintenance costs and extend their life by limiting heavy truck traffic on the Twin Bridges through effective tolling schemes / weight restrictions.

DEIS Feedback : Entry # 352

3. If absolutely necessary to eliminate one of the U.S. 41 bridges, retain the southbound bridge and deal with the "historical" consequences of the northbound bridge (leave it standing and unused??).
4. Toll all bridge crossings, but minimize the penalty of bridge tolling on local drivers to the extent possible, keeping in mind that their nearest alternatives are 26 miles away in Owensboro, KY.

Date received: 2-7-19

DEIS Feedback

Name

Dann Collins

Address

546 canoe Creek Dr

Phone Number

2708606166

Email Address

jerrydann@hotmail.com

Comments and/or Questions

225-1
B1

→ Even with the new bridge, it will only take away a small percentage of traffic away from the twin bridges. Please keep both of the twin bridges open and free from toll. There are thousands of people like me that work in one state but live in the other. During rush times it take 3 time as long as normal and you pray there are no accidents. 1 accident on the bridge will cut off traffic for hours. Btw, there are several a week. Traffic backs up for several miles. Thank you.
Dann

Gary Lawless <glawless52@icloud.com>

2/7/2019 8:44 AM

Ohio river crossing

To info@i69ohiorivercrossing.com

226-1
H30



I wanted to express a comment on the new bridge and whether or not it should be tolled. My opinion is that as long as one of the bridges is a toll free option, it should not matter if the new bridge is tolled. I think the intent should be to not necessarily burden tax payers anymore than they are already burdened so please offer a choice. Thank you
Sent from my iPad

Date received: 2-7-19



Eric Holcomb, Governor
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov · www.IN.gov/dnr/historic



February 7, 2019

Juliet Port, LPG
Senior Environmental Planner
Parsons
101 West Ohio Street, Suite 2121
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: Draft Environmental Impact Statement / I-69 Ohio River Crossing Project / Evansville, Indiana, and Henderson, Kentucky; which includes, in Appendix L-3, FHWA's Section 106 Adverse Effect finding, and draft memorandum of agreement ("Draft MOA") (INDOT Des. No. 1601700; DHPA No. 20756)

Dear Ms. Port:

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 (also known as "INDNR-DHPA") has reviewed the Draft Environmental Impact Statement ("DEIS"), which we received in paper copy on December 13, 2018. Directions accompanying the DEIS allow comment until February 8, 2019.

We understand that Central Alternative 1 (either option A or B) is the preferred alternative, but West Alternative 1 and West Alternative 2 may still be under consideration. All three alternatives would retain the 1932 northbound US 41 bridge. Under Central Alternative 1A, West Alternative 2, and one of the two options for West Alternative 1, the remaining US 41 bridge, as well as the I-69 bridge, would be tolled. Although the DEIS acknowledges that tolling the remaining US 41 bridge would impact lower income persons in Evansville, the DEIS identifies some measures that could be taken to mitigate the impact on low income persons, but the impact to some extent would remain. Having scanned the Traffic, Socioeconomic, and Environmental Justice technical reports, we were unable to glean enough information that is directly applicable to effects on residents of the several historic districts in Evansville that we had identified previously to draw any conclusions about how removing one US 41 bridge or tolling the remaining US 41 bridge (in addition to the I-69 bridge) would affect the desirability and livability of those historic districts. Even so, the decision to leave one US 41 bridge open to vehicular traffic has avoided the triggering factor that we had established in previous correspondence regarding our concerns about possible indirect effects on historic districts in Evansville, *i.e.*, the removal of both US 41 bridges.

227-1
J8

Consequently, we do not intend to comment further about those historic districts in Evansville (all of which lie outside the Section 106 area of potential effects), except to make the following observation. We can understand how the relatively better condition and greater historical significance of the 1932 US 41 Audubon Memorial Bridge make that bridge a more desirable candidate for retention than the 1965 US 41 bridge, especially for Section 4(f) purposes. We would be curious to know, however, what the life expectancy is for the 1932 bridge, because if it is removed at some point in the future, the I-69 bridge would become the only river crossing between Evansville and Henderson, as well as the only bridge that would have to be maintained.

227-2
J9

As we have said previously, we defer to the Kentucky State Historic Preservation Officer regarding effects on historic properties that lie entirely within the Commonwealth of Kentucky. Furthermore, we believe that the incomplete

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identification and evaluation of archaeological resources within the project area on the Indiana side—leaving open the possibility of an adverse effect on archaeological resources—and the consequent need for a memorandum of agreement to stipulate the conclusion of archaeological identification and evaluation after the finding, are sufficient reasons to find that this project will have an adverse effect.

Accordingly, we concur with FHWA's October 24, 2018, Section 106 finding of Adverse Effect for the I-69 Ohio River Crossing Project: Evansville, Indiana, and Henderson, Kentucky.

We have some recommendations regarding the Draft MOA (Version October 11, 2018).

- *STIPULATION I. PROFESSIONAL QUALIFICATIONS/B. section:* Please revise the text to refer to IC 14-21-1, 312 IAC 21, 312 IAC 22, and the *Draft Guidebook for Indiana Historic Sites and Structures Inventory—Archaeological Sites*.
- *STIPULATION III. TREATMENT OF ARCHAEOLOGICAL RESOURCES/A. Statutory and Regulatory Standards/5. Section:* In the first sentence, the text should be revised to state, “[...] all project-related ground-disturbing activities shall immediately cease within one hundred (100) feet of the discovery area [...]”
- *STIPULATION III. TREATMENT OF ARCHAEOLOGICAL RESOURCES/B Identification & Evaluation/1. and 2. Sections:* Ground-disturbing project-related activities should be described as including, but not being limited to, demolition, construction, grading, dredging, and/or filling, tree clearance, vehicle or equipment staging, materials stockpiling, temporary land use, etc.


In the Draft MOA, please change the signature block *below* the signature line for the Indiana State Historic Preservation Officer's representative on page 11 to read as follows:

Christopher A. Smith
Deputy Director
Indiana Department of Natural Resources

If you have questions about archaeological issues, please contact Wade T. Tharp at (317) 232-1650 or wharp1@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 (INDOT Des. No. 1601700), please refer to DHPA No. 20756.

Very truly yours,


Christopher A. Smith
Deputy Director
Indiana Department of Natural Resources

CAS:JLC:WTT:wt

emc: Michelle Allen, FHWA, Indiana Division
David Whitworth, FHWA, Kentucky Division
Eric Rothermel, FHWA, Kentucky Division
Janelle Lemon, Project Manager, Indiana Department of Transportation
Laura Hilden, Indiana Department of Transportation, Environmental Services
Daniel Peake, Kentucky Transportation Cabinet
Daniel Davis, Kentucky Transportation Cabinet
Tim Foreman, Kentucky Transportation Cabinet
Jonna Wallace, Kentucky Transportation Cabinet
Anuradha Kumar, Indiana Department of Transportation, Cultural Resources Office
Mary Kennedy, Indiana Department of Transportation, Cultural Resources Office
Shaun Miller, Indiana Department of Transportation, Cultural Resources Office
Susan Branigin, Indiana Department of Transportation, Cultural Resources Office
Shirley Clark, Indiana Department of Transportation, Environmental Services
Daniel Prevost, Parsons
Juliet Port, LPG, Parsons
Cinder Miller, Ph.D., Gray & Pape, Inc.

Juliet Port, LPG
February 7, 2019
Page 3

Vergil Noble, Ph.D., RPA, National Park Service, Lincoln, Nebraska
James Toner, Evansville Historic Preservation Officer
Craig Potts, State Historic Preservation Officer, Kentucky Heritage Council
Christina Sabol, Kentucky Heritage Council
Nicole Konkol, Kentucky Heritage Council
Mike Linderman, Angel Mounds State Historic Site
Christie Stanifer, INDNR Division of Fish and Wildlife
Christopher Smith, Deputy Director, INDNR
John Carr, INDNR-DHPA
Wade T. Tharp, INDNR-DHPA



MATTHEW G. BEVIN
GOVERNOR

DEPARTMENT FOR LOCAL GOVERNMENT
OFFICE OF THE GOVERNOR

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TOLL FREE (800) 346-5606/ TDD:711
WWW.kydlgweb.ky.gov

SANDRA K. DUNAHOO
COMMISSIONER

February 7, 2019

Mr. Tim Foreman
Kentucky Transportation Cabinet
200 Mero Street
Frankfort, KY 40622

RE: I-69 Ohio River Crossing
SAI# KY201901040014

Dear Mr. Foreman:

The Kentucky State e-Clearinghouse is the official designated Single Point of Contact (SPOC) for the Commonwealth pursuant to Presidential Executive Order 12372, and supported by Kentucky Statutes KRS 45.03. The primary function of the SPOC is to streamline the review aforementioned process for the applicant and the funding agency. This process helps in vocalizing the statutory and regulatory requirements. Information in the form of comments, if any, will be attached to this correspondence.

This proposal has been reviewed by the appropriate state agencies in the e-Clearinghouse for conflicts with state or local plans, goals and objectives. After receiving this letter, you should make it available to the funding agency and continue with the funding agencies application process. This e-clearinghouse SPOC letter signifies only that the project has followed the state reviewing requirements, and is neither a commitment of funds from this agency or any other state or federal agency. Please remember if any federal reviews are required the applicant must follow through with those federal agencies.

The results of this review are valid for one year from the date of this letter. If the project is not submitted to the funding agency or not approved within one year after the completion of this review, the applicant can request an extension by email to Lee.Nalley@ky.gov. If the project changes in any way after the review, the applicant must reapply through the eclearinghouse for a new review. There are no exceptions.

If you have any questions regarding this letter or the review process please contact the e-Clearinghouse office at 502-573-2382, ext. 274.

Sincerely,

A handwritten signature in blue ink that reads "Lee Nalley".

Lee Nalley, SPOC
Kentucky State Clearinghouse

Attachment

Department for Environmental Protection

Louanna Aldridge

228-1 U1 → Anna Bowman - Endorse with Comments 401 KAR 63:010, Fugitive Emissions, states that no person shall cause, suffer, or allow any material to be handled, processed, transported, or stored without taking reasonable precaution to prevent particulate matter from becoming airborne. Additional requirements include the covering of open bodied trucks, operating outside the work area transporting materials likely to become airborne, and that no one shall allow earth or other material being transported by truck or earth-moving equipment to be deposited onto a paved street or roadway. Please note the Fugitive Emissions Fact Sheet located at <http://air.ky.gov/SiteCollectionDocuments/Fugitive%20Dust%20Fact%20Sheet.pdf>

228-2 U2 → 401 KAR 63:005 states that open burning shall be prohibited except as specifically provided. Open Burning is defined as the burning of any matter in such a manner that the products of combustion resulting from the burning are emitted directly into the outdoor atmosphere without passing through a stack or chimney. However, open burning may be utilized for the expressed purposes listed on the Open Burning Brochure located at <http://air.ky.gov/Pages/OpenBurning.aspx>

The Division would like to offer the following suggestions on how this project can help us stay in compliance with the NAAQS. These air quality control strategies are beneficial to the health of citizens of Kentucky.

228-3 U3 → -Utilize alternatively fueled equipment.

-Utilize other emission controls that are applicable to your equipment.

-Reduce idling time on equipment.

228-4 E25 → The Division also suggests an investigation into compliance with applicable local government regulations. Joel Murphy - Endorse with Comments The proposed project is subject to Division of Water (DOW) jurisdiction because the following are or appear to be involved: river crossing. Prior approval must be obtained from the DOW before construction can begin. The applicant must cite the State Application Identifier (SAI #KY201901040014) when submitting plans and specifications to the DOW.

The Draft Environmental Impact Statement is available on the project website at: i69ohiorivercrossing.com/deis/. The Federal Highway Administration (FHWA), Indiana Department of Transportation (INDOT), and Kentucky Transportation Cabinet (KYTC) issued a revised Notice of Intent (NOI) in the Federal Register on February 13, 2017 for the preparation of an Environmental Impact Statement (EIS) for the I-69 Ohio River Crossing (ORX) project in the Evansville, Indiana and Henderson, Kentucky area, which is part of the National I-69 Corridor that extends between Mexico and Canada. An NOI was previously issued for the project on May 10, 2001. Under that NOI, a draft EIS was completed in 2004, but the project was subsequently suspended in 2005. This new draft EIS for the I-69 ORX project was prepared by FHWA, INDOT, and KYTC in accordance with the National Environmental Policy Act (NEPA) of 1969. The proposed action includes the development of an interstate highway across the Ohio River that would connect the southern terminus of I-69 in Indiana with the northern terminus of I-69 in Kentucky. Currently, I-69 does not cross the Ohio River and the only cross-river access between Evansville and Henderson is via US 41, which is classified as a principal arterial and does not meet current interstate design standards. The project area for the I-69 ORX draft EIS extends from I-69 (formerly I-164) in Indiana on the south side of Evansville (i.e., northern terminus) across the Ohio River to I-69 (formerly Edward T. Breathitt Pennyryle Parkway) at the KY 425 interchange southeast of Henderson, Kentucky (i.e., southern terminus) (Figure ES.2-1). The section of Edward T. Breathitt Pennyryle Parkway between KY 351 and KY 425 that was not re-designated as I-69 was recently re-designated as US 41. The western limit of the project area is parallel to and extends a maximum of about 2,000 feet west of US 41. The eastern limit of the project area extends about 1,500 feet to 3.4 miles east of US 41.

228-5
E26 → No comments. Questions should be directed to Andrea Fredenburg, Water Quality Branch, (502) 782-6950, Andrea.Fredenburg@ky.gov.

228-6
E27 → Endorse. Questions should be directed to Daniel Fraley, Compliance and Technical Assistance Branch, (606) 783-8655, Daniel.Fraley@ky.gov.

228-7
E28 → The Division of Enforcement does not object to the project proposed by the applicant. Questions should be directed to Tim Harrod, Division of Enforcement, (502) 782-6858, Timothy.Harrod@ky.gov.

228-8
E29 → The proposed work is endorsed by the Groundwater Section of the Watershed Management Branch. However, there are domestic groundwater water well users in the vicinity of the proposed work. It is our recommendation that site be made aware of the requirements of 401 KAR 5:037 and the need to develop a Groundwater Protection Plan (GPP) for the protection of groundwater resources within that area. Questions should be directed to Kurtis Spears, Watershed Management Branch, (502) 782-7119, Kurtis.Spears@ky.gov or David Jackson, Watershed Management Branch, (502) 782-6986, DavidA.Jackson@ky.gov.

228-9
E30 → The proposed project will require a Kentucky DOW Application for Permit to Construct Along or Across a Stream. Questions should be directed to Ron Dutta at 502-782-6941 or Ramendra.Dutta@ky.gov.

228-10
E31 → The proposed Western Alternative Route is within the Henderson Municipal Water designated Source Water Protection Area zone 1 and 2. The proposed Central Alternative Route is within the Henderson Municipal Water designated Source Water Protection Area zone 1. Questions should be directed to Chloe Brantley at 502-782-6898 or Chloe.Brantley@ky.gov.

228-11
E32 → If the construction area disturbed is equal to or greater than 1 acre, the applicant will need to apply for a Kentucky Pollutant Discharge Elimination System (KPDES) storm water discharge permit.

228-12
E33 → Utility line projects that cross a stream will require a Section 404 permit from the US Army Corps of Engineers and a 401 Water Quality Certification from DOW.

The Kentucky Division of Water supports the goals of EPA's Sustainable Infrastructure Initiative. This Initiative seeks to promote sustainable practices that will help to reduce the potential gap between funding needs and spending at the local and national level. The Sustainable Infrastructure Initiative will guide our efforts in changing how Kentucky views, values, manages, and invests in its water infrastructure. This website, www.epa.gov/waterinfrastructure/, contains information that will help you ensure your facility and operations are consistent with and can benefit from the aims of the Sustainable Infrastructure Initiative. John Poore - Endorse

228-13
T1 → with Comments UST Branch records indicate the following underground storage tank site issues identified within or near the project impact area:

AI # 69396 Speedway SuperAmerica LLC 5520
1999 US 60 E & proposed St, Henderson, KY 42420

1. 8000 gallon gas
2. 8000 gallon gas
3. 8000 gallon gas
4. 550 gallon oil

All tanks removed NFA issued

AI # 61164 Henderson Auto Truck Plaza
2214 US 41 N, Henderson, KY 42420

1. 4000 gallon gas
2. 2000 gallon gas
3. 10000 gallon gas
4. 4000 gallon gas
5. 12000 gallon gas
6. 12000 gallon diesel

All tanks removed and NFA issued

AI # 61139 Thornton Oil No 79
2855 Hwy 41, Henderson, KY 42420

1. 10000 gallon gas (removed)
2. 12000 gallon gas (removed)
3. 12000 gallon gas (removed)
4. 6000 gallon gas (removed)
5. 6000 gallon kerosene (removed)
6. 10000 gallon gas (removed)
7. 10000 gallon gas (removed)
8. 10000 gallon gas (removed)
9. 6000 gallon diesel (removed)
10. 20000 gallon gas (Active)
11. 20000 gallon gas (active)

All removed tanks were issued an NFA

AI # 68585 United 6005
2825 Hwy 41 N, Henderson, KY 42420

1. 10000 gallon gas
2. 20000 gallon gas
3. 10000 gallon gas

All tanks removed and NFA issued

AI # 61142 Chuckles # 28
2860 HWY 41 N, Henderson, KY 42420

1. 12000 gallon gas
2. 3000 gallon gas
3. 3000 gallon gas

All tanks are active

AI # 61130 Chuckles # 33
2830 Hwy 41 N, Henderson, KY 42420

1. 4000 gallon kerosene (removed)
2. 3000 gallon gas (removed)
3. 3000 gallon gas (removed)
4. 8000 gallon gas (removed)
5. 8000 gallon gas (removed)
6. 12000 gallon gas (active)
7. 10000 gallon gas (active)
8. 10000 gallon gas (active)
9. 6000 gallon kerosene (active)

Removed tanks have received NFA

AI # 61204 Audubon Park Shell
2808 US 41 N, Henderson KY 42420

1. 500 gallon oil
2. 2000 gallon diesel
3. 8000 gallon gas
4. 8000 gallon gas
5. 8000 gallon gas
6. 8000 gallon gas

All tanks removed and NFA issued

AI # 61143 Jumping Jack No 8
2709 US 41 N, Henderson, KY 42420
1. 10000 gallon gas
2. 10000 gallon gas
3. 10000 gallon diesel
All tanks are active

AI # 61141 Watson Lane Shell
2627 US 41 N, Henderson, KY 42420
1. 5000 gallon gas
2. 4000 gallon gas
3. 3000 gallon gas
4. 550 gallon oil
5. 6000 gallon gas
All tanks removed and NFA issued

228-13 T1 → If any additional UST's are discovered in the area they should be reported to KDWM. Any additional questions or issues should be directed to the UST Branch.

228-14 T2 → Superfund Branch records include 19 sites, two of which are active sites, in or near the project impact area:

- AI 52066 City Park – Coast Guard Aid – Closed: Option C Restored 8/11/2006
- AI 50243 Adams St – Henderson Co. Adams Street Development - Active
- AI 43356 Henderson Landfill – Closed: Referred to Solid Waste Branch 8/29/2008
- AI 5490 Allstate Tower Inc – Closed: Option C Restored 9/1/1999
- AI 53108 Saddlebrook Apartments – Closed: Non-Incident 2/23/2000
- AI 38449 Mulzer Crushed Stone Henderson Retail Yard – Closed: Option C Restored 7/29/1987
- AI 1786 Accuride Corp Henderson – Closed: Option C Restored 9/26/1196
- AI 1821 Henderson Co Maintenance Garage – Closed: Option C Restored 12/17/2009
- AI 5486 Serra Designs Inc – Soil/groundwater VOC's from adjacent property – Active
- AI 99449 US 41 S Weigh Station – Henderson Co –KTC Property- Closed: Option A No Action Necessary 7/22/2008
- AI 100006 Henderson Municipal Power & Light – Transformer Leak – Closed: Option A No Action Necessary 10/24/2008
- AI 1837 TransMontaigne Operating Co LP – Henderson Terminal – Diesel Release – Closed: Option C Restored 5/23/2012
- AI 82027 DTX Oil LLC – Diesel Release – Closed: Option C Restored 4/23/2012
- AI 115863 Fulkerson Property – Meth Lab – Closed: Option C Restored 7/26/2012
- AI 111958 Audubon Pkwy – Henderson Co – Transportation Accident – Closed: 10/18/1999
- AI 132989 Thompson Property – Meth Lab – Closed: Option C Restored 2/8/2017
- AI 65286 Raben Tire Company Inc – Phase II Assessment – Closed Non-Incident 1/30/2018
- AI 111977 Henderson Co Schools Transportation Dept – unregulated UST – closed Non-Incident 2/16/2018
- AI 135878 Cobb Property – Meth Lab – Closed: Option C Restored 2/12/2018

Any additional questions or issues should be directed to the Superfund Branch.

228-15 T3 → Solid Waste Branch Records indicate 8 active landfill sites within 1 mile of the project impact area and include the Hazex Private Construction Co. Landfill (AI 1805), Henderson City Maintenance Garage (AI 4266), CSX (AI 38434), Henderson Municipal Water and Sewer Facility (AI 38452), Henderson E-Fuel Plant (AI 40340), Henderson Landfill (AI 43356), B&B Hauling and Excavating (AI 70949) and Henderson County Recycling Center (AI 98460). Records indicate 3 historic landfill sites located within 1 mile of the project impact area which include the Henderson City Dump (AI 71420), Green River Disposal Site (AI 0) and Henderson Sanitary Landfill (AI 43356). Any additional questions or issues should be directed to the Solid Waste Branch.

228-16 T4 → Hazardous Waste Branch records show no hazardous waste issues within the project impact area.

Any questions or issues should be directed to the Hazardous Waste Branch.

228-17 T5 → RLA Branch records indicate there are 8 remediated RLA tracked open dumps within a half mile radius of the project impact area as follows:

AI #	AI NAME	Latitude	Longitude	Cleaned
102178	Berry Property Dump	37.88475	-87.5326	2012
76424	Green River Road #1 Dump #5C		37.8904-87.5298	2006
80952	Green River Road #1 Dempewolf Dump	37.8853-87.5309		2005
117140	Green River Road #1 Dump #10	37.8931-87.5299		2013
80940	748 Constanza (Teer) Dump	37.86941	-87.54048	2005
80962	KY 414 (Fleming) Dump	37.88925	-87.52978	2005
80975	Green River Road #1 Dump #5B	37.88926	-87.52985	2015
98722	Waterworks Road Dump #2	37.91547	-87.52769	2008

228-18 T6 → Any questions or issues should be directed to the RLA Branch.

228-19 T7 → Any solid waste encountered by this project must be disposed of at a permitted facility.

228-19 T7 → If asbestos, lead paint and/or other contaminants are encountered for the project contact the Division of Waste Management for proper disposal and closure.

The information provided is based on those facilities or sites that KDWM currently has in its database. If you would like additional information on any of these facilities or sites, you may contact the file room custodian at (502) 782-6357. Please keep in mind additional locations of releases, potential contamination or waste facilities may be present but unknown to the agency. Therefore, it is recommended that appropriate precautions be taken during construction activities. Please report any evidence of illegal waste disposal facilities and releases of hazardous substances, pollutants, contaminants or petroleum to the 24-hour Environmental Response Team at 1-800-928-2380.

Division of Enforcement

Tim Harrod

The Division of Enforcement does not object to the project proposed by the applicant.

Tim Harrod, Enforcement Specialist Division of Enforcement Timothy.Harrod@ky.gov

Division of Water

Andrea Fredenburg

No comments.

DOW

Daniel Fraley

Endorse

Fish and Wildlife

Dan Stoelb

228-20 E34 → Based on the information provided, the Kentucky Department of Fish & Wildlife Resources has no comments concerning the proposed project. Please contact Dan Stoelb @ 502-892-4453 or Daniel.Stoelb@ky.gov if you have further questions or require additional information.

Green River ADD

Cyndi Isbill

228-21 E35 → Joanna Shake - Endorse with Comments The Green River Area Development District endorses this project.

Green River ADD
Cyndi Isbill

228-21 → Skyler Stewart - Endorse with Comments. GRADD enthusiastically endorses this project.
E35

Housing Building and Construction
Carlos Spicer

228-22 → The Department of Housing Buildings and Construction, Division of Building Code Enforcement, has no
E36 comments concerning the proposed project.

Kentucky Division of Water
Chloe Brantley
project filed.

Kentucky Transportation Cabinet, District 2
Nick Hall

KYTC has been involved with the project team, therefore there are currently no additional comments from the district

KY Division of Water
Allan Shingleton

The proposed project will require a Kentucky Division of Water Application for Permit to Construct Along or Across a Stream. Questions should be directed to Ron Dutta at 502-782-6941 or Ramendra.Dutta@ky.gov

The proposed Western Alternative Route is within the Henderson Municipal Water designated Source Water Protection Area zone 1 and 2. The proposed Central Alternative Route is within the Henderson Municipal Water designated Source Water Protection Area zone 1. Questions should be directed to Chloe Brantley at 502-782-6898 or Chloe.Brantley@ky.gov

KY Heritage Council
Yvonne Sherrick

To receive a review from the KY Heritage Council/State Historical Preservation Office (SHPO) you must follow the instructions located on their website at <http://www.heritage.ky.gov/siteprotect/> . There you will find the required documents for the Section 106 Review and Compliance for 36 CFR Part 800. This Section 106 submission process to SHPO will assist applicants and agencies in providing the appropriate level of information to receive comments from SHPO. If you have any questions please contact Yvonne Sherrick, Administrative Specialist III, (502) 564-7005, Ext. 113, yvonne.sherrick@ky.gov.

Please note: If your project is funded through Transportation Alternative (TAP), Transportation Enhancements (TE), Congestion, Mitigation, Air Quality (CMAQ), or Safe Routes to School (SRTS) you will need to send this information to Michael Jones, Historic Preservation Program Administrator with the Kentucky Transportation Cabinet via email MichaelR.Jones2@ky.gov or hard copy to Michael Jones, Office of Local Programs, KY Transportation Cabinet, 200 Mero Street Frankfort, KY 40622. Do not send materials directly to SHPO if your project involves funding from these four sources as it will cause delays in the review process. Michael Jones will consult directly with the SHPO on projects with these funding sources to complete the Section 106 review.

KY. Division of Water

Kurtis Spears

The proposed work is endorsed by the Groundwater Section of the Watershed Management Branch. However, there are domestic groundwater water well users in the vicinity of the proposed work. It is our recommendation that site be made aware of the requirements of 401 KAR 5:037 and the need to develop a Groundwater Protection Plan(GPP)for the protection of groundwater resources within that area. Questions should be directed to Kurtis Spears(502-782-7119)or the Section Supervisor David Jackson(502-782-6986).

Date received: 2-7-19

DEIS Feedback

Name

Roger Madden

Address

P.O. Box 413, Evansville, IN 47703

Phone Number

812-573-8466

Email Address

Roger56.madden@yahoo.com

Comments and/or Questions

DEIS Feedback : Entry # 347

My Experience & Qualifications include;
BS--Law Enforcement @ Univ. of Evansville
USAF Security Police and Law Enforcement
Construction--Runways, Bridges, roads
Tractor-Trailer driver-45 States / 200,000 mi.
Car --49 states / 450,000 miles

My main concerns are that;

1. Other than a BY-PASS route would create more Costs & Problems;

a. ROW & Home Acquisitions

b. New Bridge will be;

(1) More Earthquake 'Proof'

(2) Wider / Expandable lanes (4-6)

(3) Less Maintenance costs

My suggestions are that;

1. I-69 bridge approaches are SMOOTHER than between EVV-Mile marker 15-114-Blmg I was assured they have a NEW 'procedure'.

2. ALL TOLL payments, NOT Electronic, are on the OFF / ON ramps to Reduce Backups.

3. In town THRU ways have Tractor-Trailers in the LEFT lanes to Increase Traffic FLOW; ref: I-65 in Alabama

a. Professional drivers keep FLOW going

b. Don't need to SLOW down Unless Exiting

c. SMART drivers will follow the Pattern, INCREASE traffic FLOW & REDUCE GridLOCK

d. DECREASES POLLUTION, Wear & Tear...

4. Alt. Route 1C between Mile Marker 2 & 3

a. Approximately the SAME distance

(1) Still intersects US 60, Zion Rd & Audubon Audubon is 4 lanes & Interstate Specs ?

b. Plans AHEAD for Future Growth;

(1) PREVENTS Greater Costs (Inflation, etc)

(2) Problems of ROW & Home Acquisitions

Thank you,

Roger Madden

BS--Law Enforcement @ Univ. of Evansville

--USAF Security Police

--Tractor-Trailer driver

--Construction--Roads & Bridges

229-1
A23

Date received: 2-7-19

DEIS Feedback

Name

Wayne Bugg

Address

941 SR 416 E

Phone Number

3178472844

Email Address

mbugg@gmail.com

Comments and/or Questions

230-1
H1

I think it's ridiculous that some of our elected leaders think we have enough money to spend \$5 billion on a useless wall on the border but we require tolls to build a \$1.5 billion bridge.

Date received: 2-8-19

DEIS Feedback**Name**

April Robinson

Address

2346 Balmoral Drive

Phone Number

270-860-2251

Email Address

Aprilleigh25@gmail.com

Comments and/or Questions231-1
B1

Like several people who have already commented, I believe both current bridges should remain open and toll free. There are a lot of people and businesses up and down the I-69 corridor that will benefit from the new bridge-why should the families and workers in Henderson and Evansville bear the biggest expense?

231-2
M2

Also our home is designated in a noise pollution area-I'm hoping for the best possible noise barriers. Our house is currently appraised at \$315000-we would hate to lose property value as we are retired and the house represents income for our future needs.

Date received: 2-8-19

DEIS Feedback**Name**

Brittany

Comments and/or Questions

I live in Henderson, Kentucky, but I work both a full-time and part-time job in Evansville, Indiana. I cross the twin bridges on Highway 41 at least six days a week, and sometimes more than once a day. I encourage you to please not toll the remaining bridge(s) on 41 once the new bridge is in place. I work a part-time job in order to make extra money, but tolling the remaining bridge would be a burden. I've lived in Kentucky my entire life, but if i have to pay a toll at least twice a day in order to go to work, I would highly consider moving to Evansville.

232-1
H4

Date received: 2-8-19

DEIS Feedback**Name**

Charles Julius

Address

425 Third Henderson, KY 42420

Phone Number

1-812-205-0777

Email Address

cejvjj@hotmail.com

Comments and/or Questions

I enthusiastically prefer Central Alternative 1B, however, I think that removing one of the twin bridges is very short sighted. The Ohio river has very few crossings that are safe for pedestrians, bicycles, and animal drawn carts. Many cities in the United States have decommissioned old bridges and converted them to public spaces with the addition of a steel wire safety mesh. An old bridge with a scenic view would be a boon to tourism. It could be used for weddings, twin city marathons, cross-country hikers, photo shoots, out-door galas, the prospects are almost endless. We already have the bridge and it wouldn't need to be maintained for traffic. The ramps leading to the bridge could be made into parking and removable barriers could block automobile traffic at both ends. Taking the cost of removing the bridge out of the budget would also help offset the loss from not tolling the remaining bridge.

233-1
S1233-2
G10

Ernie Johnston <ernie.johnston34@gmail.com>

2/8/2019 6:35 PM

Re: Friday, Feb. 8 is the deadline for DEIS public comments

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

234-1
B3



I prefer option 1B but would like to see both bridges on us 41 kept in place and usable.

Date received: 2-8-19

DEIS Feedback

Name

Julie Dougan

Address

633 Marian Pointe #404

Phone Number

2708609214

Email Address

Douganjulie@bellsouth.net

Comments and/or Questions

235-1
B13

As a Henderson resident that crosses the bridge multiple times a week, my preference is that both bridges remain open. If tolls are necessary then lower than I-69 bridge to help locals that work across the bridge. If long term southbound bridge not kept open to traffic it should become a "park". Maintenance would be low without truck traffic. What a way to see the river! Local groups like to have races across the river so it could bring many tourists to the area.

235-2
S1



MATTHEW G. BEVIN
GOVERNOR

TOURISM, ARTS AND HERITAGE CABINET
KENTUCKY HERITAGE COUNCIL
THE STATE HISTORIC PRESERVATION OFFICE

REGINA STIVERS
DEPUTY SECRETARY

DON PARKINSON
SECRETARY

THE BARSTOW HOUSE
410 HIGH STREET
FRANKFORT, KENTUCKY 40601
PHONE (502) 564-7005
FAX (502) 564-5820
www.heritage.ky.gov

CRAIG A. POTTS
EXECUTIVE DIRECTOR
& STATE HISTORIC
PRESERVATION OFFICER

February 4, 2019

Mr. Danny Peake, Director
Division of Environmental Analysis
Kentucky Transportation Cabinet
200 Mero Street, 5th Floor
Frankfort, KY 40622

**Re: Response to the Draft Environmental Impact Statement (DEIS) and Interagency Advisory Committee Meeting #4 for I-69 Ohio River Crossing Project in Henderson County, Kentucky
KYTC Item No. 2-1088**

Dear Mr. Peake:

Pursuant to Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. Sec. 470f) and implementing regulations at 36 C.F.R. Part 800, the Kentucky Heritage Council (SHPO) received for review and comment information regarding the above-referenced project.

We received notification that the DEIS was published in the Federal Register on December 14, 2018 with a comment period ending on February 8, 2019. While we have not received any recommendations or consultation from KYTC on behalf of FHWA (Kentucky Division) our comments were requested at the last Interagency Advisory Committee Meeting (IACM) on January 23, 2019. It is our understanding that the interchange to tie in the existing KY41 corridor was redesigned and additional above-ground survey is required. Identification of historic resources is ongoing. 36 CFR 800.4 has not been completed so it is premature to comment on the MOA.

We understand that archaeology survey is on-going and our office looks forward to review and future consultation regarding the archaeological resources.

Should the project plans change, or should additional information become available regarding cultural resources please submit that information to our office as additional consultation may be warranted. If you have any questions please contact Christina Sabol of my staff at 502.892.3618.

Sincerely,

Craig A. Potts,
Executive Director and
State Historic Preservation Officer

CP: cs #53335
cc: Jonna Wallace (KYTC-DEA); Eric Rothermel (FHWA-KY)



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: KIRAN. N. PATEL

Full Address: 2030 US Hwy 41 North, Henderson, KY 42420

Phone Number: 270-831-0669

Email: NISHAKIRAN@gmail.com

Sign me up for Project communications

Comments: - Central one will Harm Henderson Business Strip and Town of Henderson

237-1
A5

- Taking Down Twin Bridges will be an Mistake when it can't Handle Local Traffic Today

237-2
B7

- West one will Create new Devlpmnt and will keep Business District Active with Henderson Getting new River Front 30 years Down the Road

237-3
A6

- We Have three Bussine on Strip now Will be closing As it Depends on Traffic Hotel Stay's

Mike <mikea8@hotmail.com>

2/8/2019 4:10 PM

Comments on the DEIS/Ohio River Crossing

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

238-1
B3

While Central Alternative 1B is the best alternative proposed, we continue to be concerned that the proposed one US41 bridge is unsafe and not practical. It was noted that farm equipment needs to travel that bridge and that repairs would be difficult on a two-way traffic bridge. Even with our relatively good winter, we note that the two bridges have been closed because of black ice.

We maintain that projected use of the US41 bridges is underestimated and that increased local traffic will continue to require a two-bridge solution.

As was discussed at the presentations, a US41 two-bridge solution is feasible as part of a thirty-five year fiscal plan.

Michael J. Abaray
2056 E Walnut St
Evansville, IN 47714
812-449-9558
mikea8@hotmail.com

Mary Abaray
2056 e Walnut St
Evansville, IN 47714
812-459-9558
mabaray@hotmail.com

Margaret <margareta@insightbb.com>

2/8/2019 3:29 PM

Bridge

To info@i69ohiorivercrossing.com

Hello Sirs,

My thoughts on the bridge project.

First I pay my fair share of taxes and more so to me taking away the twin bridges is discrimination due to the fact I am being forced to drive an extra 15 miles or more to go to my job. Forcing me to take away from the convince of twin bridges to one that everyone will still use due to the extra "tax" cost of building this new bridge.

239-1
B1

Second some people are not able to afford this extra tax cost due to their income level and then again this is discrimination for them as well.

Third, you build a beautiful bridge in Louisville and while you did this, they still had full use of their other alternative routes, again I see discrimination.

239-1
B1

Let the people of Kentucky have the twin bridges and build your new bridge is my vote.

In life I have always been told build/develop and they will come. Why not allow this area of Kentucky allowed to continue to grow and prosper and help out your state taxes and maybe provide some jobs that pay enough to keep people from being forced to cross the bridges.

Why are we not opening our doors to better opportunities for everyone instead of opening a discrimination lawsuit. Let's think about this. Leave the twins alone and build your new bridge.

Sent from my iPhone

Patricia Colbert <poseyswd65@yahoo.com>

2/8/2019 2:44 PM

twin bridges & tolling

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

In regards to the proposed I-69 bridge, the twin bridges, and tolling:

240-1
B6

Keep both of the twin bridges and do not put tolls on them. Toll the new bridge and post signs on both 41 and 69 saying all through (truck) traffic must use I-69 toll bridge.

Indiana tends to build new infra-structure that is obsolete as soon as it is built. Removing an existing bridge would be seen as going backwards.

When the new I-65 bridge at Louisville was built, there were no tolls put on the existing I-64 bridge or other existing bridges. There should not be any put on the twin bridges.

Patricia Bunner Colbert
Executive Director
Posey Co. Solid Waste District
PO Box 248, 400 Brown St.
Mt. Vernon, IN 47620

(812) 838-1613

Date received: 2-8-19

DEIS Feedback**Name**

Susan Bailey

Address

1251 Huntspoint Way, Henderson, KY 42420

Phone Number

270-830-6778

Email Address

blues.susan1@yahoo.com

Comments and/or Questions241-1
B1

I don't support putting tolls on the existing Twin Bridges at this time. I don't support tearing down one of the existing Twin Bridges at this time. These bridges are in good shape except for the paint. The painting company that we paid was such an epic failure. We saw within a year how well the 20+ year paint held up! I know because I drove the Twin Bridges every day for work and got to examine them well when caught in traffic because of wrecks and road improvements. Why do we have to decide now for tolls and/or to tear down one of the Twin Bridges? We have no idea how the I-69 interstate will truly impact this area? Whether or not it will bring all of the success of industry that is being touted. Whether it will grow small businesses, increase the housing industry to accommodate the increased population. I hope it does. I'm sure it will take the semi-trucks off of the Twin Bridges. I would rather keep the Twin Bridges running and toll free for the citizens of Evansville and Henderson for the time being. Address this issue 7-10 years after the opening of I-69 and see how it has impacted the area. I know we need to plan but do we have to burden Henderson and Evansville with tolls and the loss of a Twin Bridge without assessing the real impact of I-69 on the Twin Bridges.

THIS IS NOT A PERMIT

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

DNR #: ER-20412-1

Request Received: December 14, 2018

Requestor: Parsons
 Dan Prevost
 101 West Ohio Street, Suite 2121
 Indianapolis, IN 46204

Project: I-69 Ohio River Crossing (ORX) Evansville, IN to Henderson, KY; DEIS

County/Site info: Vanderburgh

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary.

Regulatory Assessment: This proposal will require the formal approval for construction in a floodway under the Flood Control Act, IC 14-28-1. Please submit a copy of this letter with the permit application.

Natural Heritage Database: The Natural Heritage Program's data have been checked. The managed lands, high quality natural community, and species below have been documented within 1/2 mile of the project area. The Division of Nature Preserves recommends that the construction limits be confined as much as possible, and no staging should be placed near the Ashumbala Nature Preserve or Eagle Slough Natural Area. We recommend coordinating with Sycamore Land Trust at (812) 336-5382 or info@sycamorelandtrust.org regarding any project activities near Eagle Slough Natural Area.

A) MANAGED LANDS:

1. Evansville Department of Parks & Recreation:
 - a) Vann Pollack Park
 - b) Caldwell Park
 - c) James Price Park
 - d) Anthony C. Oates Memorial Park

242-1 →
E37

2. Eagle Slough Natural Area, Sycamore Land Trust
3. Ashumbala Nature Preserve, DNR
4. Angel Mounds State Historic Site, Indiana State Museum & Historic Sites

B) COMMUNITY: Wet Floodplain Forest

C) PLANTS:

1. Water-purslane (*Didiplis diandra*), state endangered
2. Green Hawthorn (*Crataegus viridis*), state threatened
3. Bald Cypress (*Taxodium distichum*), state threatened
4. Mercury (*Acalypha deamii*), state rare

D) BIRDS:

1. Sedge Wren (*Cistothorus platensis*), state endangered
2. Bald Eagle (*Haliaeetus leucocephalus*), state special concern

Fish & Wildlife Comments: The documented bald eagle nest is 1,000' from the Central Alternatives 1A and 1B and greater than 3000' from the West Alternatives of the proposed project site. This is greater than the recommended buffer of 660' that is used to reduce disturbance to

242-2 →
E38

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

242-2
E38

→ nests. Also, no suitable habitat currently exists for sedge wrens within the project boundaries. Therefore, we do not foresee any impacts to these bird species as a result of this project.

Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The following are recommendations that address potential impacts identified in the proposed project area:

242-3
E39

→ 1) Exceptional, Unique or Critical habitats:
The mitigation and commitments section proposes a 4:1 (or higher) mitigation ratio for exceptional, unique or critical wetlands such as cypress swamps; however, impacts to unique wetland such as cypress swamps should be avoided through redesign or relocation of project infrastructure. Mitigation of such habitat would be extremely difficult or impossible; therefore, the need for avoidance of such impacts is very important.

242-4
E40

→ 2) Crossing Structures:
For purposes of maintaining fish passage through a crossing structure, the Environmental Unit recommends bridges rather than culverts and bottomless culverts rather than box or pipe culverts. Wide culverts are better than narrow culverts, and culverts with shorter through lengths are better than culverts with longer through lengths. If box or pipe culverts are used, the bottoms should be buried a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the bankfull width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width / length) of 0.25; and have stream depth and water velocities during low-flow conditions that are approximate to those in the natural stream channel.

The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. Any riprap placed at the culvert's outlet should match the outlet/invert elevation at the upstream edge of the riprap apron. Smaller stone and fines should be mixed in to match the existing stream substrate particle distribution and provide impermeability of the riprap apron/substrate so the flow does not percolate through the voids below the riprap apron's surface. The slope of the riprap should be no steeper than 20:1 from the lip of the culvert pipe to the streambed. Riprap on the inlet side should have a slope no steeper than 5:1. Natural streambed material should be backfilled within the structure where possible as it can provide refuge for species using the culvert. Natural bed materials such as large cobble and boulders should be placed within the structure (anchored if necessary) to provide flow diversity and roughness/energy dissipation.

Sump depth for a pipe or box culvert should be increased/adjusted to match the structure's design life according to the background rate of bed degradation/downcutting so that the culvert does not become perched long before the culvert requires replacement. Culvert width and gradient should be appropriate for the site conditions so that flows do not scour out material from the culvert. Stream simulation design should be applied with any crossing structure. Additional information is available in Publication No. FHWA-HIF-11-008, Federal Highway Administration, Culvert Design for Aquatic Organism Passage, October 2010 (<http://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf>).

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

3) Wildlife Passage/Crossings:

As was done with the I-69 crossing of the Patoka River, most or all of the floodway should be bridged. Facilitating wildlife movement under roads, especially large and heavily-traveled high-speed roads, is a priority concern for the Division of Fish and Wildlife both for the ecological health of wildlife populations in terms of movement and dispersal, and habitat connectivity, and in terms of avoiding unnecessary wildlife mortality on roads. Maintaining or improving wildlife passage ability under roads means less wildlife crossing traffic lanes and consequently reduced driving hazards. Due to the high speeds on the proposed road, all creek crossings should be designed to accommodate wildlife passage which means designing all crossings wide enough to have footings/abutments located landward of the tops of the banks with a minimum of 24' of open, un-riprapped ground below the crossing on the banks (all on one side or split between both banks). A sample of wildlife passage benefits, cost-savings (in terms of structure cost versus deer-vehicle collision costs) and safety of life and property issues can be reviewed at http://www.virginiadot.org/vtrc/main/online_reports/pdf/06-r2.pdf.

242-5 →
E41

Where no bridges are planned, wildlife passages for most wildlife including white-tailed deer should be installed throughout the length of the project. Wildlife passage structures should be open enough to not deter wildlife use. To accommodate wildlife such as white-tailed deer, the minimum height of such structures should be 12', but could vary somewhat depending on the other variables resulting in an openness ratio of 0.25 or more. Fencing should be installed to guide wildlife towards the crossing structures and to maximize the openness of the structures grating or light-wells should be installed to provide natural light within the structure. Where applicable, metal grating installed within the portion of the passage that is within the road's median is recommended to improve the openness of a structure needing to cross a divided highway.

4) Scour protection and wildlife passage:

The placement of riprap/scour protection under a crossing structure could impair wildlife passage which can be prevented through the use of an alternative method of scour protection or modifying the proposed material.

Scour protection should be done using a smooth-surfaced material such as articulated concrete mats under the structure instead of part or all of the proposed riprap (or riprap at the toe and a smooth-surfaced material above the riprap toe protection). Poured concrete is not an acceptable type of smooth-surfaced material. Materials such as articulated concrete block mats, fabric-formed concrete mats or other similar smooth-surfaced materials will not impair wildlife movement along the banks under the bridge (see <http://directives.sc.egov.usda.gov/OpenNonWebContent.aspx?content=17553.wba>).

242-6 →
E42

Riprap scour protection on narrow structures less than 20' wide should not extend a significant distance from each side of the structure to avoid accelerating flow in the low-flow channel and causing bed scouring or fish passage impairment due to the accelerated flow. Do not place riprap across the streambed as it may result in a fish passage obstruction. Riprap may be placed at the edges of the structure to protect the footings and at the toe of the stream banks.

5) River/Stream impacts:

Impacts to the channel should first be addressed in planning through avoidance, minimization, and lastly compensatory mitigation. Instead of channel relocation, we highly recommend stabilization of the outside bend upstream of the bridge with bioengineered methods and materials including rock toe protection and incorporating live vegetation into the stabilization above the toe.

242-7 →
E43

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

242-7
E43

If relocation remains the best option after a complete examination of the possible alternatives and avoidance of impacts, mitigation plans should be developed. Mitigation for a stream channelization/relocation should include replacement of the impacted channel length with an equal length of restored channel that possesses equal or higher quality riparian and stream habitat as the impacted area. Habitat enhancement should also occur along another length of stream equal to the length impacted. Experienced professionals with backgrounds in soils, botany, ecology, fish and wildlife management, fluvial geomorphology, and engineering should design all channel relocation projects. A restrictive covenant should be used to protect the channel from future disturbance, and it should cover both the restored and enhanced creek lengths (essentially at a ratio of 2:1 or greater in linear feet of stream relocated/impacted).

Natural channel design should be used in the design of any relocated channel and should include aquatic and riparian habitat elements needed to complement upstream and downstream conditions. Further information can be found at:
https://www.bae.ncsu.edu/wp-content/uploads/2017/07/sr_guidebook.pdf.

A Qualitative Habitat Evaluation Index (QHEI) should be developed for the stream to be relocated which will be the minimum QHEI score for the relocated stream and to the extent practicable, the relocated segment should have similar cross-section, substrate, in-stream habitat, and riparian corridor and channel morphology when compared to the original segment.

242-8
E44

6) Riparian Habitat:

We recommend a mitigation plan be developed (and submitted with the permit application) for any unavoidable habitat impacts that will occur. The DNR's Floodway Habitat Mitigation guidelines (and plant lists) can be found online at:
<http://www.in.gov/legislative/iac/20190130-IR-312190041NRA.xml.pdf>.

Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees). Impacts to wetland habitat should also be mitigated at the appropriate ratio.

The mitigation site should be located in the floodway, downstream of the one (1) square mile drainage area of that stream (or another stream within the 8-digit HUC, preferably as close to the impact site as possible) and adjacent to existing forested riparian habitat.

242-9
E45

7) Migratory Birds:

All migratory bird species are protected under the Migratory Bird Treaty Act (MBTA) of 1918. Swallows (*Hirundo* spp.) often build nests on the undersides of bridges, and the proposed US 41 work could impact these species. To ensure compliance with the MBTA, we recommend that either work not take place between May 7 and September 7 (which is the nesting season), or that the bridge be surveyed for nests during those dates prior to construction. If nests are found with eggs, chicks, or parents actively tending to the nest (building the nest and visiting often), then repairs should be put on hold until the nesting cycle is completed (to fledging) or fails (by natural causes). Removal of inactive nests of migratory birds should not be accomplished prior to consultation with the USFWS office with local jurisdiction. A permit may be required for removal of inactive nests.

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas with a mixture of native grasses, sedges, wildflowers, and also native hardwood trees and shrubs as soon as possible upon completion. Do not use any varieties of Tall Fescue or other non-native plants, including prohibited invasive species (see 312 IAC 18-3-25).
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure.
6. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
7. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
8. Plant native hardwood trees along the top of the bank and right-of-way to replace the vegetation destroyed during construction.
9. Post "Do Not Mow or Spray" signs along the right-of-way.
10. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
11. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

242-10
E46

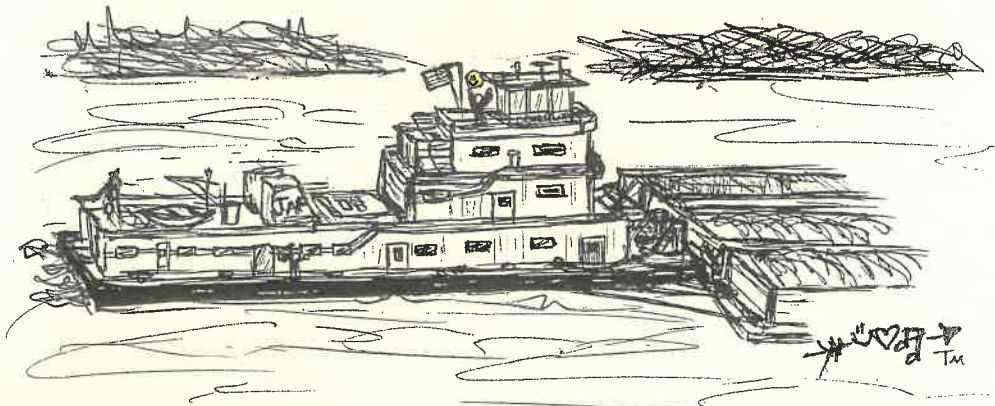
Contact Staff:

Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife
Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.



Christie L. Stanifer
Environ. Coordinator
Division of Fish and Wildlife

Date: February 11, 2019



Heart
TM

"The care of rivers
is not a question of rivers,
but of the human heart."

Tanaka Shozo

1961



HARMONY BY HAND →
← ♡ ♡ ♡ ™

512 S. Lincoln Park Drive Apt. C
Evansville, Indiana 47714

Cell 812-480-5551

812-476-9797



harmonybyhand@yahoo.com



Susan E. Fowler

← ♡ ♡ ♡ →

HARMONY BY HAND
♡♡♡™



Feb. 8, 2019



Comments from
Susan E. Fowler

♡♡♡
storytelling Artist and scientist



243-1
A1

This letter supports the construction of the ^{new} I-69 Bridge as proposed at the January 8, 2019 presentation in Evansville, Indiana. The Central Alternatives 1A & 1B also included

243-2
H3

"tolling" on the ^{new} I-69 bridge. This letter supports the tolling of the ^{new} I-69 Bridge. (Is the bike path proposed still an option?)

243-3
S6

243-4
B6

This letter does not support the tolling of the existing Hwy 41 bridges (TWIN BRIDGES) nor does this letter support the removing of the existing South Bound US Hwy 41 Bridge.

This letter supports (what maybe ^{called} ~~1B~~ ^{1B**} or 1C) maintaining both North and South bound Bridges of the Current Hwy 41 and this letter supports a NO TOLLING on these Twin Bridges.

From the Evansville Mayor to local hospital staffs to truck drivers and farmers, maintaining the existing twin bridges with a NO TOLL rang out clearly 😊!

243-2
B6

The New I-69 bridge would allow for reduced truck traffic on the Twin Bridges and with ^{new} weight restrictions on the Hwy 41 Twin Bridges, this could aide in less wear & tear on the roadway 😊!

Looking up and down the Ohio River from Marietta to Paducah, the bridge crossings are vital. To remove the South Bound 41 Bridge is not wise. Concerns were raised about Economic hardships, safety, EMERGENCY medical events, farming equipment challenges, and "local folks" going back and forth for work, etc. ... with all VOICES requesting a new I-69 bridge with tolling, ^{yet} maintaining existing TWIN Bridges (both North & South) with NO TOLLING! 😊

In a letter from Niles Rosenquist, (dated Jan. 8, 2019) he notes that Indiana should have the construction funds necessary without tolls on the existing Hwy 41 Bridges.

Please, Please Listen to these VOICES! 😊
 Comments have been made by some community members that decisions have already been made & that it is a "done deal" — This cannot be the case with such strong PUBLIC SENTIMENT requesting a new bridge "tolled" and the current twin bridges "untolled"! 🗣️

Please accept this handwritten comment and

Thank You for listening Susan E. Fowler 🍷

HARMONY BY HAND →
 ← LOVE™
 512 S. Lincoln Park Drive Apt. C
 Evansville Indiana 47714

🗣️
 Susan E. Fowler
 🍷

Cell 812-480-5551
 812-476-9797

August 5 & 6, 2017

Inland Waterways Festival 2017 Marietta, Ohio

Enjoy this memory sketch of Events!

FRIEND

Fish in the WIND! Prudence

OHIO RIVER
★ 981 miles in length
★ Pittsburgh, PA to Cairo, IL
★ Elevation 710 to 270

RIVER
● CITY OR TOWN
■ Lock 'n Dam
--- State Boundary

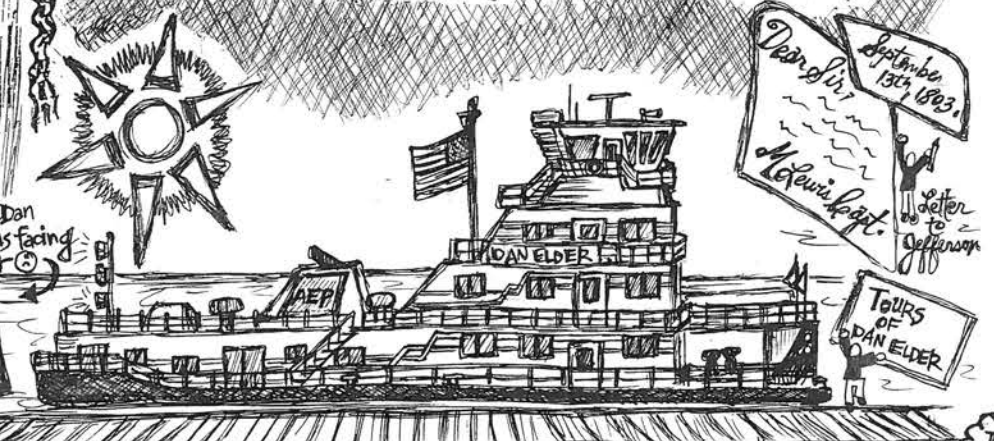
ECLIPSE STORIES!
Total LUNAR Eclipse March 1st 1504
Almanac 1504 (Ephemera)
Christopher Columbus uses the Lunar Eclipse to "scare" the Jamaican Natives!
Chapter The Eclipse in King Arthur's Court
Connecticut Yankee
Mark Twain 1889
The Amazing Voyage of the New Orleans (1811-1812)
Nicholas Roosevelt
Lydia
Tiger
Mark Twain uses a SOLAR ECLIPSE to save the life of the "Yankee"!

Thanks to Helpers: George, Alan, Naomi, Josh, Chris, Choose a Number, Robin
ALLEGHENY RIVER
Pittsburgh (mile zero)
MONONGAHELA RIVER
PENNSYLVANIA
Wheeling
Welcome Marietta
Dennis, Andrea, Dennis, Andrea

Earth Smiles (13,561 ©)
Lafayette (1825) tells of his Steamboat striking near Rocky Point, IN
Historic Marker 719 River Mile
VISIT AMERICA 1824-1825



Pilgrims on the OHIO!
1894 Journey!
15th Rowboat
Preuben Gold Thwaites & Family
Keelboat & crew depart Pittsburgh late August 1803!
Captain Lewis writes of squirrels in the OHIO! (Sept. 11, 1803)



10/16/2017
Path of Total ECLIPSE of the SUN!
August 21, 2017
Nathan

...an OHIO River Beaver Stick begins the River stories with Susan!

...Visit the OHIO RIVER riverfront ~ Tour the AEP Line Boat at the mouth of the MUSKINGUM RIVER!
... Visit the OHIO RIVER Museum
Enjoy the Celebrations along the Muskingum!
Appendix C 10, page 352



Celebrate River Days!

September 7-9, 2018

Mulzer Crushed Stone, Inc. A CSR COMPANY

PORTS OF INDIANA

are proud sponsors of

RiverWorks Discovery

Historic Area

Recent canoe trip on the Wabash... CARP!

Ed Robinson, Erin Howard, DeeAnn, Gary, Dave, Cheryl, David, Lioba, Sophie



IT'S A BEAUTIFUL DAY IN THIS NEIGHBORHOOD!

Olmsted Locks and Dam! 30yrs.

Phil W., Kasia, Shelley

Dedicated August 30th (River Mile 964.4)

1811 Diary - Lydia

Ludja observes squirrels swimming across the River!

Ludja, Lefrobe, Roosevelt on the Ohio!

River stories

Susan (2003)

(Sherburne Park 1912)

Indiana History 200

New Counties

Evansville, Hoopville, Raliff, Boonville

Hugh McGary, Daniel Grass, Joseph Lane



- Historic Area
- Birds • Civil War
 - Butter • Candles
 - Morrels • Corn
 - Laundry • Crochet
 - Knitting • Sketching
 - Rope Making
 - Barnett • Primi • Lives

DECK HANDS Logan

Tour the McKenzie Shawn

Pilot Woody



Thanks to Friends at

- West
- Farmersville
- St. Matthews
- Home school

Flatboat Journey 1828

A. Lincoln

MR. ROGERS by George Stanley © 2004

Fred Rogers (1928-2003)

WOOD

Music Smiles

Doors Closets

1818

INDIANA

Governor Jonathan Jennings

11/1/2018

These sketches are drawn to honor the Pittsburgh families upriver...

Date received: 2-8-19

DEIS Feedback

Name

William & Nancy Walker

Address

5977 Cairo-Hickory Grove Road, Corydon, KY 42406

Phone Number

(270) 533-6262

Email Address

sotyky539@yahoo.com

Comments and/or Questions

244-1
B1

→ We wish to make a comment regarding the I69 Bridge Project. We are in favor of keeping the existing bridges open and maintained, and toll free. Thank you for your consideration of this option.

Date received: 2-11-19

#69 River Crossing Project
320 Eagle Crest Drive, Suite C
Evansville, IN 47715

2-8-2019

Dear Sirs:

245-1
B2

I think the existing northbound and southbound Ohio River bridges should neither be torn down nor changed to one bridge with 2-lane traffic.

The new bridge should be in addition to those two, to help alleviate congestion, and spread out traffic flow. This is especially critical after a bad accident, bridge work, or other traffic stoppage or slow-down.

245-1
B2

A toll - if it's kept low (but I'm not hearing that it is) - would be O.K. on the new one, and maybe short-term on the existing bridges.

However, modern society does nothing (has no incentive, apparently) to keep inflation under control. Zeros are added on as if it's no big deal. Millions are now billions.

And while what bridge workers and materials suppliers are paid doesn't affect what I get from Social Security, I do believe excessive costs/wages/etc. cheapen the value of a dollar.

I'm old enough to remember \$2000 new cars, \$7/week for groceries, etc. That's 1000% or more inflation, and since the wealthy and well-paid can afford it, people like myself have no leverage.

245-2
V1

Also, I believe there should be overpasses over farms so tractors and living things can move freely, on at least one spot per farm. My granddad's farm was cut in two in Henderson County years ago for the parkway. Thank you -

Connie Whitman
(812) 476-9910
1750 S. Norman Ave.
Evansville, IN 47714-3647.



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: Jackie Burch

Full Address: 28 N. McKinley St. Apt. 19, Henderson, KY 42420

Phone Number: (270) 454-1083

Email: jrurch8@gmail.com

Sign me up for Project communications

Comments: When I first heard about the plan for the new bridge to be tolled, I thought - well, of course, that now a bridge is built now. (Also was in 1930's). When there was talk of tolling the twin bridges, I first thought - No, we already paid for them. We should not have to pay a toll for the bridges we already have.

246-1
B16

My view has changed on tolls for the twin bridges. We have to pay to keep them. I would pay \$5 (five dollars) for a one way toll to keep both bridges.

246-2
D2

In the matter of safe travel, two way traffic on one bridge is dangerous at highway speeds, especially now with all the cell phone usage. We already have two bridges.

Tommy Dempewolf <tommy@dempewolf.com>

2/7/2019 12:58 PM

US 41 Bridges

To info@i69ohiorivercrossing.com

Dear committee

I am in full support of the new bridge crossing.

247-1 B7 → I am totally against closing the existing twin bridges. I grew up in Henderson when there was only one bridge and US 41 was totally undeveloped.. In the past 40 years the Strip has had millions of dollars invested and it is the lifeblood of the Henderson community. To close one of the bridges would be economic disaster to the local economy..

247-2 X2 → The acquisition of over 600 acres of additional land recently added to Audubon Park would become a terrible investment and the Park itself will be at an a. erthought for visitors.

The new road is cung in half two long held family farms and I am not angered by that because the road is the future for my grandchildren .They were owned by my Grandfather and Great grandfather and are sll in our f amily.

I am the Ford dealer in Henderson and have quite a vested interest in the US 41 Strip .Please rethink closing any existing bridges. Doing so will undoubtedly bring forth legal claims from untold numbers of people affected..

I am glad to discuss these issues more if you would like.

Sincerely
Thomas Dempewolf
Dempewolf Ford
2530 US41 North
Henderson Ky
270 8317120



REPLY TO
ATTENTION OF:

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

February 12, 2019

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

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

Dear Mr. Miller:


This is in regard to the request for comments regarding the I-69 Ohio River Bridge Crossing (ORX) Draft Environmental Impact Statement (DEIS), dated December 2018. The project ID number for the portion of the proposed project occurring in Kentucky is LRL-2018-1091. The following comments pertain to the portion of the proposed project that would occur in Kentucky:

- Tables for waters, stream/wetland impacts, and mitigation calculations must be organized by state in the Final Environmental Impact Statement (FEIS).
- Streams within the state of Kentucky must be evaluated using the U.S. EPA's Rapid Bioassessment Protocol (RBP) for Use in Streams and Wadeable Rivers low gradient field methodology.
- For linear transportation projects in Kentucky, mitigation is required for impacts to ephemeral streams that exceed 0.10 acre within a single and complete crossing.
- Incorporate the estimated stream and wetland Adjusted Mitigation Units (AMUs) and credits, and their current costs in the Final Environmental Impact Statement (FEIS) alternatives analysis.
- Inquiries regarding in-lieu fee credit purchases from the Kentucky Department of Fish and Wildlife Resources (KDFWR) In-Lieu Fee Program may be made directly by calling Mr. Clifford Scott (502) 564-5101, by email at Clifford.scott@ky.gov, or in writing at Kentucky Department of Fish and Wildlife Resources, Division of Fisheries, #1 Sportsman's Lane, Frankfort, Kentucky, 40601.

248-1
E47

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

Sincerely,



David Baldrige
Chief, South Branch
Regulatory Division



DEIS Comments

Comments on the DEIS will be accepted through Feb. 8, 2019

Name: Cecelia Garrison

Full Address: 1018 Alves Ferry Rd., Henderson, Ky

Phone Number: 502 593 0891

Email: cecilia.garrison@gmail.com

Sign me up for Project communications

Comments:

249-1 H31 → I'm concerned that a toll on the new bridge and leaving old 41 bridge (existing) completely un-tolled will cause many local residents to avoid the new bridge and reduce expected revenue for the new project. I'd love to see some clear, concise info for how planners expect to address this concern.

249-2 H4 → My husband works in Evansville, and I would personally love to see a toll-free option, but I also want to make sure we don't end up in the same situation Louisville is facing with the heavy traffic unexpectedly flooding their 2nd street bridge, leaving the new I-65 bridge under-used and toll-revenues falling short of projections.

PROCEEDINGS

1
2 MAYOR AUSTIN: Thank you. And I would like to
3 read my statement into the record, please. The
4 completion of the I-69 Ohio River Crossing study is
5 a major step on putting Henderson directly in the
6 center of an interstate highway that will eventually
7 stretch from the shipping ports of the lakes in
8 Michigan to the Texas Gulf Coast. It will create a
9 distribution opportunity to reach tens of thousands
10 of businesses and millions of households on a
11 one-day shipping schedule from Henderson. When
12 complete, I-69 will be the biggest economic,
13 financial, transportation, and growth opportunity
14 Henderson and our area has ever experienced. Our
15 community sincerely appreciates the work that both
16 Kentucky and Indiana Transportation Divisions and
17 the I- 69 Ohio River Crossing team have done in
18 their preliminary route selection. However, the
19 planners, although extremely capable in all they do
20 in all their fields, have not fully experienced the
21 horrific traffic flows and backups that plague
22 Highway 41 north. That specific travel route
23 connects us to Evansville and southern Indiana and
24 vice versa for work, commerce, and medical needs and
25 other frequent trips. Some of the preliminary plans

250-1
B1

1 all have suggested possible tolling of existing 41
 2 bridges or suggestions in the initial discussion
 3 include having just a single bridge with two- lane
 4 traffic on Highway 41. Experience indicates neither
 5 of those options would be in the best interest of
 6 area commuters, business interests, and our
 7 adjoining communities. I ask and I will continue to
 8 ask that the I-69 planning team and state highway
 9 agencies work with our communities and our
 10 constituents for a solution in providing a
 11 free-flowing and unencumbered Highway 41 local
 12 traffic route as part as the overall plan. Thank
 13 you.

250-1
 B1

1 to urge both teams to continue to work on that
2 possibility, free local twin bridges for local
3 commuters, while getting that I-69 done as quickly
4 as possible. We know how important it is to our
5 future. Thank you again, and I appreciate the
6 chance to speak with you.

22 JUDGE SCHNEIDER: Thank you. It's an honor to
23 be here tonight. It's an honor to be one of the
24 first speakers because I'll be one of the first to
25 say a sincere thank you to the Ohio River Crossing

1 team for all you've done to get us to this point to
2 help us reach this dream, which has lasted over
3 several decades now. It's terrific to be at this
4 milestone and a sincere thank you, especially to our
5 friends in Kentucky. I have a special place in my
6 heart for Kentucky. Thank you. It's nothing
7 against Indiana.

8 MODERATOR: That helps.

9 JUDGE SCHNEIDER: I want to echo the Mayor's
10 comments that it truly is a transformational project
11 for our community, rivaling the building of the
12 original twin bridges and the building of the
13 parkway system, and they're so key to the financial
14 future of western Kentucky, both were built with
15 tolls on them.

251-1
B1

And we understand the need for tolling
on the new bridge. That is the way construction's
built these days, especially large projects, but I
would also say not to give up on the idea to have
free local twin bridges. I know there is a lot more
we have to do there.

251-2
F7

Still options available
through federal INFRA grant that I know the states
are going to apply for. It would be a game- changer
in the arithmetic, and we have people in the
audience today that strongly support the INFRA grant
effort from our federal government. Again, we want

13 MS. WILSON: Thank you so much. I am reading
 14 remarks from Congressman Comer. "As Kentucky's
 15 first district congressman, I know how important the
 16 completion of I-69 is to the future of western
 17 Kentucky. It's so important that I made building the
 18 I-69 bridge my number one major infrastructure
 19 priority. I have worked with my colleague in the
 20 House, Indiana representative Larry Bucshon, to
 21 advance the project at the federal level and support
 22 the efforts of southwestern Indiana and northwestern
 23 Kentucky. I have been working hard to advocate for
 24 the previous construction. I understand Kentucky
 25 and Indiana are joining forces to apply for funds

252-1
A1

252-2
F7

1 for INFRA grant program, and I pledge my full
 2 support to this application. Thank you to all who
 3 helped the I-69 bridge project reach this important
 4 milestone. I look forward to one day attending the
 5 bridge's ribbon cutting knowing that we all worked
 6 together to make this dream come true. Thank you,
 7 Congressman James Comer."
 8

Page 9

18 MR. STATON: Thank you. I just wanted to,
19 again, say thank you to the I-69 team for listening
20 to us along the way. It was important early on in
21 the discussion when we sought this central route and
22 we saw the discontinuance on the northbound lane,
23 that that was corrected, and it needed it. It had a
24 breach in the area and part of the presentation
25 today and I simply thank you for that. I have some

1 concerns that I would like to get on the record as
 2 well. I want to echo Judge Schneider's comments in
 3 saying that I believe strongly that having both the
 4 twin bridges open and toll free is something that we
 5 should not remove from the table at this point for a
 6 number of reasons. One of the biggest reasons is
 7 when you see a local elected official, people
 8 willing to spend their money and grow their
 9 businesses here in Henderson, you want to do what
 10 you can to support them, and you want to do what you
 11 can to help them grow their businesses. We have had
 12 development on our strip, and our downtown area, and
 13 in a number of places in Henderson over the last two
 14 or three years that has rivaled some of the most
 15 development we've ever had in our city. And I would
 16 like to see something to where we don't create
 17 another bottleneck on our strip. If we have three
 18 traffic lights and then we move down to one bridge
 19 with two lanes, I feel like that's going to create
 20 an inconvenience and an inconvenience to where
 21 people will choose the other route other than the
 22 strip and cause the businesses that we have in place
 23 significant harm moving forward. So if you-all can
 24 leave that on the table and try to find an alternate
 25 way to fund the project other than cutting down the

253-1
B1

253-2
F14

1 one bridge and tolling the Henderson bridge, I think
 2 it's a win-win for Henderson. Other than that, I
 3 just wanted to say I'm excited about the project. I
 4 have nothing negative about the project. I
 5 understand its federal importance, and I understand
 6 its importance to the growth of each part of our
 7 region. So thank you, again, for all your work. I
 8 appreciate it.

253-3
A1

1 county, and the city to work together to see this
 2 important project completed and also the joint
 3 partnership with the community of Evansville to see
 4 it completed. Senator Paul would like to be on the
 5 record supporting this bridge in any way that he can
 6 help, whether it's supporting the grant process or
 7 other things that will come forward as the process
 8 moves forward, he would like to do that, and
 9 certainly, again, appreciate your time to be able to
 10 speak tonight. Thank you.

254-1
A1

16 MR. HASERT: Thank you for the opportunity to
 17 speak tonight. Senator Paul asked me to attend on
 18 his behalf. The senator has appreciated the
 19 Henderson community's openness in briefing him and
 20 talking about supporting this bridge since he was
 21 elected in 2011. And the last time the senator
 22 exited this room, and spoke to the chambers, and sat
 23 down with the judge and mayor to talk about this,
 24 one of the things that really impresses Senator Paul
 25 is the willingness of the Henderson community, and

20 MR. NEWMAN: Thank you for the opportunity. I,
 21 too, will read from a prepared statement that I
 22 have. The new I-69 bridge will be a great boom in
 23 the region. Not just economically, but as an
 24 enhancement of public safety. It creates a
 25 redundant bridge crossing. It'll be crucial, if the

Page 13

1 twin bridges are impacted by natural disasters,
 2 bridge strike or, excuse me, barge strikes, or
 3 anything else that may impact them. A new bridge
 4 provides a safety valve that we've never had before.
 5 Keeping the two bridges open is a part of a
 6 redundancy goal. And as a local resident, I am
 7 concerned about the idea of eliminating one of the
 8 two older bridges. I don't believe a single two-
 9 lane bridge can adequately handle the local commuter
 10 traffic. Lastly, I would prefer the state maximize
 11 our redundancy by keeping both twin bridges open and
 12 for the safety of local folks who travel back and
 13 forth between Evansville and Henderson every day,
 14 let it be toll free. Thank you.

← 255-1
B1

15 MODERATOR: Our next speaker to sign in on our

21 MR. MILLS: Thank you. Good evening. I'd also
22 like to read a testimony into the record. First,
23 just let me express my gratitude to the governors,
24 the transportation secretaries, the staff of each
25 state, and the members of the Ohio River Crossing

1 Group for understanding how vital the I-69 bridge is
 2 to the future economic opportunities in southwestern
 3 Indiana and western Kentucky and for their continued
 4 commitment to making this project happen. We are
 5 all well aware the financial depth of this project
 6 is one of the biggest hurdles that remains, but the
 7 idea that has been conveyed to DEIS that could help
 8 supplement financing are tough pills for the
 9 Henderson community to swallow. Specifically, I'm
 10 referring to the decommissioning of one of the twin
 11 routes on US 41 and the toll that will remain on the
 12 twin bridge. For more than 80 years, the citizens
 13 of the bi-state area have been able to freely move
 14 between states. Almost every person I know goes to
 15 and from Evansville providing services, work, and
 16 shopping. In my opinion, going to Evansville is not
 17 a luxury, but it is a necessity for many Henderson
 18 residents. A monthly toll of \$40 or \$50 would
 19 undoubtedly put a financial burden to many working
 20 families that cross the bridge daily. I believe
 21 that tolling the US-41 bridge puts more of the
 22 financial burden than this project calls for on
 23 local residents when much of the population in
 24 Indiana and Kentucky will be also benefiting from
 25 this project. The decommissioning of one of the

1 twin bridges will undoubtedly cause congestion and
 2 much slower traffic speeds on both sides of the
 3 bridge. While the numbers may say seasonal,
 4 experience tells the local residents that it will
 5 create a traffic nightmare when the slightest
 6 disruption occurs. Additionally, many of the
 7 businesses and property owners are concerned that
 8 the lack of allowed traffic flow if the bridge is
 9 decommissioned would influence current business
 10 traffic in that area. In my opinion, if the
 11 proposed route remained central alternative, the
 12 project needs to do everything it can do to make
 13 using and getting to the US-41 corridor as easy as
 14 possible. The decommissioning of one of the twin
 15 bridges does not do that. As a state senator for
 16 the Henderson area, I will continue to advocate this
 17 project in Frankfort, and I will remain positive,
 18 and I do remain positive about the future of this
 19 project, but I believe that the decommissioning one
 20 of the twin bridges and tolling the new and
 21 remaining bridge places too high of a cost on the
 22 local residents for such an important regional
 23 project. Thank you very much.

256-1
A1 →

256-2
B1 →

11 MR. RIDLEY: Thank you. Thank you. My name is
 12 Dorsey Ridley and I'm the former state senator,
 13 having served western Kentucky for over 14 years. I
 14 know the history of I-69, and I know how horrible
 15 and slow it is to the economic future of western
 16 Kentucky. I appreciate the opportunity to speak at
 17 this public hearing. Before the federal fund set of
 18 I-69, Kentucky's governors, legislative leaders
 19 built an excellent parkway system in western
 20 Kentucky. It was paid for by tolling the drivers
 21 who were using the parkway. Once the road was paid
 22 for, the tolls were removed. I think the federal
 23 and Kentucky transportation planners use
 24 economically sound reasoning to incorporate our
 25 already paid for parkway system for an Interstate 69

1 route through Kentucky. I've shared with you the
 2 history of this project, and what we decide next
 3 about the river crossing will determine the future
 4 of Henderson and west Kentucky. My original choice
 5 for the I-69 was the original central order number
 6 two, but that option had been removed. Therefore, I
 7 would compromise and agree to the preferred
 8 alternative, central alternative 1B, but I stand
 9 here this evening telling you we need to correct
 10 that plan, that the southbound US-41 twin bridge be
 11 decommissioned and torn down because of the
 12 long-term maintenance costs. It is my firm belief
 13 that we need to save both US-41 twin bridges and not
 14 tear down our existing assets for the following
 15 reasons. First, we need to save the economic
 16 vitality and retail value of the US-41 north strip
 17 into Henderson. Second, we need bridge redundancy
 18 across the Ohio river should we have a natural
 19 disaster or accident on either bridge causing a
 20 bridge outage. Everyone please understand the long-
 21 term maintenance costs on both current US-41 twin
 22 bridges and this proposed I-69 bridge will be paid
 23 for by all of Kentucky and Indiana taxpayers, not
 24 just Henderson County and Vanderburgh County
 25 citizens. Therefore, we need to remember that

1 keeping the twin bridges, the maintenance cost will
2 be paid for by all the taxpayers of Kentucky and
3 Indiana. Finally, once the I-69 bridge is built, I
4 propose we keep both US-41 twin bridges open and we
5 toll only the large commercial trucks when they use
6 the twin bridges. Doing so will regularly increase
7 toll revenues needed and allow the twin bridges to
8 remain open with zero tolls, zero tolls, on cars and
9 trucks. This alternative action has not been
10 discussed publicly until today. I propose placing
11 it on the table for consideration, and I thank you
12 for your time.

257-1
B4

1 of the people. So those are basically my line that
 2 you're wanting to build your bridge across, and my
 3 people, my Cherokee Nation people's property. And I
 4 will fight for this in any way I have to to get this
 5 stopped. Just move it a little further east, closer
 6 to the Green River. There is a creek there. If you
 7 go through where that creek is, you won't disturb
 8 any Indian burial grounds. You won't destroy
 9 anything that we find holy or want preserved. It is
 10 a felony, federally and state, to disturb Indian
 11 burial grounds. That's where I come in with my -- I
 12 have contacted the attorney general's office. They
 13 are sending me some papers now to which I fill
 14 out -- will fill out. I will also be contacting the
 15 governor's office in Frankfort, and we will be
 16 working on that. But this won't be as easy as you
 17 think. It'll be a fight, and that's what I'm going
 18 to give you, a fight, if you don't move this further
 19 east. I thank you for listening to me, but it's not
 20 over, and it won't be over. Our people won't quit,
 21 and we won't forget. We want our ancestors buried
 22 there, and we will continue to protect them and
 23 watch over them, and I thank you.

8 MR. BULEY: Thank you. My grandfather told me
 9 when I was very young to pick a fight but make sure
 10 it's a good fight. The proposed area that you're
 11 wanting to go through has many Indian mounds in it
 12 and burial grounds. I am a member and chief of the
 13 Southern Cherokee Nation. We are the oldest Native
 14 American people here in the state of Kentucky. I
 15 don't want our Indian burial grounds destroyed or
 16 disturbed in any way. I think what you need to do is
 17 move your bridge a little further east, closer to
 18 the Green River, which would -- there is a corridor
 19 there that you can go through, which will not
 20 destroy or damage our burial grounds. I wouldn't
 21 want my grandmother dug up, and you wouldn't want
 22 your grandmother dug up, and my family has lived in
 23 this county for 8,000 years. 8,000 years. So
 24 everybody in that burial ground is kin to me, one
 25 way or another. The graves belong to the descendants

258-1
 J3

1 years, positive impacts on our community, tolling
 2 the new construction bridge is necessary. In being
 3 in the distribution and logistics business, it only
 4 makes sense, and I think I can speak professionally
 5 that anyone who uses that bridge will be more than
 6 happy to pay those tolls on the new bridge to get
 7 out of snarling and the slowness of movement of high
 8 traffic. So I find that as positive, and I don't
 9 think you'll get too much push back. However, I
 10 think at any, as you heard folks speak earlier from
 11 the state of Kentucky, we don't want to impact -- we
 12 want to impact as few people as we can, and I think
 13 we had to be concerned about that when we get to
 14 talking about tearing down and tolling the twin
 15 bridges as they exist today. So let me add my
 16 comments, or let me add my -- sorry, let me echo the
 17 comments of the many before me. I think we should
 18 not toll the bridges, and I think it'd be foolish to
 19 tear down those bridges. So what we're looking for,
 20 my comments are let's keep the bridges open and
 21 free. Thank you.

259-3
B1

4 MR. HOPPER: Good evening, thanks for the --
 5 thank everybody, thanks for the opportunity. I own
 6 a whole piece of property on Highway 60. So when
 7 the central corridor was made in the recommendation,
 8 I was kind of saddened because of the impact that
 9 this route would have on my property and my home,
 10 which I have spent years and a bag full of money to
 11 restore to its energy land mass. So it's
 12 bittersweet for me. That's the bitter part. The
 13 sweet part is I'm a lifelong resident of Henderson
 14 County, Kentucky, and I recognize that the impact
 15 and the windfall that are a result of an interstate.
 16 So I'm excited of that for our community. I just
 17 recently retired after four decades in the
 18 distribution and logistics business. So I also
 19 recognize the impact that the bridge can have on and
 20 the efficiency that can be garnered as the
 21 distribution and logistics business of this part of
 22 the world, which also has a huge positive economic
 23 impact on the area. So to me, that's the sweet
 24 part. However, while the new bridge and the
 25 extended interstate is going to have, for years and

259-1
J2

259-2
Q4

16 MR. PULLAN: Yes, I represent The Gathering
17 Place Senior Citizen Center, and I was talking to a
18 number of people in the last two or three days that
19 come regularly to the senior citizen center. And
20 they were very concerned about three basic concepts.
21 The first being that many of them have doctor's
22 appointments in Evansville, and some of them were
23 saying that they're -- they buy their clothing in
24 Evansville and do their grocery shopping in
25 Evansville, and that's on a fixed income, tolling

1 would be usurous. The second thing that we talked
 2 about was one bridge and how terrible it is, even
 3 when the racetracks are going, how slow the traffic
 4 moves or if when a car breaks down or something, how
 5 things go slow. If there is no toll on that bridge,
 6 and we're assuming that -- and we're hoping that'd
 7 be the case, they still -- everybody used that
 8 bridge, and the traffic would be murder. They want
 9 two bridges. They desperately want two bridges.
 10 And the third thing about it is that they're scared
 11 to get out and get into that traffic when there is
 12 only one bridge if it wasn't a toll. They feel like
 13 it's a situation that's hazardous for them. Many of
 14 them are living with their disability and their
 15 ability to move and react in situations, and they
 16 certainly are concerned about what goes on. You
 17 know, I think the first thing that you all ought to
 18 consider is, first, do no harm, and when you cut out
 19 that bridge, you're going to do harm. When you toll
 20 those two bridges, if they stand, or if one bridge
 21 stands, you're going to do harm. There are a lot of
 22 people in this community -- got a lot of people in
 23 this community with fixed incomes. There is a lot
 24 of people here that are on zero to some incomes,
 25 meaning they're going to remain on minimum wage. If

1 they have to pay to cross that bridge, it will hurt
 2 them, and it will hurt them badly. If that \$2 is
 3 consistent, it'd be close to \$1,000 a year, and
 4 \$1,000 a year means there is not going to be bread
 5 on the table, and they're not going to eat well, and
 6 that would be a shame. Thank you.

260-1
 B1

1 people come here as well. If you charge a toll,
 2 those of us in Warrick, Vanderburgh, Henderson,
 3 Union, and Webster county would be paying for a
 4 bridge that's used by those people that are
 5 traveling it from Canada to Texas, and that seems
 6 unfair. If worst comes to worst and the existing
 7 bridges have to be tolled or if the northbound
 8 bridge remains and has to be tolled, I would suggest
 9 that when people in those five counties renew their
 10 car license, they be provided with a transponder
 11 that would allow thru traffic back and forth from
 12 Indiana to Kentucky and vice versa because
 13 otherwise, the local people are paying for bridges
 14 that are going to be used on a national basis.
 15 Thank you.

← 261-1
B1

← 261-2
H9

9 MS. VIETS: Yes. Thank you. I wanted to
 10 mention that I'd like you to think long and hard
 11 before tearing down any bridge. If you consider our
 12 proximity to both the Wabash and New Madrid fault
 13 lines, you have to think that an extra bridge might
 14 come in handy someday, and once it's gone, it would
 15 be gone. What would happen if we were impacted by
 16 an earthquake that affected those bridges and no
 17 route was available from Union to Henderson to
 18 Evansville? I also would like to echo what Mr.
 19 Mills said in that looking at this one way, you are
 20 putting an extra burden on local people. I have
 21 lived in Henderson. I have worked in both Henderson
 22 and Evansville. I know that the job sharing, and
 23 the shopping, and the eating in restaurants, and
 24 that kind of thing goes both ways. It isn't all
 25 people from Kentucky going to Indiana; Indiana

→ 261-1
B1

9 MR. MARTIN: I'm Dennis Martin, and I am in
10 favor of a new bridge and only, only the new bridge.
11 I'm in favor of leaving the twin bridges as they are
12 and without tolls. And close the one bridge would
13 cause traffic pile-ups like we used to have before
14 we had the twin bridges. You've got -- it's two
15 lanes heading north, two lanes heading south, and
16 then combined going into one lane going in each
17 direction on the one bridge. That's why I think we
18 need to keep both bridges. If you recall, crossing
19 the money-saving bridges, as they were called by a
20 certain group in town, they've helped the impact of
21 the economy in Henderson and Evansville, too. And if
22 we put a toll on either one of them and maintain
23 only one, we're going to impact that financial
24 situation immediately, I think. So I am in favor of
25 keeping the twin bridges as they are, keeping them

← 262-1
B1

1 up, and building the new bridge, and having the toll
2 only on the new bridge. Thank you.

1 Evansville, it's all western Tennessee, and we're
 2 talking -- this is huge. So that's the point I'd
 3 like to make is just how important this bridge
 4 project is. And I know that we don't need a toll
 5 posted to drive across the twin bridges every day,
 6 but I'm for whatever it takes to get the record
 7 decision and move this project forward. Thank you.
 8 MODERATOR: Our next three speakers to sign in,

263-1
A1



13 MR. MERRYMAN: Merryman, thank you very much.
 14 My name is Ted Merryman. I retired from the
 15 Kentucky Transportation Cabinet. I served as chief
 16 district engineer to this area for about
 17 11-and-a-half years. I was also the appointed --
 18 the I-69 coordinator in 2009 - - I mean, 2012, I'm
 19 sorry. What I would like to talk about is the
 20 regional and national importance of this bridge
 21 plan. The people in Madisonville or people in
 22 Princeton, or the people in Eddyville, people in
 23 Paducah, and people in Mayfield, all along this
 24 project, Indiana is now completing the inside Route
 25 67, and Tennessee is working on 45 miles from

1 Dyersburg to the interstate line. The Kentucky
 2 Transportation Cabinet is working from Maysville to
 3 Fulton, and with that done, this quadrant will be
 4 the final link of the original board of 18 that was
 5 identified in 1991 in federal legislation ISTEA. We
 6 would have a fully controlled facility from
 7 Indianapolis to Memphis. We would be able to move
 8 traffic from Interstate 70 to Interstate 40, and
 9 most people know how busy they are east and west.
 10 But the one thing I want to caution, we were right
 11 here, right here where we're at tonight in 2004, and
 12 I was the chief district engineer at that time, and
 13 we have proved environmental impact grant, but in
 14 2005, the project was put on hold because we could
 15 not make visceral constraint. Now, what I'd like to
 16 say is the one alternate that we haven't discussed
 17 is a no-bid, and I'm glad we hadn't discussed it, and
 18 I wished I didn't even use the word, but the point
 19 I'd like to make is not -- when we do this by visceral
 20 study, I think we need to do whatever it takes to
 21 move this project forward. It's the most important
 22 project I ever worked on in my lifetime. It's the
 23 most important project that we'll ever have in this
 24 area, and it's not just Henderson from Evansville,
 25 it's all western Kentucky. It's all southern

263-1
A1



2 MS. FELLA: Hi, I'm Leslie Fella, director of
3 marketing and air service at Evansville Regional
4 Airport. EVV, an economic engine to other regions,
5 starts with the regional path connecting all regions
6 to the world and the world to our region. EVV
7 contributes more than \$945 million annually to the
8 local regional economy with nearly one half -- with
9 nearly a half million people flying in and out of
10 EVV each year, and nearly 36 percent of those half
11 million people are from Kentucky, which equates to
12 about 200,000 people from Kentucky flying in and out
13 of EVV annually. I support the construction of the
14 new I-69 bridge, which will serve as a triple link
15 to the north-south border. A new I-69 bridge is a
16 vital need on logistics and more for all of the
17 industries of Indiana, Kentucky, and beyond. Safe,
18 speedy, and efficient access, especially to the
19 north-south interstate routes are critical to our
20 regional markets and the key to economic growth.
21 This new bridge will provide great value to our
22 region's citizens and businesses who need fast and
23 reliable access to the region's airport. From a
24 tolling perspective, while I do support user fees as
25 part of the financing for a new I-69 bridge, I also

← 264-1
A1

264-2
B1

264-3
N4

264-2
B1

1 strongly support and encourage you to consider a
 2 non-tolling option for our citizens to circulate
 3 locally to school, to work, to access health care,
 4 to conduct business, and fly in and out of the
 5 regional airport. From a safety perspective, I ask
 6 you to please consider building a new bridge as soon
 7 as possible as it's very important to our region and
 8 to our citizens. The current local cross-river
 9 traffic corridor is no longer able to handle all the
 10 region's needs. It's very congested and has a high
 11 incident of collisions and related safety issues.
 12 Our current bridges are not built to withstand an
 13 earthquake or national disaster as mentioned earlier
 14 this evening. And in closing, from a tolling
 15 perspective or from a redundancy perspective, it is
 16 necessary. The DEIS has proposed to keep only
 17 one-half of the existing bridge open. Keeping both
 18 bridges would be a better solution to ensure that
 19 our region has the best possible cross- river
 20 traffic solutions. Thank you very much.
 21 MODERATOR: Very well. All right. Thank you.

1 is the default position for transporting patients.
 2 Patients are routinely transported between the two
 3 cities due to the fact that the number of
 4 specialists such as neurosurgeons, cardiologists,
 5 neonatologists, vascular surgeons, and the like are
 6 simply not available in Henderson and surrounding
 7 communities. This is the area. You can see a
 8 purple, and has the shaded Kentucky area Deaconess
 9 currently serves. There are many, many people in
 10 this area that depend on health care services in the
 11 Indiana area. Guess what? Those people need a very
 12 large system of transportation, dependable, and
 13 designed with safety in mind, and that's what the
 14 four-lane I-69 bridge does. We recommend the
 15 continued use of the two twin bridges. From an
 16 employee standpoint, Deaconess has many employees
 17 who went to and from Kentucky. They depend on these
 18 bridges to be safe at all times and to be open and
 19 in excellent condition. So the economic benefit of
 20 the new bridge and continued use of the twin bridges
 21 cannot be underestimated in terms of economic
 22 development. Deaconess has recently announced an
 23 affiliation with Methodist Hospital here in
 24 Henderson. As a board member of that newly formed
 25 board, it's important to know that our affiliation

265-1
B7

24 MS. WHITE: Thank you. I'm going to turn and
 25 face the majority of the people here. I'm Linda

1 White. I'm the recently retired CEO of Deaconess
 2 Health System at Evansville, now the executive
 3 director of the Deaconess Foundation, also a board
 4 member of Baptist Health here in Henderson. So I'm
 5 speaking on all behalves here. As we know, the
 6 entire economic, social, and political lifeline
 7 depends on the variation of transportation system.
 8 So what's the early on need for an efficient system
 9 from a point of view of a healthcare provider? An
 10 effective bridge system is essential as you consider
 11 the healthcare needs of those people who we at
 12 Deaconess serve. I am here representing the
 13 healthcare needs of people depending on the services
 14 of Deaconess Health in Evansville because there are
 15 many, many services that you folks in Kentucky
 16 depend on us to serve. From a patient standpoint,
 17 an efficient Kentucky bridge between Henderson and
 18 Evansville means the difference of life and death.
 19 And I don't mean to be dramatic about this, but it's
 20 the simple truth. If an accident currently backs up
 21 traffic and patients need to be transported between
 22 Henderson and Evansville, there are precious moments
 23 lost, and those minutes can mean, truly, the
 24 difference between life and death. Not every
 25 patient can be transported via helicopter. So land

1 will benefit all communities served. By design, our
 2 two health systems will be sharing resources on a
 3 daily basis and depend upon transportation to and
 4 from. Deaconess endorses the development and
 5 construction of the new I-69 bridge between
 6 Henderson and Evansville, and the continued use of
 7 at least one, if not both, of the bridges. The
 8 connections to the two states has been discussed at
 9 length, and now it's time to move. Thank you.

265-2
A1

21 MR. FAUPEL: I'm Ron Faupel, the owner of
22 Henderson Chevrolet and GMC on the 41 strip in
23 Henderson. Like several other business owners on
24 the 41 strip, I believe the West 1 alternative would
25 have been beneficial for Henderson, but as it

1 stands, selection of a less expensive and less
 2 destructive choice. This choice, however, would
 3 have a negative impact of some, if not all, business
 4 on the strip. If the twin bridges are tolled, my
 5 business and my employees, who live in Indiana, both
 6 of another, will be dramatically impacted. I have
 7 spent thousands, if not hundreds of thousands of
 8 dollars referring to the southbound bridge as the
 9 money- saving bridge. We depend on the business we
 10 attract and earn from the much larger market and
 11 population in Indiana. The proposed route choice
 12 that closes the money-saving bridge would be
 13 devastating to us and other businesses on the 41
 14 strip. When there are accidents or other events
 15 that cause a lane or two to be closed, our business
 16 could come to a standstill due to significant delays
 17 in limited or no access. I am pleased to see by
 18 your selection that the older northbound bridge
 19 still has a long life. Reducing the daily traffic
 20 down with a much-needed new bridge that will provide
 21 redundancy and remove most or all truck traffic will
 22 further increase the life of the existing bridges
 23 and lower the maintenance costs. Billions have been
 24 spent from Canada to Mexico to make I-69 a reality,
 25 and a new bridge is desperately needed over the Ohio

1 River to avoid a big bottleneck right in the middle
 2 of the route. Our existing bridges in our
 3 community, however, must not be sacrificed to make
 4 this happen. Both current bridges should be
 5 maintained and not tolled, just like every other
 6 preexisting bridge in America. Based on my
 7 research, all toll bridges in the US, I cannot find
 8 two communities of our size with independence that
 9 do not have a non-toll bridge option. I am excited
 10 for the bridge to come into reality, but only the
 11 people using the new bridge to help pay for the
 12 bridge that will benefit the entire country.
 13 Tearing down a perfectly good and recently
 14 resurfaced bridge and wanting us to pay for the
 15 maintenance is unacceptable and unfair. One last
 16 comment on a personal note, please do not close
 17 Kimsey Lane as that road is a main road and by far
 18 safest used by cyclists to ride bikes in Henderson
 19 County. Many walkers and runners use this road
 20 also. Thank you for listening and working with us to
 21 build an I-69 bridge over the Ohio River.

266-1
B1

266-2
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266-3
S5

11 MR. IRITI: Thank you. My name is Tony Iriti,
 12 and I'm the CEO Of Kyndle. Kyndle is the Henderson
 13 Chamber of Commerce as well as the economic
 14 development arm for serving three counties in
 15 Henderson, Webster, and Union Counties. Back in
 16 October of 2017, we adopted a resolution that -- our
 17 board adopted a resolution endorsing the central
 18 alternative corridor as the preferred route for the
 19 Ohio crossing project. From an industrial
 20 development standpoint, this is very large for us
 21 because we know that industrial development tends to
 22 locate within five to ten miles of either side of
 23 interstate. Having this missing link, the bridge
 24 will allow that freight to move from Canada to
 25 Mexico and all parts east and west is very big for

267-1
A2

1 economic opportunities for our region. But from a
 2 commercial standpoint, the idea of eliminating one
 3 twin bridge and tolling the other would be very
 4 detrimental to our 41 strip business owners as
 5 you've heard just before this and as you will hear
 6 after me. They depend upon that traffic between
 7 Evansville and Henderson for their livelihoods, and
 8 they're the ones that pay the taxes into the city of
 9 Henderson and the ones, the employees that work
 10 there. And experience has shown that some
 11 businesses that will go away with those jobs being
 12 lost. Kyndle is a business advocacy organization for
 13 Henderson County, and we're very appreciative of the
 14 redesign of the interchange at Kimsey Lane. That
 15 was a real deal breaker for a lot of our businesses
 16 with that redesign. We thank you for listening and
 17 for doing that. We do support tolling the new
 18 bridge, but we do not support the reduction of the
 19 twin bridges to one bridge, and we oppose the
 20 tolling of that bridge as well. For years,
 21 Henderson and Evansville have been building a
 22 tremendous economic development relationship. By
 23 doing this and eliminating that bridge, tolling the
 24 other, I think we'll have a real serious effect and
 25 taking a step backwards. Thank you so much for

267-2
B1

267-3
H3

1 being here this evening and allowing me to give this
2 talk.

6 MR. TROXEL: I come before you tonight
 7 representing concerned Henderson citizens and
 8 businesses along the Highway 41 business corridor.
 9 We don't believe this central corridor is the best
 10 choice for Henderson. Why isn't it a good choice?
 11 Because the bypass is finished. The central route
 12 continues to be north and south of us, the area
 13 where the new bridge connects is mostly flood plain,
 14 making it difficult for any new businesses to build
 15 on. There are 103 businesses on Highway 41
 16 corridor, including hotels, restaurants, retail
 17 shops, and gas stations. When the new bridge is
 18 built, it has been stated that Highway 41 loses
 19 close to 50 percent of traffic. Restaurants, gas
 20 stations, and other businesses will not be able to
 21 sustain their business, and where it'll cost us the
 22 most, Henderson will lose tax revenue, property tax,
 23 annual tax, and payroll tax. Payroll tax is the
 24 problem. There has been approximately \$25 to \$30
 25 million invested in the business infrastructure on

Page 43

1 Highway 41 corridor in the last three to five years.
 2 We employ well over 1,000 to 1,500 employees on the
 3 Highway 41 corridor. Henderson city and county will
 4 receive a substantial tax base from the Highway 41
 5 corridor. What happens when the traffic is bypassed
 6 into other communities? We lose. What is good for
 7 all it does? Since the central route is the chosen
 8 route, it is inherent that both highway bridges stay
 9 intact and free of all tolls. We must find a way to
 10 make sure that we have easy access and signage to
 11 all businesses in Henderson through whatever means
 12 necessary. It is vital to the success of Henderson.
 13 It is vital to the business community. Thank you
 14 for your time.

268-1
A5

268-2
B1

1 think, it would be a good idea, and then that should
2 stop that. I'm not in favor of tolling the regular
3 traffic back and forth to neighbors. We need both
4 bridges open. Thank you.

269-1
B4

21 MR. MUETH: That's all right. Anyway, I just
22 want to repeat we need both bridges. We need -- we
23 don't need tolls on them. I like that idea where if
24 heavy trucks or big trucks come over the non-toll
25 bridges, they should be double tolled myself. I

MR. COUGHLIN: I'm a resident of Henderson
15 County and an owner of a business on the 41 strip.
16 I really just want to add to what Mr. Troxel and Mr.
17 Faupel said about, number one, the west corridor, I
18 believe is also the best choice for Henderson for
19 this opportunity. Two, to lose half or whole or
20 close the bridge, I think will have a death to many
21 businesses on the strip. It'll cost jobs. It'll
22 lower our property value, and ultimately be a
23 negative impact, should we take advantage of this
24 situation.

270-1
A7

4 MR. AGNEW: Thank you, sir. Good evening,
5 everyone. I'm Mr. Agnew. I'm hoping to lend my
6 support for getting the I-69 bridges and the I-69
7 interstate complete. We went through similar
8 problems in Indiana with the Evansville to
9 Indianapolis highway completed. It took -- we
10 fought 16 years including with the Obama
11 administration, and the way we did it, we reminded a
12 couple times that I-69 is part of the national
13 defense highways and come back with the ultimate
14 approval on that, and the same thing for those
15 bridges. It's a part of the national defense
16 transportation highway system, connecting Canada all
17 the way down to the border of Mexico. It's, to me,
18 one of the most important logistical and commercial
19 corridors in the entire United States, and if I had
20 the time I would explain why. But for now, I've
21 come up with a couple of options of paying for this
22 bridge without any kind of other form -- is what my
23 plan is. The system that I propose using is a lot
24 of states have already implemented something similar
25 to it with a previous expense. So my prediction is

← 271-1
A1

← 271-2
F6

271-2
F6

1 you'd be able to raise \$2 billion paying back over
2 12 or 20 years. You want to spread the thing out
3 for 35 years, 40 years, 50 years, or like Indiana,
4 75 years that they're paying for the Indiana toll
5 road toll vehicles for what. You know, it's a
6 matter of getting the money and getting it done. If
7 you bonded authority to continue to use the system,
8 generate \$2 to \$4 billion, pay it back over the same
9 amount for 12 to 24 to 40 years or 80 years or
10 whatever. It doesn't really matter the time. It

271-3
H2

11 matters having the money to pay the same costs.
12 Total infrastructure reform for the United States is
13 worth a total of about \$4.7 trillion on all
14 infrastructure. That's bridges that are graded
15 probably a lot less than the bridges that our
16 current twin bridges. Most of them are D plus,
17 which would mean that they're in last place. Also,
18 I support tolling to the extent that they pay for
19 the makings and upkeep up of the bridge. Anything
20 other than that, I -- I can't buy into it. So if
21 the question of paying for the maintenance and
22 upkeep, I'm all for tolling, and I'm going to use
23 them myself when I go to work. And I don't plan to
24 miss. I did before when the penalties was in place.
25 Thank you.

1 be other families in Henderson and Evansville.
 2 Henderson is just now beginning to thrive. There are
 3 lots of new businesses, new restaurants. Downtown is
 4 thriving, and a lot of people from Evansville,
 5 Indiana, and the tri-state come across those bridges
 6 to patronize those businesses, and I feel like it's
 7 detrimental to the businesses of Henderson,
 8 Kentucky, there is a lot of idling shift along 41,
 9 and a lot of people end up coming here to buy
 10 vehicles, and that would be negatively impacted on
 11 their business as well. I'd just like to ask you to
 12 please consider not tolling the bridges and keep
 13 them both open for the residents of Henderson and
 14 Evansville. It says on here -- on your sheet that
 15 the expected toll revenue is 2.6 billion for Central
 16 Alternative 1A, means tolling both the I-69 and the
 17 local bridge, and 1.2 billion for Central B, which
 18 is no toll on the local bridge, the 41 bridge. That
 19 means 1.4 billion is expected to, basically,
 20 predominately on the backs of Henderson and
 21 Evansville residents using that bridge, and I don't
 22 think that's fair. And I would just like to ask
 23 that you please reconsider that. Thank you.

3 MS. STONE: Hi. I'm a small business owner on
 4 the 41 strip. I own the True Vine Plantation Inn.
 5 I've owned it for 14 years, and it's the very first
 6 business you see as you come off the twin bridges.
 7 I am -- I'd like to thank the I-69 team for what
 8 they have done. However, I am not for closing both
 9 bridges. I think -- I think both bridges should
 10 remain open and should remain toll free. I don't
 11 think it's fair that the local residents of
 12 Henderson and Evansville, Indiana, should pay for
 13 the I-69 bridge. My main concern for my business
 14 personally is if the bridge that the 41 bridge goes
 15 down to one bridge, there will be no turning lanes
 16 into my business. No turning lanes mean no business
 17 from the 41 highway for me. That means my business
 18 will close. It's detrimental that both the bridges
 19 remain open and the toll bridges -- the tolls will
 20 also have a negative impact on my business as well
 21 as all businesses along the strip in Henderson and
 22 Evansville. Those -- the toll -- I have two adult
 23 children, both who work in Evansville, they would
 24 both be required to pay tolls, and that would be a
 25 negative impact on the family as well, as it would

272-1
B1 →

272-2
K1 →

17 MR. MULZER: I'm Jeff Mulzer from Newburgh,
18 Indiana. I am a past chair for the Future Voices
19 for I- 69, and I was also on the board of it and
20 also on the board of Richmond. I support the
21 central alternative. I do believe it is the best of
22 the choices that are out there. It provides an
23 upgraded route between Indiana and Kentucky and for
24 I-69 and also provide much needed redundancy in our
25 transportation across the Ohio River. However, we do

273-1
A2

273-2
B1

1 need to have a free route that needs to be provided
2 for the local citizens and for the local trade that
3 we have. So the existing 41 bridge needs to remain
4 open and free, and I also believe that you need to
5 keep both old bridges. If you can imagine the
6 scenario where we have much increased traffic from
7 I-69 and the local trade, and if some accident were
8 to happen on the new bridge, that would shut it
9 down, you would now be expanding an interstate and
10 local traffic onto two lanes of traffic. Obviously,
11 that would be a disaster. We need to have both the
12 facility as it currently is and new I-69 bridge both
13 for such a situation. I think that the economic
14 impact of tolling all the routes would also be
15 severe on the people who can afford it the least.
16 Again, I do support the current plan. I think some
17 modifications would make it even better, and I thank
18 you for your support. Thank you.

1 ended up becoming BridgeLink, and I want to thank
 2 everyone that's committed a lot of time and effort
 3 in that board and all that volunteers who served,
 4 and also to the I-69 crossing team. Because without
 5 that team, we'd not be able to support both
 6 governors and getting this on the track much faster
 7 than we initially anticipated, and we've gotten to
 8 this point tonight, and it's been a very successful
 9 evening, I think. A lot of good comments, and I'm
 10 overwhelmed with how much support we've heard
 11 tonight, but I want to end by saying I'm a strong
 12 supporter of corridor 1. I think it's by far the
 13 best design to create a true interstate corridor for
 14 our region. We've learned during an intercity
 15 leadership visit to Chattanooga, our chamber went down
 16 there with 40 to 50 of our community's leaders years
 17 ago, and we spent two days in Chattanooga, and
 18 during those two days, we often heard the mention of
 19 I-65, but never heard Interstate 24 mentioned. And
 20 for me going back and forth to Atlanta, I know
 21 Chattanooga because of I-24, and they said, "Well,
 22 the north-south corridor outpaces the east-west
 23 corridor ten to one," they acknowledge all. In
 24 closing, I also want to support keeping both bridges
 25 open and free as they sustain today for our region

274-1
A2

274-2
B1

1 MR. BECK: Thank you very much. I'm Evan Beck.
 2 I'm originally from Madisonville, Kentucky and moved
 3 to Evansville in 1994. So I've worked on both sides
 4 of the river, and as Jeff Mulzer just talked about,
 5 some of his past community service as well as he
 6 talked about, my background is formally as chair the
 7 board of the Southwest Indiana Chamber of Commerce,
 8 along with voices for I-69. And also a member of
 9 the BridgeLink board, and when we mention about
 10 BridgeLink, it holds a very dear place in my heart.
 11 When we broke ground on the I-69 heading north
 12 toward Indianapolis in 2009, I came back to the
 13 office after the event very excited and ended up on
 14 the phone with a client of mine that ironically is
 15 in this business. Now, I spoke to him about the
 16 groundbreaking of I-69 heading north, and then he
 17 chuckled and laughed at my excitement, and said,
 18 "Evan, you're missing the whole point of the
 19 groundbreaking, you're overexcited." I said, "What?
 20 Why do you say that?" And he said, "Well, without
 21 an interstate bridge in southwestern Indiana and
 22 northwestern Kentucky, you have nothing more than a
 23 glorified cul-de-sac." So it was a sobering
 24 awakening for me, and it led to discussions with a
 25 lot of leadership on both sides of the river that

1 to benefit for many years to come. Thanks for your
 2 time this evening.

24 MR. FRIDY: In the interest of time, I'm not
25 going to repeat all of the reasons for keeping both

1 of the bridges -- twin bridges, but I very much
2 adopt all the reasons in my testimony. It is
3 absolutely essential that we keep both of the twin
4 bridges and that we keep them toll free. Think what
5 it would cost to replace the bridge that you're all
6 proposing to tear down. One emergency would make
7 the cost of maintaining the bridge that is proposed
8 to be removed trigger, and I support the new I-69
9 bridge. I support it being tolled, and we need that
10 bridge at almost any cost other than people
11 destroying or tolling the twin bridges. Thank you.

275-1
B1

275-2
A1

276-1
B1

15 MS. PATTERSON: I think that keeping both
16 bridges should be kept with no toll, and the reason
17 why is that many -- there is a lot of traffic there,
18 and the light system already is not very well. We
19 need a safer route, and if we have an accident,
20 there also needs to be an alternative access point.
21 There have been people that have went to the bridge
22 and committed suicide. I think the safety needs to
23 be repaired of those bridges, and also I don't think
24 they should be tolled. You know, people in this
25 area can't afford that. We are going to pay for

1 several of the things here in the area and
2 Henderson, we need to keep the community in the
3 right direction. We need to support the community
4 and not dwell on the differences of opinion that's
5 happening. It's important to take -- important to
6 consider the residents that can't afford to pay the
7 toll if the bridges have a toll.

8 MR. SHOPMEYER: Mr. Clark, the project team,
 9 thank you for your efforts of working on this
 10 project, as Mr. Merryman touched on, since 1991.
 11 This has involved a way project. I've worked on the
 12 side of the big automotive units as well as property
 13 owners on condemnation cases and the like, a
 14 practicing attorney concentrating in construction
 15 and real estate and environmental law. This DEIS
 16 we've worked on has been well prepared and on your
 17 support central for order 1B in the DEIS. You've
 18 cited the goals of the DEIS, which are accurate and
 19 consistent with the federal environmental law, which
 20 was to complete the I-69 connection. The testimony
 21 is that this is near the very end, will give access
 22 to a Canadian route, and that if we do not finish
 23 it, we will be left with a cul-de-sac here, and
 24 connection between Memphis and Indianapolis and
 25 beyond will be stalled. You've talked about long-

1 term mobility for this project, and it's important
 2 that we add redundancy, which has been touched on
 3 very well tonight. We talked about the prospective
 4 and the EIS, which it was in 2004, failed because it
 5 wasn't cost effective, and we think that's the most
 6 important concentration tonight. One of the biggest
 7 cost factors is the disruption can occur if either of
 8 two western routes have been chosen. They would
 9 the have been very expensive, outrageously expensive
 10 for a community and disruption of Highway 41. The
 11 central corridor on the route provides for this
 12 bridge to essentially be built while we're using the
 13 41 bridges. The project costs are too high. The
 14 study I served with the chamber of BridgeLink, which
 15 has been cited before, we traveled to go seek
 16 lawyers in chambers, the governmental bodies
 17 throughout this region, and our due diligence has
 18 shown the cost actually for this route which we have
 19 been proposing for some time now would be somewhere
 20 closer to 900 million, not 1.5 billion as has been
 21 said before in this DEIS, which, again, is rich and
 22 overpriced, and there is much more savings to be
 23 had, and I think the project team will decide that
 24 they intend to do that, and we would applaud them
 25 for that and to sharpen their pencils and bring

← 277-1
G1

1 this cost down so we can build this. In support of
2 a toll, the tolls in Louisville along with three
3 bridges have increased traffic for all the routes
4 because of the economic growth, and we need growth
5 in this region immediately. We've been stagnated
6 for a long time in the population growth and a north
7 to south route will help our communities, all of our
8 communities in south Indiana and northwestern
9 Kentucky grow. Thank you.

277-2
A1

1 offset by the 2.1 billion in revenue plus the 300
 2 million that the state will provide, plus an INFRA
 3 grant, we can make this happen. Let's do it. Thank
 4 you.

278-3
G2

12 MR. KOCH: Hi, my name is Bob Koch. I'm a
 13 chairman of Koch Enterprises. We have businesses
 14 both in Henderson and Evansville. In Henderson, we
 15 operate Gibbs Die Casting and Audubon Metals. We
 16 have about 2,000 employees up here in the Henderson
 17 area and about 1,000 in Evansville, and many of
 18 these people -- well, people that live in Evansville
 19 travel every day to our companies in Henderson, and
 20 we have employees that live in Henderson and travel
 21 every day to work at our companies in Evansville.
 22 In addition, we have many trucks passing back and
 23 forth every day. Speaking on behalf of our 3,000
 24 team members, we support the Draft Environmental
 25 Impact Study recommended for the new I-69 bridge

1 using Central number one. But we also support
 2 keeping both twin bridges and keeping them toll
 3 free. I'm also president of BridgeLink, which
 4 we've already talked about, which supports the new
 5 I-69 bridge using the Central part alone. And
 6 keeping both existing twin bridges and keeping them
 7 toll free, we support placing a weight limit on the
 8 twin bridges, which would reduce the future
 9 maintenance cost, and direct medium and heavy trucks
 10 to the new I-69 bridge, which would be tolled.
 11 BridgeLink calculations show that with all the
 12 trucks using the tolled I-69 bridge, and keeping
 13 both twin bridges and keeping them free, the project
 14 will pay for itself in 35 years. The Draft EIS says
 15 that the cost would be about 1.5 billion for the
 16 project. As Mike said, we think it'll be less than
 17 1.5 billion, but take the 1.5 billion. Using the
 18 projected traffic count and using the tolls at the
 19 Louisville bridge, with all the trucks going over
 20 the I-69 bridge, we would expect that the tolls
 21 would exceed \$2.1 billion over the 35 years. Now,
 22 if we did nothing, the cost for the states would be
 23 something like 300 billion that we show in your
 24 DEIS. So if you take that plus an INFRA grant. So
 25 the cost of 1.5 billion, plus interest, could be

278-1
B3

278-2
B6

278-3
G2

12 MS. JARRETT: Thank you. Hello, my name is
 13 Bobbie Jarrett, and I'm a resident of Henderson, and
 14 I'm also the executive director of the local housing
 15 authority. In that capacity, I feel I have an
 16 intimate knowledge of the needs and the challenges
 17 of our community's lower-income citizens and how the
 18 I-69 bridge project could impact them. Like many
 19 other people here, I am thrilled at the prospect of
 20 the completion of the I-69 bridge and the positive
 21 effect it would have on our regional economy.
 22 Additional jobs and additional opportunities
 23 certainly would help brighten the future of those
 24 needing and looking for work. At the same time, I
 25 would strongly recommend that the Indiana and

279-1
A1

1 Kentucky agencies charged with steering the bridge
 2 project to find a way to keep the existing twin
 3 bridge open and free of tolls so that the local
 4 residents who frequently commute to Evansville for
 5 work, medical care, and other reasons not be
 6 burdened with the added expense of tolls. That is
 7 especially important for those who live at poverty
 8 or near poverty levels. I know that as a part of
 9 your Draft Environment Impact Statement you looked
 10 at how environmental adjustments could figure into
 11 your final recommendation. I trust that you study
 12 showed tolls of the river crossings would be an
 13 inordinate task for those of lower incomes who find
 14 themselves forced to cross that bridge. Please know
 15 that I am thankful the I-69 project is moving
 16 forward, and I am deeply appreciative of all the
 17 hard work that has been done thus far by your teams.
 18 I am sure you can understand my concerns for the
 19 proud, hardworking, but ultimate challenged people I
 20 work for every day, and as we think about how the
 21 bridge project could help them or even make their
 22 lives a little bit harder. Thank you very much for
 23 letting me speak tonight.

279-2
B1

279-3
Q3

1 MS. WARE: I'm sorry. I just came to support
2 my sister tonight and the city of Henderson. I'm
3 just praying that we don't have a toll going back
4 and forth.

280-1
H1

15 MS. SCHNEIDER: Hi, my name is Kelly Schneider,
 16 and I'm the resident of Henderson County. I commute
 17 every day, every weekday, to my job in Evansville
 18 and have done so for three decades. I can't wait
 19 for the building of the new I-69 bridge because I
 20 know it would be a valuable alternative to the
 21 existing bridge to cross the river. On countless
 22 occasions involving morning and evening rush hours,
 23 with congestions and heavy truck traffic have made
 24 navigating the twin bridges and the US-41 strip in
 25 Henderson a nerve-racking and dangerous experience.

281-1
A1

1 Dozens of accidents, sometimes fatal, occur on the
 2 strip and bridges every year. Whether it's due to
 3 poor driving or the difficulty of driving the strip
 4 when it's busy, I don't know, but I do know that
 5 every accident, even a fender bender, forces traffic
 6 to stop and often backs it up for considerable
 7 lengths of time. Such long jams are frustrating and
 8 dangerous in themselves. The new bridge will help
 9 alleviate that congestion, especially if heavy truck
 10 traffic is restricted from using the twin bridges
 11 and make the strip much safer to drive. The new
 12 bridge will also provide a detour route across the
 13 river for drivers who encounter delays due to the
 14 accident on the strip. I understand the need for
 15 tolls on the new bridge and for many reasons, I
 16 think it's also important to keep both twin bridges
 17 open and free. For a daily commuter like me, such
 18 choice and improved safety could literally be a
 19 lifesaver. Thank you.

281-2
B6

1 PROCEEDINGS
2 MR. WINNECKE: Thank you, good evening. To our
3 out of town guests, welcome to Evansville.
4 First, I'd like to thank Governor Holcomb and
5 Governor Bevin for their commitment for the
6 completion of Interstate 69, which includes a new
7 bridge over the Ohio River. We stand united with
8 our friends across the river in support for the
9 recommended Central Alternative 1B. It is a
10 critical link in the north-south corridor between
11 Michigan and Memphis and beyond all the way to
12 Texas. Throughout my public service in Evansville
13 and Vanderburgh County, economic development and
14 highway safety have been the driving forces
15 behind my advocacy for interstate 69. As section
16 6 in Indiana now has a path forward, we must
17 ensure that Evansville does not become a cul-de-
18 sac that forces interstate traffic onto aging
19 bridges that are already congested with local
20 traffic. I commend both INDOT and the KYTC for
21 their continued maintenance of repairs of these
22 historic US-41 bridges as they are the only
23 lifeline between our regional populations within
24 30 plus miles. And just as a point of reference,
25 this is the largest metropolitan area in the

← 282-1
B3

1 United States with but a single bridge over a
 2 major river. Ashland, Kentucky area has four,
 3 Louisville has four, Cincinnati seven. It's not
 4 about the numbers, though. It is about stability
 5 and access for the population served by these
 6 important roadways. There will be speakers
 7 tonight highlighting our proximity to two major
 8 fault lines and the threat of natural disaster,
 9 which makes a case itself for a bridge that can
 10 stand a catastrophic earthquake. Others will
 11 tout the economic benefits that will reinforce
 12 that Indiana truly is the crossroads of America
 13 and, of course, all about relieving local traffic
 14 congestion. I'd like to focus on two quick
 15 points before I step away.

We are fortunate here
 to have a strong, vibrant regional economy, an
 economy that has thousands of residents going
 back and forth across the river every day for
 work. That's imperative why -- that's why it is
 imperative that the existing bridges remain open
 and toll free.

Having the ability to cross an
 existing US-41 bridge at no cost to local traffic
 is a must, and I'm committed to making sure that
 happens. Regarding tolls for a new bridge, most
 people who have been in elected office over the

1 years have understood that tolling would be
 2 necessary. Tolling is a low-cost but high-value
 3 proposition for both states. Finally, Indiana
 4 and Kentucky have built some beautiful bridges.

As Evansville continues to invest in quality of
 life and infrastructure, we ask that both states
 also add additional pride in the design of the
 new bridge. It goes without saying that a new
 international interstate deserves a handsome new
 bridge as an entryway into each of our fine
 states. As this process continues, the city of

Evansville and me, personally, stand ready to be
 a partner and an advocate for a new I-69 Ohio
 River Bridge. Thank you.

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 2 necessary. Tolling is a low-cost but high-value
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 10 bridge as an entryway into each of our fine
 11 states. As this process continues, the city of
 12 Evansville and me, personally, stand ready to be
 13 a partner and an advocate for a new I-69 Ohio
 14 River Bridge. Thank you.

282-1
B3

282-2
H3

282-3
R2

2 MR. KOCH: Thank you, Ricky. The lieutenant
3 governor says, "Creating an easier and more
4 accessible way to connect Hoosiers with the rest
5 of the state and Kentucky is imperative to our
6 continuing economic success. Having southwest
7 Indiana connected through I-69 is not something I
8 thought I would see come to fruition during my
9 lifetime, and I'm so excited for the future
10 generations to be able to utilize this highway.
11 However, we must develop a solution to address
12 the long-term cross river mobility, and I support
13 the project moving forward. Thank you."

283-1
A1

21 MS. BARNEY: Thank you, sir. Thank you. And I
22 will read this statement from the senator. "The
23 Crossroads of America is the official motto of
24 the state of Indiana. In order to maintain our
25 standings, the crossroads of America and an

Page 9

1 economic destination in the Midwest, we must
2 continue to improve our railways, waterways,
3 ports, and, yes, roads and bridges. That brings
4 us here tonight as the southwest Indiana
5 community discusses the location of the I-69 Ohio
6 River Crossing. Whenever I visit Evansville, I
7 frequently hear of the importance of this
8 project. As a member of the Second Congress and
9 transportation committee, I look forward to
10 continuing to support this important project."

← 284-1
A1

5 MR. SHETLER: Thank you. I'm Tom Shetler, a
6 member of the Vanderburgh County Council. Like
7 many of those who are here to speak to you, I
8 wear multiple hats in this community, all of
9 which will be positively affected by the
10 placement of I-69 bridge. I'm in favor of the
11 central corridor of 1B recommendation. As a
12 Vanderburgh County councilman, the issues that
13 concern me the most are economic development and
14 job creation for our local citizens. Having a
15 north-south interstate highway fully connected
16 from Michigan to Texas will give Vanderburgh
17 County bragging rights as to the ideal location
18 along the route. Distribution companies,
19 transportation businesses, and warehouse
20 enterprises will be a perfect fit for locating in
21 our city. We have invested in a rich and diverse
22 infrastructure that can accommodate nearly any
23 industry. Our region of southern Indiana and
24 western Kentucky has a workforce with a strong
25 work ethic, a diverse educational facilities, and

1 well-run utility network, and with a new north-
2 south bridge and transportation system that will
3 finally be completed. As a small business owner,
4 our family has been in the household relocation
5 business for over 120 years. The completion of
6 I-69 bridge means a more efficient use of our
7 equipment and reduced labor cost for us as
8 business owners. The main thing that concerns me
9 is the air that we breathe. Interstate highway
10 system is more efficient and saves on our fuel
11 consumption emitting less carbon in our air. The
12 safety of my employees is also a very high
13 priority. This bridge is essential to
14 maintaining safe travel conditions for our
15 people. Driving an 18-wheeler is no easy task.
16 Traveling through the current route of Henderson
17 with so many curb cuts is dangerous. Our
18 employees deserve better. Finally, I've asked
19 that is the involvement with Atlas World Group,
20 an international transportation company
21 headquartered here in Evansville. We have over
22 2,500 over-the-road trucks that are licensed in
23 the state of Indiana. They service the 48
24 continental states. The 2,500 trucks that are
25 licensed through the company need a safe,

1 efficient route to cross the bridge. What we
2 have today is neither safe nor efficient. The
3 time has come for southern Indiana to be fully
4 connected to our business partners in Michigan
5 and our business allies in Texas. Again, I
6 express my support for the Central Corridor 1B
7 recommendation for the creation of new jobs in
8 our county, for the safety of our families, and a
9 more efficient tie to the interstate highway
10 system. I urge you to select this route as the
11 most liable for the future of southern Indiana
12 and western Kentucky. Thank you.

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24 MR. ELLSWORTH: Thanks for clarifying "former."
 25 I call it "recovering," and I have an eight-year

1 chip in my pocket to prove it. My name is Brad
 2 Ellsworth. I'm the president of Vectren South.
 3 I'm also the president of the Board of Directors
 4 of GAGE, Growth Alliance of Greater Evansville.
 5 I'd like to thank the committee for this
 6 undertaking on such an important part of this
 7 major infrastructure project, not just for this
 8 region but for our country. The first time I
 9 testified on this subject was in 1998 at Central
 10 High School as the chief deputy of Vanderburgh
 11 County Sheriff's office as to the importance of
 12 I-69 to this area on many fronts, not the least
 13 of which was safety. I later supported this
 14 highway project in Washington DC, as it was a
 15 designated high priority undertaking and a
 16 corridor of the future. I now speak as a large
 17 employer in the area with a keen eye on the
 18 possible economic benefit, not only in our area
 19 but in numerous states. We are close, but our
 20 work is not finished yet. We are here now to
 21 show support for what we call section 7, locally.
 22 This may be one of the most important sections of
 23 this highway and an important aspect of the
 24 highway as well. Because without this bridge, we
 25 know we cannot use this road to its full

1 potential, and even worse, cause more congestion
 2 than what we have right now. The choice to
 3 recommend Central Corridor 1B is the correct one.
 4 It makes the most sense in many ways, lower cost,
 5 least disruption to businesses, homesteads, to
 6 name just a couple that were mentioned earlier
 7 tonight. We understand the support that tolling
 8 on this new bridge is a must. If modeled after
 9 Louisville rates and system, it's possible to pay
 10 for this project by those who use it. We do
 11 believe the commission should reevaluate and
 12 reach the conclusion that both the existing
 13 bridges should be kept in service and should not
 14 be tolled. These conclusions are important from a
 15 safety aspect providing an alternative route if
 16 the situation dictates and a fulfillment of
 17 expectations that daily commuters would have a
 18 toll free alternative to travel back and forth
 19 between the states. Weight limits and truck
 20 traffic should be regulated to extend the life of
 21 the existing spans. Again, thank you in the
 22 committee for all of your efforts and time that
 23 you have spent and will spend on this monumental
 24 and transformational project. Your efforts do not
 25 go unnoticed or unappreciated. Thank you.

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15 MR. KOCH: Thank you, Ricky. As he said, my name
16 is Bob Koch. I'm the chairman of Koch
17 Enterprises, and we have approximately -- we
18 operate companies in Henderson and in Evansville.
19 We have about 1,000 team members working in
20 Evansville and about 2,000 over in Henderson.
21 And each day, about 500 of those team members are
22 crossing the river back and forth to work and
23 home again. So we account for probably 1,000
24 crossings a day just by the team members, plus
25 the numerous trucks we have crossing back and

1 forth. So speaking on behalf of our 3,000 team
 2 members, we support the Draft EIS recommendation
 3 for the new I-69 bridge using the Central
 4 Corridor number 1. But we also support keeping
 5 both existing twin bridges and keeping both of
 6 them free, toll free. I'm also president of
 7 BridgeLink, which supports the I-69 bridge using
 8 central corridor number one, and keeping both
 9 twin bridges, and keeping them toll free. We
 10 support placing a weight limit on the twin
 11 bridges, which would reduce the future
 12 maintenance costs and direct all the medium and
 13 heavy trucks to the new I-69 bridge, which would
 14 be tolled. BridgeLink calculations show that
 15 with all the trucks using the new tolled I-69
 16 bridges, and keeping both of the twin bridges,
 17 and keeping them free, the project will pay for
 18 itself in 35 years. The Draft EIS says that the
 19 cost of the project will be \$1.5 billion.
 20 BridgeLink estimates are less than that but give
 21 -- let's go with the 1.5 billion. If all of the
 22 medium and heavy trucks are tolled, over the 35
 23 years, that'll raise \$2.1 billion in toll
 24 revenue. 2.1 to pay for 1.5. Now, 1.5 plus
 25 interest. Also, if we do nothing, it'll cost 300

1 million over the next 35 years just to maintain
 2 the status quo. So let's put that 300 million in
 3 with that billion two, we've got a billion five,
 4 we can get a couple more -- a couple more hundred
 5 - - a couple hundred million maybe from INFRA
 6 grants from the feds. There is more than enough
 7 money to take care of building the new I-69
 8 bridge and to keep the two existing twin bridges,
 9 and to keep them free of tolls. Thank you very
 10 much.

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1 our region. I'd like to impress the community
 2 value of having the two bridge choices, though.
 3 This toll free access is necessary for those
 4 daily commutes for work, for education, for
 5 medical visits, for our Evansville and our
 6 Henderson communities, and beyond. Old National
 7 is only one of the many companies that you'll
 8 hear from tonight. We benefit from a diverse and
 9 regional workforce, and we need to provide our
 10 associates that toll free access so that they can
 11 commute to and from the communities where they
 12 live and serve. Well, we also work with companies
 13 across our entire region and work with many
 14 organizations. Whether our traffic is for work,
 15 play, education, we feel that these two bridge
 16 resources are a critical travel artery for our
 17 community and important to our community across
 18 our entire tri- state region. So I challenge
 19 ourselves, as our community continues to grow, in
 20 order to thrive, we need to challenge ourselves
 21 to refine these figures that have been presented
 22 tonight. Find ways to fund the -- both the I-69
 23 bridge as well as provide the dual bridges with a
 24 toll-free access for our community for a safe and
 25 effective infrastructure, for our region and,

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1 more importantly, for our future. Thank you.

12 MS. MILLER: Thank you. I'm Sara Miller. I
 13 serve as the Evansville regional president of Old
 14 National Bank, and on behalf of all of our
 15 associates at Old National, I want to thank the
 16 project team for putting together such an
 17 incredible amount of work and investment in our
 18 community, because that is what is going to
 19 continue to move our community forward. At Old
 20 National, we strongly support the choice of the
 21 Central Corridor 1B. It has the least negative
 22 impact on our region during construction. You've
 23 heard about the lower cost, follow Bob Koch with
 24 his facts and numbers, and it also has a lower --
 25 lowest impact on residential properties across

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2 MR. SALMON: Good evening, everyone. My name is
3 Tom Salmon. I'm the chairman and CEO of Berry
4 Global. We're very fortunate to call Evansville
5 our corporate headquarters and the home to the
6 start of our great company. We're a Fortune 400
7 company. We've got over 125 manufacturing
8 facilities around the world, but more
9 importantly, we've got 20 facilities just between
10 Indiana as well as central and southern Kentucky.
11 This bridge is incredibly important to us. We
12 are recommending option 1B. Three primary
13 drivers: One, we have to maintain our
14 competitiveness as a company in this region.
15 We're often asked by folks, "How is it that you
16 guys, as a Fortune 400 company, can maintain a
17 headquarters at locale in southwestern Indiana?"
18 And I said, "It's because of the people. It's
19 the support of the local government. It's the
20 support of the state government." Those are the
21 three primary drivers, but in addition to that,
22 that state government, that local government has
23 supported us in finding ways to make us more
24 competitive. We have to continue to find ways to
25 keep jobs in this area, find a way to expand the

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1 job in employment based in this area, and having
2 an infrastructure convey goods from point A to B,
3 north and south, is incredibly important for us.
4 Secondly, this also provides a great vehicle for
5 other businesses to look to this region to
6 relocate. If we have an effective thoroughfare
7 to convey goods from point A to point B, that
8 will help support the growth initiatives you
9 heard by many of the local politicians over the
10 last few years. And thirdly, it's for our
11 people. We have to have safe transportation to
12 convey our people safely each and every day to
13 get to their jobs and go home in the same
14 condition that they came to work. We ask for your
15 serious support of option 1B. Thanks very much.

1 that we also take care of all of our employees.
 2 We will have employees going back and forth, just
 3 as you've heard other people state this. We need
 4 to make sure that they have safe, adequate, very,
 5 very good transportation to get to and from.
 6 They're depending on us. They're depending on
 7 all of us to make the right decisions. I am here
 8 representing Deaconess Health System and all of
 9 the people that depend on us. If you look at
 10 this map, this is our service area, and I want
 11 you to focus in on the purple. The purple
 12 represents all of the people in Kentucky
 13 representing and depending upon Deaconess Health
 14 System for adequate healthcare. Folks, they
 15 deserve the very, very best, and we stand here
 16 and endorse Central Corridor 1B with also keeping
 17 the two bridges open free of tolls. It is very
 18 important. We'll hear that over and over, and I
 19 vote that we support this. We've talked about
 20 this bridge, this transportation problem for
 21 years. Time to move. Thank you for your
 22 attention.

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2 MS. WHITE: Good evening. I'm Linda White, the
 3 former president and CEO of Deaconess Health
 4 System, and what I'd like to do tonight is take
 5 you from the standpoint of a healthcare provider
 6 because that's very, very important that we have
 7 adequate communication and transportation between
 8 Henderson and Evansville. We have lots of people
 9 in this community depending upon that river and
 10 that bridge to make sure that they have access to
 11 healthcare. We have just formed a relationship
 12 with Methodist Hospital in Henderson. We will
 13 have people communicating and traveling every
 14 single day for shared resources. It's very, very
 15 important. If indeed there is an accident on
 16 that bridge, guess what happens, the traffic
 17 backs up. Minutes are very, very precious in a
 18 person's life, and I don't want to be dramatic
 19 about this, but people can die if indeed there is
 20 a traffic accident and we can't get that patient
 21 to the right source. I don't want to be so
 22 dramatic that you think, "Oh, my gosh, we're
 23 killing people," with adequate bridge -- with the
 24 adequate transportation, we will save lives, and
 25 that is a statement of fact. Let us make sure

23 MS. KECK: Well, good evening. My name is
24 Christine Keck, and I'm here on behalf of the
25 Southwest Indiana Chamber of Commerce. I

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1 currently serve as the chairman of that board.
2 And the Southwest Indiana Chamber is actually one
3 of Indiana's largest regional chambers. So as
4 our chamber has engaged vigorously on this issue
5 for a number of years and we've funded decades of
6 advocacy for I-69's completion from Indianapolis
7 to Houston via Evansville and Memphis connection.
8 In fact, we go through a rigorous process as our
9 chamber in interfacing with our over 1,500
10 members about what their viewpoints are relative
11 to the most important issues for them as business
12 owners and stakeholders in our community. We do
13 this in an annual survey, and it's what helps us
14 to be guided in our advocacy. Consistently,
15 consistently over the last several years, many,
16 many years, I-69 and the I-69 bridge have been at
17 the very, very top of our members' priorities for
18 us as a chamber. So soon I-69 to Memphis will be
19 complete except for the missing link bridge
20 between Henderson and Evansville. Safe, speedy,
21 and efficient access, especially to north- south
22 interstate routes, as has been mentioned tonight,
23 are critical to markets and to economic growth.
24 This new interstate bridge creates a crossroads
25 at the center of the US population and is vital

1 to logistics and other industries, including, as
 2 Linda just mentioned, healthcare, advanced
 3 manufacturing, as Tom pointed out, services, and
 4 agribusiness growth. The central corridor route
 5 chosen is the best. As it has the least
 6 disruption to build0 and is closer to the center of
 7 Owensboro, Henderson, and Evansville, and
 8 southwest Indiana population. Our existing
 9 bridges are not built to withstand an earthquake
 10 of any magnitude, and since Indiana sits on two
 11 major fault lines, the New Madrid and the Wabash
 12 Valley Seismic Zones, the construction of the new
 13 bridge is critical to ensure that the region
 14 doesn't have to fear catastrophic business
 15 interruption should an earthquake or other
 16 natural disaster take one of those bridges out of
 17 service. It is critical that we have redundant
 18 Ohio River crossings, so retention of existing
 19 Highway 41 bridges is very, very important. Like
 20 Louisville's recent new Ohio River bridge
 21 projects, a toll free Highway 41 bridge option is
 22 necessary for local traffic. And in conclusion,
 23 we as a chamber have consistently supported tolls
 24 on the new I-69 bridge as an usher pay model,
 25 like I-65 in Louisville, which is supported by

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1 the logistics industry since it provides a more
 2 direct and thus faster route. So in closing, we
 3 as the Southwest Indiana Chamber vigorously and
 4 completely support this very transformational and
 5 worthwhile project. Thank you.

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1 University and other education institutions, I'd
 2 like to express our support for a major
 3 investment in the future connectivity of our
 4 region. We see the addition of a new bridge as
 5 an expression of our belief in the future of the
 6 region and benefits that will accrue directly and
 7 indirectly to residents in our community. Our
 8 studies show that there is a high probability
 9 that a prospective student will select a
 10 university if they live within 70 miles of that
 11 university. This bridge will enhance the flow of
 12 traffic across borders and therefore be a benefit
 13 to USI and more education institutions in our
 14 region. We also know that the growth in the
 15 regional economy is dependent on higher
 16 education, based on projections of current and
 17 future skillsets. As we think of our future, we
 18 know that thinking and acting regionally in a
 19 cooperative manner is also important for our
 20 future success. And having a safer, modern, and
 21 more earthquake resistant national route is
 22 better. There are, based on recent estimates,
 23 about 614,357 bridges in the United States, and
 24 40 percent of those are over 50 years old, which
 25 would be a life span that you want to start

1 thinking about changing. Our current bridge is
 2 one of those 40 percent. North-south interstate
 3 traffic also show that population and resources
 4 and services and goods move in that direction,
 5 and I-69 will create opportunities for us both
 6 intended and unintended. We understand that any
 7 of the options selected will be disruptive to
 8 some members of our community and to our
 9 ecosystems, and we therefore encourage and
 10 support persistent attention to addressing these
 11 disruptions and your issues. Based on our review
 12 of available information, we support Central
 13 Corridor 1B, which includes retaining the
 14 northbound span of the existing US-41 corridor as
 15 a toll free alternative for local use. If we
 16 could have both of the existing bridge options,
 17 both halves of the current 41 remain, that would
 18 be preferred. Thank you.

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24 MR. KHAYUM: Hi, Mohammad Khayum, provost at the
 25 University of Southern Indiana. On behalf of the

19 MS. BOCKTING: Good evening. My name is Debra
20 Bockting, and I'm the transportation lead at
21 Alcoa Warrick Operations located in Newburgh,
22 Indiana, where we have existed and operated for
23 almost 60 years. My responsibilities include
24 managing the carriers with which have contracts
25 with Alcoa to assure that our product is

1 delivered safely, defect-free, and a low cost to
 2 our business and our customers. Indeed, among
 3 the reasons we operate so successfully in
 4 southwest Indiana is because we are at the
 5 crossroads of America and have access to a great
 6 workforce. We average about 100 trucks coming in
 7 and out of our facility daily. So the early
 8 construction of the I-69 bridge along with the
 9 recommended route will be an enormous benefit to
 10 Alcoa and our customers. The limitations of the
 11 current bridge network are significant. We
 12 believe the new interstate bridge will improve
 13 safety and reduce time challenges faced by our
 14 carriers. We send product across the United
 15 States from our location. More than just a
 16 convenience, the proposed I-69 crossing will
 17 afford our carriers first-rate connectivity to
 18 the entire interstate system from both the north
 19 and the south. Alcoa's current operations and
 20 our capacity for growth depends on our workforce.
 21 Hundreds of our employees live across state lines
 22 and are regularly challenged by accidents and
 23 other congestion- related challenges by the
 24 single crossing option of US- 41. The proposed
 25 I-69 crossing will provide these employees with

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1 options to commute to and from work in a safe and
 2 timely manner. We recognize that tolling the new
 3 span is both necessary and appropriate, and we
 4 support this element of the funding plan.
 5 However, we hope the work of the coming years
 6 will include a specific effort to enable option
 7 B, keeping the US-41 bridge toll free and
 8 available for local traffic, including our
 9 employees. Our region's growth has been tampered
 10 for far too long for limited bridge options.
 11 Like many companies doing business in the global
 12 marketplace, we plan for our future investment
 13 and growth based on our operating cost. We are
 14 confident that this new bridge will have material
 15 positive impacts to our business, and we support
 16 the early construction of a new bridge span along
 17 the recommended corridor. Thank you.

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1 echo everybody else that I go for 1B because I
 2 want to keep the two bridges open and toll free.
 3 It's the only way for businesses to be able to
 4 continue to grow without having to put in all
 5 this toll fee for everybody to go back and forth
 6 with their businesses. And also the only other
 7 thing I'd like to add is that when this finally
 8 goes through, if it finally will, that they use
 9 local contractors to do the work instead of
 10 bringing them in from out of state. Thank you.

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18 MR. LAMB: I'm a little shorter. I've got to put
 19 it down a little bit. My name is Trent Lamb.
 20 I'm just a normal citizen in the area. I've
 21 grown up on both sides of the river. I've done
 22 business on both sides of the river, and I've
 23 worked on both sides of the river, and I have
 24 families on both sides of the river. So I'm
 25 constantly going back and forth. I'd like to

22 MR. VIDAL: Yes. My name is Alfonso Vidal. I'm
23 especially present here, because as you can hear,
24 my accent is not from around here. It's from
25 Henderson. I'm originally from Venezuela and been

1 here living for 22 years. My family and I are
2 here and call Evansville home. I'm owner and I
3 run Vidal Plastics, and it's a local small
4 manufacturing company here in Evansville. I
5 support the ideas and recommendation for
6 construction for the I-69 bridge along the
7 central corridor. It has the least impact on our
8 environment and on our businesses and residents
9 along the construction corridor. Most
10 importantly, it will be a great access to our
11 region and key to our future of Vidal, Inc. The
12 central corridor interstate bridge creates a
13 crossroad at the center of our country, and it's
14 a vital link to logistics framework that all the
15 industries of Indiana, Kentucky, and beyond,
16 including advanced manufacturing, agribusiness,
17 and healthcare. This bridge is key to improve
18 the competitiveness of the plastic recycling
19 industry, which I am involved with. It will
20 allow better access of out- of-state and
21 international markets, improving the business
22 environment and capacity for our plastics
23 companies and, for that matter, all the
24 manufacturing in the region. I also support
25 tolling as part of our financing for the new I-69

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1 bridge. Having said this, as an owner of a
2 small manufacturing company right here in
3 Evansville, I worry about the access to labor
4 locally, and more specifically, the labor
5 availability and access to labor in Henderson,
6 Kentucky. Keeping both existing bridges as a
7 toll free option would be my choice for this
8 project. Thank you.

9 MR. GRIFFITH: I'm David Griffith. US-41 is a
 10 major highway crossing eight states from Michigan
 11 to Florida. Removal of the southbound span of
 12 the twin bridges would diminish Evansville's
 13 connection to Nashville and Atlanta. It will be
 14 better if we could keep four lanes of US-41 open.
 15 Memphis is the home to St. Jude Children's
 16 Research Hospital. You've seen the commercials.
 17 They have great doctors, and nurses, and staff to
 18 help treat childhood cancer. This bridge carries
 19 the road to get there. Memphis is comparable to
 20 Saint Louis. It's a major city on the
 21 Mississippi River. It's two states away from
 22 Indiana. We love our Saint Louis Cardinals. All
 23 across southern Indiana, we have I- 64 West signs
 24 pointing to Saint Louis, likewise here when the
 25 bridge is complete in the future, this is a

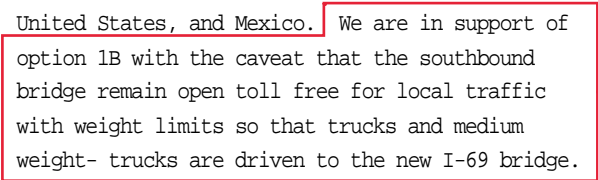
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1 vision of what it should be here in Indiana at
 2 the Evansville interchanges, the expressway
 3 interchanges, I-69 south should give directions
 4 not only to Henderson but Memphis. That's the big
 5 picture. Directional sign would help travelers
 6 and take away the guessing and confusion. This
 7 is not a Nashville corridor, although 41 and I-69
 8 crisscross between Henderson and Madisonville.
 9 The sign would also help inform travelers and be
 10 respectful to our western Kentucky and west
 11 Tennessee neighbors along the route. A mileage
 12 sign near this bridge would just give more
 13 information that's needed. The Evansville-
 14 Henderson area is expected to grow. We need two
 15 distinct Ohio River crossings. Central Corridor
 16 1B should be built, but also 41 should be
 17 maintained to Henderson and Nashville and I-69
 18 for Henderson and Memphis. Let's not forget that
 19 this new bridge will carry traffic and bring
 20 traffic in from Houston, Texas to this area. So
 21 we can support two bridges, and we can move
 22 forward. Thank you.

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1 provides operations throughout NAFTA, Canada,
 2 United States, and Mexico. We are in support of
 3 option 1B with the caveat that the southbound
 4 bridge remain open toll free for local traffic
 5 with weight limits so that trucks and medium
 6 weight- trucks are driven to the new I-69 bridge.
 7 We're blessed being here in central Indiana,
 8 excuse me, southwestern Indiana and that we're in
 9 the center of the United States population, and
 10 distribution businesses, like ours, can reach 80
 11 percent of the population within two days. We
 12 support bridge 1B option and with the dual option
 13 of having the southbound bridge open. Thank you.

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23 MR. COX: Good evening. My name is Barry Cox.
 24 I'm the president of Cox Group. We've run a
 25 large services and logistics business that

24 Nate Hahn. Ms. Thorn, the floor is yours.

25 MS. THORN: Hello, my name is Amber Thorn. I

1 actually work with Barry Cox at Industrial
 2 Transport Services, and as he said, we are in
 3 support of the Central Corridor 1B. We see the
 4 benefit as three-fold. First, it gets our heavy
 5 trucks out of local traffic. As many have said
 6 before, it's not the easiest task driving 18-
 7 wheelers in stop and go traffic as we do today,
 8 and that's roughly about 30 trips a day for us.
 9 Secondly, the Central 1B, leaves 41 untolled.
 10 And we are in support of leaving both lanes open
 11 to support the local traffic for that, and then,
 12 thirdly for us, the financial aspect of it, as I
 13 said, we are doing 30 trips a day through
 14 Henderson as many of our customers are south
 15 Henderson and then the main, the easiest way for
 16 us to get through to the south is through
 17 Henderson and about a operating cost of about
 18 \$100 an hour, we are able to save, even with the
 19 tolls, about \$75,000 annually, and that is money
 20 that we can directly invest back into our
 21 equipment, back into our drivers, which is a
 22 definite win for us. So thank you for your time.

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23 MR. MULZER: Hello, I'm Jeff Mulzer with Mulzer
24 Crushed Stone. I'm a past chair and board member
25 for Hoosier Voices for I-69 and also for

1 BridgeLink. I would like to thank the ORX team
 2 for the work that it's done on getting to this
 3 point. I think their one alternative, the
 4 Central Corridor 1B, is the best choice among the
 5 two that they have presented as the final
 6 options. I do have some concerns about the
 7 tolls. I believe that there should be a free
 8 passage between our two communities due to the
 9 amount of traffic we have back and forth as local
 10 only. When you look at the other large
 11 communities along the Ohio River between Indiana
 12 and Kentucky or surrounding areas, Cincinnati has
 13 multiple free routes, Louisville has more than
 14 one free route, Owensboro has more than one free
 15 route. I don't think it would be fair for our
 16 region to be saddled with a toll-only crossing
 17 when you look at those other communities, and
 18 they have options available that are toll free.
 19 I also believe that keeping both bridges open
 20 would be the best option. If you have the I-69
 21 bridge open and you closed one of the 41 bridges,
 22 imagine that future day when there is an
 23 accident, or a barge strike, or some sort of
 24 incident that would close the new bridge. We
 25 would then have interstate traffic and local

1 traffic planned on two lanes. That would be
 2 devastating for as long as it lasted, and those
 3 things do happen. I mean, there are bridge
 4 closures on every bridge over time for many
 5 reasons. So I think that being able to keep both
 6 of the 41 bridges open, not tolling the traffic
 7 that goes across those, but also do put weight
 8 restrictions, and push the medium and heavy
 9 trucks over to the new 69 bridge, and pay tolls
 10 for that transit, but offer a good compromise
 11 that could fund the project, but also provide our
 12 lower-income people and the daily commuters in a
 13 cost-effective way to continue to work in the
 14 region. I'd like to thank you for this time.
 15 Thank you.

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1 crossroads across the center of our country.
 2 It's a vital link to the logistics framework of
 3 all the industries here in Indiana, Kentucky, and
 4 beyond. The success and growth of an airport is
 5 often linked to the growth of the regional
 6 economy. This new bridge will provide great
 7 value to our regions citizens and businesses who
 8 need speedy and reliable access to the region's
 9 airport for nearly half a million passengers to
 10 fly in and out of EVV every year. However, we
 11 also understand that there is a need and fully
 12 support the user fee part of the financing for
 13 the new I-69 bridge. It seems to be working in
 14 Louisville, and while the logistic industry there
 15 has shown great support, we'd expect that as well
 16 here. Still, also like Louisville, having a toll
 17 free option for our citizens to circulate locally
 18 to work, school, and access to healthcare, and to
 19 fly out of their airport is incredibly important.
 20 As more than 36 percent of EVV passenger base
 21 comes from across the river in Kentucky, it is
 22 imperative that at least one, but preferably
 23 both, of the existing bridges remain available
 24 for local traffic. In summary, we support the
 25 construction of option 1B. Thank you.

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16 MR. HAHN: I'm Nate Hahn. I'm the executive
 17 director at Evansville Regional Airport. EVV is
 18 an economic engine, not just for our region in
 19 the Southwest, Indiana, but serves as the hub for
 20 western Kentucky as well, contributing more than
 21 \$945 million annually to the local economic or
 22 regional economy. While EVV connects the world to
 23 our region, it's also important that region is
 24 connected to EVV. As such, we support option 1B.
 25 The central corridor interstate bridge creates a

9 MR. O'DANIEL: Thank you. My name is Sean
10 O'Daniel. I live in Evansville, Indiana and have
11 been for most all my life, except for my years in
12 college. I'm approaching retirement after working
13 in the automobile business and real estate
14 brokering business serving customers all over
15 around the tri-state area for the last 35 years.
16 I remember the construction of the current
17 Highway 41 south bridge. I have seen the
18 construction and traffic flow changes of I-69
19 from Evansville to my alma mater, Indiana
20 University of Bloomington. Evansville-Henderson
21 needs to keep both Highway 41 bridges and along
22 with the new I-69 bridge, because when they
23 break, they close until repair. I-69 is a bypass
24 for both Evansville and Henderson, and I --
25 Highway 41 is needed for local traffic. Don't

301-1
B13

1 overcharge the Evansville and Henderson citizens,
2 but it's okay to charge a balance fee between
3 cars and gasoline taxes with the toll, at the
4 highest rate, the highest rate on the new I-69
5 bridge. The new I-69 bridge will need repairs in
6 35 years, and just like the little girl that was
7 up here holding those signs, even though we'll
8 all probably be gone, she'll still be here,
9 probably. Okay? She'll have to deal with it
10 then. And we can't survive on two- lane Highway
11 41 bridge while I-69 is under repair. Thank you
12 very much.

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B13

15 MR. REXING: Thank you. My name is Kent Rexing.
 16 I'm a Vanderburgh County farmer with farmland in
 17 Henderson County, and I don't have an accent, but
 18 I do know some pretty good Kentucky jokes. But
 19 my concern is that access across the river with
 20 farm equipment. Tractors, combines, farm
 21 equipment can be 18-foot wide or more, and we
 22 need two lanes for traveling when traveling on
 23 roads. So I support the 1B, keeping both 41
 24 bridges open toll free, to accommodate local
 25 traffic, farm equipment, and transportation of

1 farm products, grain fertilizers, seed produced
 2 on local farmland. Thank you for your time.
 3 MODERATOR: Very well. Thank you, Mr. Rexing,

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B3

1 us and determine where we should build. The
 2 answer was in Evansville area for three reasons.
 3 Evansville is near the population center of the
 4 United States, Evansville has a plentiful
 5 workforce, and Evansville has great access to
 6 interstate highways. All the shoes we sell in
 7 our stores are first transported to our
 8 distribution center here to be processed and then
 9 sent to our stores. We estimate that we have over
 10 30,000 inbound and outbound deliveries to and
 11 from our distribution center each year. Many of
 12 these routes are over the twin bridges. The I-69
 13 bridge along the Central Corridor 1B, Shoe
 14 Carnival supports, I should say, the construction
 15 of the I-69 bridge along the Central Corridor 1B.
 16 This route should spur economic development,
 17 it'll improve safety, and it has the lowest total
 18 cost of ownership. Thank you.

← 303-1
A3

12 MR. JACKSON: Good evening. Thank you for
 13 allowing me to speak tonight. I'm Kerry Jackson.
 14 I'm the CFO for Shoe Carnival. 40 years ago,
 15 Shoe Carnival opened its first store in
 16 Evansville near Eastland Mall. Today, we're in 32
 17 states and Puerto Rico with almost 400 stores,
 18 and our sales are just over \$1 billion. We
 19 aspire to be a national retailer, and we believe
 20 we could double both our store count and our
 21 sales over time. Both our headquarters and our
 22 sole distribution center are located in the
 23 Evansville area. 15 years ago, we needed to
 24 build a new distribution center to service our
 25 growth. We had consultants perform a study for

19 MS. SHERMAN: Good evening. My name is Shari
 20 Sherman. I'm the executive director of the
 21 Warrick County Chamber of Commerce. We have been
 22 part of this process for a number of years as
 23 this process has moved forward. I want to thank
 24 the ORX group who have worked hard on this
 25 project over the years. The I-69 bridge brings

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1 economic development to the region on both sides
 2 of the river, including Warrick County. As
 3 Indiana and Kentucky complete with federal
 4 dollars, we show a unified local support to move
 5 this project forward. By supporting local option
 6 1B, this gives the most option and choices to
 7 all, the local residents as well as the those
 8 traveling through on I-69. On behalf of the over
 9 350 business members of the Warrick County
 10 Chamber of Commerce, we support this project.
 11 Thank you.

← 304-1
A3

12 MR. ROSENQUIST: My name is Niles Rosenquist. I'm
13 a resident of Evansville. My point here is
14 simple. Indiana has plenty of highway funding
15 available to pay its share to this bridge
16 construction without imposing on its residents
17 tolling on the existing Ohio River bridges that
18 local residents have been using toll free for
19 generations. The 2016 Indiana general assembly
20 increased Indiana's gas tax by ten cents a
21 gallon, which went into effect in July of 2017.
22 With additional inflation adjustments of one cent
23 a gallon scheduled through 2024. It was certainly
24 not easy for many of our lawmakers to support
25 this new major tax which has been characterized

← 305-1
F2

1 as the largest tax increase in the history of
 2 Indiana. Southwest Indiana residents do not need
 3 to be hit now with a second new tax in the form
 4 of the bridge toll. The new gas tax has generated
 5 about 1.2 billion a year in funding for Indiana
 6 infrastructure project. Considering this
 7 construction of new I-69 bridge take place over a
 8 period of several years and the cost will be
 9 funded as well by tolling on the new interstate
 10 bridge, the revenue from the gas tax should be
 11 easily adequate to cover Indiana's roughly 600
 12 million share of construction costs. If this
 13 seems unrealistic, I'll point out that it's
 14 actually already happening but now on the
 15 northern end of I-69. Funding planned for the
 16 first five years of the new gas tax which went
 17 into -- went out as under Governor Holcomb's name
 18 as the next level Indiana five- year construction
 19 plan includes 550 million going to three central
 20 Indiana counties, Marion, Johnson, and Morgan,
 21 specifically for construction of I-69. This
 22 seems appropriate since the two I-69 segments
 23 between Bloomington and Indianapolis were already
 24 advanced in regard with planning and construction
 25 even before the first five years of next-level

1 Indiana was allocated. The point here is that the
 2 second version of next-level I-69 will coincide
 3 roughly in timing with the new construction of
 4 the I-69 bridge. If southwest Indiana receives
 5 funding in that plan comparable to what central
 6 Indiana is receiving now, then as I said at the
 7 start here, Indiana's share of the cost of bridge
 8 construction will be essentially covered. My
 9 last paragraph here was directed at our state
 10 legislatures, but, of course, they're on the job
 11 in Indianapolis tonight, by the way, so I'm just
 12 telling you all they're the guys who -- they're
 13 the people who stuck their necks out to vote for
 14 this tax increase. So if you're here to talk to
 15 the I-69 planning team about your concerns about
 16 this tolling, you need to talk to our state
 17 legislators, too. They're the guys who generated
 18 the money that we can be using for this project.

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 F2

5 MR. HACKERT: I'm Mark Hackert. I'm -- two
6 things that -- first, I want 1B, no tolls, on
7 Highway 41, keep both bridges open. Second one,
8 this says, I've come from outside sales for the
9 40 years I've been in Evansville. Speak to those
10 people that have traveled back and forth. The
11 sales people that are traveling to and from,
12 having that free access to get to and from
13 Kentucky and western Kentucky to do their job.
14 We -- the outside sales people are an integral
15 part of business being done because we're out
16 there telling the story of what our companies do.
17 The other thing that this -- the new bridge will
18 bring, it will be a time saver. From a
19 prospective of driving to Indianapolis, it's
20 about an hour savings that I now have when I go
21 to Indianapolis or to Fort Wayne to see my
22 children. That's an extra two hours to spend
23 with our grandchildren. From a -- that's
24 important. The other side is that from a
25 business standpoint, if you're traveling to

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1 Indianapolis, that's an extra hour that you have
2 to do business when you're in Indianapolis, or
3 you can leave later or get home sooner to be with
4 your family. The same things can impact when we
5 have I-69 so people can travel to and from
6 Henderson to Indianapolis, to Memphis. That's
7 time that is money that can be saved. That's
8 fuel that's going to be saved. So it's very
9 important -- I very strongly -- I'd like to see
10 no tolling, the tolling just on the new bridge is
11 acceptable, but I want to thank the ORX for all
12 that they've done, and, again, speaking from the
13 standpoint of the outside sales people, this is
14 important. I can honestly say when I moved here
15 35 years ago, 40 years ago, I really didn't
16 expect to see I-69 rebuilt. So I'm really
17 excited about this. We're going to get this
18 built while I can still use it.

19 MS. BURKETT: Good evening. My name is Audrie
20 Burkett, and I'm the vice president and chief
21 operating officer for the Economic Development
22 Coalition of Southwest Indiana. In 2012, when
23 then-governor Mitch Daniels cut the ribbon on the
24 first finished section of I-69, he made this
25 statement about southwest Indiana. "I think

1 often people who live in other parts of the state
 2 cannot fully appreciate what a big thing this is
 3 to link them and their struggling economies to
 4 not just the rest of the state, but the rest of
 5 the nation." I-69 has indeed linked southwest
 6 Indiana and northwest Kentucky to the rest of the
 7 nation. As our collective region embarks on a
 8 new central corridor for the I-69 bridge, the
 9 possibility of growth of business and the
 10 attraction of people becomes a closer reality.
 11 One of the main benefits of the proposed Central
 12 Corridor 1B will be safety. The northbound
 13 bridge was completed 86 years ago in 1932, and
 14 the southbound bridge was completed in 1966, 52
 15 years ago, with age and wear being the biggest
 16 safety hazards for over 40,000 vehicles crossing
 17 each and every day. Also, the new bridge will be
 18 a beneficiary of the latest knowledge in
 19 earthquake standards and technology. According to
 20 the US Geological Survey Report, the last
 21 earthquake to be felt in this region was a 3.8
 22 originating in Albion, Illinois in 2017. Another
 23 benefit of the corridor is that it will support
 24 growth for southwest Indiana in its four counties
 25 creating environments for business, housing,

1 bridges remaining open and untolled.
 2 MODERATOR: Very well. Thank you for those

← 307-1
B3

1 retail, commerce, all to occur along this
 2 corridor. With this growth, there is opportunity
 3 to attract places and amenities that will help
 4 combat our shrinking workforce in this area. If
 5 you ask any employer in our region in southwest
 6 Indiana, talent is the main issue that folks are
 7 dealing with. In 2015, Indiana's great southwest
 8 was awarded \$42 million in state-matching funds
 9 from the state of Indiana for the Indiana
 10 Regional Cities Initiative, all focused on
 11 quality of placement and attracting talent.
 12 Currently, the region is on track to have
 13 generated almost \$1 billion in total investment
 14 from 18 projects to be completed by 2020.
 15 Occurring at the same time is the reinvestment of
 16 downtown Evansville, the growth of Toyota in
 17 Gibson County, as well as the explosive growth of
 18 Warrick County with over \$600 million in new
 19 medical investment with the Warrick Wellness
 20 Trail right off of I-69. This new proposed
 21 corridor will bring additional miles of
 22 possibilities for business and talent. The
 23 Economic Development Coalition of Southwest
 24 Indiana exists to be a catalyst of change, and we
 25 wholeheartedly support option 1B with both 41

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B3

13 MS. STOGNER: Hello, my name is Rebecca Stogner,
14 and I'm in agreement with everyone and what they
15 were saying about 1B for the corridor and the
16 bridge. I would like for that to be toll free.
17 I went to Kentucky to get some gas because it was
18 really cheap, and, you know, it's a great way to
19 do -- way to get there, and there was a wreck,
20 and someone had -- the bridge was -- we were
21 waiting for two hours because there was a wreck.
22 And -- but I do propose 1B and keep the bridges
23 toll free. People who don't have the money to pay
24 the toll, how can they get across here, or how
25 can they go to Henderson? So I prefer to keep it

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B3

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1 tax -- toll free transportation. I lived in
2 Kentucky years ago, and then I moved here, but I
3 have family in Kentucky. And really, I hope that
4 I -- I'd like the Corridor IB -- 1B and also toll
5 free bridge.

6 MODERATOR: Very well. Thank you. Our next
7 speaker, Jesse Moreland.
8 MR. MORELAND: Hello, I'm Jesse. I just wanted
9 to say I feel like I-69 is not improving our
10 quality of life. It's a multi-billion dollar
11 toll road that will desecrate sacred native land,
12 will expedite outsourcing of blue collar jobs
13 from Evansville to Mexico. It'll unnecessarily
14 destroy the environmental habitat around us, and
15 it'll create a higher tax burden for future
16 generations as well as cause financial hardships
17 and less accessibility for low-income residents
18 of Evansville and Henderson. While multi-
19 national corporations may reap benefits from the
20 I-69 bridge, the people of southern Indiana and
21 northern Kentucky will have nothing to gain and
22 everything to lose. I don't think that we should
23 expand I-69 but rather invest in the bridges
24 that have served this community for generations.
25 If Governor Holcomb wants to personally fund this

← 309-1
A4

1 bridge, let him fund it with his own money. I'm
2 sure he has plenty of cronies that could pay for
3 it as well. If you don't want to lose your hard-
4 earned money to tolls, yours jobs to NAFTA, and
5 our beautiful natural and cultural sites to a
6 bulldozer, I encourage you in joining in opposing
7 I-69. Thank you.

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A3

14 MS. BARNEY: I am Tara Barney, and I do head up
 15 the Southwest Indiana Chamber of Commerce. I
 16 also serve on the BridgeLink board, so I will
 17 speak on behalf of both those organizations
 18 tonight. And just for perspective, the Southwest
 19 Indiana Chamber of Commerce and our fellow
 20 Chambers of Commerce are in the business of
 21 building regional prosperity and making sure that
 22 we support those things that create kind of an
 23 environment that business and all the citizens
 24 that live in this region can thrive because they
 25 have the kind of region and support network that

1 evening about building this bridge as soon as
 2 possible, building along the Central Corridor 1B
 3 route, and doing all we can to possibly do to
 4 make sure that it happens quickly. The sooner
 5 that happens, the carrying cost that we've
 6 referred to several times tonight gets smaller.
 7 The opportunities for businesses to save money
 8 over the year become greater, and the
 9 opportunities for our residents in this region to
 10 consider the many opportunities to both their
 11 careers in this region become even stronger. So
 12 whether it's our universities, our healthcare
 13 system, our business community, we will all see
 14 the benefit of having this new corridor come into
 15 being as soon as possible. So I will take just a
 16 moment to compliment the ORX team. I think it's
 17 been an extraordinary process. I encourage us
 18 all to stay engaged because there is a lot more
 19 work to do on this. But I don't think we could
 20 have had a better opportunity to begin to
 21 understand the complexities of building this huge
 22 infrastructure investment in our region and the
 23 many opportunities that this infrastructure
 24 investment offers our region, and on behalf of
 25 the organization that I have the privilege of

1 allows business to succeed and family to grow,
 2 and thrive, and find what they need get a quality
 3 of place. So when I had the opportunity to say a
 4 few words following my chair, who was up here
 5 earlier, they are very much focused on the fact
 6 that I have the privilege to work for 175,000
 7 folks who work, who have jobs, who make up the
 8 workforce of this region, and everything we can
 9 do to make sure that this region grows, and
 10 thrives, and allows us 175,000 engaged employees
 11 in our region to move, and consider other work
 12 choices, and have access to growing their
 13 businesses and their careers in this region is
 14 one of our highest priorities. It's also worth
 15 noting that there has been a lot of conversation
 16 tonight about the ways that this bridge will open
 17 up future opportunities because if there is one
 18 thing that matters to the future of our region
 19 for all of us, it's the ability to continue to
 20 grow, and we will grow by adding investment buyer
 21 businesses, and you've heard from many of those
 22 tonight, and we'll certainly also grow by being
 23 the kind of region that people will choose to
 24 move to. So both of those are in our radar as I
 25 stand here and support the conversation this

1 working for and the many businesses that support
 2 it, we're going to do all we can to make sure
 3 that this investment is leveraged and provides
 4 every possible opportunity for the greater
 5 southwest Indiana and western Kentucky region to
 6 really take full advantage of that north-south
 7 corridor that will be opened. So I'll leave my
 8 comments at that, and thank you for the
 9 opportunity, sir.

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A3

1 downtown earlier today when it was warmer. We've
 2 moved forward in recent years with bicycle
 3 friendly greenways and bikeways that helped to
 4 improve the life quality, and the health, and
 5 also for recreation for citizens on both sides of
 6 the river, and I would like to encourage the
 7 consideration of maybe adding at least a bike
 8 lane on one of the existing bridges. As people
 9 have mentioned, there is a possibility of
 10 reducing the large vehicle traffic on the
 11 existing bridges. So it seems reasonable that
 12 maybe we could buy room for at least one
 13 designated bike lane on one of the old bridges.
 14 Thank you.

311-2
S3

21 MR. BIGGERS: Thank you. My name is Neil
 22 Biggers, and I'm speaking as a long-time commuter
 23 across the Ohio River. I've lived in Evansville
 24 for 34 years even though currently, I work here
 25 in Evansville for 21 years of those -- that time

1 that I've lived here, I've worked in Henderson
 2 and crossed the bridge almost every day. I chose
 3 to get most of my medical and dental care in
 4 Henderson since it was more convenient when I
 5 worked down there, and I still drive across the
 6 bridge for doctor and dental appointments because
 7 of the trust and relationships that I've built
 8 over the years with those providers. I also
 9 still drive down there to eat at certain
 10 restaurants and shops of a small business where I
 11 know the owners and workers. I believe we need
 12 to keep both twin bridges open, both of the
 13 existing bridges open and toll free. Many of the
 14 time -- often during the 21 years that I did
 15 commute, there would be the need for maintenance
 16 or repair work on one of the bridges, and then
 17 they would close all or part of one of the bridge
 18 and reroute the traffic onto the other bridge.
 19 So that's a good reason to keep both of the
 20 bridges open, and accessible, and toll free. I'm
 21 also one of a growing number of adults in our
 22 area who ride bicycles for recreation, commuting,
 23 and shop -- to shopping and eating destinations,
 24 and my prop is to show that I'm on my bike this
 25 evening, having biked from the other side of 41

311-1
B1

21 MR. HEATH: My name is Bart Heath. I'm a
22 resident of Newburgh, Indiana, and I want to talk
23 primarily about the -- how this is going to
24 affect the poor and the working class. And we're
25 dependent on the projections for what this is

1 going to do for Evansville and Henderson. I'm Page 61
2 not disputing those, but projections aren't
3 always correct. There is no guarantee. I don't
4 think anyone in the engineering or planning of
5 this bridge would want to put down any money on
6 everything that's going to happen here. But I
7 prefer both bridges, both 41 bridges staying open
8 and toll free. If you take one bridge out and
9 you leave the other, to me, that's an admission
10 that there is going to be reduced traffic flow
11 through the Evansville area, and then you depend
12 on the projection that that isn't going to hurt
13 economic growth in Evansville and Henderson. So
14 if you leave both bridges open, if it's -- if it
15 doesn't work out, you can always tear that bridge
16 out later. I mean, right now, if you leave it
17 open and there is reduced traffic and the bridge
18 is not needed, take it out. But if the economic
19 situation, the prediction of economic growth is
20 there, then that bridge will be necessary later
21 on. So I think, really, if either prediction is
22 wrong, leaving that bridge in is correct, and if
23 you put tolls on this, the impact is going to be
24 on the poor, the working class trying to cross
25 the river from Henderson to Evansville, and all

← 312-1
B1

1 of these predictions, if they come out wrong and
2 something doesn't work out, they're the first
3 ones that are going to feel it. So my suggestion
4 is leave both bridges open and toll free, and if
5 it doesn't work out, you can always tear that
6 down later on. I think that's a pretty simple
7 suggestion and logical, especially for me. Thank
8 you for your time.

2 MR. CORUM: My name is William Corum. I'm from
3 Madisonville, a city about 45 miles south of the
4 Ohio River. I'm associated with our family company,
5 supposed to help people process, package, and
6 distribute perishable products, and we have a fleet
7 of about 150 vehicles who deliver that product. And
8 Kentucky has what we call parkways. We've got five
9 parkways in western Kentucky, and their good roads
10 move our products, and not many states around us
11 have parkways. But these parkways now are being
12 converted to interstates, and if you look at the big
13 picture of I-69, you go down through southern
14 Kentucky, around Fulton, Kentucky has about 15 miles
15 of upgrades they need to do to the end of the
16 Jackson Purchase Parkway. It's already -- most of
17 it is already paved. I've seen that. You go down --
18 and we also have to upgrade the connection between
19 Kentucky and Tennessee, and Tennessee has about 15
20 miles of upgrades, and the new parkway built, and to
21 complete that, we will have a new bridge. The bridge
22 is the big thing. We'll do the bridge, and Indiana
23 has about 22 or 25 miles, just south of
24 Indianapolis. You get these three areas done, you
25 can travel from Canada, all the way through Indiana,

1 Kentucky, Tennessee, and you can hit I-155 and cross
 2 the Mississippi River and hit interstates in
 3 Arkansas, and we can go all the way from Canada to
 4 Texas with a completed -- but not all 69, but it's a
 5 completed interstate. Now, an interstate, the way I
 6 understand it, is defined as fully controlled, fully
 7 integrated highway. And right now, we're not
 8 integrated. We're controlled, but we're not
 9 integrated because we have this big gap at the Ohio
 10 River, and we certainly want to finish that. Now,
 11 if you want to cross the bridge, a new bridge, you
 12 can get a little gizmo like this, it's called a
 13 transponder. You stick it on your windshield, and
 14 when you cross that bridge, you don't have to stop
 15 and pay a toll. You just keep right on driving.
 16 It'll take a picture of your license plate. If you
 17 don't have a transponder, they'll send you a bill.
 18 Now, this is what you do in Louisville. And you
 19 cross that bridge, and you don't have to stop, pay a
 20 toll, or anything. You just go right on through, and
 21 it's very convenient. And I am advocating for a toll
 22 new bridge across the Ohio River, an interstate
 23 bridge, and also the two bridges, not necessarily
 24 open, but let's not tear a bridge down too quick.
 25 Let's make sure we don't need three. Thank you for

313-1
 B2

1 your time. Thank you very much.



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, LOUISVILLE DISTRICT
600 DR. MARTIN LUTHER KING JR PL
LOUISVILLE, KY 40202

February 26, 2019

Regulatory Division
North Branch (RDN)
ID No. LRL-2017-346-dds

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

Dear Mr. Miller:

This is in regard to the request for comments regarding the I-69 Ohio River Bridge Crossing (ORX) Draft Environmental Impact Statement (DEIS), dated December 2018. The proposed project would involve the construction of a segment of I-69 between Henderson, Kentucky, and Evansville, Indiana, and would include a crossing of the Ohio River. We have reviewed the DEIS relative to Section 404 of the Clean Water Act (CWA).

Since the proposed project would impact "waters of the United States (U.S.)" in Kentucky and Indiana, Louisville District has assigned two project ID numbers to the project, one for Kentucky (LRL-2018-1091) and one for Indiana (LRL-2017-346). The following comments pertain to the portion of the proposed project that would occur in Indiana.

The preferred alternatives (Central Alternatives 1A or 1B), would involve constructing a new terrain interstate in Indiana. The impacts to "waters of the U.S.," have been considered during the project design, and the central alignment was relocated to avoid an existing Section 404 of the CWA mitigation site. As a result of the relocation, an open water feature and wetland complex would be impacted by the proposed central alignment.

Section 404 of the CWA requires the applicant to avoid, minimize, and mitigate for impacts to "waters of the U.S." Louisville District currently processes new terrain transportation projects in Indiana that impact less than an acre of "waters of the U.S." under Indiana Regional General Permit (RGP) No. 1. The terms and conditions of RGP No. 1 generally require mitigation for impacts at a single and complete crossing that exceed 300 linear feet of stream impact and/or 0.1 acre of jurisdictional wetland loss. Single and complete crossings with impacts greater than an acre are processed as Standard Permits. The RGP No. 1 is currently scheduled to be modified and/or reissued on December 15, 2019. We will issue a public notice when the RGP is modified and/or reissued.

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E48

Thank you for the opportunity to comment on the DEIS. If you have any questions concerning this matter, please contact Ms. Deborah Duda Snyder by writing to the Corps of Engineers at 8902 Otis Avenue, Suite S106B; Indianapolis, Indiana 46216; or by calling (317) 543-9424. Any correspondence on this matter should refer to our ID Number LRL-2017-346-dds.

Sincerely,



Greg McKay
Chief, North Branch
Regulatory Division

From: Hickman, Roger <Roger.Hickman@bigrivers.com>
Sent: Wednesday, January 9, 2019 4:49 PM
To: KYTC District2 Info <KYTC.District2info@ky.gov>
Subject: Feedback on proposed I-69 Bridge and Possible Changes to US 41 Bridges

Based on recent news reports from Evansville, Indiana, and Henderson, Kentucky, media I want to provide some thoughts and observations on some of the proposals regarding the funding for a new I-69 bridge, I-69 corridor in northern Henderson County, and possible changes for the existing US 41 bridges. As you can see below, I work at Big Rivers Electric Corporation in Henderson. However, I live in Louisville, Kentucky, which means I weekly commute to the Henderson-Evansville area. During the week I stay at an Evansville Extended Stay Hotel located near the I-69 and Lloyd Expressway interchange. So, I regularly cross the Ohio River on the existing US 41 bridges.

As you know, there was work within the past few years on the southbound US 41 bridge. To keep traffic flowing, the speed was reduced, one southbound lane remained on the southbound bridge, and the second southbound lane moved to the northbound US 41 bridge. In effect, this meant the US 41 bridge was carrying three rather narrow lanes of traffic, one southbound and two northbound. Given that the bridges' lanes were designed in the late 1950s-early 1960s period, those two lanes, without the construction-related traffic pattern change, are narrower than what they safely would be if the bridge were built new today. There are no breakdown lanes on the existing bridges which serve heavy traffic between Henderson County, Kentucky and Vanderburgh County, Indiana. Workers on the north side of the Ohio traveling to work in Kentucky; workers on the south side of the Ohio traveling to work in Indiana, not to mention the interstate travel since US 41 is a connector between the US Midwest and the US Upper South. All of this, and the experience of numerous traffic backups forms my feedback.

Whether the I-69 Bridge is tolled or not is, I believe, moot to the design of the US 41 Bridges crossing. I regularly travel the tolled bridges in Louisville. Since my travels are infrequent to benefit from a transponder, I pay by mail. I don't mind that given the vast improvement in traffic flow. I would caution that those I-69 bridges will need separate breakdown lanes. Lanes alone will not be enough for safety and efficient traffic movement. The proposals I've heard for the US 41 Bridges, however, make me despair.

318-1
A25

318-2
B7

The news reports I've heard indicate that, after completion of the I-69 Bridge and corridor, the older of the two US 41 bridges might be taken from service. I can only respond, "Are you kidding me! Is someone out of his/her mind?!?" US 41 traffic would be reduced to a two lane bridge? This despite the fact that Indiana is making major improvements on the four-lane, divided highway from the Kentucky border to slightly north of the current I-69/US41 interchange. This despite the fact that US 41 in Henderson is a four-lane highway with a two lane center median for turns. Traffic would have to narrow to one lane in each direction. Can you say massive traffic backups? Believe me, with just one two-lane bridge, traffic will be a nightmare. I shudder to think about the possible increase in accidents.

318-1
A25

If it's to be just one US 41 Bridge, I offer an alternative which, though more expensive, would be vastly safer and likely to decrease the traffic backups. Move US 41 traffic to one of the two bridges. The remaining bridge would be imploded and replaced with a new bridge which, when finished would be the new bridge. At a minimum, it would be two 12-foot driving lanes with 9-foot break down lanes on each side. A 12-foot lane and a 9-foot breakdown lane should accommodate wide loads. Wide loads in either direction on the existing bridges would block both lanes. What a traffic nightmare!! Better still, replicating the US 213 Natcher Bridge, with the addition of breakdown lanes, between eastern Daviess County, Kentucky, and Spencer County, Indiana, would be better.

318-3
H33

Yes, either of my two alternatives would cost more. But lives lost due to poor road design and traffic backups also have great value. Truck traffic stalled in traffic backups means lost time and money. Dare I add, perhaps it could be financed with a minimal toll - \$1 for cars, pickups, and SUVs, \$3 for panel trucks, and \$5 for OTR semis, motor homes, and all other vehicles? Or maybe a local-option fuel tax for 3-4 counties in southwestern Indiana and 3-4 counties in western Kentucky?

318-4
F15

I will retire in about 2-3 years which means I will avoid most the construction headaches of the I-69 configuration. Thank you for allowing me to provide this feedback. I use to work Secretary Thomas when he and I both worked at Kentucky Utilities in Lexington and at LG&E in Louisville. I almost sent this e-mail to Greg.

Sincerely,

Roger Hickman
Regulatory Affairs Manager
Big Rivers Electric Corporation
Phone: 270-844-6182
E-Mail: roger.hickman@bigrivers.com

**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**

REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

MAR 0 1 2019

Michelle Allen
Planning and Environmental Specialist
Federal Highway Administration
575 N. Penna Street, Room 254
Indianapolis, Indiana 46204

Re: EPA Comments on the Draft Environmental Impact Statement (DEIS) for I-69 Ohio River Crossing (ORX) from Henderson, Kentucky to Evansville, Indiana. CEQ: 20180309

Dear Ms. Allen:

The U.S. Environmental Protection Agency, Region 4 and Region 5 offices reviewed the subject project document pursuant to Section 309 of the Clean Air Act and Section 102 (2)(C) of the National Environmental Policy Act. The EPA is a participating agency on the proposed project and we appreciate the opportunity for early engagement with the Federal Highway Administration (FHWA), Indiana Department of Transportation, and the Kentucky Transportation Cabinet in the environmental review process for proposed development, construction and operation of the extension of I-69 between Henderson and Evansville. This project connects existing segments of I-69 as a part of the National I-69 Corridor connecting Canada to Mexico. The proposed project is listed on the Office Management and Budget's 'FAST-41' dashboard as a high priority transportation project.

The EPA recognizes the importance of infrastructure development while assuring environmental and public health protection. As a participating agency, the EPA provided comments on the draft I-69 ORX Agency Coordination Plan (April 2017), Public Involvement Plan and Environmental Methodology Approach (Project Memo, March 17, 2017), Purpose and Need and ORX Screening Report (August 2017), and the I-69 ORX Screening Report Supplement (February 2018). We also participated in four interagency meetings including a project site visit between April 12, 2017, and February 12, 2019. Due to the 35-day government shutdown, the FHWA extended the I-69 ORX DEIS public comment period for affected agencies to March 18, 2019. Based on our review of the DEIS, we have enclosed technical comments and recommendations for your consideration that should strengthen or clarify information within the combined Final Environmental Impact Statement/Record of Decision (enclosure). These recommendations include information for alternatives selection, improving the disclosure of impacts and mitigation and ensuring public ongoing awareness of information developed after the DEIS.

Thank you for the opportunity to provide comments on the proposed project. We request that the recommendations provided in this letter be addressed in the Final Environmental Impact Statement.

If you have any questions regarding these comments, please contact Ms. Ntale Kajumba of the NEPA Program Office at (404) 562-9620, or via email at kajumba.ntale@epa.gov. Also, please continue to submit the FEIS and meeting notifications to EPA Region 4 and Region 5 (Ms. Virginia Laszewski, Laszewski.Virginia@epa.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Militscher". The signature is fluid and cursive, with a large initial "C" and "M".

for Christopher A. Militscher
Chief, NEPA Program Office
Resource Conservation and Restoration Division

Enclosure (1)

ENCLOSURE

EPA Technical Comments on the Draft Environmental Impact Statement (DEIS) for I-69 Ohio River Crossing (ORX), Kentucky and Indiana CEQ #20180309

Alternatives: The DEIS examines a no-action alternative and three build alternatives for the I-69 ORX connecting Evansville and Henderson that includes two western corridors (West Corridor 1, West Corridor 2) and one central corridor (Central Corridor 1). Central Alternative 1 is identified as the preferred alternative for the proposed I-69 ORX. This alternative includes a new 4-lane I-69 ORX bridge, the retention of one of the existing US 41 bridges for local traffic, and two different tolling options. Central Alternative 1A tolls the I-69 ORX bridge and the remaining US 41 bridge while Central Alternative 1B only tolls the I-69 ORX bridge. The preferred alternative includes 11.2 miles of new interstate, including the construction of 8.4 miles of I-69 on new location and upgrades to 2.8 miles of existing US 41 to meet interstate standards. New interchanges would be added at existing I-69 in Indiana, US 60 in Kentucky, and at existing US 41 south of Henderson. Modifications to three existing interchanges would also be made.

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A3

Recommendation: The EPA supports the Federal Highway Administration's selection of Central Corridor 1B as the preferred alternative.

Wetlands and Streams: The EPA appreciates efforts made to avoid and minimize impacts to wetlands, compensatory wetland mitigation sites, and floodways. According to the DEIS, the preferred alternative impacts 17.6 acres of primarily forested wetlands, three perennial streams (1,608 feet), one intermittent stream (683 feet), 49 ephemeral streams (16,036 ft) with channelization occurring to 7,182 feet, and 12.7 acres of open water. Of the remaining build alternatives, this alternative has the fewest wetland impacts. Some of these wetlands will be impacted during construction and following construction activities these areas will be allowed to re-vegetate naturally.

319-2
E49

Recommendations: The EPA recommends the use of bridges on the southside to further avoid perennial and intermittent streams. If this recommendation for additional avoidance and minimization is not feasible, we recommend the use of embedded box culverts. Embedded culverts ensure that the stream systems continue to support the hydrologic flux and storage, biological productivity, biogeochemical cycling and storage, and decomposition. It is also suggested that an embedded culvert be included under the causeway in the upper floodplain (southside) to allow for wildlife movement during catastrophic flood events that inundate the floodway and floodplain. Furthermore, embedded culverts should also be used with ephemeral stream crossings to support the functions listed above with an understanding that salamanders and other reptiles and mammals utilize these streams.

The EPA also recommends additional minimization of the construction corridor and highway width when crossing wetland areas, hydric soils and stream crossings to further minimize impacts to wetlands and streams. Steeper or vertical sides with guardrails are measures that have been adopted in interstate highway design to lessen impacts to adjacent wetlands and streams. We further recommend the development and implementation of a wetland restoration plan to ensure that wetlands are restored to their pre-impact condition. Mitigation should be provided for the wetland acreage that cannot be fully restored (e.g., any forested wetland impacts that will not be replanted with trees). Standard mitigation for forested wetland conversion to emergent in Indiana is 1:1 to compensate for functional and temporal loss of the forested wetlands that will be restored to

319-2
E49

emergent or scrub shrub. In Kentucky, adjusted mitigation units (AMUs) should be calculated consistent with U.S. Corps of Engineers (USACE) protocol and the appropriate purchase of AMUs from an approved USACE's Engineer's mitigation bank or the Kentucky Department of Fish and Wildlife In-lieu Fee Program. The wetland restoration plan should describe measures to minimize and/or control for non-native invasive species. We further recommend that all temporary wetland impacts be planted with native seed mix, including pollinator species.

Water Quality: Highway stormwater runoff often includes toxicants such as heavy metals, coolants and fecal coliform bacteria. As a result, the runoff should be treated prior to entering receiving water bodies in the project area.

319-3
E50

Recommendations: The EPA recommends incorporating stormwater best management practices into the design and construction of the I-69 ORX project to improve the project's ability to maintain water quality and stabilize soils. The Ohio River is classified as an Outstanding State Resource water, and there are other waterbodies within the proposed project area. Therefore, efforts should be made to direct stormwater into treatment cells or areas prior to discharging the stormwater into the river, streams, and floodplains. It is especially important to treat the first inch of runoff because this water conveys much of the pollutants during a storm event. The Final Environmental Impact Statement (FEIS) should also discuss potential locations for detention/retention sites required to treat stormwater.

Environmental Justice: *Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*, directs federal agencies to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. According to the DEIS, the proposed project's preferred alternative will not result in the relocation of minority and low-income populations, but the project has the potential to disproportionately impact minority and low-income populations if both the proposed I-69 ORX and the US 41 bridges are tolled. However, the DEIS indicates that Central Corridor 1B (no toll on US 41 bridge) would not have disproportionate nor adverse effects to environmental justice (EJ) populations. The DEIS generally identifies potential mitigation measures to address some of the potential adverse economic impacts.

319-4
Q6

Recommendation: The EPA recommends including a non-tolled crossing of the Ohio River between Henderson, Kentucky and Evansville, Indiana. This could potentially minimize impacts to EJ populations and other stakeholders. The EPA appreciates the public involvement efforts including the development of an EJ subcommittee and agency coordination approach used during this project and recommend that such coordination continue through the finalization of the selected alternative alignment and finalization of proposed mitigation measures to address EJ issues.

Noise: The preferred alternatives appear to result in the greatest noise impacts. Most of the potential impacts are due to changes in traffic redistribution and tolling. The DEIS identifies two potential noise barrier locations in Appendix G, but these barriers will be reevaluated prior to the FEIS/ROD for the selected alternative. Construction vehicles and equipment will follow the Kentucky Transportation Cabinet's standard specification regarding noise control. These measures may include acoustic barriers, restricting work times, and source control on equipment, etc.

319-5
M3

Recommendation: As the proposed project and associated noise mitigation is selected and refined, the EPA encourages the maximization of noise barriers as a means of reducing project impacts along with other mitigation measures. According to Appendix G of the DEIS, up to 83 noise sensitive receptors along the preferred alternative could benefit from the proposed barriers.

Air Quality: Based on our review, the project area is in attainment for all applicable National Ambient Air Quality Standards for transportation conformity. The proposed project is currently identified in the Metropolitan Planning Organizations long-range plan for conformity.

319-6
U4

Recommendation: The EPA recommends that the transportation improvement program include the proposed project right-of-way prior to the approval of the FEIS/Record of Decision (ROD). The EPA continues to participate in the intergovernmental consultation group for transportation conformity in the Evansville, Indiana/Henderson, Kentucky area and any air quality status or transportation conformity questions should be directed to Mr. Anthony Maietta, EPA Region 5 Air and Radiation Division at (312) 353-8777 or via email at Maietta.anthony@epa.gov.

Non-motorized Modes of Transportation: The EPA previously recommended enhancing the proposed bridge use to include alternate modes of transportation (i.e., pedestrian and bicycle), where feasible. According to the DEIS and the February 12, 2019, I-69 ORX Interagency Advisory Committee #4 meeting, the closest river crossing is about 30 miles away and does not include pedestrian/bicycle lanes. However, pedestrian/bicycle lanes are available approximately 100 miles away as part of the Louisville-I-69 crossing.

319-7
S7

Recommendations: The EPA recommends the FEIS identify and discuss the potential impacts of the proposed action to pedestrians and bicyclists that use the existing US 41 bridges. The FEIS should indicate what measures could be implemented to allow for the safe transit of pedestrians and bicyclists across the Ohio River between Evansville, Indiana and Henderson, Kentucky. The EPA recommends that suggested mitigation measures for non-motorized transportation that could also be addressed in the FEIS are as follows: 1) a pedestrian/bike way in the design of the new I-69 ORX bridge/s, 2) decrease speed limit on the remaining existing US 41 bridge, 3) provide frequent mass transit across US 41 bridge that allows for bicycle transport, and 4) consider whether a dedicated bike/pedestrian lane could be cantilevered off one side of the remaining US 41 bridge.

Hazardous Materials: Events such as inadvertent release of project related spills of hazardous or toxic materials could result in adverse impacts to water quality, and aquatic species. Demolition of the existing US 41 Southbound bridge has the potential to dislodge paint material and cause sedimentation. Sedimentation may also result from piling and construction activities near the river and streams.

319-8
T8

Recommendations: The EPA recommends the FEIS discuss the frequency or likelihood of such events and describe spill prevention and spill and release response capabilities. We also recommend the environmental review identify the type of materials that would be used and the spill prevention measures that will be in place to capture and prevent the introduction of these material into the environment. We further recommend the FEIS discuss when and how the US 41 bridge will be removed and identify potential adverse impacts and mitigation measures. If the bridge contains lead paint, the EPA recommends that the transportation agencies identify implementation measures that prevent the release of lead into the air and water during removal activities. If possible, the FEIS should also identify the bridge removal timeline and staging areas.

319-9
Z4



Climate Resilience: The FEIS should consider more frequent and extreme weather events in the project's design, construction and operation. For example, culverts should be designed and sized to accommodate increased flows from extreme precipitation events. The transportation agencies should also continue to look for design opportunities to minimize fill in the floodway.



United States Department of the Interior



OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
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 Atlanta, Georgia 30303

ER-18/0583
 9043.1

March 12, 2019

Ms. Mayela Sosa
 Division Administrator
 Federal Highway Administration
 Indiana Division
 575 North Pennsylvania Street, Room 254
 Indianapolis, Indiana 46204

Re: Comments and Recommendations on the Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation for the I-69 Ohio River Crossing Project

Dear Ms. Sosa:

The Department of the Interior (Department) has reviewed the Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation for the I-69 Ohio River Crossing Project located in Evansville, Indiana and Henderson, Kentucky. The Department offers the following comments for your consideration.

General Comments

We welcome this opportunity to cooperate with the Federal Highway Administration (FHWA), the Indiana Department of Transportation (INDOT), and the Kentucky Transportation Cabinet (KYTC) in evaluating the proposed I-69 Ohio River crossing project. The proposed action includes the development of an interstate highway across the Ohio River that would connect the southern terminus of I-69 in Indiana with the northern terminus of I-69 in Kentucky. Currently, cross-river traffic is limited to two US 41 bridges, which do not meet current interstate design standards.

Section 4(f) Comments

320-1 X1 → The Draft DEIS and Section 4(f) evaluation adequately describes a range of avoidance alternatives, the affected Section 4(f) resources, and discloses potential project impacts to those resources.

Pursuant to 36 CFR 800.4(c)(2), nine properties listed in or eligible for listing in the National Register of Historic Places (NRHP) have been identified within the project's proposed Area of

Potential Effects (APE). They are the Audubon Memorial Bridge/ Henderson-Evansville Northbound US, Henderson-Evansville Southbound US 41 Bridge, John James Audubon State Park, Robertson-Warren Property, Jackson McClain House/Farm, Ellis-Neville/Lee Baskett House, Henry Barret Farm, William Soaper Farm, and the Ben Kimsey Farm.

FHWA has determined project implementation would result in an Adverse Effect finding for the Audubon Memorial Bridge/ Henderson-Evansville Northbound US, Henderson-Evansville Southbound US 41 Bridge, the Jackson McClain House/Farm, and the Ellis-Neville/Lee Baskett House.

The DEIS and the Section 4(f) evaluation discusses an ongoing coordination effort with the Indiana Department of Natural Resources - Division of Historic Preservation and Archeology (Indiana SHPO) and the Kentucky Heritage Council (Kentucky SHPO) in compliance with Section 106 of the National Historic Preservation Act.

As detailed, archeological investigations are ongoing and eligibility for archaeological resources within the APE will be determined at a later date. A draft Memorandum of Agreement (MOA) to address measures to mitigate impacts has been prepared but has not been consummated.

U.S. Fish and Wildlife Service

The U.S. Fish and Wildlife Service (FWS) Kentucky and Indiana Field Offices (FO) and National Wildlife Refuge staff associated with the proposed Green River National Wildlife Refuge (Refuge) have reviewed the above-referenced document. The Kentucky FO, as the lead FWS office for this Endangered Species Act (ESA) consultation and other applicable authorities, provides the following comments.

Recommendations Related to the Proposed Green River National Wildlife Refuge

Although impacts to streams, wetlands, and forests are the lowest for the preferred alternative, the Kentucky portion of the I-69 corridor would bisect a wide area of floodplain along the Ohio River where establishment of the Refuge is proposed. The floodplain in this location is largely rural and forested, subject to regular flooding from the Ohio River, and provides a major fish and wildlife movement corridor for the area. It is our understanding that a large portion of I-69 will be built on fill material placed in portions of the Ohio River floodplain. The placement of this fill will alter wildlife movement patterns, affect hydrology and hydrological processes in the floodplain, and likely force wildlife to move laterally along the highway or over the highway during flood events.

Minimizing habitat gaps, hydrologic alterations, and barriers to fish and wildlife movement will be important for maintaining fish and wildlife habitat and population connectivity and for supporting the Refuge's fish and wildlife habitat and public use objectives once I-69 is constructed. Therefore, the Service provides the following conservation recommendations, in accordance with the Fish and Wildlife Coordination Act, that we believe would be necessary to minimize the effects of the project on fish and wildlife resources. For each of these recommendations, we offer our assistance to the I-69 project team to identify priority sites and

320-2
Y1 →

design criteria for these measures so that benefits to fish, wildlife, and habitat can be maximized, and impacts avoided or reduced.

1. In general, the Service encourages the implementation of suitable fish passage structures and wildlife crossings throughout the project area. The location, size, and scale of these features will likely vary depending on habitat conditions, likelihood of use, and other factors, but most features would likely be oversized culverts, bottomless culverts, arched culverts, or small bridges that would span small streams or small floodplain areas. For the Ohio River floodplain, a more comprehensive approach would likely be necessary that would involve (a) increased culverting under fill areas to promote wildlife movement and minimize hydrologic impacts and (b) a small number of short bridge spans in key locations to pass floodwater and promote fish and wildlife movement.
2. During flood conditions, wildlife will seek safety in areas close to their location but out of the Ohio River floodplain. Floodwaters will encourage animals to move onto the fill area and/or the I-69 roadway, thus increasing the probability of mortality for the animals and increasing the risk to public safety (i.e., motorists attempting to avoid animals on the highway or motorists striking a large animal like a deer). To minimize these effects, we recommend designing the highway corridor to include (a) areas for high water refuge that are vegetated to provide cover while animals are temporarily displaced during flood events and (b) fencing that excludes wildlife from the highway and/or promotes movement of wildlife into areas outside of the floodplain.
3. The proposed road corridor will result in habitat loss and fragmentation and wildlife population effects over a large area. To offset these effects, the Service requests funding assistance for planned land acquisition and habitat restoration efforts in the Refuge. If such funds were provided, they would be prioritized for use on lands and habitat restoration efforts that would best offset the effects of I-69 on native fish and wildlife.

We also have the following requests and recommendations to improve public access and use of the Refuge upon its establishment:

1. We recommend I-69 project team consider locations where placement of potential pedestrian paths would be possible to provide access to the portions of the proposed Refuge that will lie on the eastern and western sides of the preferred I-69 alternative. These could be co-located with wildlife crossings where appropriate to promote public use.
2. We request clarification on the future use of existing roads within the proposed Refuge, and, if possible, request that existing roads traveling perpendicular to I-69 be retained for public and Refuge staff to safely and efficiently access the entire refuge.
3. We request assistance with the establishment of trails, trail heads, and vehicle access to trail heads at the appropriate time and using applicable transportation funding programs.

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Y1



320-3
Y2



320-3
Y2

4. We request placement of signage identifying the Refuge and Refuge access points (e.g., interstate exits) along I-69 to encourage public use of the Refuge.

Threatened and Endangered Species

Informal ESA consultation for the project has been ongoing for several years, and we appreciate the work and commitment of the I-69 project team during this period. A Biological Assessment (BA) should be developed to help determine if formal ESA section 7(a)(2) consultation will be necessary. The FWS staff in the Kentucky and Indiana FOs are available to assist federal action agencies as the BA is developed and with agency effects determinations for listed species and critical habitat that may be affected by the proposed action.

Appendix K-1, *Endangered and Threatened Species Habitat Assessment and Wildlife Technical Report*, discusses local species records for the northern long-eared bat and the gray bat, but does not mention the known Indiana bat records for Vanderburgh County, Indiana, or Henderson County, Kentucky. The Indiana FO has records of the Indiana bat in Vanderburgh County and all surrounding counties, including several records along the Ohio River in Warrick and Posey Counties. This information should be added to the DEIS.

320-4
E51

In addition, page 2-3 of the report indicates a record for northern long-eared bats in Vanderburgh County, Indiana, but it is not clear where that record is located relative to the project and Table 5.1-1 does not show the northern long-eared bat as occurring within 10 miles of the project area in Indiana. The Indiana FO has a record from adjacent Warrick County, Indiana, approximately 10 miles upstream of the project area, which should be included in this table. In addition, the State of Indiana lists the northern long-eared bat as a Species of Special Concern.

In Indiana, the project is within the range of the Indiana bat (*Myotis sodalis*), northern long-eared bat (*Myotis septentrionalis*), fat pocketbook mussel (*Potamilus capax*), and sheepsnose mussel (*Plethobasus cyphus*). The Indiana FO request that tree clearing activities in Indiana occur outside of the Indiana bat maternity season (i.e., remove trees between October 1 and March 30) to reduce the chance of incidental take of an occupied roost tree. Mussel impacts for the project appear to be limited to the Kentucky portion of the Ohio River. Additional measures to avoid and minimize impacts to listed species and critical habitat may also be necessary pending our review of the BA prepared once the preferred alternative is chosen.

Other Comments and Recommendations

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E52

Table ES.6-1 should include seasonal tree clearing restrictions for the Indiana portion of the project area.

320-6
E53

Page 4-141 mentions direct impacts to rivers and streams will be minimized because the footprint is limited to the piers. However, there is no discussion on the use of causeways or barges for bridge construction and demolition. Causeways can cause substantial changes in flow patterns and restrict fish passage at lower flows; they can also adversely affect mussels within and near the causeway construction area. During low-flow conditions excessive channel blockage can create stagnant water upstream of the causeway and dissolved oxygen deficits downstream in lateral portions of the channel. A bridge replacement study on the Allegheny

River noted that some causeway designs have had slack water effects up to 600 meters upstream (Reutter, D.S. F. Patrick and D.A. Charters. 2001). We recommend incorporation of the following causeway and barge recommendations for the project:

Causeways

1. Causeways should be located outside of cobble/gravel substrate areas, when possible. These habitats are often the most-suitable habitat for many mussel species, including federally listed mussels.
2. Culverts or pipes should be installed in causeways to allow continued flow of water through the area to prevent pooling and stagnation.
3. The height of the causeway should be kept to a minimum to allow over-topping during heavy rain events and prevent upstream flooding.
4. Clean fill material should be used in causeways and removed immediately once the project is completed.
5. Causeways should not be located in the stream longer than a year in order to minimize disruption of mussel and host fish reproductive cycles.
6. All equipment used in waterways should be inspected using accepted protocols and determined free of zebra mussel adults and veligers (i.e., larvae).

Barges

1. All barge equipment maintenance should be conducted on uplands away from the river, whenever possible.
2. Fuel storage should be contained and maintained in an area where leakage and spilling into waterways can be avoided.
3. Excavation for deadman anchors and steel cables should be performed in a manner to minimize the amount of ground surface disturbance. During excavation, temporary silt fence should be installed around each deadman anchor site during excavation and installation. Caution should be exercised during excavation/installation activities to prevent sediment from being washed into the Ohio River or other waterways.
4. Towboats should be operated at low RPMs, especially when approaching and leaving the work site to minimize river bottom scouring and downstream siltation.
5. Impacts to shoreline and substrate from barge grounding should be avoided and minimized where possible.
6. All equipment used in waterways should be inspected using accepted protocols and determined free of zebra mussel adults and veligers (i.e., larvae).

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E53 →

320-7
E54

Section 7.6.1: In addition to the avoidance and minimization measures for streams and surface water, we recommend that bridge deck run-off from the new structure, as well as any retained structures, is addressed to control input of pollutants. Run-off from these structures should be diverted and treated prior to returning to surface waters, particularly the Ohio River.

320-8
E55

Section 7.9.2: The Service's Kentucky FO and Indiana FO have agreed to use the KYTC and FHWA programmatic process for Indiana bats and northern long-eared bats for ESA compliance for these species. However, the Indiana FO requests that seasonal tree clearing restrictions be followed in Indiana and that any mitigation for forest impacts in Indiana occurs in Indiana.

320-9
E56

Section 7.9.2: The DEIS indicates that all existing bridges that would be removed between 15 May and 15 August will be surveyed for the presence of endangered bats (also discussed in Table ES.6-1). We recommend conducting surveys at all bridges, regardless of proposed removal date.

320-10
E57

The proposed project is a large construction project that will involve a significant amount of land clearing and soil disturbance will result in the loss and fragmentation of habitat and an increased opportunity for sedimentation of streams to occur. To minimize these effects, we recommend strict adherence to the construction limits for the project in order to maintain trees and other vegetation outside of the construction limits. We also recommend the development and implementation of a strict and comprehensive erosion and sedimentation control plan to address all sources of project-related erosion and sedimentation, including, but not limited to, construction access roads, roadway approaches, staging areas, and stream crossings. Best Management Practices for erosion and sedimentation control should be constructed and in-place before construction occurs. In addition, all erosion and sedimentation control measures should be maintained during construction and maintained after construction ceases if vegetative cover has not been established. All disturbed soil areas should be re-vegetated as soon as possible using INDOT and/or KYTC standard specifications.

320-11
T9

Pollution prevention and control measures should be implemented during all construction activities to reduce the potential for hazardous spills or other materials entering the Ohio River. This should include the placement of refueling staging areas, fuel storage, and hazardous materials away from the river and specific requirements for containment measures for fuels, oil, paints, solvents, and demolition debris.

320-12
E58

Throughout the DEIS, natural resource impacts are described for the project as a whole. The Service requests an assessment of impacts by state, which would allow each state the opportunity to evaluate within-state impacts. The Kentucky and Indiana FOs and state permitting authorities would then have clear data for evaluating impacts and determining conservation recommendations or mitigation measures that may be appropriate.

320-13
E59

The preferred alternative is estimated to impact over 18,000 linear feet of perennial, intermittent, and ephemeral streams. We recommend the project avoid stream realignment and/or channelization wherever possible. Adverse impacts resulting from channel alterations include loss of aquatic habitat, destabilization of the channel hydraulics and accelerated bank erosion,

and sedimentation. We recommend incorporation of the following stream relocation recommendations for the project:

1. The length of channel realignment should be reduced to the minimum necessary for the bridge or culvert. Work in streams below the low water elevation should be limited to the extent necessary for placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap.
2. If the channel subject to realignment contains good substrates (i.e. gravel, cobbles and boulders), this material should be stockpiled and used for substrate in the new channel.
3. The use of riprap and other artificial bank protection should be minimized, and bioengineering techniques used instead, wherever possible.
4. If riprap is used, it should be placed to extend below the low-water elevation to enhance bank stability and aquatic habitat. The extent of armoring streambanks should be minimized, and bioengineering techniques used instead, whenever possible.
5. New channel should be constructed with bank slopes and bottom elevations equivalent to those in the natural channel. New culverts should span the active stream channel, should be either embedded or utilize a 3-sided or open-arch culvert, and should be installed with a flat or nearly flat slope.
6. Best management practices should be used to contain soil and sediment runoff during construction. Silt curtains or other devices should also be installed and maintained at the downstream end of the project to limit sediment transport in newly excavated channels.
7. Channel work and vegetation clearing should be limited to the minimum necessary.
8. Native hardwood trees and shrubs should be planted in a zone at least 50 feet wide on both sides of the new channel.
9. The suitability of installing wildlife crossings at bridges or culverts should be evaluated, especially at those bridges or culverts where high quality habitat (e.g., forests, grasslands) will occur on both sides of the bridge or culvert. Suitable crossings would include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels, and associated diversion fencing.

Summary Comments

The Department does not concur with Section 4(f) approval of this project at this time. We would be pleased to reconsider this position upon completion of the Section 106 process and the resubmission of the final Section 4(f) evaluation and consummated MOA.

I-69 Ohio River Crossing Project – ER 18-0583

The Department has a continuing interest in working with the FHWA, INDOT, and the KYTC to ensure that impacts to resources of concern to the Department are adequately addressed. For matters related to USFWS comments, please contact Phil DeGarmo, U.S. Fish and Wildlife Service, Frankfort, Kentucky at (502) 695-0468 x110, or at Phil_Degarmo@fws.gov . For matters related to Section 106 and Section 4(f) comments, please coordinate with Steven M. Wright, NPS Southeast Regional Office, Planning and Compliance Division, at (404) 507-5710, or at Steven_M_Wright@nps.gov . I can be reached at (404) 331-4524 or via email at joyce_stanley@ios.doi.gov.

Sincerely,

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

Joyce Stanley, MPA
Regional Environmental Officer

cc: Steven M. Wright - NPS
Christine Willis - USFWS
Michael Norris – USGS
Michelle Fishburne - OSMRE
OEPC - WASH