

I-69 OHIO RIVER CROSSING: COMPLETING THE CONNECTION



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

Once complete, the project will provide cross-river connectivity between I-69 in Indiana and I-69 in Kentucky, address long-term cross-river mobility, reduce traffic congestion and improve safety.

An Accelerated Timeline for the Draft Environmental Impact Statement



Spring 2017:
Project Team begins its work, broad corridors identified



Summer 2017:
Short list of corridors identified for further evaluation



Early 2018:
Preliminary alternatives identified



Summer 2018:
Preliminary alternatives updated based on public input



Late 2018:
DEIS released, preferred alternatives identified



2019:
Project Team considers all comments and works to further reduce costs



2020:
Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) expected

What to Expect

- ✓ The Project Team is listening. Nearly 570 comments were received during the public comment period.
- ✓ Many of the comments suggested changes to the preferred alternatives, with additional studies and analyses underway.
- ✓ The FEIS and ROD are expected in 2020. The FEIS will identify a single preferred alternative. The Federal Highway Administration (FHWA) issues the ROD, which confirms the selected alternative.
- ✓ The project schedule and start of construction will be determined by the availability of funding.
- ✓ Both Indiana and Kentucky are committed to this important project.





"We're already [turning our attention to the bridge] right now... and then the whole [I-69] project will be done. We will not be the missing link. We've got to work hand-in-glove with Kentucky... We have to make sure we're taking each step forward together in unison, harmoniously, and we are."

- IN Gov. Eric Holcomb

(Lunch with the Governor, Evansville, Aug. 2019)



"The I-69 Ohio River Crossing provides the opportunity to open up west Kentucky to the world. I am committed to getting this project done."

- KY Gov. Andy Beshear

Preferred Alternatives

Central Alternatives 1A and 1B include the same route, bridge location and lane configuration. Both include a 4-lane I-69 bridge and retain one US 41 bridge.

The tolling options are the only difference. Central Alternative 1A would toll both the I-69 bridge and the remaining US 41 bridge. Central Alternative 1B would toll only the I-69 bridge.

Current Estimated Cost: \$1.497 billion*

\$200 million

Design, Right of Way, Mitigation, Procurement, Construction Inspection

\$807 million

Construction Cost, 2017 (Includes Roadway, Bridge, Toll System, Utilities)

\$255 million

Construction Inflation

\$234 million

Roadway and Bridge O&M (35 years, including remaining US 41 bridge)

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

THE PROJECT TEAM is working to refine and further reduce project costs.

THE PUBLIC has been supportive of tolling I-69, which could bring in 20%+ of project costs.



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