

2020 INFRA Grant Application

February 2020



**OHIO RIVER CROSSING
KENTUCKY PRIORITY SECTION**



**PHASE 1
(KENTUCKY PRIORITY SECTION)**



Project Name	I-69 Ohio River Crossing (ORX) - Phase 1,Kentucky Priority Section
Project Sponsor	Kentucky Transportation Cabinet (KYTC)
Was an INFRA application for this project submitted previously?	No
Project Costs	
INFRA Request Amount	\$133,500,000
Estimated Federal funding (excl. INFRA), anticipated to be used in INFRA funded future project.	\$81,200,000
Estimated non-Federal funding anticipated to be used in INFRA funded future project.	\$52,300,000
Future Eligible Project Cost (Sum of previous three rows)	\$267,000,000
Previously incurred project costs (if applicable)	\$22,022,718
Total Project Cost (Sum of 'previous incurred' and 'future eligible')	\$289,022,718
Are matching funds restricted to a specific project component? If so, which one?	No
Project Eligibility	
Approximately how much of the estimated future eligible project costs will be spent on components of the project currently located on National Highway Freight Network (NHFN)?	100%
Approximately how much of the estimated future eligible project costs will be spent on components of the project currently located on the National Highway System (NHS)?	100%
Approximately how much of the estimated future eligible project costs will be spent on components constituting railway-highway grade crossing or grade separation projects?	0%
Approximately how much of the estimated future eligible project costs will be spent on components constituting intermodal or freight rail projects, or freight projects within the boundaries of a public or private freight rail, water (including ports), or intermodal facility?	0%
Project Location	
State(s) in which project is located	Kentucky & Indiana (Phase 2)
Small or large project	Large
Urbanized Area in which project is located, if applicable	Evansville, IN--KY
Population of Urbanized Area (According to 2010 Census)	229,351
Is the project located (entirely or partially) in an Opportunity Zone?	Yes (Tracts 21101020602, 21101020200)
Is the project currently programmed in the:	
Transportation Improvement Program (TIP)	Yes
Statewide Transportation Improvement Program (STIP)	Yes
MPO Long Range Transportation Plan	Yes
State Long Range Transportation Plan	Yes
State Freight Plan	Yes



COMMONWEALTH OF KENTUCKY
OFFICE OF THE GOVERNOR

Andy Beshear
GOVERNOR

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February 24, 2020

The Honorable Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Dear Secretary Chao,

Kentucky sits at the crossroads of the nation – blending northern, southern, eastern and western sensibilities. Because of our central location, we have become a logistical leader – providing a home base for the growing list of industries, warehouses and distribution centers that need reliable commercial freight and delivery options.

For that reason, we are enthusiastically moving forward on the I-69 Ohio River Crossing (ORX) project and are seeking Infrastructure for Rebuilding America (INFRA) funding for Phase One of this project.

I-69 ORX is a two-phase, bi-state project that will build a new bridge across the Ohio River, connecting the interstate in Kentucky with that in Indiana. Phase One will extend I-69 by more than six miles and provide critical approach work on the Kentucky side of the river.

By starting Phase One now, we are paving the way to complete the crossing this decade. Both Kentucky and Indiana consider the completion of the project a top priority – one with local, regional, and national impacts.

Locally, it will provide cross-river redundancy to the people in Henderson, Ky. and Evansville, Ind., who work, shop and seek medical care across the river.

Regionally, it will remove I-69's largest physical barrier to connecting Indianapolis and Memphis.

Nationally, it will improve mobility by providing a north/south alternative for freight moving from I-64 to I-24. In addition, I-69 may eventually run from Michigan to Texas.

Phase One, on its own, will also have significant immediate benefits, including

- Upgrading the US 41/former Breathitt Parkway corridor to interstate standards;

- Creating safer interchanges, including the exit that serves Henderson County High School, one of Kentucky's largest schools;
- Improving travel time reliability; and
- Supporting Kentucky Wired, ensuring that broadband access continues to expand throughout the Commonwealth, helping to improve the development of our workforce, both current and future.

This is exactly the sort of project that INFRA grants are designed to assist. We will immediately see benefits in Kentucky, and regional and national benefits will grow exponentially over time.

Sincerely,



Andy Beshear
Governor



COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET
transportation.ky.gov

Andy Beshear
GOVERNOR

Jim Gray
SECRETARY

Feb. 19, 2020

The Honorable Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Dear Secretary Chao,

Kentucky has secured a national reputation as a logistics leader. With our central location, our three global air hubs, and our extensive rail, road and river transportation options, we are a natural location for advanced manufacturing facilities, warehouses and distribution centers. We are home to more than 540 logistics facilities and more than 75,000 Kentuckians work in logistics.

But expectations for the speed and reliability of moving freight are increasing every day. In order to remain competitive, Kentucky must improve cross-river mobility in the Henderson, KY/Evansville, IN region. This is a top priority for the Kentucky Transportation Cabinet.

For that reason, we are requesting Infrastructure for Rebuilding America funds to complete Phase One of this project.

Currently, twin bridges on US 41 are the only option for commercial and recreational travel. This means that freight moving along the I-69 corridor must leave the safety and efficiency of the interstate, to cross the river on historic bridges. The only interstate options for crossing the river are more than 100 miles away in either direction.

This gap in the nation's infrastructure limits national mobility and commerce. It also affects the daily commutes of Henderson residents, who cross the river for work, school or medical care.

While Phase One will not take I-69 all the way across the river, it will pave the way for that project – extending I-69 by more than six miles in Kentucky and improving interchanges and making other important safety improvements.

This project is one of a local, regional and national significance. Thank you for your consideration of this important project.

Sincerely,



Jim Gray
Secretary

Kentucky Transportation Cabinet

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Executive Summary

Executive Summary

The Kentucky Transportation Cabinet (KYTC) seeks assistance from the US Department of Transportation in the form of an INFRA Grant to deliver Phase 1 of the I-69 Ohio River Crossing (ORX) Project (Figure ES-1). The I-69 ORX Project is needed to address the lack of system linkage across the Ohio River for the National I-69 Corridor. Phase 1 of the project, also referred to as the Kentucky Priority Section, will provide 6.6 additional miles of I-69 in Kentucky and set the stage for Phase 2, finally completing the I-69 National Corridor in Kentucky and Indiana.

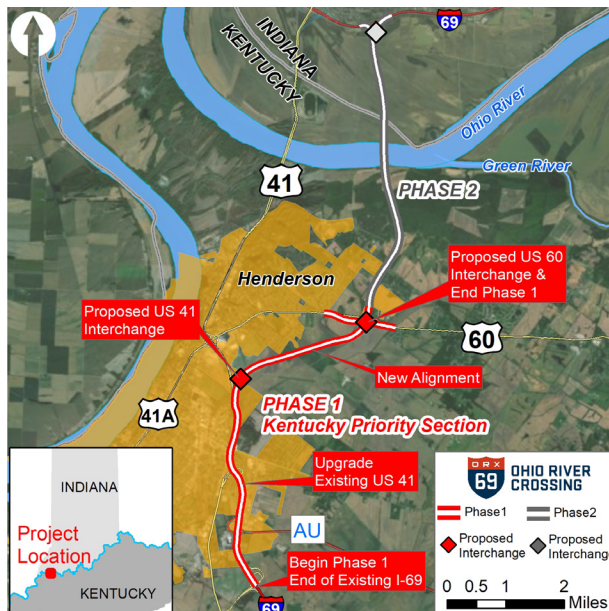


Figure ES-1: I-69 ORX Project

The KYTC requests \$133.5 million in INFRA funding to help deliver the Kentucky Priority Section. The I-69 ORX Project is listed in Kentucky's enacted 2018 Highway Plan ([Link](#)) and the Kentucky Freight Plan ([Link](#)). A detailed estimate of future costs for the proposed I-69 ORX Project – Phase 1, Kentucky Priority Section is included in Table ES-1.

Table ES-1: Detailed Project Budget

Project Phase	Total Future Project Cost
Design	\$15,000,000
Right of Way	\$7,000,000
Utilities	\$10,000,000
Constructions	\$215,000,000
CEI	\$20,000,000
Total	\$267,000,000

The I-69 ORX Project is a collaborative effort between Kentucky and Indiana, who have invested more than \$2.2 billion to date in fulfilling the legislative mandate to implement the I-69 National Corridor. This portion of the project will complete the Kentucky approach work for the eventual Ohio River crossing that will be constructed in Phase 2. INFRA funding will help jump start implementation of this vitally critical link in America's interstate infrastructure, and without this financial assistance, the KYTC may have to delay the start of Phase 1. Such a delay could lead to additional inflation and financing pressures, making I-69 ORX more challenging for the States.

A comprehensive Benefit-Cost Analysis conducted for the Kentucky Priority Section shows every INFRA dollar spent to complete Phase 1 will generate positive user and societal benefits valued at \$1.80 (based on a conservative 7% discount factor). The overall I-69 ORX Project will generate \$8.80 for every dollar spent.

The KYTC has a proven record of success administering and managing federal transportation grants such as TIGER, ARRA, BUILD, and INFRA and has utmost confidence this grant will also be a success.

I. Project Description

The I-69 Ohio River Crossing (I-69 ORX) Project will complete an important interstate connection across the Ohio River between the northern terminus of I-69 in Kentucky and the southern terminus of I-69 in Indiana, a distance of 11.2 miles. Currently, cross-river traffic in the region is limited to the existing US 41 bridges, which are classified as principal arterials, and do not meet interstate design standards. The I-69 ORX project is needed to address the lack of system linkage across the Ohio River for the National I-69 Corridor, which extends between Mexico and Canada.

The Kentucky Transportation Cabinet (KYTC) is seeking an INFRA Grant for Phase 1 of the I-69 ORX Project, also referred to as the Kentucky Priority Section. This phase will advance the construction of the first 6.6 miles of the project in Kentucky, from KY 425 (Henderson Bypass) south of Henderson to US 60 east of Henderson and set the stage for completing all components of I-69 in Kentucky and Indiana. The Kentucky Priority Section will upgrade portions of existing US 41 that were formerly part of the Breathitt Parkway but which do not currently meet interstate design standards and will construct over three miles of new interstate highway on new alignment. This portion of the I-69 ORX Project will complete the Kentucky approach work for the eventual Ohio River crossing that will be constructed in Phase 2.

I-69 Route Designation and Development

The National I-69 Corridor, shown on **Figure 1**, has a long record of federal support in transportation legislation including:

- Intermodal Surface Transportation Efficiency Act (ISTEA) (1991 [Link](#))
- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (2005 [Link](#))

Moving Ahead for Progress in the 21st Century (MAP-21) Act (2012 [Link](#))

- Fixing America's Surface Transportation (FAST) Act (2015 [Link](#))

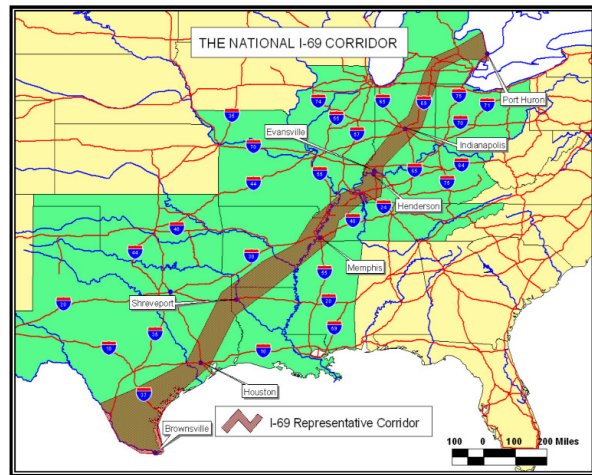


Figure 1: National I-69 Corridor

I-69 is part of the National Highway System (NHS), comprised of routes the U.S. Congress specifically designated as “high priority corridors.” The NHS includes all interstates, principal arterial routes, connector highways, and the strategic highway network and its major connectors.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) designated a route from Indianapolis to Memphis via Evansville, including the I-69 ORX Project area, as one of these high priority corridors. As part of subsequent amendments to ISTEA and then the Transportation Equity Act for the 21st Century (TEA-21) of 1998, the corridor was extended north to the border with Canada at Port Huron, MI and south to the Texas/Mexico border in the Lower Rio Grande Valley. The corridor was also divided into 32 Sections of Independent Utility (SIU), designated constructible segments of the National Corridor that can function independently within their own termini while providing benefits to those served. The I-69 ORX Project was designated SIU #4.

Indiana and Kentucky have invested heavily to complete their respective segments of I-69, illustrated on **Figure 2**. Over the past two decades, Indiana has invested over \$2 billion to construct I-69 between Indianapolis and Evansville. Over a similar time period, Kentucky has invested \$210 million to upgrade approximately 128 miles of its parkway system to interstate standards (including approximately 17 miles that is signed concurrently with I-24). By 2024, all 341 miles of I-69 in Indiana ([Link](#)) and 148 miles in Kentucky (design is underway for upgrades to the Purchase Parkway between Fulton and Mayfield, KY) will be complete, with only the I-69 ORX Project segment incomplete. The Kentucky Priority Section represents the initial construction for the final link of the I-69 National Corridor in these two states.

Previous Studies

The KYTC and the Indiana Department of Transportation (INDOT) began studies for the I-69 ORX Project in 2000, leading to the publication of a Draft Environmental Impact Statement (DEIS) for the project in 2004. The 2004 DEIS identified a preferred alternative, but the project was suspended in 2005 because a fiscally-constrained plan to fund the construction of the project could not be achieved. The KYTC prepared a Conceptual Financing Plan for I-69 in 2008 ([Link](#)) that evaluated a range of funding mechanisms, including tolling and, in 2014, completed the I-69 Feasibility Study, SIU #4 ([Link](#)) that evaluated alternate alignments within Kentucky that could reduce the project's cost.

Memorandum of Understanding

On June 30, 2016, then-governors Matt Bevin (Kentucky) and Mike Pence (Indiana) signed a memorandum of understanding (MOU) directing both states to restart the project. Based on the anticipated cost of the project and the current funding environment, the

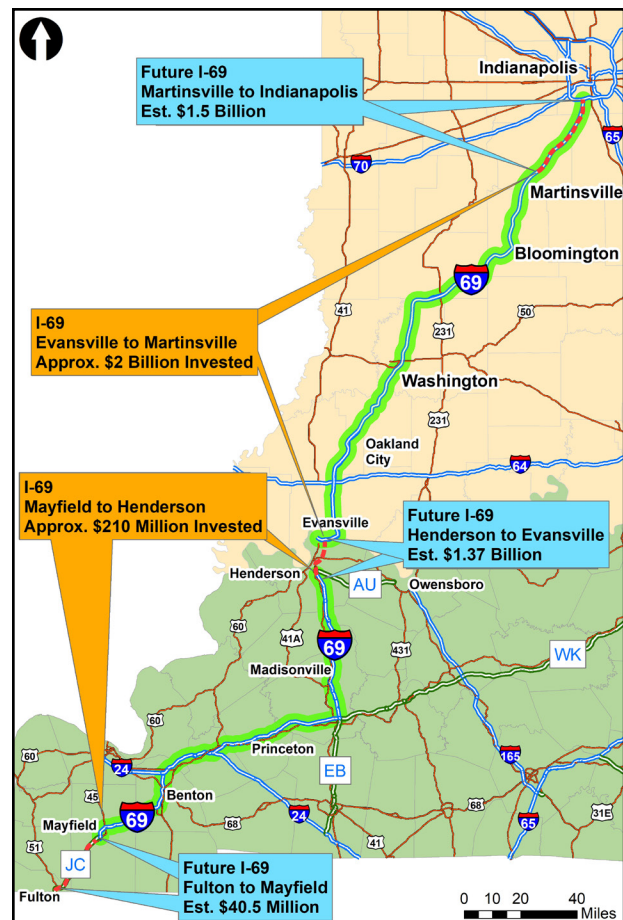


Figure 2: I-69 Investments in Kentucky and Indiana
MOU acknowledged that tolling would need to be part of the financial plan to achieve an implementable solution.

Purpose and Need

Four primary needs have been identified for the I-69 ORX Project:

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

Based on these needs, the project's purpose is to:

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

Alternatives Analysis and Preferred Alternative

Based on the I-69 ORX Project's purpose and need, an initial range of five corridors was developed, evaluated, and screened using secondary source and preliminary survey data, and input from the public and federal, state, and local agencies. Each corridor was evaluated on the degree to which it met the purpose and need; its potential social, environmental, and economic impacts; and its conceptual cost. In addition to the No-Build Alternative, three corridors were carried forward for further development and evaluation in the DEIS. These include West Alternative 1 and West Alternative 2, both of which would follow the alignment of existing US 41 through the City of Henderson commercial district, and Central Alternative 1, which followed a new alignment approximately 1.5 miles east of the existing crossing.

The DEIS, published in December 2018 ([Link](#)), identified Central Alternative 1 (see **Figure 3**) as the preferred alignment for I-69 based on the following:

- It had the fewest impacts to residences, businesses, and many natural resources.

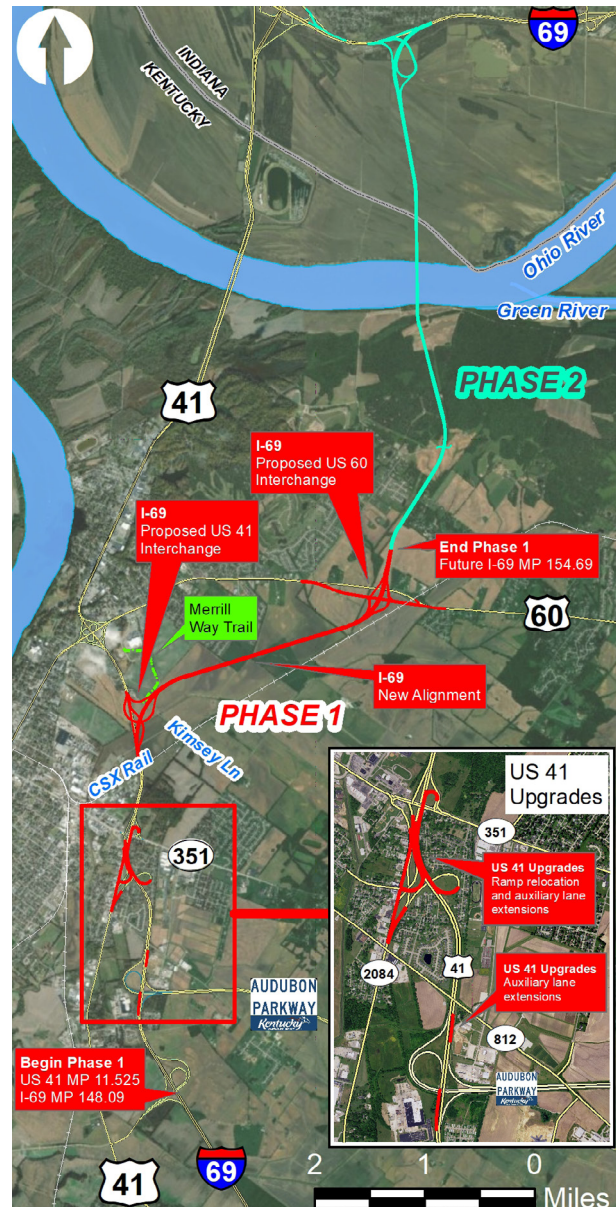


Figure 3: I-69 ORX Preferred Alternative

- It provides cross-river route redundancy for the region by complementing the existing US 41 Ohio River crossing with a new I-69 bridge.
- It satisfies the Purpose and Need for the lowest total cost.

Along with the preferred alignment, the DEIS identified two potential tolling scenarios. The first, under Central Alternative 1A, includes

tolling both the new I-69 bridge and the existing US 41 crossing. The second, under Central Alternative 1B, would toll only the new I-69 bridge.

Kentucky Priority Section

Through this grant application, the KYTC is requesting financial support to advance Phase 1 of the ORX Project to initiate the construction of Central Alternative 1 in Kentucky. The Kentucky Priority Section of the proposed project, "Phase 1" on **Figure 3**, includes the following components:

1. Upgrades to the US 41 corridor (the remnant of the Breathitt Parkway at the northern end of existing I-69) from KY 425 (Henderson Bypass, MP 11.525) to south of the Kimsey Lane overpass (MP 15.38) – approximately 3.3 miles in length.

2. Construction of a new alignment, interstate highway, from south of the Kimsey Lane overpass to US 60 on the east side of Henderson (near US 60 MP 13) – approximately 3.3 miles in length.
3. New interchanges at US 41 near Kimsey Lane and at US 60.

II. Project Location

As shown on **Figure 4**, the I-69 ORX Project is located in Henderson County, Kentucky, within the Evansville Metropolitan Planning Organization (MPO) area. The Kentucky Priority Section location coordinates are 38°50'49" N -87°33'56" W near the proposed new interchange at US 41. The Kentucky Priority Section is partially located within a Kentucky Opportunity Zone ([Link](#), Census Tract 21101020602).

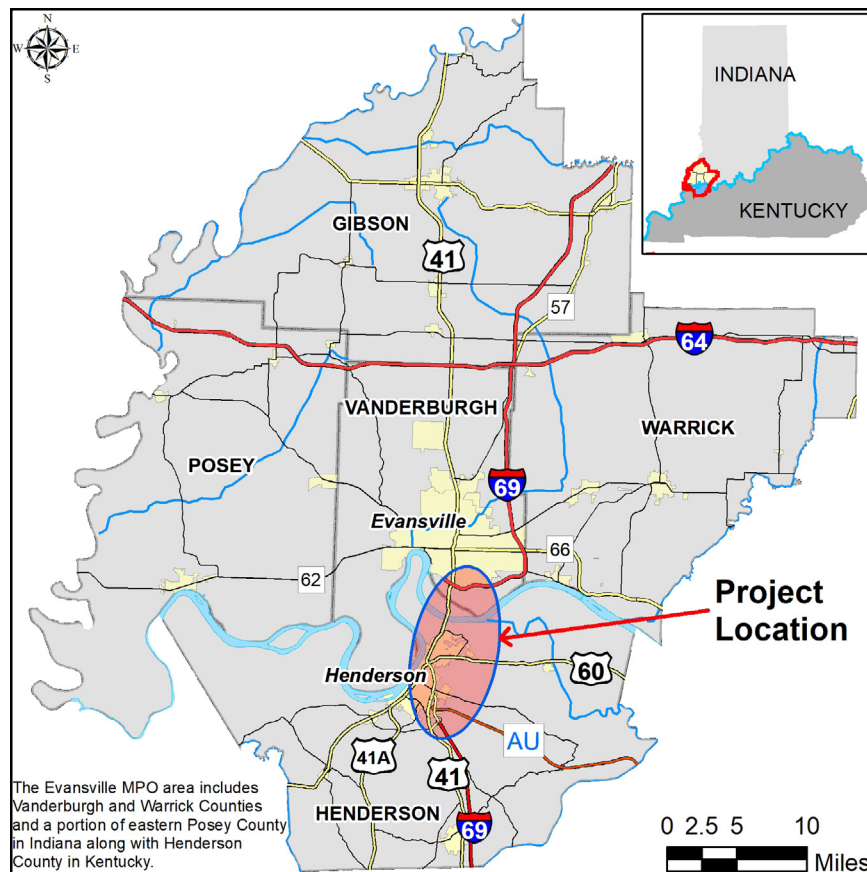


Figure 4: I-69 ORX Project Location

III. Project Parties

Project Sponsor

The KYTC is the Project Sponsor and grant recipient for Phase 1 - the Kentucky Priority Section of the I-69 ORX. The KYTC and INDOT have collaborated throughout the National Environmental Policy Act (NEPA) and preliminary engineering phase of the project.

Project Supporters

The I-69 ORX Project has broad-based support from a diverse array of state and local leaders from both Kentucky and Indiana. This level of support is demonstrated through the 89 letters provided in **Appendix A**. A summary of the supporters is provided below:

- Both Kentucky Senators
- One Congressional Representative
- Seven local government officials, including mayors and County Judge Executives
- Eighteen local members of the Kentucky General Assembly
- Forty-five local business owners or business leaders
- Sixteen quasi-governmental agencies or other business associations

"The I-69 Ohio River Crossing is a project of profound national and regional significance."

– Sen. Rand Paul, U.S. Senate

IV. Grant Funds, Sources, and Uses of Project Funds

As discussed in Section 1, INDOT and the KYTC published the original DEIS for I-69 SIU #4 in 2004 but the project halted the following year as a plan to fund the construction of the project could not be achieved. Through a collaborative effort, the agencies have advanced the development of a preferred alternative that uses more of the existing infrastructure to reduce project costs, summarized on **Figure 5**, and the KYTC has identified a path forward to ensure the project can be implemented. This path forward includes advancing the construction of the Kentucky Priority Section (Phase 1) through traditional funding sources and the use of tolling and toll-backed financing for Phase 2.



Figure 5: I-69 ORX Total Project Cost

Previously Incurred Expenses for I-69 ORX

Table 1 includes a summary of the historical expenditures towards the I-69 ORX Project, including current authorized funding. To date, Kentucky and Indiana have committed over \$20 million towards the completion of the NEPA evaluations and preliminary engineering. These funds are specific to the I-69 ORX Project and do not include the investments in other portions of the I-69 corridor within each state. Approximately \$2 million has been spent directly on the Kentucky Priority Section.

Future Eligible Project Cost, the Source and Amount of Those Funds

As shown in **Table 2**, the total future eligible cost for the Kentucky Priority Section of I-69 ORX is \$267 million. The KYTC requests \$133.5 million, 50% of future eligible project costs, in an INFRA Grant to advance the implementation of the project.

Of the requested INFRA funds, \$123.5 million will be spent on the construction of highway improvements and \$10 million will be allocated for construction engineering and inspection.

Table 1: Historical I-69 ORX Expenditures

State Contributions (IN Share / KY Share)	Expenditure	Total
50% / 50%	2000 - 2004 NEPA / Preliminary Engineering*	\$3,022,718
50% / 50%	2016 - 2020 NEPA / Preliminary Engineering**	\$17,000,000
Total Investment towards I-69 ORX		\$20,022,718

* Funding total in 2004 dollars.

** Funding total in current year (2020) dollars.

Table 2: I-69 ORX - Kentucky Priority Section Funds

Project Phase	Total Future Project Cost	INFRA Grant		Other Federal		20% Non-Federal Match		Total Future Funding	Percentage of Total Cost
		INFRA Grant Funding	Percentage of Total Cost	KYTC Traditional Federal Funds	Percentage of Total Cost	State Funds			
						KYTC State Funds	Percentage of Total Cost		
Design	\$15,000,000	\$0	0%	\$12,000,000	80%	\$3,000,000	20%	\$15,000,000	100.00%
Right-of-Way	\$7,000,000	\$0	0%	\$0	0%	\$7,000,000	100%	\$7,000,000	100.00%
Utilities	\$10,000,000	\$0	0%	\$8,000,000	80%	\$2,000,000	20%	\$10,000,000	100.00%
Construction*	\$215,000,000	\$123,500,000	57%	\$53,200,000	25%	\$38,300,000	18%	\$215,000,000	100.00%
CEI	\$20,000,000	\$10,000,000	50%	\$8,000,000	40%	\$2,000,000	10%	\$20,000,000	100.00%
Total	\$267,000,000	\$133,500,000	50%	\$81,200,000	30%	\$52,300,000	20%	\$267,000,000	100.00%

* Includes estimated mitigation costs

Any non-federal share for the INFRA grant will not be counted as the matching requirement for another federal program.

The cost estimates are based on construction beginning in 2022 and ending in 2025, with a 3% annual inflation rate applied. The KYTC plans to fund design, right of way acquisition, utility relocation, and remaining construction costs with a combination of federal and state funding. The KYTC is seeking 50% funding from INFRA with 30% coming from other federal sources (including NHPP with limited STP funding as dictated by eligibility) and 20% from state funds. The cost estimate includes a contingency of approximately 25% of construction costs. This contingency will be reduced as the project advances.

V. Merit Criteria

Criterion #1: Support for National or Regional Economic Vitality

Advancement of National Corridor

In 2007, the USDOT declared I-69 as a “Corridor of the Future” (see [Link](#)), a federal initiative aimed at developing innovative national and regional approaches to reduce congestion and to improve the efficiency of freight delivery. In the project description, it was noted that the I-69 corridor provides for freight and passenger movement through a portion of the country that is experiencing both demographic and freight movement growth. The current infrastructure, stretching from Texas to Michigan, accommodates a tremendous flow of goods. The I-69 corridor has the potential to shift cargo patterns to relieve existing and projected congestion along existing routes, specifically I-65 in the case of the I-69 ORX Project (see **Figure 6**). The I-69 corridor was chosen because it was previously identified by Congress as a high priority corridor, it was one of the farthest along in clearly defining its project list, and it continues to score highly in terms of political support of all the states involved.

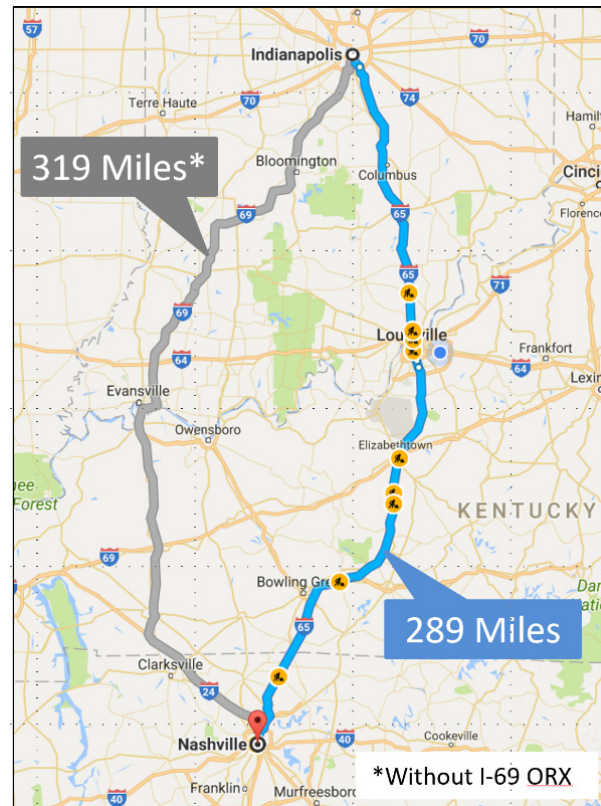


Figure 6: I-69 Versus I-65 between Nashville, TN and Indianapolis, IN

As noted in the Purpose and Need for the I-69 ORX Project, federal legislation designated the Evansville – Henderson area as part of the National I-69 Corridor. No interstate facility currently exists between the northern terminus of I-69 in Henderson, KY and the southern terminus of I-69 in Evansville, IN. The only interstate facilities connecting Indiana and Kentucky are in Louisville, more than 120 roadway miles away (i.e., I 64 and I-65). The nearest interstate crossing of the Ohio River west of the Evansville – Henderson area is I-24 west of Paducah, KY, connecting Kentucky and southern Illinois approximately 110 roadway miles away. As I-69 nears completion in Kentucky and Indiana, the importance of this corridor will increase. The existing facilities in the region do not provide the interstate-quality system linkage

that is required to support the continued development of the National I-69 Corridor.

The existing US 41 bridges represent the only cross-river access between Evansville and Henderson and the only connection between I-69 in Indiana and I-69 in Kentucky. US 41 is a four-lane highway through the project area but does not meet current interstate standards for the following reasons:

- From KY 425 (Henderson Bypass), where I-69 begins in Kentucky, to US 60, US 41 provides freeway-type service with interchanges at KY 351, KY 2084 (formerly US 41), Audubon Parkway, and KY 425. However, certain elements of this section do not meet interstate design standards, such as the distance between the KY 351 and KY 2084 interchanges (see **Figure 7**) and associated ramps and the lengths of the on-ramps of the Audubon Parkway interchange.
- From US 60 to Wolf Hills Road, shown on **Figure 8**, US 41 is a principal arterial with numerous at-grade intersections, three of which are signalized, and numerous commercial driveways.
- Between Wolf Hills Road in Kentucky and I-69 in Indiana, US 41 is a divided principal arterial with two unsignalized intersections. Within this section, the two existing two-lane bridges (see **Figure 9**) that cross the Ohio River have narrow lanes and shoulders that do not meet current interstate standards.
- In Indiana, I-69 connects to US 41 via a full cloverleaf interchange with substandard merging and weaving areas.



Figure 7: US 41 at KY 2084 and KY 351



Figure 8: Existing US 41 north of US 60 in Henderson



Figure 9: US 41 Twin Bridges

Improving Freight Mobility

Both the Indiana Freight Plan ([Link](#)) and the Kentucky Freight Plan ([Link](#)) identified the I-69 ORX Project and the investments made within the larger I-69 corridor in each state as a critical component of the region's future freight network. The Kentucky Cabinet for Economic Development notes that Kentucky is located at the center of a 34-state distribution area in the eastern United States, providing the state with a location advantage for the distribution of goods and materials to a massive industrial and consumer market. Across the nation and around the world, business leaders and logistics providers are increasingly looking to Kentucky as the strategic partner they need to aggressively compete in the global marketplace. ([Link](#))

The existing US 41 corridor currently provides the only connection between Henderson and Evansville and accommodates about 88,000 tons of freight per day based on KYTC estimates. Data from the 2016 Evaluation Report of the Kentucky 2015 Commercial Vehicle Size and Weight Program ([Link](#)), summarized in **Figure 10**, shows the number of trucks processed annually at each permanent commercial vehicle weigh station across the state. As shown, the southbound

"With expectations of delivery lead times being compressed, this connection will enable improvements that will make businesses more competitive in this region and beyond."

– Gregory A. Risch, Accuride Americas

port of entry weigh station located on US 41 near the Ohio River processed over 226,000 trucks in 2015, a number that is higher than many of the interstate weigh stations.

Extensive travel demand modeling performed in support of the I-69 ORX Project provides some insight into the impact the I-69 ORX Project will have on freight movement through the region. As shown on **Figure 11**, traffic forecasts suggest the percentage of truck trips crossing the Ohio River between Henderson and Evansville will double between 2015 and 2045 to over 10,000 trucks per day. This is a direct result of the improved connectivity that will result from the investments made by Kentucky and Indiana to complete I-69 within their borders and the ultimate completion of the I-69 ORX Project that will link those investments.

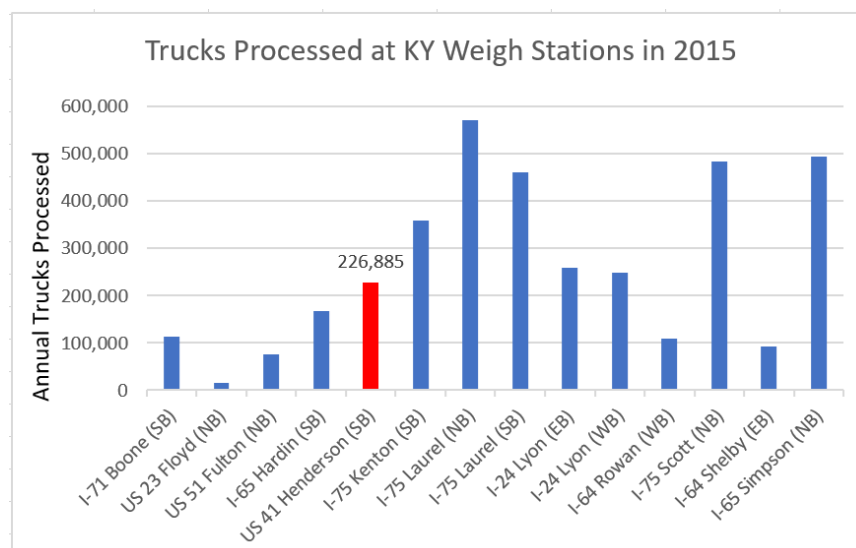


Figure 10: Trucks Processed at Kentucky's Weigh Stations in 2015

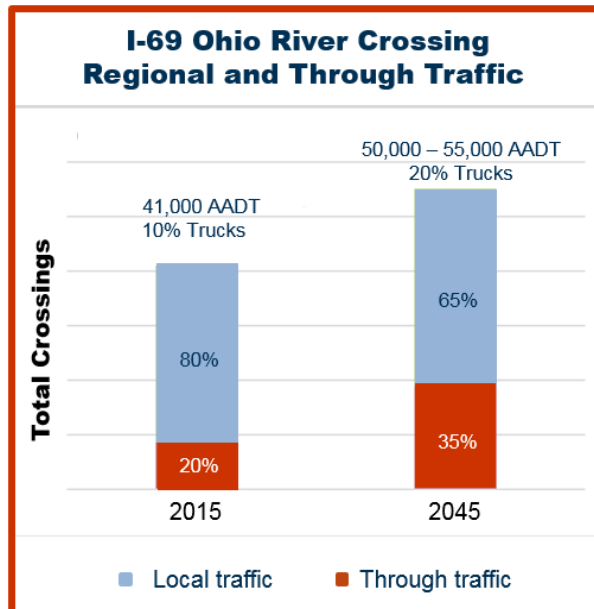


Figure 11: Estimated 2015 and 2045 Ohio River Crossings

Improving Travel Time Reliability

The I-69 ORX Project is needed to not only physically complete the “missing link” for the I-69 corridor in Kentucky and Indiana, but also to improve travel time reliability for regional north-south travel. An analysis of speed data from the National Performance Management Research Data Set (NPMRDS) was performed to demonstrate this need.

NPMRDS data are recorded at points called Traffic Message Channel (TMC) stations. Speeds are averaged by the hour for segments between the TMC stations. For this analysis, 2019 speeds were extracted for the northbound and southbound directions on the US 41 segments south of the US 60 interchange, which would benefit from the construction of the Kentucky Priority Section, and on the bridge across the Ohio River, which would benefit from the completion of the overall I-69 ORX Project.

While the speed along the study portion of US 41 is typically around 54 miles per hour (mph), travelers tend to remember unexpected delays, or incidents. These incidents are abnormalities where the travel speed drops

significantly below the average. There are several possible causes for such slowdowns including crashes, stalled vehicles, debris in the road, or congestion. In the case of the I-69 ORX study area, north-south travel is particularly vulnerable to disruption as the US 41 corridor provides the sole regional crossing of the Ohio River. For this analysis, a “slowdown event” was defined as two standard deviations below the average speed, or roughly 35 mph. The results are summarized in **Table 3**.

US 41 Location	Dir	Slowdown Events where Average Speed < 35 mph (2019)	
		Total	Avg. Duration (hours)
South of US 60	NB	32	1.25
	SB	19	1.05
Ohio River Bridge	NB	37	1.84
	SB	55	1.58

Table 3: US 41 Slowdown Occurrences in 2019

South of US 60, there were 32 slowdown events affecting travel in the northbound direction and 19 events in the southbound direction in 2019. Each slowdown event affected travel for an average period of at least one hour. Construction of the Kentucky Priority Section of I-69 ORX will help minimize the impacts from slowdown events in two ways. First, the project will improve operations and safety along the existing US 41 corridor as it is upgraded to current Interstate design criteria which will reduce the number of slowdown events related to crashes. Second, the Kentucky Priority Section will provide a travel alternative in the form of a new freeway facility connecting existing I-69 to US 60 on the east side of Henderson. This alternative will provide an option for motorists to avoid incidents that occur on either US 60 or US 41.

On the US 41 bridge over the Ohio River, there were 37 incidents in the northbound direction in 2019, five of which lasted at least four hours. One of the incidents caused hourly speeds to remain below 35 mph for eight consecutive hours. In the southbound

direction, there were 55 incidents, four of which lasted at least four hours. The completion of the I-69 ORX Project will provide a travel alternative to the current US 41 Ohio River crossings and eliminate the need for the existing route to accommodate interstate, regional through travel.

Benefit Cost Analyses (BCA) for Phase 1 of the I-69 ORX Project

The Kentucky Priority Section Project was analyzed for quantifiable benefits to its potential users, driving cars or trucks. Major categories of benefits were identified and were used to organize the Benefit – Cost Analysis (BCA) model. The roadway improvements and new-build section provides additional capacity, travel time savings, reduced crashes, and lower emissions. The capital costs of \$267 million are assumed to be incurred over four years; benefits from the improvements are calculated to begin only after full build and last for a lifecycle of 30 years before major renovations and updates are again necessary. The following provides an overview of the methods and assumptions used for each benefit category studied, concluding with a summary of the BCA results.

Maintenance

Maintenance expenditures were treated as benefits in the numerator of the benefit-cost ratio (BCR). By improving/adding to the existing roadway sections and the addition of new-build segment, per-lane-mile maintenance costs estimated from KYTC average unit bid prices in 2019 increase accordingly and are reflected as a negative benefit.

Operating Costs

The operating costs of travel are provided on a per-mile unit basis for both cars and trucks, and consider miles of travel, traffic volume, and annual growth throughout the project life.

“This key connection in our overall transportation network would provide my county and counties throughout the region with better interstate access in Kentucky, Indiana and beyond.”

– Stephen R. Henry, Webster County
Judge-Executive

Travel Time Costs

As with vehicle operating costs, travel time costs are reduced in the Build scenario for the Kentucky Priority Section due to design and associated speed / speed limit changes. The Build scenario includes improvements to interchanges that will reduce crashes and crash-related delays (see below).

Safety

Crashes represent a significant source of non-recurring delay in the project area with the existing facility having higher crash rates compared to similar road segments around the state ([Link](#)). As noted, redesigns of interchanges, the addition of auxiliary lanes, and the new-build section are expected to achieve important reductions in the number of crashes in the Build scenario.

Emissions

Emissions are reduced by the realignment and redesign of the interchanges, the addition of auxiliary lanes, and the new-build roadway section reducing travel distances slightly as well as lowering the amount of travel time delays and queuing.

Summary

Table 4 illustrates the total impacts from all benefit categories discussed previously. The performance metrics shown are for the net present value (NPV) in year 2020 dollars; the BCR, and the payback period (the number of years required for the benefits to accrue to the same value as the costs). The NPV of the

benefits for the Kentucky Priority Section is calculated at \$482.9 million. The BCR between the Build and No-Build scenarios using the assumptions described herein is 1.8, implying that for every dollar expended on this project the return is \$1.80 in benefits to the local community. The amount of time required to recoup the initial and ongoing investments (the time required for the benefits to exceed costs) is 8.4 years.

Table 4: Benefit Cost Summary

Category	2020 Net Present Value Discount Rate = 7%
(1) Transportation (Maintenance, Vehicle Operating Costs and Travel Time Savings)	\$418,452,000
(2) Accidents	\$60,853,000
(3) Environmental	\$3,596,000

Financial Indicator	7% Discount
Total Costs	\$269,000,000
Total Benefits	\$482,901,000
Benefits-Costs	\$213,901,000
B/C Ratio	1.8
Payback Period (Years)	7.4

Criterion #2: Leveraging of Federal Funding

Preliminary engineering and environmental phases for the I-69 ORX project were originally funded in the KYTC's 2000 Highway Plan. However, as mentioned previously, Kentucky and Indiana were unsuccessful in identifying sufficient federal and state funding to advance the project beyond the NEPA phase. With newly-elected Kentucky Governor Andy Beshear's leadership, the KYTC has developed a feasible path forward to make the I-69 ORX Project a reality. With this successful INFRA Grant application, Kentucky will have the resources to accelerate the construction of the entire project, resulting in cost savings.

Availability and Commitment of Funding

On May 8, 2016, Governor Matt Bevin signed into law the 2016 – 2018 Kentucky Budget, which included approval of the KYTC's Highway Plan ([Link](#) for the 2016 – 2022 Highway Plan). Of significance, the complete I-69 ORX Project is identified in the current Highway Plan as KYTC Item No. 2-1088.00 and 2-1088.10 (see page 61 in project listing),

although only Design, Right of Way, and Utility phases were scheduled.

The Kentucky Road Fund, consisting of proceeds from the motor vehicle usage tax, vehicle registration fees, motor vehicle operator's licenses, fees, and motor fuels taxes, will provide the state match for the I-69 ORX Kentucky Priority Section. The KYTC manages Road Fund expenditures through a tested and proven cash flow model that projects monthly available cash availability, with expenditures projected out three fiscal years into the future. As a safety net, state law mandates a "minimum cash floor" of \$100 million be maintained at all times. The current available Road Fund cash balance is approximately \$200 million. This reserve demonstrates the effectiveness of Kentucky's Road Fund Cash Management System and should provide a high degree of confidence in the KYTC's ability to address the 20% state share of the total project funding.

The proposed schedule for the I-69 ORX Kentucky Priority Section has been thoughtfully planned based on the availability

of future funds and the capacity for the KYTC to “cash flow” the project through construction. Providing the matching funds required for INFRA funded projects will be included within the overall cash flow management process to ensure the KYTC’s ability to fully match its normal Federal-aid Highway funding apportionments.

Kentucky’s FY 2018 – FY 2024 Highway Plan included \$28.4 million for post NEPA activities to advance I-69 ORX toward construction ([click here](#) for the 2018 – 2024 Highway Plan with project listing on page 65). This INFRA Grant will allow the Commonwealth to move forward with construction of Phase 1, entirely in Kentucky, thereby removing \$267 million from the financing requirements of Phase 2. Phase 2 of the I-69 ORX Project, which is

summarized in **Table 5** and will complete construction of I-69 from US 60 to I-69 in Indiana, including the Ohio River crossing, and is currently planned for construction between 2027 and 2031. The preliminary financial plan for Phase 2 lists funding options that include toll revenue, GARVEE bonds, traditional federal funds, and state matching funds. The most conservative toll revenue assumption would finance approximately \$250 million of the costs shown in the table below. INDOT has indicated their priority is to finish the \$1.5 billion section of I-69 between Martinsville, IN and Indianapolis, IN first before turning their attention to I-69 ORX. Their priority section is scheduled for completion before the end of 2024, prior to the 2027 through 2031 timeframe shown for I-69 ORX Phase 2 construction.

Table 5: I-69 ORX - Phase 2 Estimated Costs and Schedule

Phase	Estimated Cost *	Year	KY Share	KY Costs (millions)	IN Share	IN Costs (millions)
Design	\$50 million	2023	56%	\$28.0	44%	\$22.0
Right-of-Way	\$13.1 million	2025		\$10.0		\$3.1
Utilities	\$10.3 million	2025		\$10.0		\$0.3
Construction	\$150 million	2027	56%	\$84.0	44%	\$66.0
Construction	\$250 million	2028	56%	\$140.0	44%	\$110.0
Construction	\$250 million	2029	56%	\$140.0	44%	\$110.0
Construction	\$250 million	2030	56%	\$140.0	44%	\$110.0
Construction	\$130 million	2031	56%	\$72.8	44%	\$57.2
Total	\$1.1034 billion			\$646.8		\$456.6

* Year of Expenditure (YOE) Dollars based on a 3% annual inflation factor for construction phases.

Non-Federal Share across KYTC’s Transportation Program

Based on the current Highway Plan, the KYTC anticipates spending approximately \$130 million per year of available state funding to match federal funds. Over the next two years, the design phase for the I-69 ORX Project - Kentucky Priority Section requires a state funding commitment of only \$3 million, representing less than 10% of available FY 2020 state funding. That amount is not expected to exceed \$12 million in any future year.

Life Cycle Cost

In the current KYTC biennial transportation budget approved by the Kentucky General Assembly, \$350 million in operations and maintenance funding was allocated to address statewide infrastructure needs. The funds for future maintenance of the Kentucky Priority Section (Phase 1) will be provided out of the KYTC’s biennial operations and maintenance budget. Maintenance costs for Phase 2, which includes the Ohio River Crossing, will be funded through toll revenues.

Criterion #3: Potential for Innovation

Innovative Area #1 – Deployment of Innovative Technology

Kentucky Wired

The Kentucky Wired Program ([Link](#)) is constructing more than 3,000 miles of high-speed fiber optic cable across the Commonwealth. The Kentucky Communications Network Authority (KCNA) will own the new broadband infrastructure while operating it as an open access network, enabling service providers and municipalities to acquire access to middle-mile lines and providing “last mile” service to the various users. The Kentucky Wired Network consists of a number of “backbone” or trunk line segments extending across the Commonwealth, shown on **Figure 12**. Lateral segments extend from the trunk lines providing access to the more rural and isolated areas. The future high-speed, broadband network paralleling the US 60 corridor between Henderson and Louisville is considered a “backbone” segment and will connect the western Kentucky cities of Paducah and Owensboro to the recently activated sections of the network just east of Henderson, recently installed within the right of way of US 60 within the I-69 ORX Kentucky Priority Section.

Key goals of the Kentucky Wired Program are to promote economic development in these rural areas by facilitating job growth by enhancing education, government service delivery, and health care via improved network connectivity. Utilizing the I-69 ORX Project to facilitate implementation of the Kentucky Wired network in the western part of the state is consistent with a key objective of the INFRA Grant Program and the USDOT’s Rural Opportunities to Use Transportation for Economic Success (ROUTES) initiative. The I-69 ORX Project includes an interchange and realignment of US 60 just east of Henderson, and the section within which the fiber backbone has been installed will not be

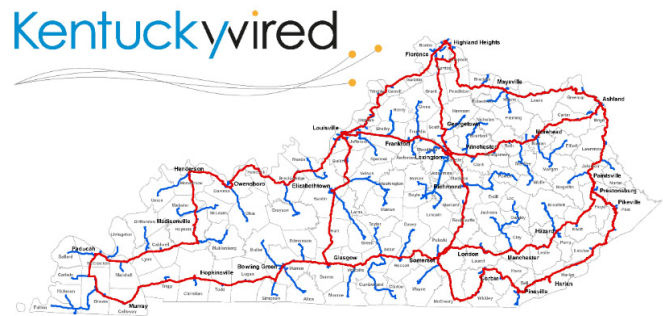


Figure 12: Kentucky Wired Status Map ([Source](#))

maintained as state-owned right of way in the future. In order to minimize disruption to service and to avoid unnecessary future costs associated with relocating the newly installed broadband network, the KYTC is working with Kentucky Wired to dedicate a future easement for the Kentucky Fiber trunk line that will be maintained within the current right of way regardless of its disposition.

Next-generation Hydraulic Modeling for Floodplain Analysis

Much of the proposed alignment for the I-69 ORX Project lies within flood-prone areas, or even within the nearly 3-mile wide floodway for the Ohio River. Therefore, a detailed hydraulic analysis was performed to determine requirements for bridges within the floodplain areas of the proposed project to provide a more optimal design. This effort involved the use of next-generation modeling tools consistent with the Everyday Counts initiative ([Link](#)).

Advanced modeling to meet the needs of the I-69 ORX project started with preparing a Data Terrain Model (DTM) that incorporated project-specific Bathymetric/Hydrographic Survey Data (XYZ data collected for three river miles of survey sections at 200-foot spacing); FEMA Flood Insurance Models (1D, steady-state) for Indiana and Kentucky Flood Hazard Determinations; and the U.S. Army Corps of Engineers’ (USACE) Ohio River Community Model with time-variable (unsteady-state) flood flows.

Through the development of geometric files and flow data, various bridge alternatives and flood easement options were modeled using both one-dimensional (1D) and two-dimensional (2D) analyses, which enabled a detailed evaluation of the results and the effects of the I-69 Ohio River Bridge Crossing on the Ohio River floodplain and floodway.

A 2D model better simulates the multiple flow paths that are occurring between the existing structures on US 41. The U.S. Bureau of Reclamation's SRH-2D (Sedimentation and River Hydraulics, Two-Dimensional model) program adopted by FHWA was used to simulate the 2D hydraulics models for the project. The SRH-2D model was developed using Aquaveo's SMS (Surface-water Modeling System) version 12.2.8 pre- and post-processor using the provided Light Detection and Ranging (LiDAR) data and bridge and roadway data developed for the project. In addition to the 2D modeling of the existing condition, a 2D model was created of the various bridge types for the proposed alternatives.

Advanced River Navigation Simulation Modeling

The project team, in coordination with the U.S. Coast Guard, worked with Seaman's Church Institute to perform extensive navigation simulation modeling for the Green River and Ohio River. These simulations, an example of which is shown on **Figure 13**, were successful in justifying reduced navigation clearance for the future Ohio River crossing compared to the initial Coast Guard recommendation. The results allowed the project team to reduce the 1000-foot preliminary Ohio River navigation clearance requirement to 800 feet for one primary channel or two 650-foot wide channels. The reduced clearance requirement will have significant impacts on the eventual structure type selection and lead to several millions of dollars in savings on the overall project cost.



Figure 13: Ohio River Navigation Simulation Model

Innovative Area #2 – Use of Innovative Permitting, Contracting, and Other Project Delivery Practices

Collaboration with Local Government for Flood Mitigation

A considerable amount of fill will be required to construct the roadbed, interchanges, and Ohio River bridge approaches for the I-69 ORX Project. As part of the preliminary engineering, the KYTC has identified locations that could provide adequate materials for roadway and embankment construction. A site near the proposed US 41 interchange in Henderson, shown on **Figure 14**, has been identified which could serve multiple purposes, providing approximately 1.7 million cubic yards of fill material for the highway construction and serving as a flood water detention site. The KYTC has proposed conveying the site to local government once the required fill materials have been excavated. Once conveyed to Henderson County or the City of Henderson, the site could be converted to recreational uses that could include new wetlands, shared use facilities or multipurpose trails, and other uses. During flood events, the expansive site would serve as stormwater detention that would mitigate flood concerns associated with Canoe Creek.

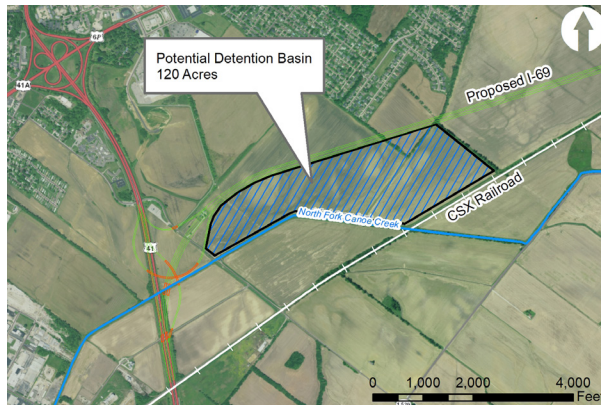


Figure 14: Borrow / Potential Flood Detention Site

KYTC – Funded Federal Agency Positions

The KYTC has taken the lead to ensure timely document review by funding the following positions at various resource agencies. These positions contribute to prompt decision-making and streamlined environmental reviews and permitting.

- One funded position, US Fish and Wildlife Service (USFWS)—This highly successful position has resulted in two programmatic agreements, each of which was a groundbreaking approach to more efficiently managing complex issues. Both were nationally recognized for their creativity and effectiveness.
- Two positions, US Army Corps of Engineers (USACE, [Link](#))—Centralizes all review functions into the Louisville office, which has improved coordination and provided opportunity to address changing priorities and focus resources where needed by the KYTC. These directly reduce costly delays in delivery of projects to construction letting. This funding agreement allows KYTC the ability to prioritize KYTC project applications that are in the review process. The KYTC will utilize our agreement and funded positions to accelerate review periods to keep the I-69 ORX Project on schedule.

- Two archaeologists and two cultural historians, Kentucky Heritage Council (KHC). Additionally, FHWA/KYTC and KHC executed two programmatic agreements to improve the efficiency of addressing the consultation requirements under Section 106. The funded employees are available on-call and provide more timely review than was experienced prior to establishing the positions.

The KYTC Division of Environmental Analysis currently has data accounting for the projects undertaken since implementing these positions. This dataset illustrates the following results within the USACE with regards to permits obtained under Section 404 of the Clean Water Act:

- Letter of Permission (LOP) approval time reduced from 22 months to 6.5 months
- Nationwide permit approval time reduced from 6.5 months to 2.5 months

Use of Programmatic Agreements

The I-69 ORX Project's potential construction impacts to the Indiana bat and northern long-eared bat summer habitat ([Link](#)) will be addressed through the KYTC Programmatic Conservation Memorandum of Agreement for the Indiana Bat, which will dictate mitigation requirements for construction impacts ([Link](#)). USFWS confirmed through coordination that the programmatic agreement would be applied in both states, with the exception that Indiana tree clearing restrictions would be followed within Indiana.

NEPA/Section 404 Merger

The I-69 ORX did not formally follow a NEPA/Section 404 merger, but the concept was used as a model for the structure of the Inter Agency Coordination (IAC) meetings, in terms of getting concurrence at key decision milestones.

Innovative Area #3 – Use of Innovative Financing

Green River National Wildlife Refuge

Under the direction of Congress in 2018, the US Fish and Wildlife Service (USFWS) is advancing the development of the Green River National Wildlife Refuge (GRNWR, [Link](#)). The GRNWR will ultimately comprise a 24,000-acre conservation area which will serve a number of goals including protection of wetlands and bottomland forest for waterfowl and migratory birds, enhance the biodiversity and water quality within the Ohio and Green River watersheds, and provide areas for recreational use. The first portion of the GRNWR was dedicated in November 2019 ([Link](#)).

In July 2019, the USFWS issued the Draft Land Protection Plan and Environmental Assessment (LPP/EA, [Link](#)) for the GRNWR. The LPP/EA identified a 53,000-acre Conservation Partnership Area (CPA) shown on **Figure 15**, which extends along the Ohio River from the west side of Horseshoe bend, just north of Henderson to just east of the Newburgh Locks and Dam. The CPA established a boundary which includes parcels from which the GRNWR can be assembled. The final boundaries of the GRNWR will be determined based off the acquisition of property from willing sellers and easements, with plans for the refuge to ultimately include an area of 24,000 acres.

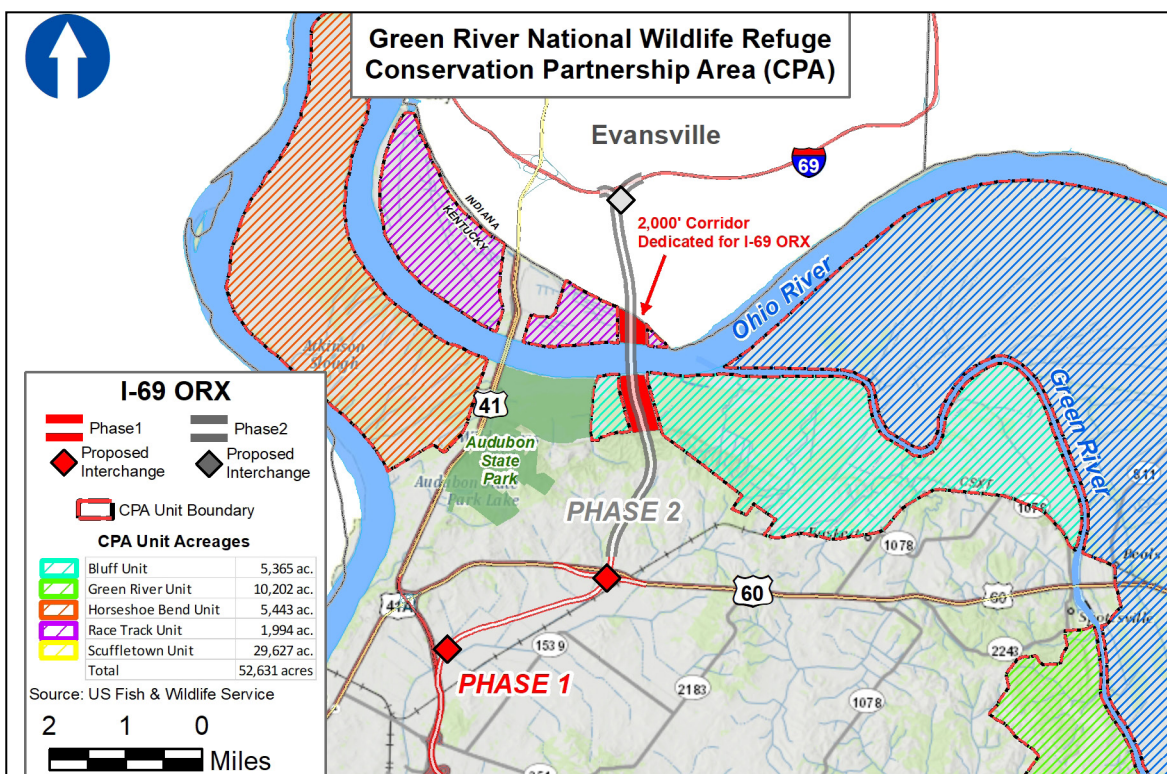


Figure 15: Green River National Wildlife Refuge

The KYTC has been working with USFWS to examine the impacts of the I-69 ORX project on the GRNWR. As such, a 2,000-foot wide corridor (the corridor) across the CPA was designated to accommodate the multiple alternatives of the I-69 project. The area bounded by the corridor and the CPA is comprised of approximately 287 acres of farmland and floodplain and has a current estimated value of \$2.0 million.



The primary funding sources for acquiring the property necessary to establish the GRNWR will be the Land and Water Conservation Fund and the Migratory Bird Conservation Fund. Additionally, the GRNWR has been approved to receive funds from the US Postal Service Federal Migratory Bird Hunting and Conservation Stamps, commonly known as “Duck Stamps” ([Link](#)).

As part of the NEPA study for the I-69 ORX Project, the KYTC has been working closely with the USFWS and USACE to utilize the project to assist in funding the development of the GRNWR. The KYTC has proposed providing the USFWS funds in the amount commensurate with the value of the combined properties within the 2,000-foot wide corridor (\$2.0 million) to acquire additional land for the GRNWR. The December 2018 DEIS noted that the impacts to bat habitat, streams, and wetlands associated with all alternatives will require mitigation. The KYTC is currently working with USACE and USFWS to explore options to transfer land designated for mitigation purposes to the refuge. To date, the amount of mitigation required for impacts has not been finalized. Additionally, as a means to ensure I-69 is not a barrier to wildlife passage within the GRNWR, the KYTC will construct portions of the corridor within the CPA on structure to minimize disruption to wildlife movement.

Tolling and Toll-Backed Financing

The Phase 2 I-69 ORX Project will be partially funded using toll revenues, the second implementation of modern tolling within the state. The KYTC and INDOT continue to advance studies towards the development of a financial plan which is expected to be completed by May 2020. A detailed, investment grade study will be prepared to assist in the development of future business plans and toll rates, with the final estimated

toll revenues based off the selected alternative which will be identified in the FEIS. Tolling will be implemented with Phase 2 of the I-69 ORX Project that includes construction the Ohio River Crossing. Phase 2 of the I-69 ORX Project will leverage a combination of toll-backed financing and traditional funding sources.

It is currently anticipated that tolls will be collected via the RiverLink System ([Link](#)) which currently collects tolls on the Lincoln and Kennedy Bridges (I-65) and Lewis and Clark Bridge (I-265) between Louisville and Jeffersonville, Indiana. To improve efficiency and convenience for regional travelers, the RiverLink System uses E-ZPass transponders ([Link](#)).

Criterion #4: Performance and Accountability

Kentucky Governor Andy Beshear and the KYTC are committed to completing the I-69 ORX Project and committed to implementing the following project accountability procedures:

- The KYTC commits to continued efforts towards directing project mitigation expenditures towards local initiatives.
- A Traffic Management Plan will be developed for the project in coordination with local government officials, emergency service providers, and schools.
- The project team will continue to coordinate with emergency and law enforcement agencies as the project progresses to ensure their response needs are accommodated. Median emergency crossover locations will be confirmed in coordination with emergency and law enforcement agencies.

- Continue the use of outside marketing and communications firm(s) to highlight project happenings and educate the public. This comprehensive effort has been instrumental in engaging project stakeholders throughout the NEPA phase and will be continued through construction.
- KYTC District 2 and multi-disciplinary Central Office Staff will continue to meet once per month to discuss advancement of the I-69 ORX Project. The meeting objective is to make the team aware of outstanding or anticipated project issues, providing an environment that fosters communication to discuss potential problem areas and avoid or address project roadblocks.
- Communication with potentially affected utilities was initiated during the development of the DEIS and will continue through both preliminary and final design.
- As has been performed in the past, the KYTC commits to partner with the Kentucky Transportation Center (<http://kctc.uky.edu/>) to study/document post-construction impacts on traffic operations within the project area.
- The Kentucky Priority Section includes a new grade-separated crossing of a CSX rail line to replace an existing grade-separated crossing. The KYTC commits to initiate coordination with CSX as soon as roadway reconfiguration details are available.
- Finally, the KYTC commits to an aggressive yet feasible schedule for project development and construction. The proposed schedule calls for construction to begin before July 31, 2022 with completion by September 30, 2025.

Grant Management Capacity

The KYTC has an established record of successfully managing over \$420 million in American Recovery and Reinvestment Act (ARRA) funded projects, over \$70 million in TIGER Federal-aid Highway funded grants and contracts, \$68 million in Better Utilizing Investments to Leverage Development (BUILD)

grants, and more recently \$67 million in an INFRA grant project. This track record would not be possible without the dedication and collaboration between KYTC professional staff and the FHWA Kentucky Division Office staff members. The KYTC and Kentucky FHWA share not only expertise but also trusted relationships, with duties and responsibilities defined and outlined in the Stewardship and Oversight Agreement. This agreement was updated in August 2015 and documents the methods of oversight used to efficiently and effectively deliver Federal-aid Highway funding projects in accordance with the current Federal-aid Highway regulations.

VI. Project Readiness

The following sections demonstrate how the KYTC will meet its commitment to begin construction of the I-69 ORX Kentucky Priority Section by July 2022.

Technical Feasibility

The I-69 ORX Project has undergone extensive analysis and planning, including the publishing of a DEIS in December 2018 ([Link](#)). In collaboration with INDOT, the KYTC is committed to accelerate the remaining efforts related to completion of the Final Environmental Impact Statement (FEIS), ultimately culminating in a FEIS and Record of Decision (ROD) before the end of 2020.

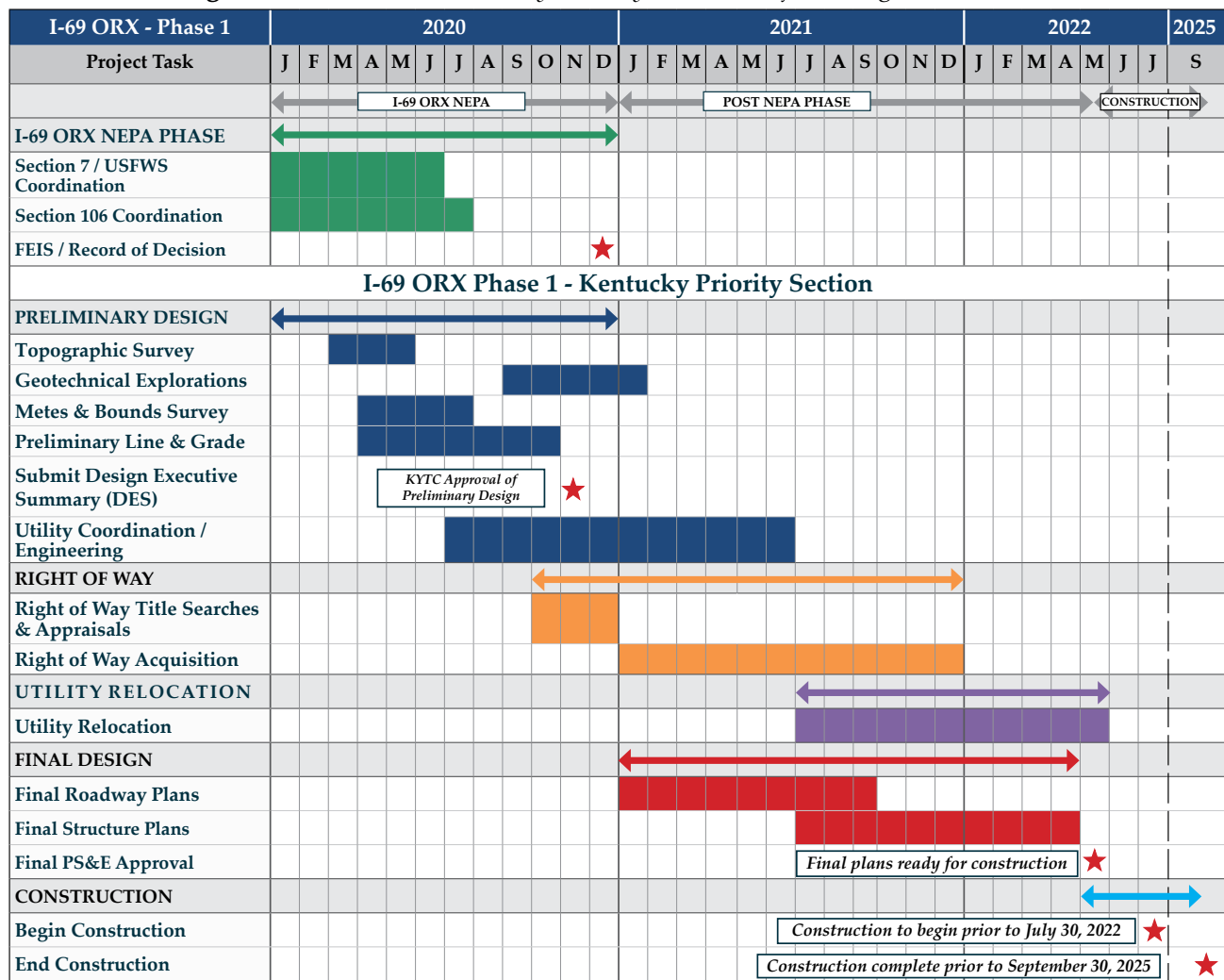
The KYTC and INDOT performed a Value Engineering (VE) workshop for the I-69 ORX project in the spring of 2019. Many of the recommendations resulting from the VE efforts are continuing through additional analyses to better assess benefits to the project. In particular, these recommendations include possible reconfigurations for the existing interchanges at KY 351 / KY 2084 and the proposed interchanges at US 41 and US 60. Optimal interchange concepts will be developed in concert with the development of the FEIS such that benefits will

be quantified and communicated to the public at touch points tentatively planned for early summer of 2020. The cost estimates for the Kentucky Priority Section are based on the most recent plans to date for the concept included in the DEIS.

Project Schedule

The KYTC has outlined a detailed project development schedule, shown on **Figure 16**, to advance the Kentucky Priority Section. All components of Phase 1 will be ready to move to the construction phase by July 2022, and construction will be completed by September 2025.

Figure 16: I-69 ORX - Kentucky Priority Section Project Design Schedule



A common risk that can lead to project delays involves relocating utilities. KYTC District 2, the local managing office for the I-69 ORX Project, has successfully incorporated utility design into engineering contracts and utility relocations into construction contracts for at least the past 15 years. This minimizes or eliminates delays that frequently occur awaiting utility relocations to be completed prior to the construction letting by shifting the responsibility for scheduling and coordinating utility relocations to the road contractor. The contractor then can schedule work accordingly, ensuring more consistent and timely project delivery.

Required Approvals

Conclusion of the NEPA Phase / Record of Decision

The KYTC and INDOT have committed to complete the NEPA phase of the project in 2020, culminating in a FEIS and ROD. Final design of the Kentucky Priority Section is anticipated to begin immediately after receipt of the ROD.

In addition to these permits and reviews, KYTC anticipates additional permits. The anticipated schedule for the submission and permit approval is provided in **Table 6**.

Community and Stakeholder Engagement

Community engagement has been a key component throughout the early phases of the I-69 ORX Project, and these efforts will continue through subsequent project phases. The project website ([Link](#)) will be maintained through construction of the overall project.

State and Local Approvals

Based on feedback from public and local officials' meetings, I-69 ORX is broadly supported by the public and local government officials.

Table 6: Environmental Permit Schedule

Permit	Scheduled Submission	Anticipated Approval
USACE Section 401	April 2021	December 2021
Kentucky Division of Water (KDOW) Section 401 Water	April 2021	December 2021
Kentucky Pollutant Elimination Discharge System (KPDES)	April 2021	December 2021
KDOW/Henderson County Permit to Construct Across or Along a Stream/No-Rise Certification	April 2021	December 2021

"The increased cost of doing business, brought on by traffic congestion and delays, impacts the competitiveness of companies both nationally and globally. The need for the I-69 Crossing is of paramount importance to this region."

– Joel Hopper, JJH, LLC

Assessment of Project Risks and Mitigation Strategies

Table 7 includes a summary of potential project risks and identified mitigation strategies.

Table 7: Project Risk Assessment and Mitigation Strategies

Project Risk	Mitigation Strategy
Delay in NEPA Completion. The project team is preparing the Final EIS and anticipates a Record of Decision by the end of 2020.	Design changes to the Preferred Alternative are limited and the states are actively working to finalize the Selected Alternative. The project team has been coordinating closely with resource agencies throughout the process and anticipates having all required agency approvals (Section 7, Section 106, etc.) by summer of 2020, in time to publish a combined FEIS/ROD by December 2020. (See DEIS Section 8.2 for a summary of the agency coordination process.)
Permits and Approvals. The project will require post-ROD approval from USACE (jurisdictional waters), FEMA (floodway impacts), and the USCG (navigational clearance ; Phase 2 only).	The project team has completed analyses and coordinated with each of these agencies throughout the project. Representatives from both Indiana and Kentucky field offices of USACE have visited the site with project team members and approved the Waters of the US Report. The project team has completed hydraulic modeling for North Fork Canoe Creek to confirm that the project will have no backwater impacts and will, in fact, substantially improve existing downstream flooding concerns. The project team and the US Coast Guard spent a week at the Seamans Church Institute in Paducah, Kentucky, testing bridge pier arrangements in the Ohio River. Based on that early work, USCG provided preliminary approval of two pier arrangements for the project, which will streamline implementation of Phase 2 of the project.

Table 7: Project Risk Assessment and Mitigation Strategies (Cont'd)

Project Risk	Mitigation Strategy
Cost Escalation. The contingency factored into cost estimates may be insufficient to cover inflation, unexpected costs or cost increases.	Project cost estimates have been prepared using year-of-expenditure dollars, with a 3% short-term escalation rate. In addition to quantity-based cost estimates, the prime consultant's construction group has used a bottom-up approach, the same as a contractor would, to develop the final cost estimate. A Value engineering workshop was held in the spring of 2019, and many of the recommended strategies will be examined further through the preliminary design phase, which are expected to reduce the overall cost of the project.
ROW Acquisition. Right-of-way is required from 24 parcels for the Kentucky Priority Section.	The project schedule includes ample time for appraisals, reviews, negotiations, and relocations. Further, the parcels required for the Kentucky Priority Section are low risk: there are no contaminated material sites; there is only one residential relocation; and no commercial properties. Further, much of the work required to upgrade existing US 41 to interstate standards will occur within existing ROW, allowing it to proceed immediately even if one or more parcels are delayed.
Geotechnical Conditions. The project is located within a seismic zone and soils in the floodplain are poor.	During preliminary design, the project team conducted geotechnical borings throughout the corridor, including in the Ohio River. Based on this information, the project team has developed substructure recommendations that account for existing conditions and incorporated these requirements into the preliminary cost estimates.
Railroad Coordination. The Kentucky Priority Section includes a new bridge carrying US 60 over the CSX Railroad.	Ample time is provided in the schedule to complete this coordination prior to letting. Should there be delays that exceed the allotted time, the construction schedule includes sufficient flexibility so that construction of this bridge could be pushed back without impacting the overall project completion. Existing US 60 and its existing bridge over the railroad can remain operational until this bridge is completed.

VII. Large / Small Project Requirements

The I-69 ORX Project, as well as the Kentucky Priority Section, satisfies the statutory requirements enumerated at 23 U.S.C. 117(g), as summarized in the following sections.

1. Does the project generate national or regional economic, mobility, or safety benefits?

As presented in the Project Description, the I-69 Corridor is truly of national importance and has been designated by the USDOT as a "Corridor of the Future" ([Link](#)). Interstate routes such as I-69 were selected for their potential to use public and private resources to reduce traffic congestion, both within the corridors and across the country.

2. Is the project cost effective?

A comprehensive benefit-cost analysis (BCA)

was performed on the I-69 ORX Kentucky Priority Section, considering the benefits related to traffic operations, crash safety, and emissions reductions. The results show the Kentucky Priority Section to have a B/C ratio of 1.8, suggesting the project benefits exceed the costs. The completed I-69 ORX Project has a B/C ratio 8.8. The methodology and assumptions used in this analysis is detailed in **Appendix B**.

3. Does the project contribute to one or more of the Goals listed under 23 U.S.C. 150?

a. Safety: Yes! The DEIS includes a comprehensive safety analysis highlighting roadway segments with high crash rates ([Link](#)). The I-69 ORX Project addresses these segments by creating a new transportation facility constructed to current Interstate design criteria as well as providing needed upgrades to portions of the US 41 corridor (former Breathitt Parkway) ([Link](#)).



- b. Infrastructure condition:** Yes! The Kentucky Priority Section includes updates/upgrades to existing infrastructure (including portions of the US 41 highway and associated bridges) to either new, or “like new” condition
- c. Congestion reduction:** Yes! The project Purpose and Need includes a detailed discussion of congestion affecting the existing routes ([Link](#)). The I-69 ORX Project will provide additional cross-river capacity that will improve traffic operations on existing facilities such as US 41 and US 60. The Kentucky Priority Section, the interim step toward the completion of the cross-river connection, will provide a travel alternative to congested portions of US 60 and US 41 and will improve operational characteristics at interchanges along the existing portion of US 41.
- d. System reliability:** Yes! See discussion of travel time reliability on page 7. The Kentucky Priority Section will provide a travel alternative by extending the existing I-69 route an additional 6.6 miles to the east side of the City of Henderson.
- e. Freight movement and economic vitality:** Yes! I-69 ORX and the Kentucky Priority Section addresses improved access and mobility for both interstate and state roadways that will lead to key industrial developments that are of local, state, and national significance and important to current and future increases in freight movement.
- f. Environmental sustainability:** Yes! The I-69 ORX Project has been developed in cooperation with resource agencies at both the state and federal level, as documented in the DEIS ([Link](#)). Ongoing efforts to solidify resource avoidance and/or mitigation will continue through the development of the FEIS and the design of the Kentucky Priority Section.
- g. Reduced project delivery delays:** Yes! The KYTC has funded positions within review agencies to help streamline and accelerate the review process as summarized on page 17.
- 4. Is the project based on the results of preliminary engineering?**
Thus far, the following engineering-related efforts have been completed or initiated to advance the development of the I-69 ORX Project:
- Environmental Assessments – the DEI was published in December 2018
 - Topographic Surveys – topographic surveys have been developed for use in developing and evaluating project alternatives
 - Geotechnical Investigations – geotechnical sampling has been performed in the Ohio River (for preliminary design of substructure components of the proposed Ohio River bridge) as well as along the proposed alignment
 - Hydrologic Analysis – detailed 2d hydraulic modeling was performed to assist in optimizing the design of alignment within flood-prone areas
 - Utility Engineering – the project team has initiated coordination with likely impacted utility companies to estimate impacts and cost to the project
 - Traffic Studies – the Evansville MPO Regional Travel Demand model has been updated (including the implementation of a toll diversion component) and used to estimate future traffic demand, to assess potential effects on Environmental Justice (EJ) communities, to inform the noise analyses, and to generate toll-related revenue estimates

- Financial Plans – preliminary financial plans have been developed to assist INDOT and the KYTC in identifying project funding needs
- Revenue Estimates - this effort has included extensive revenue estimation for over 50 unique tolling scenarios (i.e. combinations of infrastructure and tolling rates)
- Hazardous Materials Assessments – the DEIS includes a Phase 1 site assessment for sites with hazardous material concerns..
- General estimates of the types and quantities of materials – the I-69 ORX Project cost estimates are based on estimates of the material quantities required for construction
- Other work needed to establish parameters for the final design – this effort includes coordination with individual property owners to identify opportunities to increase benefits to the community reduce project impacts or costs. This also includes the performance of a Value Engineering (VE) Study in the spring of 2019.

5a. With respect to non-Federal financial commitments, does the project have one or more stable and dependable funding or financing sources to construct, maintain, and operate the project? Upon receipt of an INFRA Grant, the KYTC has identified a path forward to design, construct, maintain, and operate the I-69 ORX Phase 1 Project. The non-Federal funding sources, identified in the budget table in the application, will be derived from state road fund revenues. In the current KYTC biennial transportation budget, approved by the Kentucky General Assembly, \$350 million in operations and maintenance funding was allocated to address statewide infrastructure needs.

5b. Are contingency amounts available to cover unanticipated cost increases?

Estimated project costs currently include a 25% contingency. This contingency will be reduced as the project advances and as more refined project details are available. The KYTC is continuing to evaluate value-oriented solutions proposed in the spring 2019 Value Engineering workshop which will reduce project costs for the Kentucky Priority Section.

6. Is it the case that the project cannot be easily and efficiently completed without other Federal funding or financial assistance available to the project sponsor?

KYTC's current biennial highway plan includes funding for only the design, right of way, and utility phases for the I-69 ORX Phase I Project ([Link](#)). Receipt of an INFRA Grant along with the use of KYTC's traditional Federal funding will allow for the Phase I Project to be constructed as outlined in the Project Schedule.

7. Is the project reasonably expected to begin construction not later than 18 months after the date of obligation of funds for the project?

As highlighted in the Project Schedule, the KYTC has outlined a feasible path forward that will result in construction beginning no later than July 30, 2022 – **over one year ahead of the September 2023 INFRA requirement as highlighted on the detailed project schedule** (see **Figure 16** on page 21).

Appendix A: Letters of Support

United States Senate

February 24, 2020

Mr. Adam Sullivan
Assistant Secretary for Governmental Affairs
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Sullivan:

I write on behalf of my constituents with the Kentucky Transportation Cabinet (KYTC) regarding their competitive grant application with the U.S. Department of Transportation's (DOT) Infrastructure for Rebuilding America (INFRA) grant program.

It is my understanding that, if awarded, this funding will be used for phase one of the I-69 Ohio River Crossing (ORX) project aimed to connect I-69 in Kentucky and I-69 in Indiana. I am told the funds will go towards extending I-69, as well as providing operational and safety improvements. My constituents inform me the funding for this project is important for reducing traffic congestion, improving safety, and increasing interstate commerce and economic development in the region.

As our nation continues on a path of unsustainable debt, it is more important than ever that we in Congress, and you in the Administration, work to ensure every tax dollar is spent wisely. It is with this in mind that I draw your attention to KYTC's application, which I believe merits your full and fair review.

Thank you for your attention to this matter.

Sincerely,



MITCH McCONNELL
UNITED STATES SENATOR

MM/sd

United States Senate

WASHINGTON, DC 20510

February 12, 2020

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Chao:

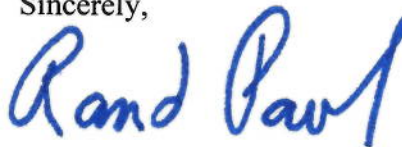
I am contacting you on behalf of the Kentucky Transportation Cabinet (KYTC) regarding their application for the FY 2020 Infrastructure for Rebuilding America (INFRA) program through the U.S. Department of Transportation.

The INFRA grant will enable the KYTC to complete Phase One of the I-69 Ohio River Crossing in the vicinity of Henderson, Kentucky. By joining I-69 in Kentucky with I-69 in Indiana, enhancing access to the U.S. interstate system and adding a critical cross-river connection within one of the country's key rural transportation networks, the I-69 Ohio River Crossing is a project of profound national and regional significance.

The INFRA Grant will no doubt support economic development and vitality by improving interstate passenger and freight travel throughout the region, and will greatly benefit the residents and businesses throughout western Kentucky, the tri-state region, and along the I-69 Corridor. Accordingly, I believe the KYTC's application deserves full and fair consideration.

Thank you for your attention to this matter. Upon the completion of this process, please contact Adam Salmon on my staff at (202) 228-0112, or by facsimile at (202) 228-3796.

Sincerely,



Rand Paul, M.D.
United States Senator

JAMES COMER
1ST DISTRICT, KENTUCKY

1037 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-3115

Congress of the United States
House of Representatives
Washington, DC 20515-1701

DISTRICT OFFICES:
200 NORTH MAIN STREET
SUITE F
TOMPKINSVILLE, KY 42167
300 SOUTH 3RD STREET
PADUCAH, KY 42003
67 NORTH MAIN STREET
MADISONVILLE, KY 42431

Feb. 11, 2020

The Honorable Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Re: I-69 Ohio River Crossing Phase One INFRA Grant Application

Dear Secretary Chao,

I am writing regarding the application submitted by the Kentucky Transportation Cabinet (KYTC) to the U.S. Department of Transportation's Infrastructure for Rebuilding America (INFRA) grant program for funding for Phase One of the I-69 Ohio River Crossing project. As Congressman for the 1st District of Kentucky, I represent Henderson and the western Kentucky region, which is directly and substantially impacted by the I-69 Ohio River Crossing project. This project has my full support and is my top infrastructure priority.

The I-69 Ohio River Crossing has widespread support from state and local elected officials in both Kentucky and Indiana, as well as business, religious, educational, and civic leaders. Western Kentucky critically needs this essential connection in the I-69 corridor and currently suffers from inadequate infrastructure, which causes decreased interstate commerce, traffic congestion, and safety issues. Completion of Phase One will improve travel time reliability, extend I-69 in Kentucky by 6.2 miles, and improve access to U.S. 60 near Henderson. By implementing Phase One of the I-69 Ohio River Crossing, this entire region will take a massive step forward in improving the mobility, safety, and economic prosperity of the region and upgrade a vital connection in a central part of the country.

The I-69 Ohio River Crossing project is a vital national freight corridor that will promote growth and opportunity in Henderson, western Kentucky, southern Indiana, and beyond. For these reasons, I wholeheartedly support this project. Thank you in advance for your full and fair consideration of this application consistent with all applicable laws, rules, and regulations. Please reach out to my Grants Coordinator, Sarah Coffman (sarah.coffman@mail.house.gov), for further information.

Sincerely,



James Comer
Member of Congress

Steve Austin, Mayor

Commissioners:

Patti Bugg

X Robert Royster, III

Bradley S. Staton

Austin P. Vowels



The City of Henderson

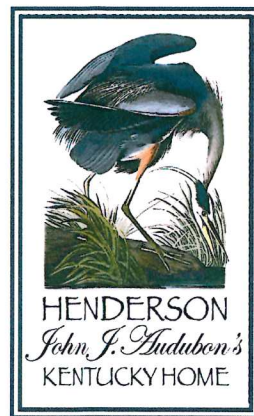
P.O. Box 716
Henderson, Kentucky 42419-0716

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

Dawn S. Kelsey, City Attorney

Maree Collins, City Clerk

Donna Stinnett, Public Information Officer/Community Relations Manager



February 5, 2020

Secretary Elaine Chao
U.S. Department of Transportation

Dear Secretary Chao:

I am writing to ask that you and your staff look favorably on an upcoming Federal Grant application to assist in the Phase 1 funding of the Interstate 69 Ohio River Bridge crossing project.

This project, which is highly favored by both the Governors of Kentucky and Indiana, will be a remarkable benefit to Western Kentucky—from the Tennessee state line and into Indiana. The project, when completed, will have Henderson, Kentucky, right in the center of an Interstate that will run from the Gulf of Mexico to beyond the Great Lakes.

There are also numerous advantages to surrounding states and the Midwest for transportation of all sorts, including increasingly important freight shipping. In fact, just as an example, Henderson will be within one-day shipping range to more than 60% of the U.S. population.

We expect Western Kentucky to bloom with a wave of economic development that will bring value to existing businesses and establish new businesses, especially in the manufacturing, warehousing, shipping and logistics fields.

Ease of travel, travel time, safety and the future advancement of technology for many rural areas along the route will also be key advantages.

Thanks in advance for looking at and exploring the possibilities with us.

A handwritten signature in dark ink, appearing to read "Steve Austin", with a stylized flourish at the end.

Steve Austin
Mayor





CITY OF EVANSVILLE

OFFICE OF THE MAYOR
LLOYD WINNECKE

ONE N.W. MARTIN LUTHER KING, JR. BLVD. • ROOM 302
EVANSVILLE, INDIANA 47708-1833
(812) 436-4962 • FAX (812) 436-4966 • TDD/TTY (812) 436-4928
www.evansville.in.gov

February 6, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

It's my pleasure to offer this letter of support on behalf of the City of Evansville for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas.

The City of Evansville is the regional hub of a three-state area, which includes Henderson, KY. Our two cities are currently linked by aging twin bridges, which frequently experience lane restrictions as a result of maintenance or vehicular crashes. The new Ohio River Crossing will improve safety for the motoring public, assist regional corporations for the transportation of their goods and services and provide a more reliable route for our regional workforce, which is often hampered by congestion on U.S. 41.

I think it's important to note that government and civic leaders from Evansville and Henderson have been partnering for several years to lobby for this critical infrastructure project. The extraordinary level of bi-state cooperation is impressive, and I dare say, unprecedented.

For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our region.

Thank you for your thoughtful consideration.

Sincerely,

Lloyd Winnecke, Mayor
City of Evansville

LW:au

Mayor
THOMAS H. WATSON, CP/LP

City of Owensboro Kentucky

P.O. BOX 10003
OWENSBORO, KENTUCKY 42302-9003



Feb. 6, 2020

The Honorable Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Re: I-69 Ohio River Crossing Phase One INFRA Grant Application

Dear Secretary Chao,

As you well know, transportation is the lifeblood of all economic development. I believe this project can open up new opportunities for the entire region to grow and prosper.

I am writing to show my support for Kentucky Transportation Cabinet's INFRA grant application, seeking funding for Phase One of the I-69 Ohio River Crossing (ORX).

The ORX would be a key connection on the I-69 corridor, providing an interstate bridge across the Ohio River and linking I-69 in Indiana to I-69 in Kentucky.

Phase One of the ORX will provide important approach work for the new I-69 bridge and will provide immediate benefits to Western Kentucky and the commercial traffic flowing through here every day. For example, Phase One will extend I-69 more than six miles. That will mean safer interchanges, more reliable travel options, new access points and faster travel times for thousands of people.

Phase One is the first piece of a larger project that promises to transform our region. Thank you for your consideration of this important project, one that will positively impact economic development across several states.

Sincerely,

Thomas H. Watson
Mayor



OFFICE OF THE COUNTY JUDGE/EXECUTIVE

COURTHOUSE

20 North Main Street, Suite 300

Henderson, Kentucky 42420

PHONE (270) 826-3971

FAX (270) 827-6002

BRAD SCHNEIDER

HENDERSON COUNTY JUDGE/EXECUTIVE

bschneider@hendersonky.us

KURT WIESEN

ADMINISTRATIVE ASSISTANT

FISCAL COURT CLERK

ANGELA COMER

HUMAN RESOURCE SPECIALIST

Feb. 7, 2020

U.S. Department of Transportation
Secretary Elaine Chao

Dear Sec. Chao,

As head of county government in Henderson County, Ky., and as a former economic development CEO here, I can't overstate the value of completing the Interstate 69 Ohio River Bridge for our community and our region.

The bridge will connect I-69 between Southwestern Indiana and Western Kentucky and plug an important gap in the interstate's national corridor, specifically the sections between the highway's northern terminus at Port Huron, Michigan, on the Canadian border, and Memphis, Tennessee. On I-69's full route, from Port Huron down to I-69's southern terminus at Brownsville, Texas, Kentucky sits almost directly in the center, offering it a tremendous opportunity to provide freight-haulers, manufacturers and an industries depending on just-in-time logistics a perfect location from which to do business. Add to our interstate access the convenience of the river, rail and commercial aviation transportation modes we also offer, and Western Kentucky becomes an even more attractive place for companies to locate, providing jobs and growing the overall economy.

A successful INFRA grant application will help both Kentucky and Indiana, who are partnering on the bridge project, to begin vital components of the overall construction plan. Both states are committed to completing I-69 and its Ohio River Bridge. Assistance from the federal government in the form of an INFRA grant will provide a significant boost to that effort and bring this generationally important piece of transportation even closer to fruition.

On behalf of the citizens of Henderson County, I greatly appreciate your consideration of, and interest in, our application.

Sincerely,

Brad Schneider
Judge-Executive





OFFICE OF

JOHNNY W. ROBERTS, JR.
HANCOCK COUNTY JUDGE / EXECUTIVE

Magistrate District 1
WAYNE HODSKINS

Magistrate District 2
KASEY EMMICK

P.O. Box 580
ADMINISTRATION BUILDING
HAWESVILLE, KENTUCKY 42348
Phone: (270) 927-8137
Fax: (270) 927-8138

Magistrate District 3
JOHN MARK GRAY

Magistrate District 4
L.T. NEWTON

Feb. 5, 2020

The Honorable Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Re: I-69 Ohio River Crossing Phase One INFRA Grant Application

Dear Secretary Chao,

As Judge Executive of Hancock County, Kentucky, I recognize the need to increase infrastructure in Kentucky to benefit the economy of the nation as a whole. Hancock County sits along the Ohio River in Western Kentucky and is home to several large manufacturing companies in both the paper and aluminum industries. The I-69 Ohio River Crossing will benefit the transportation of supplies to as well as products from manufacturing facilities across the Commonwealth.

I am writing to show my support for Kentucky Transportation Cabinet's INFRA grant application, seeking funding for Phase One of the I-69 Ohio River Crossing (ORX).

The ORX would be a key connection on the I-69 corridor, providing an interstate bridge across the Ohio River and linking I-69 in Indiana to I-69 in Kentucky.

Phase One of the ORX will provide important approach work for the new I-69 bridge and will provide immediate benefits to Western Kentucky and the commercial traffic flowing through here every day. For example, Phase One will extend I-69 more than six miles. That will mean safer interchanges, more reliable travel options, new access points and faster travel times for thousands of people.

Phase One is the first piece of a larger project that promises to transform our region. Thank you for your consideration of this important project, one that will positively impact economic development across several states.

Sincerely,

Johnny W. Roberts, Jr.
Hancock County Judge Executive

STEPHEN R. HENRY
Webster County Judge Executive

P.O. Box 155
Courthouse
Dixon, Kentucky 42409

Phone 270-639-5042
Fax 270-639-7009
wcfcourt@bellsouth.net
TDD Users 1-800-648-6056

Feb. 17, 2020

The Honorable Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Re: I-69 Ohio River Crossing Phase One INFRA Grant Application

Dear Secretary Chao,

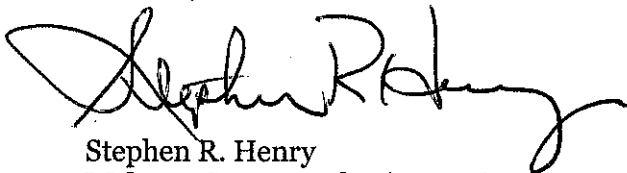
I am writing to show my support for Kentucky Transportation Cabinet's INFRA grant application, seeking funding for Phase One of the I-69 Ohio River Crossing (ORX) as head of county government in Webster County, Kentucky.

Webster County sits just a few miles down I-69 from Phase One of the project. This key connection in our overall transportation network would provide my county and counties throughout the region with better interstate access in Kentucky, Indiana and beyond.

By easing commercial traffic flow and completing this missing link in I-69, we will drive economic opportunity, mobility and safety for the region. Improving the current "Henderson strip" will ensure freight and passenger vehicles move safely and efficiently to and from Webster county.

I thank you for your thoughtful review of this application on behalf of the citizens of Webster County.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen R. Henry", with a stylized flourish at the end.

Stephen R. Henry
Webster County Judge/Executive

The City of Henderson

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

Police Department
Office of the Chief

Phone: 270-831-1295
FAX: 270-831-1276

February 6, 2020

U.S. Department of Transportation
Secretary Elaine Chao

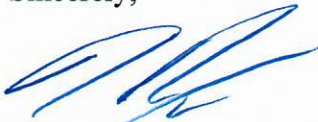
Secretary Elaine Chao:

The City of Henderson Police Department strongly supports the Infrastructure for Rebuilding America (INFRA) grant application for funding Phase One of the I-69 Ohio River Crossing project. Phase One of the I-69 ORX will have a major impact on the City of Henderson as a whole, and specifically affect the emergency calls for the Henderson Police Department.

The creation of an additional cross-river connection would reduce traffic through the US41 corridor, which will have a major impact on the number of calls for service for traffic infractions. As our jurisdiction includes all city limits, the construction would improve travel safety at the Audubon Parkway and the KY351 interchange, thereby reducing emergency traffic service calls. Additionally, reduced traffic on all roadways will enhance police department response time for emergency calls and enable our officers to better serve our community with a quicker response time.

The City of Henderson Police Department has a deep commitment to the reduction of crime in our community while better serving our citizens. If you have any questions regarding this matter, please do not hesitate to contact me.

Sincerely,



Heath A. Cox
Chief of Police

HAC/wds



101 North Water Street, Suite B, Henderson, KY 42420
270.827.0016 downtownhenderson.org

February 7, 2020

Elaine Chao
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao,

As an organization whose stated goal is to promote and improve the economic vitality of downtown Henderson, we would like to express our support for the I69 Ohio River Crossing project. We believe this project will make our downtown and central business district more easily accessible, and therefore, will improve downtown development and commerce.

Our locally owned downtown retail merchants will benefit from improved roadways that will facilitate their shipping needs and increase their number of potential customers.

We are excited that our community is being considered for this grant.

Sincerely,

Lindsay Locasto

Lindsay Locasto
Executive Director
Downtown Henderson Partnership



270.826.7505

136 Second Street
Suite 500
Henderson, KY 42420

www.hendersonkyedc.com

Feb. 5, 2020

The Honorable Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Re: I-69 Ohio River Crossing Phase One INFRA Grant Application

Dear Secretary Chao,

Henderson Economic Development is in support of the I-69 project. As our organization works with existing industries to expand and prepares to attract a new industry, this project is extremely vital for economic growth in our area. Manufacturers see this project as a benefit to improve mobility for both goods and employees. The traffic congestion reduction is another benefit of this project. This would allow industries to reduce the transit time of goods or supplies to their customer. All of these benefits would help add jobs and investment for the growth of our area.

I am writing to show my support for Kentucky Transportation Cabinet's INFRA grant application, seeking funding for Phase One of the I-69 Ohio River Crossing (ORX).

The ORX would be a key connection on the I-69 corridor, providing an interstate bridge across the Ohio River and linking I-69 in Indiana to I-69 in Kentucky.

Phase One of the ORX will provide important approach work for the new I-69 bridge and will provide immediate benefits to Western Kentucky and the commercial traffic flowing through here every day. For example, Phase One will extend I-69 more than six miles. That will mean safer interchanges, more reliable travel options, new access points and faster travel times for thousands of people.

Phase One is the first piece of a larger project that promises to transform our region. Thank you for your consideration of this important project, one that will positively impact economic development across several states.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tony Krampe".

Tony Krampe
Board Chair
Henderson Economic Development

Discover your place.

HOUSING AUTHORITY OF HENDERSON

111 SOUTH ADAMS STREET
HENDERSON, KENTUCKY 42420
270-827-1294
270-827-1482 (FAX)

BOBBIE W. JARRETT
Executive Director

February 5, 2020

The Honorable Elaine L. Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Chao:

I am writing to express the Housing Authority of Henderson's support for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of this project will offer extraordinary economic development that will bring jobs and job training opportunities that will be key to the growth of our bi-state region.

Our business community depends on a strong regional workforce which is often hampered by congestion and delays when the existing US 41 corridor experiences temporary closures. The Housing Authority of Henderson depends on an efficient interstate network to ensure workforce safety and prompt delivery of products used by our business.

On behalf of the Housing Authority of Henderson's staff, Public Housing residents and Section Eight participants, I strongly support Phase One of the I-69 Ohio River Crossing (ORX) project and lend support to the important investment in our region's future.

Sincerely,


Bobbie W. Jarrett
Executive Director



Henderson County Schools

1805 Second Street, Henderson, Kentucky 42420

(270) 831-5000 Fax: (270) 831-5009

www.henderson.kyschools.us



February 5, 2020

U.S. Department of Transportation

Elaine Chao, Secretary

1200 New Jersey Avenue, SE

Washington, DC 20590

Dear Ms. Chao:

As Superintendent of Henderson County Public Schools, I am writing a letter in support of the 'Pave the Way' for I-69 project grant application. This project will improve mobility, reduce congestion, and improve safety for the community as a whole in Henderson County, Kentucky.

The I-69 Ohio River Crossing will:

- connect I-69 in Kentucky and I-69 in Indiana;
- create a safe, efficient cross-river connection that reduces traffic congestion and delay;
- provide a vital link in the I-69 corridor, that will eventually connect Michigan to Texas;
- create cross-river redundancy, avoiding detours during temporary closures of the US 41 crossing;
- improve the safety and efficiency of the Henderson "strip" area by reducing thru traffic better suited for interstates; and
- have an immediate positive impact on Support Kentucky Wired, ensuring that broadband access continues to expand, thus allowing our students to have access to the tools they need to be successful.

Your most favorable consideration is requested in support of the grant application.

Sincerely,

A handwritten signature in cursive script that reads "Mrs. Marganna Stanley".

Mrs. Marganna Stanley

Superintendent

Henderson County Schools

MS/rln



HENDERSON COUNTY PUBLIC LIBRARY
101 SOUTH MAIN STREET
HENDERSON, KENTUCKY 42420

February 6, 2020

Hon. Secretary Elaine Chao,
U.S. Department of Transportation
1200 New Jersey Ave SE
Washington, DC 20590

Secretary Chao,

I am writing on behalf of the Henderson County Public Library District, HCPLD, ask for your support for a federal infrastructure grant in the amount of \$150 Million to help fund the construction of an Ohio River bridge connecting interstate 69 between Northwest Kentucky and Southern Indiana.

This project has been many years coming and is a crucial link in completing the interstate 69 corridor from Laredo, Texas on the Mexican border to Port Huron, Michigan on the Canadian border. Henderson, Kentucky is a key central link in this corridor that is so key to interstate commerce and trade in not only the U.S. but also in the global economy.

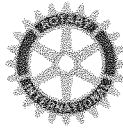
The current river crossing requires motorists to exit interstate 69 in either the Evansville, Indiana area (if heading south) or the Henderson, Kentucky area (if heading north) and follow a section of US 41 over an aging two-span bridge system—portions of which are approaching 100 years old.

At the Henderson County Public Library, I have employees and patrons who routinely travel to southern Indiana for medical, recreational, professional, and other needs. I also have employees who live in southern Indiana who require safe, dependable, swift, and predictable crossing of the Ohio River on a routine basis (frequently more than twice a day). With the existing crossing one can never know when a vehicle accident, or maintenance, or other road work may slow a passing that is typically ten minutes to an hour or even more.

This I-69 Ohio River bridge project will benefit not only our local and regional economy, but also drastically improve commerce and the quality of life of millions of Americans. I pray that you support this project and make available any resources that your department possibly can to make this project a shining jewel in the nation's infrastructure crown. Thank you for your consideration.

Sincerely,

Caleb H. May, M.L.S.
Director
Henderson County Public Library
101 S. Main Street
Henderson, KY 42420
270-826-3712 Phone
270-827-4226 Fax
www.hcpl.org



Henderson Rotary Club
P.O. Box 77
Henderson, Ky 42419-0077
<http://hendersonkyrotary.org/>

Secretary Elaine Chao
U.S. Department of Transportation

Re: Rotary Club of Henderson, Kentucky

Dear Secretary Chao:

As you know, the Henderson Rotary Club is the oldest (102 years old) and largest civic club (with over 100 members) in Henderson, Kentucky. As president of the organization, I am writing to express Rotary's support for a grant that is being sought for construction of the I-69 Ohio River Crossing between our community of Henderson, Kentucky, and Evansville, Indiana. A new crossing has numerous impacts for our community, region and the entire eastern United States, and we are positioned in an excellent spot on this corridor.

Once completed, our community and the new Interstate bridge will be located right in the center of I-69. A crossing will enhance the possibilities for timely over-the-road shipments and transportation by a great margin. One-day delivery to more than 60 percent of the population of the United States will be available.

From there, economic growth is certain to snowball within manufacturing and warehousing/logistics, retail and service business and many other areas.

Aside from economic development, a new crossing also will offer a significant safety improvement for motorists. There is currently only a single bridge across the Ohio River near where I-69 will eventually cross.

With so much at stake for our economic health and well-being, we would be remiss by not pledging our wholehearted approval for this project.

Respectfully Submitted,

Dawn S. Kelsey
President
hendokyrotary@gmail.com

HENDERSON COUNTY
RIVERPORT

February 6, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

I write to extend the support for the federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our bi-state region.

Henderson County Riverport depends on an efficient interstate network to support our product distribution and that of our many supply-chain partners.

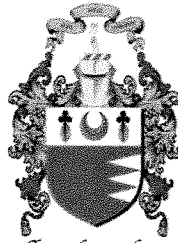
On behalf of our 30 local customers and 14 employees, I thank you for the opportunity to lend our support to the important investment in our region's future.

Respectfully yours,



Greg Pritchett
Port Director

6200 Riverport Road
Henderson, Kentucky 42420



A Fellowship of Leaders

February 7, 2020

To Whom it May Concern:

For more than a decade, the nonprofit Henderson Leadership Initiative has strived to develop emerging community leaders for a simple reason: Our founders love this community and want the absolute best for it.

Few developments would have a greater impact in promoting the Henderson area and advancing our economic development progress than the construction of an Interstate 69 bridge between Henderson and Evansville. It would make I-69 a more viable transportation corridor and provide relief to two existing bridges, one of which is more than a half-century old while the other is approaching 100 years old.

The Board of Directors of the Henderson Leadership Initiative whole-heartedly endorse the continued development of an I-69 bridge over the Ohio River as quickly as possible.

On behalf of the HLI Board of Directors and our more than 200 graduates,

Henderson Leadership Initiative

A handwritten signature in black ink, appearing to read 'Scott Davis'. A thin line extends from the end of the signature, pointing towards the text 'Henderson Leadership Initiative' above it.

Scott Davis
Founder and Chairman

Our Mission:

The Henderson Leadership Initiative works to expand the circle of leadership throughout Henderson by identifying, nurturing, mentoring, training, and placing a new generation of leaders within the organizational infrastructure of the Henderson, Kentucky community.



February 11, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

I write to extend the support of the Hopkins County Regional Chamber of Commerce for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our bi-state region.

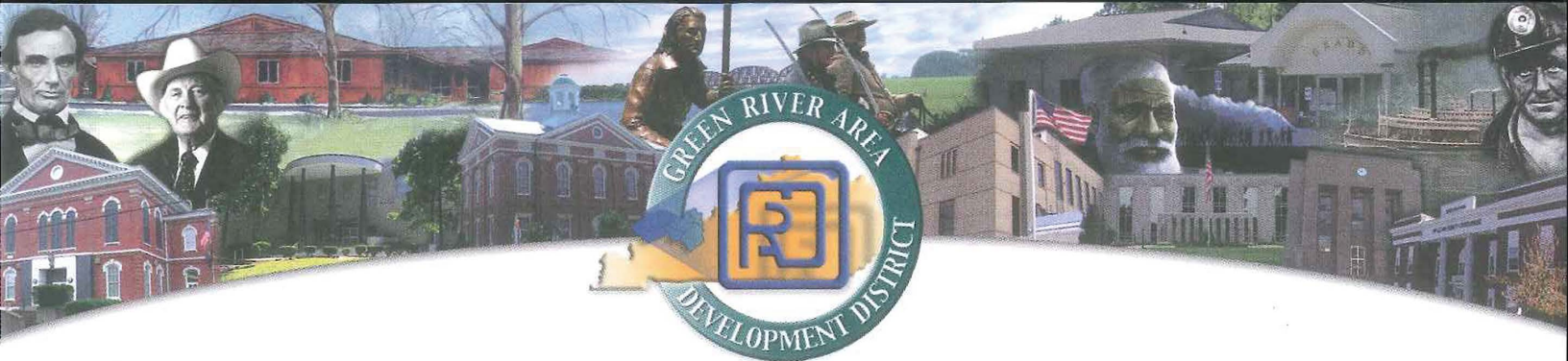
Our businesses and our community are subject to impaired mobility, safety challenges, and high congestion along the US 41 corridor. Completion of the Ohio River Crossing will provide our community with redundancy, improve safety and mobility for our business as well as our employees and neighbors.

On behalf of the more than 400 Hopkins County Regional Chamber of Commerce member businesses, thank you for the opportunity to lend our support to the important investment in our region's future.

Best,

A handwritten signature in black ink, appearing to read "Libby Speneer", followed by a long horizontal line extending to the right.

Libby Speneer
President
Hopkins County Regional Chamber of Commerce



Think Progress. Think Tomorrow. Think GRADD.

February 12, 2020

The Honorable Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

RE: I-69 Ohio River Crossing Phase One INFRA Grant Application

Dear Secretary Chao:

The Green River Area Development District (GRADD) Regional Transportation Committee is the regional planning organization for the five Kentucky Counties of Hancock, McLean, Ohio, Union, and Webster. The Counties of Daviess and Henderson are MPO counties. The I-69 Corridor traverses directly through Henderson and Webster Counties. The GRADD Regional Transportation Committee represents judges/executives, mayors, transportation interest, and community leaders.

The GRADD Regional Transportation Committee is in full support of the Kentucky Transportation Cabinet's INFRA grant application, seeking funding for Phase One of the I-69 Ohio River Crossing (ORX). The ORX would be a key connection on the I-69 Corridor, providing an interstate bridge across the Ohio River and linking I-69 in Indiana to I-69 in Kentucky.

Phase One of the ORX will provide important approach work for the new I-69 bridge and will provide immediate benefits to Western Kentucky and the commercial traffic flowing through here every day. For example, Phase One will extend I-69 more than six miles; meaning safer interchanges, more reliable travel options, new access points, and faster travel times for thousands of people.

Phase One is the first piece of a larger project that promises to transform our region.

Thank you for your consideration of this important project; one that will positively impact economic development across several states.

Sincerely,

Stephen R. Henry, Webster County Judge/Executive
Chairman, GRADD Regional Transportation Committee

SRH/cmi

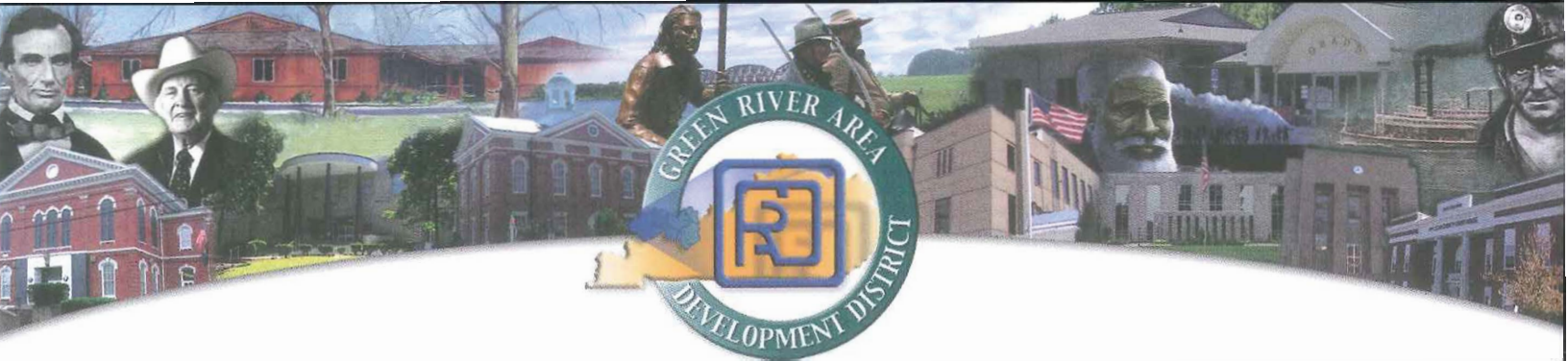
David Johnston, Chairman ■ Brad Schneider, Vice Chairman ■ Al Mattingly, Jr., Secretary ■ Steve Henry, Treasurer ■ Jiten Shah, Executive Director

SISTER REGION:

 Olomoucký kraj
www.kr-olomoucky.cz

Green River Area Development District ■ 300 GRADD Way ■ Owensboro, Kentucky 42301-0200
(270) 926-4433 ■ Fax (270) 684-0714 ■ www.GRADD.com ■ TDD Users: 1-800-648-6056
Serving the Municipal and County Governments of Daviess ■ Hancock ■ Henderson ■ McLean ■ Ohio ■ Union ■ Webster





Think Progress. Think Tomorrow. Think GRADD.

February 12, 2020

Honorable Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Re: I-69 Ohio River Crossing Phase One INFRA
Grant Application

Dear Secretary Chao:

The Green River Area Development District (GRADD) is the regional planning organization for the seven Kentucky counties of Daviess, Hancock, Henderson, McLean, Ohio, Union and Webster. The I-69 corridor traverses directly through Henderson and Webster counties. The GRADD Board of Directors' judge/executives, mayors and community leaders represent more than 215,000 farmers, teachers, doctors, police officers, and their families across the seven-county region.

The GRADD Board of Directors is in full support of the Kentucky Transportation Cabinet's INFRA grant application, seeking funding for Phase One of the I-69 Ohio River Crossing (ORX). The ORX would be a key connection on the I-69 corridor, providing an interstate bridge across the Ohio River and linking I-69 in Indiana to I-69 in Kentucky.

Phase One of the ORX will provide important approach work for the new I-69 bridge and will provide immediate benefits to Western Kentucky and the commercial traffic flowing through here every day. For example, Phase One will extend I-69 more than six miles. That will mean safer interchanges, more reliable travel options, new access points, and faster travel times for thousands of people.


Phase One is the first piece of a larger project that promises to transform our region. Thank you for your consideration of this important project, one that will positively impact economic development across several states.

Sincerely,

Hon. David Johnston
Chairman

David Johnston, Chairman ■ Brad Schneider, Vice Chairman ■ Al Mattingly, Jr., Secretary ■ Steve Henry, Treasurer ■ Jiten Shah, Executive Director

SISTER REGION:

 Olomoucký kraj
www.kr-olomoucky.cz

Green River Area Development District ■ 300 GRADD Way ■ Owensboro, Kentucky 42301-0200
(270) 926-4433 ■ Fax (270) 684-0714 ■ www.GRADD.com ■ TDD Users: 1-800-648-6056
Serving the Municipal and County Governments of Daviess ■ Hancock ■ Henderson ■ McLean ■ Ohio ■ Union ■ Webster





February 10, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

I write to extend the support of the Kentucky Coal Association and its members for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our bi-state region.

Our member companies located in Western Kentucky depends on a regional workforce which is often hampered by congestion and delay when the existing US 41 corridor; commonly referred to as the "Henderson strip" experiences temporary closures. The same issues impact commerce between the coal companies and its vendors.

On behalf of the many member companies of KY Coal Association, I thank you for the opportunity to lend our support to the important investment in our region's future.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tyler White", with a stylized flourish extending from the end.

Tyler White
President, Kentucky Coal Association
Lexington, KY 40503



February 12, 2020

To Whom It May Concern:

The purpose of this letter is to express our strong support for the INFRA grant being submitted for purposes of the Interstate 69 bridge over the Ohio River.

This bridge, approximately 50 miles away from our county, will support the expanded operations of companies from various industries employing nearly 20,000 workers in our county. Companies are currently using the Interstate 24, I-169 and 69 corridor, but are bottle-necked in Henderson with the current infrastructure. Trade with Midwestern and Northern States, as well as Canadian trade is forced to use corridors that are already saturated. Companies are then forced to spend too much for land and transport, which stymies further expansion.

Please favorably consider this request to expand our economic activity in the northwest Kentucky region. Our future growth depends on it.

Respectfully,

Ray Hagerman
President
Madisonville Hopkins County Economic Development Corporation
38 West Arch St.
Madisonville KY 42431
(p) 270-821-1939
rhagerman@westcentralky.com



ECONOMIC DEVELOPMENT DEPARTMENT

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

I write to extend the support of the Warrick County Economic Development Department for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our bi-state region.

We promote ourselves as the "Crossroads of America" based on our location. I-64, I-69 and the Ohio River allow people and goods to flow in and out of our region in every direction. Our manufacturing base, logistic companies, and residents depend heavily on this. The I-69 Ohio River Crossing and the Canada to Mexico connection it brings are a deciding factor in our region continuing to remain the "Crossroads of America."

On behalf of the Warrick County Economic Development Department, I thank you for the opportunity to lend our support to the important investment in our region's future.

Regards,

Steve Roelle

Steve Roelle, Executive Director



Pennyryle Area Development District

a regional planning and development agency

300 Hammond Drive, Hopkinsville, KY 42240

voice (270) 886-9484 fax (270) 886-3211

www.peadd.org

email peadd@peadd.org

February 11, 2020

The Honorable Elaine Chao, Secretary
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Support for Phase One of the I-69 Ohio River Crossing

Dear Secretary Chao:

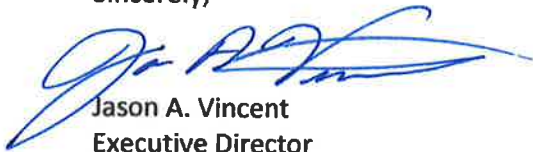
Please accept this letter as support of the Kentucky Transportation Cabinet's Infrastructure for Rebuilding America (INFRA) application for Phase One of the I-69 Ohio River Crossing (ORX) project.

The Pennyryle Area Development District (PeADD) serves as the regional transportation planning unit for the nine-county Pennyryle region. One of the main responsibilities of PeADD is to rank projects both at the county level and regionally. For many years, the development of the I-69 corridor has been regionally ranked as one of the most important and needed initiatives in the Pennyryle region. The completion of the ORX project will provide a vital link in the I-69 corridor that will eventually connect Michigan to Texas.

Phase One includes construction south of US 60 in Kentucky and will "pave the way" by completing approach work in Kentucky. There are a number of immediate positive impacts that include improved travel time reliability, provide operational and safety improvements, and upgrading the existing US 41 / former Breathitt Parkway corridor to interstate standards.

Thank you for your time and consideration of this important project.

Sincerely,



Jason A. Vincent
Executive Director



SOUTHWEST INDIANA
CHAMBER

February 5, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

To-date our region's growth and economic success has been hampered by the congestion and limited circulation capacity of the existing US 41 bridges. Therefore, on behalf of the Board of Directors of the Southwest Indiana Chamber and the 20,000 businesses who cooperate in our region, I extend our support for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORS) project.

As an organization committed to advancing a robust regional economy, we depend on a fluid interstate highway system. When the I-69 corridor is complete, the opportunity to connect throughout the country and to our global trading partners to the North and South will be an extraordinary economic opportunity for Western Kentucky and Southwest Indiana.

As an organization committed to our bi-state success, one that relies materially on product distribution and connectivity for the automotive supply chain, we appreciate the opportunity to lend our support to this important investment in our region's future and we stand ready to assist in any possible way.

Sincerely

Tara Barney
President & CEO

EVANSVILLE

318 Main Street, Suite 401
Evansville, IN 47708
812-425-8147

POSEY COUNTY OFFICE

231A Main Street • PO Box 633
Mt. Vernon, IN 47620
812-838-3639

www.swinchamber.com

#TogetherWeThrive

     @SWINChamber

Evansville Regional Business Committee, Inc.

One Vectren Square
Evansville, IN 47708

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

John Cinelli, President
METRONET

Barry Cox, President & COO
Warehouse Services, Inc.

Leah Curry, President
Toyota Motor Manufacturing
of Indiana

Scott E. Doyle, Executive Vice President
CenterPoint Energy

John P. Engelbrecht, CEO
South Central Inc.

Craig Fesler, Vice President
SKANSKA

Jack Griffin, CEO
Atlas World Group

Tanya Harris, Vice President & GM
Astra Zeneca

Robert G. Jones, Chairman
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

Dan Parod, President
St. Vincent Health

Gregory A. Risch, President
Accuride Wheels, North America

Ronald D. Romain, President & CEO
United Companies

James Ryan, CEO
Old National Bancorp

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

February 5, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

The Evansville Regional Business Committee is a leadership organization representing many of largest and most engaged businesses in Southwest Indiana. We work collaboratively in the public and private sector to advance regional development and quality of place by advocating and engaging on key initiatives and investments.

I write to extend the support of the Evansville Regional Business Committee for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our bi-state region.

Business depends on a regional workforce which is often hampered by congestion and delay along the US 41 corridor. In addition, our community is subject to impaired mobility and safety challenges along the US 41 corridor. Completion of the Ohio River Crossing will provide our community and region with redundancy, improve safety and mobility for our business as well as our employees and neighbors.

On behalf of the Evansville Regional Business Committee and the businesses we represent, I thank you for the opportunity to lend our support to the important investment in our region's future.

Regards,



Peter J. Paradossi
President
Evansville Regional Business Committee



GrowthAllianceEvv.com

318 Main Street, Suite 500 | Evansville, IN 47708
812.401.4243

February 7, 2020

The Honorable Elaine Chao
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C.

RE: INFRA Grant Program Supporting Phase One of the I-69 Ohio River Crossing Project

Dear Secretary Chao,

On behalf of the Growth Alliance for Greater Evansville Board of Directors I am writing to voice our strong support for the Kentucky Transportation Cabinet's grant application for Phase One of the I-69 Ohio River Crossing project.

The Crossing is a key economic development project for the region that will strengthen our stature as a logistic hub. Greater Evansville has seen improved connectivity to the rest of the state with the construction of I-69, and the cross-river mobility of this project will open connectivity to the south.

Approval of this grant will enhance the capacity and efficiency of greater Evansville's transportation infrastructure and bolster the regional economy. We ask that you consider this project connecting I-69 in Kentucky and I-69 in Indiana.

Sincerely,

A handwritten signature in black ink that reads "Brad Ellsworth". The signature is fluid and cursive, with the first name "Brad" and last name "Ellsworth" clearly distinguishable.

Brad Ellsworth
Chairman, Board of Directors
Growth Alliance for Greater Evansville



Oakland City University
Office of the President

February 5, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

I write to extend the support of Oakland City University for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our bi-state region.

Oakland City University depends on an efficient interstate network to support our employees and students who commute daily to the campus. Adequate roadways are necessary to provide products and services to the university from all over the tri-state. Our business and community are subject to impaired mobility, safety challenges, and high congestion along the US 41 corridor. Completion of the Ohio River Crossing will provide our community with improved safety and mobility for our business as well as our employees and neighbors.

On behalf of the 227 employees and 780 students at Oakland City University, I thank you for the opportunity to lend our support to the important investment in our region's future.

Respectfully,



Ron D. Dempsey, Ph.D.
President

RDD/mln

Commonwealth of Kentucky

HOUSE OF REPRESENTATIVES

P.O. BOX 21562
OWENSBORO, KY 42304
CELL: 270-925-6063
EMAIL: Jim.Glenn@lrc.ky.gov



CAPITOL ANNEX ROOM 467
FRANKFORT, KENTUCKY 40601
OFFICE: (502) 564-8100, Ext. 720
FAX: (502) 564-5640

JIM GLENN
STATE REPRESENTATIVE

February 20, 2020

The Honorable Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

RE: I-69 Ohio River Crossing INFRA Grant Application

Dear Secretary Chao:

I am writing today to voice my support for the Kentucky Transportation Cabinet's application for the Infrastructure for Rebuilding America (INFRA) grant. These funds will be used to complete Phase One of the I-69 Ohio River Crossing (ORX).

I represent a portion of Daviess County, and Phase One of the I-69 Ohio River Crossing will provide a vital corridor that connects Kentucky with Indiana. Phase One is the first piece of a larger project which will transform our region and positively impact economic development across several states by eventually connecting Michigan to Texas.

This project will improve mobility and reduce congestion, enhancing safety for the residents in my district. High-quality, safe roads will help to ensure safe travel for my constituents as they commute to jobs, and they will also provide opportunities for businesses to more efficiently move freight and goods through the region.

If you have any questions, please feel free to contact me. Thank you for your assistance and time regarding this important grant application.

Sincerely,

A handwritten signature in dark ink, appearing to read "Jim Glenn", with a stylized flourish at the end.

Jim Glenn, State Representative
13th District

JG/tar

Committees:

Education • Appropriations & Revenue • Small Business • BR Sub Committee on Postsecondary Education

Commonwealth of Kentucky

HOUSE OF REPRESENTATIVES

14th Legislative District
1901 Beda Road
Hartford, KY 42347
Cell: 270-922-6814



Capitol Annex, Room 316
Frankfort, KY 40601
(502) 564-8100, Ext. 627
email: scott.lewis@lrc.ky.gov

Scott Lewis
State Representative

February 18, 2020

The Honorable Elaine Chao
U S Secretary of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Re: INFRA Grant – I-69 Ohio River Crossing

Dear Secretary Chao:

This letter of support is written on behalf of the Kentucky Transportation Cabinet and their application for an Infrastructure For Rebuilding America (INFRA) grant. The grant application is specifically for the Phase One I-69 Ohio River Crossing (ORX) project.

I am very supportive of this project and this request for funding. If awarded, the project would create safer traveling, a more efficient route, and less congestion. These improvements not only provide immediate results by connecting I-69 in Kentucky to I-69 in Indiana but also provide a pathway to future improvements such as a link in this corridor that will eventually connect Michigan to Texas. Overall the project will improve access to Kentucky for visitors and businesses alike.

Your consideration of the merits of this application for these improvements would be greatly appreciated. Thank you in advance for your time and consideration.

Sincerely,

A handwritten signature in black ink that reads "Scott Lewis".

Scott Lewis
State Representative
14th District

SL/sgj

Commonwealth of Kentucky

JIMMY HIGDON

State Senator

344 North Spalding Avenue
Lebanon, Kentucky 40033
(270) 692-6945

STATE SENATE



Capitol Annex, Room 204
702 Capital Avenue
Frankfort, Kentucky 40601
(502)564-8100, Ext. 717
jimmy.higdon@lrc.ky.gov

14TH SENATE DISTRICT

February 11, 2020

The Honorable Elaine L. Chao
U.S. Secretary of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao:

I would like to express my full support for the federal Infrastructure for Rebuilding America (INFRA) grant application submitted by the Kentucky Transportation Cabinet.

It is my understanding that the requested funds would be used for Phase One of the Ohio River Crossing (ORX) Project on Interstate 69 (I-69). The ORX project will connect I-69 in Kentucky and I-69 in Indiana. This will create a safer, more efficient cross-river connection that will reduce traffic congestion and delays. It will provide a vital link in the I-69 corridor which will eventually connect Michigan to Texas. The ORX project will create cross-river redundancy, avoiding detours during temporary closures of the US 41 crossing. It will improve the safety and efficiency of the Henderson "strip" by reducing through traffic which is better suited for interstates.

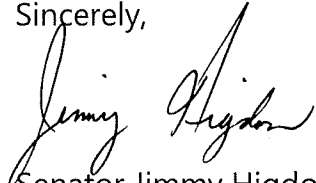
Phase One includes construction south of US 60 in Kentucky and will "pave the way" by completing approach work in Kentucky. Immediate positive impacts of the project are improved travel time reliability and operational and safety improvements. It will extend I-69 in Kentucky by 6.2 miles and improve access to US 60 east of Henderson. The project will upgrade the existing US 41. It will also improve safety at Audubon Parkway and the KY 351 interchange.

Thank you for giving full and fair consideration to the application submitted by the Kentucky Transportation Cabinet. If I can provide any additional information relating to

Secretary Elaine L. Chao
February 11, 2020
Page 2

the application, please do not hesitate to contact me by phone at (502) 564-8100, Ext. 717, or email at jimmy.higdon@lrc.ky.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Jimmy Higdon". The signature is fluid and cursive, with the first name "Jimmy" and last name "Higdon" clearly distinguishable.

Senator Jimmy Higdon
14th District

JH: mms



KENTUCKY GENERAL ASSEMBLY

State Capitol

Frankfort, Kentucky 40601

502-564-8100

February 19, 2020

The Honorable Elaine Chao
U.S. Secretary of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Re: I-69 Ohio River Crossing Phase One INFRA Grant Application

Dear Secretary Chao:

As the representative from District 16 of the Commonwealth of Kentucky, I am writing to show my support for Kentucky Transportation Cabinet's INFRA grant application, seeking funding for Phase One of the I-69 Ohio River Crossing (ORX). This project represents key priorities for my area and constituents and allows for local economic development.

The ORX would be a key connection on the I-69 corridor, providing an interstate bridge across the Ohio River and linking I-69 in Indiana to I-69 in Kentucky.

Phase One of the ORX will provide important approach work for the new I-69 bridge and will provide immediate benefits to Western Kentucky and the commercial traffic flowing through here every day. For example, Phase One will extend I-69 more than six miles. That will mean safer interchanges, more reliable travel options, new access points, and faster travel times for thousands of people.

Phase One is the first piece of a larger project that promises to transform our region. Thank you for your consideration of this important project, one that will positively impact economic development across several states.

Sincerely,

A handwritten signature in black ink, appearing to read "Jason Petrie", with a stylized flourish at the end.

Representative Jason Petrie
House of Representatives
District 16

Commonwealth of Kentucky

702 CAPITAL AVENUE
CAPITOL ANNEX 242
FRANKFORT, KENTUCKY 40601
502-564-2450
MESSAGE LINE 800-372-7181



32ND SENATE DISTRICT

mike.wilson@lrc.ky.gov

**MIKE WILSON
MAJORITY WHIP**

February 20, 2020

The Honorable Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

RE: I-69 Ohio River Crossing Phase One INFRA Grant Application

Dear Secretary Chao,

I wish to introduce myself and let you know how much this Grant would benefit the Senate District that I am honored to be elected as their Senate representative. I am the Kentucky 32nd Senate District Senator. This Grant would connect I-69 in Kentucky and I-69 in Indiana, create a safe, efficient cross-river connection that reduces traffic congestion and delay, provide a vital link in the I-69 corridor, that will eventually connect Michigan to Texas, create cross-river redundancy, avoiding detours during temporary closures of US 41 crossing, and improve the safety and efficiency of the Henderson "strip" by reducing thru traffic better suited for interstates.

I am writing to show my support for Kentucky Transportation Cabinet's INFRA grant application, seeking funding for Phase One of the I-69 Ohio River Crossing (ORX).

The ORX would be a key connection to the I-69 corridor, providing an interstate bridge across the Ohio River and linking I-69 in Indiana to I-69 in Kentucky.

Phase One of the ORX will provide important approach work for the new I-69 bridge and will provide immediate benefits to Western Kentucky and the commercial traffic flowing through here every day. For example, Phase One will extend I-69 more than six miles. That will mean safer interchanges, more reliable travel options, new access points and faster travel times for thousands of people.

The Honorable Elaine Chao, Secretary
Page Two
February 20, 2020

Phase One is the first piece of a larger project that promises to transform our region. Thank you for your consideration of this important project, one that will positively impact economic development across several states.

Sincerely,

A handwritten signature in black ink that reads "Mike Wilson". The signature is fluid and cursive, with a long horizontal line extending from the end of the name.

Mike Wilson
Kentucky 32nd Senate District
Majority Whip

MW/cm

Commonwealth of Kentucky

HOUSE OF REPRESENTATIVES

P.O. Box 336
Tompkinsville, KY 42167
270-407-3233
State Message Line:
800-372-7181



State Capitol
Room 416, Capitol Annex
Frankfort, Kentucky 40601
(502) 564-8100 Ext. 613
Fax: (502) 564-1011
bart.rowland@lrc.ky.gov

Bart T. Rowland
State Representative
21st District

February 18, 2020

The Honorable Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Re: I-69 Ohio River Crossing Phase One INFRA Grant Application

Dear Secretary Chao,

I am writing to show my support for Kentucky Transportation Cabinet's INFRA grant application, seeking funding for Phase One of the I-69 Ohio River Crossing (ORX).

The ORX would be a key connection on the I-69 corridor, providing an interstate bridge across the Ohio River and linking I-69 in Indiana to I-69 in Kentucky.

Phase One of the ORX will provide important approach work for the new I-69 bridge and will provide immediate benefits to Western Kentucky and the commercial traffic flowing through here every day. For example, Phase One will extend I-69 more than six miles. That will mean safer interchanges, more reliable travel options, new access points and faster travel times for thousands of people.

Phase One is the first piece of a larger project that promises to transform our region.

Thank you for your consideration of this important project, one that will positively impact economic development across several states.

Sincerely,

A handwritten signature in black ink, appearing to read "Bart Rowland", written over a large, stylized circular flourish.

Bart Rowland
State Representative
KY House District 21

Kentucky
UNBRIDLED SPIRIT

Commonwealth of Kentucky

HOUSE OF REPRESENTATIVES

4th LEGISLATIVE DISTRICT
2359 Brown Mines Road
Marion, KY 42064
270-988-4171



Lynn Bechler
State Representative

CAPITOL ANNEX, ROOM 316
FRANKFORT, KY 40601
502-564-8100 EXT. 665
lynn.bechler@lrc.ky.gov

February 20, 2020

The Honorable Elaine Chao
U S Secretary of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Re: I-69 Ohio River Crossing INFRA Grant Application

Dear Secretary Chao:

This letter is in support of the Infrastructure For Rebuilding America grant request for funds for the I-69 project in Kentucky and I-69 in Indiana. Safety and efficiency are two of the many reasons that the grant is needed. The grant would further the ultimate goal of completing I-69 from Michigan to Texas. Traffic on US 41, US 60, and KY-351 would all be positively impacted by the work the grant would allow.

These much needed improvements will aid greatly in traffic flow, safety, and commerce. As the state representative for Caldwell, Crittenden, Livingston and a portion of Christian County, I am in support of this grant funding. Your consideration of the merits of this application would be appreciated. Thank you in advance for your time and consideration.

Sincerely,

A handwritten signature in black ink that reads "C. Lynn Bechler".

Lynn Bechler
State Representative
4th Legislative District

LB/sgj

Chairman, Program Review and Investigations



COMMONWEALTH OF KENTUCKY

House of Representatives

Chris Freeland
702 Capital Avenue
Annex Room 413 E
Frankfort, Kentucky 40601



6th Legislative District
State Message Line: 800-372-7181
Chris.Freeland@lrc.ky.gov
Office: (502) 564-8100 Ext. 611

February 12, 2020

The Honorable Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

Please accept this letter of support for the Kentucky Transportation Cabinet's application for an Infrastructure For Rebuilding America (INFRA) grant. Funds from the grant will be used for Phase One of the Interstate 69 Ohio River Crossing (ORX) project. The ORX project will create a safe, efficient cross-river connection of I-69 in Kentucky and I-69 in Indiana that will reduce traffic congestion and delays.

Phase One of the ORX project includes construction south of U.S. 60 in Kentucky and will complete approach work in the Commonwealth. Doing so includes the extension of I-69 by 6.2 miles, improving access to U.S. 60 east of Henderson, and improving safety at the Audubon Parkway and KY 351 interchange. Phase One supports Kentucky Wired and thereby provides opportunity for expanding broadband access. In addition, Phase One will upgrade the existing U.S. 41, former Breathitt Parkway, corridor to interstate standards. Overall, Phase One of the ORX project will improve travel times, provide operational and safety improvements, and provide more direct travel alternatives, thereby reducing traffic on existing congested routes.

Funding for Phase One of the ORX provides numerous benefits, not only for citizens of the Commonwealth, but everybody who travels through on the roadway. Please feel free to contact me if I can be of assistance.

Sincerely,

A handwritten signature in black ink that reads "Chris Freeland". The signature is written in a cursive, flowing style.

Chris Freeland
State Representative
6th District

CF/cp

Commonwealth of Kentucky

HOUSE OF REPRESENTATIVES

District Office
P.O. Box 411
Greenville, Kentucky 42345
State Message Line:
800-372-7181 Ext. 686



Capitol Annex
702 Capitol Avenue, Suite 373
Frankfort, Kentucky 40601
(502) 564-8100 Ext. 686
melindagibbons.prunty@lrc.ky.gov

Melinda Gibbons Prunty
15th Legislative District

February 6, 2020

The Honorable Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Re: I-69 Ohio River Crossing Phase One INFRA Grant Application

Dear Secretary Chao:

I am the state representative for the 15th Legislative District in Western Kentucky, representing all of Muhlenberg County and southeast Hopkins County. With the recent closing of Unit 3 at Paradise by TVA and the closing of several coal mines in my district, we are in great need of jobs so that our people do not have to relocate to find work, our young people can find opportunities at home, and they can return home for a job if they go to college for an advanced degree.

I truly appreciate Senator McConnell's recent help in getting the I-569 Spur on track to become a reality. This will help get industries and companies to look at the 15th District to locate in the I-69 Corridor and specifically in Paradise Regional Business Park which is among the Opportunity Zones. The Corridor is a vital piece for economic development in our region of the state and for the Commonwealth as a whole.

I am writing to show my support for the Kentucky Transportation Cabinet's INFRA grant application, seeking funding for Phase One of the I-69 Ohio River Crossing (ORX). The ORX would be a key connection on the I-69 corridor, providing an interstate bridge across the Ohio River and linking I-69 in Indiana to I-69 in Kentucky.

Phase One of the ORX will provide important approach work for the new I-69 bridge and immediate benefits to Western Kentucky and the commercial traffic flowing through here every day. For example, Phase One will extend I-69 more than six miles. That will mean safer interchanges, more reliable travel options, new access points, and faster travel times for thousands of people.

Phase One is the first piece of a larger project that promises to transform our region. Thank you for your consideration of this important project, one that will positively impact economic development across several states.

Sincerely,

A handwritten signature in blue ink that reads "Melinda".

Melinda Gibbons Prunty
State Representative

MGP/da

Committees

Appropriations & Revenue • Budget Review Subcommittee Health & Family Services, Vice-Chair
Education • Health & Family Services, Vice-Chair • Natural Resources & Energy • Medicaid Oversight & Advisory
Kentucky Colon Cancer Screening Advisory Committee (KCCSC)

Commonwealth of Kentucky

HOUSE OF REPRESENTATIVES

17th Legislative District
843 Fairview Avenue
Bowling Green, KY 42101
270 796-5982



State Capitol Annex, 351 B
Frankfort, KY 40601
502 564-8100 ext 672
steve.sheldon@lrc.ky.gov

Steve Sheldon
State Representative

February 17, 2020

The Honorable Elaine Chao
U.S. Secretary of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Dear Secretary Chao:

I would like to express my full support for the efforts of the Kentucky Transportation Cabinet in obtaining a 2020 federal "INFRA" Grant for Phase One of the I-69 Ohio River Crossing (ORX) project.

Phase One includes:

- Extending I-69 by 6.2 miles
- Improving access to US 60 near Henderson
- Improving safety at the Audubon Parkway and KY 351 interchange
- Supporting ongoing and future broadband projects
- Bringing the US 41 corridor to Interstate standards

I fully support this project and hope we can obtain this funding to make the changes necessary to create a safe and efficient river connection between I-69 in Kentucky and I-69 in Indiana that will cut down on traffic congestion. The approval of this grant is critical to the success of this project. Thank you for your continued dedication to the betterment of our community.

Sincerely,

A handwritten signature in blue ink that reads "Steve Sheldon".

Steve Sheldon
State Representative
District 17

SS:lb

Commonwealth of Kentucky

HOUSE OF REPRESENTATIVES

WALKER W. THOMAS

STATE REPRESENTATIVE

HOUSE DISTRICT 8

OFFICE (502) 564-8100 EXT. 658



CAPITOL ANNEX

702 CAPITOL AVENUE, ROOM 329
FRANKFORT, KENTUCKY 40601

walker.thomas@lrc.ky.gov
TOLL-FREE MESSAGE LINE
1-800-372-7181

February 13, 2020

The Honorable Elaine Chao
U.S. Secretary of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Re: I-69 Ohio River Crossing Phase One INFRA Grant Application

Dear Secretary Chao:

I am writing to show my support for the Kentucky Transportation Cabinet's INFRA grant application, seeking funding for Phase One of the I-69 Ohio River Crossing (ORX).

I represent the 8th district in Western Kentucky and respectfully request your help with this worthy project. Senator McConnell helped me a few years ago identifying and funding the I-169 spur linking an Eastern corridor to I-24.

The ORX would be a key connection on the I-69 corridor, providing an interstate bridge across the Ohio River and linking I-69 in Indiana to I-69 in Kentucky.

Phase One of the ORX will provide important approach work for the new I-69 bridge and will provide immediate benefits to Western Kentucky and the commercial traffic flowing through here every day. For example, Phase One will extend I-69 more than six miles. That will mean safer interchanges, more reliable travel options, new access points, and faster travel times for thousands of people.

Phase One is the first piece of a larger project that promises to transform our region. Thank you for your consideration of this important project, one that will positively impact economic development across several states.

Sincerely,

A handwritten signature in dark ink, appearing to read "Walker W. Thomas", written over a horizontal line.

Walker Thomas
State Representative

WWT/js

Commonwealth of Kentucky

HOUSE OF REPRESENTATIVES

Robert “Rob” Wiederstein



11th Legislative District

February 5, 2020

The Honorable Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Rebuilding America (INFRA) Grant Program – I-69

Dear Secretary Chao:

I write to express my support for the I-69 project that will traverse the Ohio River and my district near Henderson, Kentucky. The interstate will provide a vital link that will connect Michigan to Texas. This key corridor will be an economic boon to my hometown and the region.

Let me know how I can be of service in obtaining this critical grant.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rob Wiederstein", followed by a long horizontal flourish.

Robert K. "Rob" Wiederstein
State Representative
11th District

702 Capitol Ave • Capitol Annex, Room 451-A
502-564-6834 • rob.wiederstein@lrc.ky.gov



COMMONWEALTH OF KENTUCKY STATE SENATE

February 6, 2020

The Honorable Elaine L. Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Chao:

Re: I-69 Ohio River Crossing Phase One Infrastructure for Rebuilding America (INFRA) Grant

My name is Stan Humphries, and I proudly represent the 1st Senate District in Kentucky. You only have to look at the map and the counties I represent—Calloway, Fulton, Graves, Hickman, Lyon, and Trigg—to understand how important this funding is to me. My constituents, the region's very popular recreational areas, tourism, and the Commonwealth as a whole will greatly benefit from the approval of an INFRA grant from the U.S. Department of Transportation for Phase One of the I-69 Ohio River Crossing (ORX).

The ORX would be a key connection on the I-69 corridor, providing an interstate bridge across the Ohio River and linking I-69 in Indiana to I-69 in Kentucky. Phase One of the ORX will provide important approach work for the new I-69 bridge and immediate benefits to western Kentucky and the commercial traffic flowing through here every day. Phase One will extend I-69 more than six miles, which will mean safer interchanges, more reliable travel options, new access points, and faster travel times for thousands of people.

Phase One is the first piece of a larger project that promises to transform our region, and I sincerely hope you will look favorably upon this request. Thank you for your consideration of this important project, which is one that will positively impact economic development across several states.

Sincerely,

A handwritten signature in blue ink, appearing to read "Stan Humphries".

Stan Humphries
State Senator

SH:pjd

Commonwealth of Kentucky

STATE SENATE

DISTRICT OFFICE
700 SOUTH MAIN STREET
HOPKINSVILLE, KY 42240
(270) 885-7671
WHITNEY@WHITNEYWESTERFIELD.COM



CAPITOL OFFICE
702 CAPITOL AVE., STE. 228
FRANKFORT, KY 40601
(502) 564-8100
WHITNEY.WESTERFIELD@LRC.KY.GOV

SENATOR WHITNEY H. WESTERFIELD

February 20, 2020

The Honorable Elaine Chao
U.S. Secretary of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Support INFRA Grant application for I-69, Ohio River Crossing

Dear Madam Secretary:

I offer this letter of support for the Ohio River Crossing I-69 project to connect and improve the entire West Kentucky region to the rest of the country.

As you know, INFRA — Infrastructure For Rebuilding America — is a program tailor-made for projects like this. The completion of Kentucky's share of I-69 critically hinges on the construction of the new bridge over the Ohio River, delivering commerce through and to the heart of the breadbasket of the Commonwealth. The project is aimed at improving mobility, reducing congestion and improving safety all while commercially connecting Kentucky to the rest of the I-69 corridor.

Apart from connecting I-69 in Kentucky to I-69 in Indiana, the project will create a safe, efficient cross-river connection that reduces traffic congestion and delays. When the invariable accident occurs or repairs are made to the decades-old route on US41, crossing the river becomes impossible and literally brings the flow of commerce to a halt.

Having an alternative route will also relieve the heavy congestion through Henderson that is painfully evident today. The bipartisan and nonpartisan leadership across the 3rd Senate District, in Hopkinsville and across the rest of the Pennyrile region, would similarly benefit from the increased commercial traffic on I-69 because of the future I-169 corridor to which it will one day connect. The growth of tourism and commerce is the goal of every town, and this project, connecting West Kentucky to the route running from Michigan to Texas, is a welcome one to the people and communities I serve.

Simply put, West Kentucky needs your help to deliver the necessary resources to "Pave the Way" for the I-69 Ohio River Crossing Phase One project. Christian, Todd and Logan Counties, their communities, businesses and families need the INFRA Grant to bring a major artery up to modern safety standards and equip the region for additional economic growth. I wholeheartedly support the Kentucky Transportation Cabinet's INFRA Grant application and respectfully request its favorable consideration.

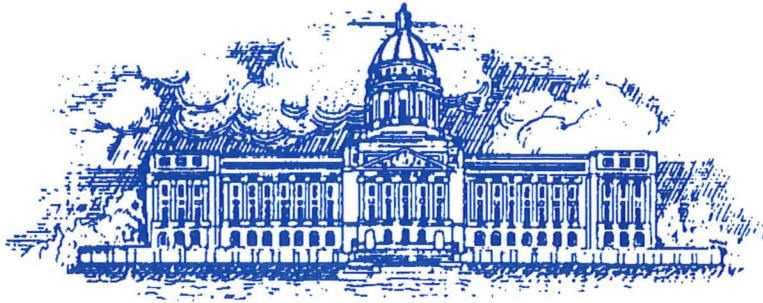
If I can be of any help on this or any other matter, please do not hesitate to contact me directly.

Sincerely,

A handwritten signature in blue ink, appearing to read "Whitney H. Westerfield".

Whitney H. Westerfield
State Senator, 3rd District

WHW/lbh



Post Office Box 1215
Morgantown, Kentucky 42261
Message Line 1-800-372-7181
email:cb.embry@lrc.state.ky.us

SENATOR C.B. EMBRY, JR.
6th Senate District
Home Phone (270) 526-6237

STATE CAPITOL ANNEX
Room 252
Frankfort, Kentucky 40601
(502) 564-8100 Ext. 710

Feb. 5, 2020

The Honorable Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Re: I-69 Ohio River Crossing Phase One INFRA Grant Application

Dear Secretary Chao,

I am writing to show my support for Kentucky Transportation Cabinet's INFRA grant application, seeking funding for Phase One of the I-69 Ohio River Crossing (ORX).

The ORX would be a key connection on the I-69 corridor, providing an interstate bridge across the Ohio River and linking I-69 in Indiana to I-69 in Kentucky.

Phase One of the ORX will provide important approach work for the new I-69 bridge and will provide immediate benefits to Western Kentucky and the commercial traffic flowing through here every day. For example, Phase One will extend I-69 more than six miles. That will mean safer interchanges, more reliable travel options, new access points and faster travel times for thousands of people.

Phase One is the first piece of a larger project that promises to transform our region. Thank you for your consideration of this important project, one that will positively impact economic development across several states.

Please give your utmost consideration to awarding this grant. Thank you for your time.

Sincerely,

C.B. Embry
State Senator, 6th District

Commonwealth of Kentucky

HOUSE OF REPRESENTATIVES

MYRON DOSSETT

7155 Salubria Springs Road
Pembroke, Kentucky 42266

Home: 270.475.9503

State Message Line:

800.372.7181



STATE REPRESENTATIVE

Room 424D, Capitol Annex

Frankfort, Kentucky 40601

502.564.8100 EXT. 657

Fax: 502.564.1820

email: myron.dossett@lrc.ky.gov

Legislative District 9

February 17, 2020

The Honorable Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Avenue., SE
Washington, D.C. 20590

Re: I-69 Ohio River Crossing Phase One INFRA Grant Application

Dear Secretary Chao:

As the state representative for Kentucky's 9th District, which includes part of Hopkins County and part of Christian County, I am writing to express my support for the Kentucky Transportation Cabinet's Infrastructure For Rebuilding America (INFRA) grant application. Funding from this grant will be used for Phase One of the I-69 Ohio River Crossing (ORX).

The ORX will be a key connection on the I-69 corridor, providing an interstate bridge across the Ohio River and linking I-69 in Indiana to I-69 in Kentucky. Phase One of the ORX will provide important approach work for the new I-69 bridge and will provide immediate benefits to Western Kentucky and the commercial traffic flowing through here every day. For example, Phase One will extend I-69 more than six miles. That will mean safer interchanges, more reliable travel options, new access points, and faster travel times for thousands of people. Phase One is the first piece of a larger project that promises to transform our region.

Thank you for your consideration of this important project, one that will positively impact economic development across several states.

Sincerely,

A handwritten signature in black ink, appearing to read "Myron Dossett", with a long horizontal flourish extending to the right.

Myron Dossett
State Representative
District 9

MD:sd



COMMONWEALTH OF KENTUCKY STATE SENATE

February 6, 2020

The Honorable Elaine Chao
U.S. Secretary of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Chao:

I am writing this letter of support for an INFRA (Infrastructure for Rebuilding America) grant from the U.S. Department of Transportation. This grant will be instrumental in the completion of Phase One of the I-69 Ohio River Crossing project.

This project directly impacts the citizens in my Kentucky Senate District. The I-69 ORX will create a much safer and efficient cross-river connection of I-69 in Kentucky and I-69 in Indiana. Additionally, it will reduce traffic congestion and delays that currently exist by reducing through traffic, which is better suited for interstates. I wholeheartedly support this project and look forward to its completion. Thank you for your consideration in approving this grant request.

As always, please do not hesitate to contact me should you have questions or if I may be of further assistance. I may be reached at (502) 564-8100, Extension 700, robby.mills@lrc.ky.gov, or by mail at Kentucky General Assembly, Capitol Annex Room 253, 702 Capital Avenue, Frankfort, Kentucky 40601-3448.

Sincerely,

A handwritten signature in black ink, reading "Robby Mills".

Robert M. "Robby" Mills
State Senator
District 4

RMM/aco



February 4, 2020

RE: KYTC's application for a federal INFRA grant for the I-69 bridge project

To whom it may concern,

My name is Brian Hawkes, President/CEO of Audubon Metals LLC located in Henderson Kentucky. I am writing to express my support for KYTC's application for a federal INFRA grant for the I-69 bridge project. I recognize the importance of this federal grant for key items such as the approach infrastructure to the bridge.

Audubon Metals LLC is a metals processing and recycling operation that utilizes 120 trucks per day (in-bound / out-bound) and employs 350 associates at our Henderson, KY location. A significant volume of this freight and employee traffic crosses the Ohio River on a daily basis and will benefit from this new I-69 crossing. As such, I look forward to much needed improvements in safety, mobility and congestion.

I-69 corridor progress will greatly enhance Audubon's ability to work our supply chain. Audubon's livelihood depends on effective logistics to and from our suppliers and customers.

Thank you for your consideration of this application. I am hopeful this federal INFRA grant will be approved as a critical step toward making the I-69 bridge a reality.

Best Regards,


Brian Hawkes
Audubon Metals LLC

February 6, 2020

The Honorable Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington D.C. 20590

Re: I-69 Ohio River Crossing Phase One INFRA Grant Application

Dear Secretary Chao,

As a member of management at Brenntag Mid-South, Inc., I wanted to express to you how important an I-69 river crossing is to our business and am writing to show my support for Kentucky Transportation Cabinet's INFRA grant application, seeking funding for Phase One of the I-69 Ohio River Crossing (ORX).

The ORX would be a key connection on the I-69 corridor, providing an interstate bridge across the Ohio River and linking I-69 in Indiana to I-69 in Kentucky. Phase One of the ORX will provide important approach work for the new I-69 bridge and will provide immediate benefits to Western Kentucky and the commercial traffic flowing through here every day. For example, Phase One will extend I-69 more than six miles. That will mean safer interchanges, more reliable travel options, new access points and faster travel times for thousands of people.

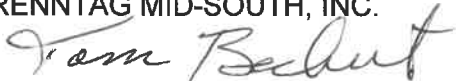
Transportation is key to our distribution business and having a connected I-69 with a river crossing will greatly enhance our ability to grow our business by providing more timely and reliable deliveries to our customer base. Our customers continuously require more "on-time delivery" and "just in time delivery" for which an I-69 river crossing would further enable.

The I-69 river crossing will also further spark additional Economic Development opportunities which is greatly beneficial to existing businesses and the population of our tri-state area.

As a company with a focus on Safety First and with hundreds of professional drivers, the significant safety improvement of a new bridge is a top priority.

Sincerely,

BRENNTAG MID-SOUTH, INC.



Thomas L. Beckert
Vice President Finance

February 4, 2020

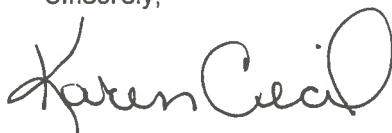
U.S. Department of Transportation
Secretary Elaine Chao

Dear Secretary Elaine Chao,

I am writing in support of the Rebuilding America (INFRA) grant program for Phase One of the I-69 Ohio River Crossing Project. As one of the largest manufacturing companies in Henderson County we are a large supporter of the connect I-69 in Kentucky. Many of our suppliers and customers travel between Indiana and Kentucky and even further out. By reducing congestion and many traffic delays it will improve travel time for our clients and provide more reliability from our customers.

As government and business continue to work together for improvements to our roads and infrastructure we can continue to grow our businesses in the United States.

Sincerely,



Karen Cecil, MSM

Century Aluminum

Human Resource Director of North America

CORUM FARMS, INC.
2528 CLUB COURT
MADISONVILLE, KENTUCKY 42431
270-821-2457

February 6, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

I write to extend the support of CORUM FARMS, Inc. for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of the I-69 corridor offers extraordinary economic development opportunity and will be the key to the growth of our bi-state region.

Our business depends on a regional workforce which is often hampered by congestion and delay when the existing US 41 corridor; commonly referred to as the "Henderson strip" experiences temporary closures. CORUM FARMS, Inc. depends on an efficient interstate network to support our product distribution and that of our supply-chain partners.

Our business and our community are subject to impaired mobility, safety challenges, and high congestion along the US 41 highway corridor. Completion of the Ohio River Crossing will provide our community with redundancy, improved safety and mobility for our business as well as our employees and neighbors.

On behalf of the independent employees and their families who plant, cultivate, harvest and haul our crops, I thank you for the opportunity to lend our support to the important investment in our region's future.

William M. Corum, President
Corum Farms, Inc.

HENDERSON



2746 HWY. 41 NORTH • HENDERSON, KY 42420
PHONE (270) 826-7600 • TOLL FREE 1-800-761-2277 • FAX (270) 831-7171

February 5, 2020

U.S Department of Transportation
Secretary Elaine Chao

I am the owner of Henderson Chevrolet Buick GMC on US 41 in Henderson, Kentucky, just 2 miles south of the twin bridges over the Ohio River. I am in support of the I-69 Bridge Project for the following reasons:

The current bridges are a vital link between two interdependent cities. Accidents, construction and other delays create at best an inconvenient lengthy delay and at a worst a serious safety issue for medical emergencies and first responders.

The current bridges are aged and reducing the thru traffic will reduce maintenance cost and extend the life of two toll free bridges vital for the businesses and local traffic on US 41.

The I-69 Ohio River Crossing is an essential component of the corridor under construction from Michigan to Texas and already substantially complete in Indiana and Kentucky.

Please help us "pave the way" with INFRA grant funding for the I-69 Ohio River Crossing project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'RS Faupel', is written over a light blue horizontal line.

Ronald S Faupel
Owner/V. President
Henderson Chevrolet Buick GMC



February 6, 2020

United States Department of Transportation
Secretary Elaine Chao

Dear Secretary Chao,

I am writing you this letter in support of the I-69 Ohio River Crossing and seeking your support to ensure that I-69 in Kentucky and I-69 in Indiana do not end as a cul-de-sac.

The I-69 Ohio River Crossing would create a safe, more efficient river crossing connection while reducing traffic congestion and delays which are so important to the "same day" world in which we now live. Having spent 45 years in the distribution and logistics business, I can speak to the need for more travel alternatives to reduce traffic congestion. The increased cost of doing business, brought on by traffic congestion and delays, impacts the competitiveness of companies both nationally and globally.

The need for the I-69 Ohio River Crossing is of paramount importance to this region and from Michigan to Texas. Thank you in advance for your support.

Respectfully,

Joel Hopper
President

jJH, LLC
Advising



P.O. Box 18 ♦ 6402 Old Corydon Road
Henderson, Kentucky 42419-0018
1.800.844.4832

Kenergy is an equal opportunity provider and employer.

February 6, 2020

The Honorable Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Re: I-69 Ohio River Crossing Phase One INFRA Grant Application

Dear Secretary Chao,

Kenergy, an electric distribution cooperative, provides electricity to over 44,000 residential members, 10,000 commercial members and 21 large industrial members in 14 counties across western Kentucky. The I-69 bridge crossing the Ohio River is critical for future growth of the communities we serve. Some of our large industrial members include: Accuride, Aleris International, Cresline Plastic Pipe, Dal-Tile, Domtar Paper Company, Hydro Aluminum, Kimberly Clark, Southwire and Tyson Foods. Our residential members and commercial members, in particular, will significantly benefit from the I-69 Ohio River Crossing. A new bridge will offer a significant safety improvement for motorists and will eliminate long backups on the current river crossing. The "on time inventory" delivery will spark growth opportunities for our existing industries and future industries, both manufacturing and warehousing/logistics.

I am writing to show my support for Kentucky Transportation Cabinet's INFRA grant application, seeking funding for Phase One of the I-69 Ohio River Crossing (ORX).

The ORX would be a key connection on the I-69 corridor, providing an interstate bridge across the Ohio River and linking I-69 in Indiana to I-69 in Kentucky.

Phase One of the ORX will provide important approach work for the new I-69 bridge and will provide immediate benefits to Western Kentucky and the commercial traffic flowing through here every day. For example, Phase One will extend I-69 more than six miles. That will mean safer interchanges, more reliable travel options, new access points and faster travel times for thousands of people.

Phase One is the first piece of a larger project that promises to transform our region. Thank you for your consideration of this important project, one that will positively impact economic development across several states.

Sincerely,

Leslye Krampe
Commercial Accounts & Economic Development Specialist



P.O. Box 18 ♦ 6402 Old Corydon Road
Henderson, Kentucky 42419-0018
1.800.844.4832

Kenergy is an equal opportunity provider and employer.

February 10, 2020

The Honorable Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Re: I-69 Ohio River Crossing Phase One INFRA Grant Application

Dear Secretary Chao:

Kenergy is a member owned rural electric distribution cooperative serving over 57,000 residential, commercial, and large industrial accounts in 14 counties across Western Kentucky. The I-69 bridge crossing of the Ohio River is a critical step to insuring the future economic growth of the rural communities that Kenergy serves. The new bridge will also provide a much safer avenue to cross the Ohio River than the antiquated form that is currently being utilized.

I am writing to show my support for Kentucky Transportation Cabinet's INFRA grant application, seeking funding for Phase One of the I-69 Ohio River Crossing (ORX).

The ORX would be a key connection on the I-69 corridor, providing an interstate bridge across the Ohio River and linking I-69 in Indiana to I-69 in Kentucky.

Phase One of the ORX will provide important approach work for the new I-69 bridge and will provide immediate benefits to Western Kentucky and the commercial traffic flowing through here every day. For example, Phase One will extend I-69 more than six miles. That will mean safer interchanges, more reliable travel options, new access points and faster travel times for thousands of people.

Phase One is the first piece of a larger project that promises to transform our region.

Thank you for your consideration of this important project, one that will positively impact economic development across several states.

Sincerely,

Jeff Hohn
President and CEO



February 6, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

The announcement concerning potential federal funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana and beyond from Texas to Michigan was very welcome news. I've had doubts about whether I would see completion of the section of the project here in Western Kentucky and Southwest Indiana region in my lifetime, but I'm now more hopeful than ever.

I can't overstate the impact for People Plus, our employees and our customers. We serve and depend upon a regional workforce which is often hampered by congestion and delay when the existing US Hwy. 41 corridor; commonly referred to as the "Henderson strip" experiences temporary closures.

On behalf of our customers and employees, THANK YOU for the opportunity to lend our support to the important investment in our region's future.

Sincerely,


Glenn Floyd
Staffing Manager
(270) 869-9060

Madisonville (Home Office)
1095 Nebo Road
Madisonville, KY 42431

Henderson
316 3rd Street
Henderson, KY 42420

Paducah
2119 Broadway Street
Paducah, KY 42001

Central City
126 East Broad, Suite B
Central City, KY 42330

Lexington
1795 Alysheba Way, Suite 5102
Lexington, KY 40509

Princeton
110 W. Market Street
Princeton, KY 42445

Louisville Area
142 Buffalo Run Road, Suite E
Shepherdsville, KY 40165

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1 Watertank Place
PO Box 36
Henderson, KY 42419
P: (270) 826-9000
F: (270) 215-5705
www.pttg.com

February 4, 2020

Secretary Elaine Chao
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Chao,

The Interstate 69 (I-69) project stretches from Canada to Mexico, placing Henderson, Kentucky and the I-69 Ohio River Crossing in the epicenter of transportation, distribution and logistics to over 60% of the United States population in as quick as 24 hours. Once the entire project is completed, it will be a major corridor for international trade in North America. As a manufacturer, this increases our available footprint to send and receive inventory while maintaining a competitive edge and sparking economic growth both for our company, and for our extensive list of suppliers and customers.

Such growth guarantees job creation and incentivizes technological investments required to service the supply chain and end user. As these dominos fall, we pave the way to attract additional industry leading to exponential growth and providing a complimentary resource for the new United States-Mexico-Canada Agreement (USMCA). This solidifies my support for the I-69 Ohio River Crossing project on a professional level, but I have personal reasons to support this initiative as well.

Currently, the almost century old Twin Bridges are believed to see more than 40,000 light and heavy vehicles daily placing major strain on the outdated infrastructure in the rural community of Henderson. Safety is important to me – within my company and at home. With employees and family members contributing to the 40,000 daily vehicles, their safety is my primary concern. This new bridge will offer a significant safety improvement for motorist and will eliminate long backups on the outdated Twin Bridges.

From economic growth to safety and investments in technology, the importance and benefits of the I-69 Ohio River Crossing are pertinent, significant and imperative to the success of individuals, companies, states and federal initiatives. Thank you for your time and consideration of this important project.

Sincerely,



Ben Johnston, President
Pittsburg Tank and Tower Group
PO BOX 913, Henderson, KY 42419
C: 270-748-1341
bjohnston@pttg.com



Re: INFRA grant, support from St. Anthony's Hospice, Inc.

Dear Kentucky Transportation Cabinet:

St. Anthony's Hospice care for terminally and chronically ill patients in Henderson, Union and Webster Counties in Kentucky. We have been serving our community for over 35 years. As Executive Director of this not-for-profit, community organization, I am writing to express our support for a grant that is being sought for construction of the I-69 Ohio River Crossing between our community of Henderson, Kentucky and Evansville, Indiana. A new crossing has numerous impacts for our community, region and the entire eastern United States, and we are positioned in an excellent spot on this corridor.

Once completed, our healthcare community will see tremendous benefit and the new Interstate Bridge will be located right in the center of I-69. As residents of Henderson, Union and Webster Counties, we travel across the Ohio River to go to the hospital, emergency room and see specialists who are not located in Henderson, Kentucky.

With so much at stake for our economic health and well-being, we would be remiss by not pledging our wholehearted approval for this project.

Respectfully Submitted,

Kendra Marsh
Executive Director
kmarsh@sahky.org



February 12, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590


Dear Secretary Chao:

I write to extend support of the Kentucky Transportation Cabinet's request for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of the bi-state region.

As you are aware, Toyota has a network of manufacturing plants and suppliers across the Midwest & South including this area of Southwest Indiana & Western Kentucky that supply the Toyota network in North America. The completion of the I-69 Corridor will greatly benefit workers that cross between the states in the Henderson area to work at TMMI and our Toyota supply base. Toyota depends on an efficient interstate network to support our product distribution and that of our supply-chain partners.

On behalf of Toyota Motor Manufacturing Kentucky, our suppliers and customers, I thank you for the opportunity to lend our support to the important investment in Western Kentucky and Southwest Indiana's future.

Sincerely,



Susan Elkington
President



INDIANA MOTOR TRUCK ASSOCIATION

A Strong Voice for Indiana's Trucking Industry

February 11, 2020

The Honorable Elaine L. Chao
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Infrastructure for Rebuilding America (INFRA) Grant Program for Phase One of the I-69 Ohio River Crossing (ORX) project.

Dear Secretary Chao:

The Indiana Motor Truck Association (IMTA) supports the application submitted by the Kentucky Transportation Cabinet to the United States Department of Transportation Infrastructure for Rebuilding America (INFRA) grant program for Phase One of the I-69 Ohio River Crossing (ORX) project.

The INFRA grant will allow the ongoing collaboration between Indiana and Kentucky to create a safe, efficient cross river connection that reduces traffic congestion and delay. It will also improve traveler safety by creating cross-river redundancy, avoiding detours during temporary closures of the US 41 crossing. The project will support truck mobility and will enhance the movement of goods to destinations throughout the nation, particularly through the important north-south corridor connecting Michigan and Texas.

The IMTA supports a much greater federal commitment to addressing a major highway infrastructure plan and hope we can count on your support of a future infrastructure or surface transportation bill. In the meantime, we hope that the USDOT will direct its discretionary revenue toward projects, such as this one, that have clear national benefits. We respectfully ask for your approval of the Kentucky Transportation Cabinet's application for INFRA funding. Thank you very much for your consideration of this request.

Sincerely,

Gary Langston
President, IMTA

Chairman
Eli McCormick
Bestway Express, Inc.
Vincennes, IN

1st Vice Chair
Larry Limp
LNL Trucking, Inc.
Bedford, IN

2nd Vice Chair
Robert Haag
Perfect Transportation, LLC
Indianapolis, IN

Secretary
Casey Stump
AG Trucking, Inc.
Goshen, IN

Treasurer
Jeffrey Stoops
Stoops Buick GMC
Indianapolis, IN



February 5, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

As a President of Accuride Corporation, I am asking that you support federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our bi-state region.

Accuride Corporation is a business that supports and relies on the commercial vehicle market based in Evansville, Indiana, with a flagship facility in Henderson, Kentucky. The new interstate bridge will be located right in the center of I-69 when it is completed and will enable safer and more timely shipments, which leads to greater commerce. With expectations of delivery lead times being compressed, this connection will enable improvements that will make businesses more competitive in this region and beyond.

The improved delivery lanes will spark additional economic development opportunities for this rural region for both manufacturing and warehousing/logistics. Our business and our community are commonly subject to impaired mobility, safety challenges, and high congestion along the US 41 corridor. Completion of the Ohio River Crossing will provide our community with redundancy, improve safety and mobility for our business as well as our employees and neighbors.

On behalf of our 1,482 employees, I thank you for the opportunity to lend our support to the important investment in our region's future.

Regards,

A handwritten signature in black ink, appearing to read 'Gregory A. Risch', is positioned above the printed name.

Gregory A. Risch
President / Accuride Americas

February 5, 2020

The Honorable Elaine Chao, Secretary
U.S. Department of Transportation

Dear Secretary Chao,

Please relay our support of the Federal Infrastructure for Rebuilding America grant. Our business is located in Evansville, Indiana, but we have numerous clients in Kentucky.

I am especially in favor of the new bridge because it will create more opportunities for growth in the western Kentucky area. It should decrease the amount of time it takes for us to get to our clients. It should reduce congestion on Highway 41 through Henderson, and by doing so, it should make it safer for my workers.

Please do everything possible to keep this project moving forward.

Regards,

Robert G. Parsons
President



February 5, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

I write to extend the support of Berry Global for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana.

This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers economic development opportunity and will be key to the growth of our bi-state region.

Furthermore, as one of the largest companies headquartered in Indiana, Berry depends on an efficient interstate network to support our product distribution and that of our many supply-chain partners. Completion of the Ohio River Crossing would provide Berry our employees, and suppliers with much needed transportation improvement.

I thank you for the opportunity to lend our support to the important investment in our region's future.

Sincerely,

A handwritten signature in dark ink, appearing to read "Tom Salmon", is written over a horizontal line.

Tom Salmon
Chairman and Chief Executive Officer
Berry Global Group, Inc.

From the desk of

Robert G. Jones

February 7, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

As a long-time member of the Board of BridgeLink, Indiana and Kentucky's bi-state partnership committed to the completion of the I-69 freight corridor, I write to lend my support to Kentucky's INFRA Grant request. This federal investment in Phase One of the Ohio River bridge project will provide a vital link in the I-69 corridor eventually connecting key supply chain partners and other logistics businesses through the heart of the country. My business associates in manufacturing and freight have long been challenged by the congestion and safety challenges that currently exist with the limited vehicle capacity of the existing US 41 bridge configuration.

The new ORX interstate bridge will provide critical cross-river redundancy for the nearly half-million citizens of our tri-state region. The increased safety, enhanced job and career opportunities that will be available are sure to bring great economic opportunity for our region.

Thank you for the opportunity to lend support to this important investment in Kentucky and Indiana's shared future.

Sincerely,

A handwritten signature in black ink, appearing to read "Bob Jones", with a stylized flourish at the end.

Robert G. Jones

rgj3@twc.com

812-483-2350



1060 DIAMOND AVENUE
EVANSVILLE, INDIANA 47711

FAX: (812) 421-1036 (800) 258-4428 PHONE: (812) 425-4428

February 5, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

I write to extend the support of Diamond Equipment, Inc. for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our bi-state region.

Some **OPTIONS**:

Our business depends on a regional workforce which is often hampered by congestion and delay when the existing US 41 corridor; commonly referred to as the "Henderson strip" experiences temporary closures.

(Company Name) depends on an efficient interstate network to support our product distribution and that of our many supply-chain partners.

Our business and our community are subject to impaired mobility, safety challenges, and high congestion along the US 41 corridor. Completion of the Ohio River Crossing will provide our community with redundancy, improve safety and mobility for our business as well as our employees and neighbors.

On behalf of our 75 employees and 2,000 customers, I thank you for the opportunity to lend our support to the important investment in our region's future.

A handwritten signature in black ink, appearing to read "Dave C. Clement", is written over the typed name.

Dave C. Clement
President
Diamond Equipment, Inc.



February 5, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

I write to extend the support of CenterPoint Energy for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our bi-state region.

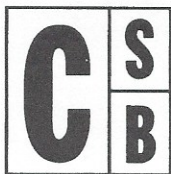
With our headquarters in Houston, Texas and recently expanded footprint in Indiana and Ohio with the February 2019 acquisition of Evansville, Indiana based Vectren Corporation we are very aware of this important project and its potential to further boost the economic vitality and momentum of the region.

On behalf of CenterPoint Energy and the thousands of customers, colleagues and stakeholders we engage with every day, thank you for the opportunity to lend our support to this important investment in our region's future.

Best Regards,

A handwritten signature in black ink that reads "Christine Keck". The script is fluid and cursive.

Christine H. Keck
Managing Director
Federal Government Affairs



COMMUNITY STATE BANK

OF SOUTHWESTERN INDIANA

220 S. Lockwood, P.O. Box 280, Poseyville IN 47633

812-874-3641

Fax 812-422-9884

February 5, 2020

Elaine Chao

U.S. Secretary of Transportation

U.S. Department of Transportation

1212 New Jersey Avenue SE

Washington DC 20590

Dear Secretary Chao:

I write to extend the support of the Community State Bank of Southwestern Indiana for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our bi-state region.

Our businesses and our communities are subject to impaired mobility, safety challenges, and high congestion along the US 41 corridor. Completion of the Ohio River Crossing will provide our communities with redundancy, improve safety and mobility for our business as well as our employees and neighbors.

On behalf of the Bank, I thank you for the opportunity to lend our support to the important investment in our region's future.

Sincerely,

Steven A. Bennett

President & CEO

Cynthiana Office
812-845-2869

St. Wendel Office
812-963-3033

St. Philip Office
812-464-5001

Mt. Vernon Office
812-831-3555



2101 Highway 69 South ♦ P.O. Box 608 ♦ Mount Vernon, Indiana 47620

February 5, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

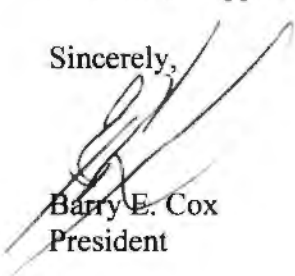
I write to extend the support of the The Cox Group 2016, LLC for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our bi-state region.

Our business provides logistics services to clients in 18 states and Canada. The completion of I-69 will further interstate commerce and further develop commerce in the United States.

Our business and our community are subject to impaired mobility, safety challenges, and high congestion along the US 41 corridor. Completion of the Ohio River Crossing will provide our community with redundancy, improve safety and mobility for our business as well as our employees and neighbors.

On behalf of the over 3,000 personnel within our organization, we thank you for the opportunity to lend our support to the important investment in our region's future.

Sincerely,



Barry E. Cox
President

BEC/tsl



February 5, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

Deaconess Hospital extends its support for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project, which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor that will eventually connect Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our region.

Our business depends on a regional workforce which is often hampered by congestion and delay with the existing US 41 corridor and its temporary closures. An efficient interstate network is vital for providing accessible healthcare to the region.

Thank you for the opportunity to lend our support to this important investment in our region's future.

Sincerely,

Shawn McCoy
CEO



414 Baker Avenue
Evansville, Indiana 47710
Phone: 812.423.8422
Fax: 812.423.8108

Feb. 5, 2020

The Honorable Elaine Chao, Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, D.C. 20590

Re: I-69 Ohio River Crossing Phase One INFRA Grant Application

Dear Secretary Chao,

As the lead organization of the Evansville Promise Zone, ECHO Housing works with the Department of Housing and Urban Development to increase both public and private investment within our community. Crucial to the ongoing development of the Tri-State region is ensuring that transportation issues do not present a barrier to continued economic growth.

As a result, I am writing to show my support for Kentucky Transportation Cabinet's INFRA grant application, seeking funding for Phase One of the I-69 Ohio River Crossing (ORX).

The ORX would be a key connection on the I-69 corridor, providing an interstate bridge across the Ohio River and linking I-69 in Indiana to I-69 in Kentucky.

Phase One of the ORX will provide important approach work for the new I-69 bridge and will provide immediate benefits to Western Kentucky and the commercial traffic flowing through here every day. For example, Phase One will extend I-69 more than six miles. That will mean safer interchanges, more reliable travel options, new access points and faster travel times for thousands of people.

Phase One is the first piece of a larger project that promises to transform our region. Thank you for your consideration of this important project, one that will positively impact economic development across several states.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Metz", with a long horizontal flourish extending to the right.

Chris Metz, MSW
Executive Director



German American

Banking | Insurance | Investments

February 10, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

I write to extend the support of the German American Bank for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our bi-state region.

Our business depends on a regional workforce which is often hampered by congestion and delay when the existing US 41 corridor; commonly referred to as the "Henderson strip" experiences temporary closures.

German American Bank depends on an efficient interstate network to support our product distribution and that of our many supply-chain partners.

Our business and our community are subject to impaired mobility, safety challenges, and high congestion along the US 41 corridor. Completion of the Ohio River Crossing will provide our community with redundancy, improve safety and mobility for our business as well as our employees and neighbors.

On behalf of the 888 employees of German American Bank, I thank you for the opportunity to lend our support to the important investment in our region's future.

Sincerely,

John T. Lamb
Divisional President
Southwest Region
German American Bank

February 5, 2020



21 S.E. Third Street, Suite 500
P.O. Box 3677
Evansville, IN 47735-3677

(812) 464-9161
Fax (812) 465-7811

545 S. Third Street, Suite 102
Louisville, KY 40202-1935

(502) 584-4142
Fax (502) 581-1653

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Ms. Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue Southeast
Washington, DC 20590

Dear Secretary Chao:

I write to extend the support of Harding, Shymanski & Company, P.S.C. for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our bi-state region.

Our Firm depends on a regional workforce which is often hampered by congestion and delay when the existing US 41 corridor; commonly referred to as the "Henderson strip" experiences temporary closures. The current bridge situation results in impaired mobility, safety challenges, and high congestion along the US 41 corridor. At times, the bridge may be closed for hours having a significant impact on our employees' commute to Evansville as well as an impact on travel to Henderson and Kentucky regions to serve our clients.

Our Firm, which employs over 140 people in our Evansville office, thanks you in advance for your support of this important investment in our region's future.

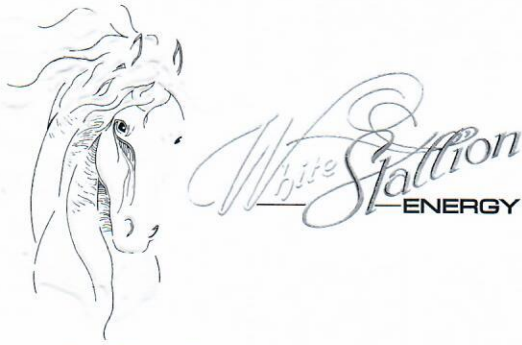
Very truly yours,

HARDING, SHYMANSKI & COMPANY P.S.C.

Trudy J. Stock, CPA, CGMA
Evansville Regional President

lmh

Evansville, IN ■ Louisville, KY



Steven E. Chancellor

February 6, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

I write to extend the support of White Stallion Energy for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our bi-state region.

Our business and our community are subject to impaired mobility, safety challenges, and high congestion along the US 41 corridor. Completion of the Ohio River Crossing will provide our community with redundancy, improve safety and mobility for our business as well as our employees and neighbors.

I thank you for the opportunity to lend our support to the important investment in our region's future.

Sincerely,

Steven E. Chancellor
CEO/President
White Stallion Energy, LLC



KAHN, DEES, DONOVAN & KAHN, LLP
Attorneys & Counselors at Law



February 10, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

I write to extend the support of Kahn, Dees, Donovan & Kahn, LLP for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our bi-state region.

Our business and our community are subject to impaired mobility, safety challenges, and high congestion along the US 41 corridor. Completion of the Ohio River Crossing will provide our community with expedient access, improve safety, and ease of mobility for our business, as well as our employees and neighbors.

On behalf of Kahn, Dees, Donovan & Kahn, LLP, I thank you for the opportunity to lend our support to the important investment in our region's future.

Cordially,

KAHN, DEES, DONOVAN & KAHN, LLP

A handwritten signature in black ink, appearing to read "G. Michael Schopmeyer".

G. Michael Schopmeyer
mschopmeyer@kddk.com

GMS/dme:461226
Enclosures:



Koberstein Rental & Sales, Inc.
12600 Warrick County Line Road
Evansville, IN 47725
812-214-RENT (7368)

Koberstein Rental & Sales, Inc.
3301 W. Broadway
Princeton, IN 47670
812-386-RENT (7368)

Koberstein Contracting, Inc.
12600 Warrick County Line Road
Evansville, IN 47725
812-214-7369

February 6, 2020

Elaine Chao

U.S. Secretary of Transportation

U.S. Department of Transportation

1212 New Jersey Avenue SE

Washington DC 20590

Dear Secretary Chao:

I write to extend support from Koberstein Companies for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. For Koberstein Companies and other businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of the I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our bi-state region.

Our business is often hampered by congestion and delay when using the existing US 41 corridor because of the large equipment we move to and from businesses and job sites. The completion of the Ohio River Crossing will help allow our business to grow more profitably and safer. On behalf of Koberstein Companies, I thank you for the opportunity to lend our support to the important investment in our region's future.

Sincerely,

A handwritten signature in black ink, appearing to read "J.D. Wildt", is written over the word "Sincerely,".

J.D. Wildt

Business Development Director

Koberstein Holdings



February 5, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

I write to extend the support of Koch Air, LLC for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our bi-state region.

Our business depends on a regional workforce which is often hampered by congestion and delay when the existing US 41 corridor; commonly referred to as the "Henderson strip" experiences temporary closures.

Additionally, Koch Air heavily depends on an efficient interstate network to support our product distribution to our thousands of customers in Southwest Indiana and Western Kentucky.

On behalf of our 220 team members and the thousands of customers we serve, I thank you for the opportunity to lend our support to this important investment in our region's future.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Brad Muehlbauer", with a long, sweeping horizontal line extending to the right.

Brad Muehlbauer
President & CEO
Koch Air, LLC
1900 W. Lloyd Expressway
Evansville, IN 47712
Phone: (812)962-5270
Email: bmuehlbauer@kochair.com



Kevin Koch

President

14 South Eleventh Avenue

Evansville, IN 47712-5020

812-465-9630

kkoch@kochllc.com

www.kochenterprises.com

February 11, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao,

I write to extend our support for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our bi-state region.

Our businesses depend on a regional workforce which is often hampered by congestion and delay when the existing US41 corridor (commonly referred to as the "Henderson strip") experiences temporary closures. We require an efficient interstate network to support our product distribution and that of our many supply-chain partners. Our businesses and our community are subject to impaired mobility, safety challenges, and high congestion along the US41 corridor. Completion of the Ohio River Crossing will provide our community with redundancy, improve safety and mobility for our business as well as our employees and neighbors.

I wish to thank you for the opportunity to lend our support to the important investment in our region's future.

Sincerely,

A handwritten signature in black ink that reads 'Kevin Koch'.

Kevin Koch
President
Koch Enterprises, Inc.

Affiliates:

Audubon Metals LLC

Brake Supply Co., Inc.

George Koch Sons, LLC

Gibbs Die Casting Corp.

Koch HVAC Distribution, Inc.

South Western Communications, Inc





Your bank. For life.

February 6, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Re: Phase One Funding for I-69 Ohio River Crossing

Dear Secretary Chao:

I serve as Chairman and CEO of Old National Bank, the largest bank headquartered in the State of Indiana, with our headquarters in Evansville, Indiana, just across the Ohio River from Henderson, Kentucky. We have offices in five states, including Indiana and Kentucky. Many of our offices in Indiana are along the I-69 corridor, and we also have offices along the proposed corridor in Kentucky. As you would expect, Southwest Indiana has experienced great economic benefits from the building of I-69 South of Indianapolis. However, construction of a new bridge connecting Indiana to Kentucky is vital to the completion of the I-69 project.

Given Old National Bank's presence in both Indiana and Kentucky, I am writing to support federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of the I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our bi-state region.

Our business and our community are subject to impaired mobility, safety challenges, and high congestion along the US 41 corridor, which has been the primary federal highway connecting Southwest Indiana to Henderson, Kentucky. Completion of the I-69 Ohio River Crossing will provide our community with redundancy, improve safety and mobility for our business as well as our employees and neighbors. Completion of the I-69 bridge is incredibly important to our region's future, and I am pleased to provide you with this letter of support.

I am happy to discuss my enthusiasm for this project with you personally, and if you have the time to give me a call, I can be reached at 812-465-7262.

Sincerely,

A handwritten signature in black ink that reads "Jim Ryan". The signature is fluid and cursive, with the first name "Jim" being more prominent than the last name "Ryan".

Jim Ryan
Chairman and CEO

One Main Street
Evansville, IN 47708

SHOE CARNIVAL, INC.

7500 EAST COLUMBIA STREET • EVANSVILLE, INDIANA 47715 • (812) 867-6471

February 5, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

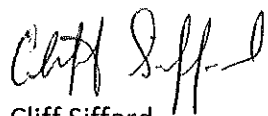
I write to extend the support of Shoe Carnival for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our bi-state region.

Our business depends on a regional workforce which is often hampered by congestion and delay when the existing US 41 corridor; commonly referred to as the "Henderson strip" experiences temporary closures.

In addition, Shoe Carnival depends on an efficient interstate network to support product distribution to our many stores up and down the I 69 corridor along with the receipt of product to our distribution center located in Evansville adjacent to I 69.

On behalf of our 500 Shoe Carnival employees working in our Distribution Center, Corporate headquarters in addition to our Stores located in Evansville that draw customers from a wide regional footprint, I thank you for the opportunity to lend our support to the important investment in our region's future.

Respectfully,



Cliff Sifford
Vice Chairman & CEO

SHOE CARNIVAL

Industrial Contractors Skanska Inc.
401 N.W. First St.
Evansville, IN 47702-0208
Phone 812 423 7832
Web usa.skanska.com

February 11, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao,

I write to extend the support of Industrial Contractors Skanska for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our bi-state region.

Our business and our community are subject to impaired mobility, safety challenges, and high congestion along the US 41 corridor. Completion of the Ohio River Crossing will provide our community with redundancy, improve safety and mobility for our business as well as our employees and neighbors.

On behalf of Industrial Contractors Skanska, I thank you for the opportunity to lend our support to the important investment in our region's future.

Sincerely,



Scott Thomas
Vice-President
Industrial Contractors Skanska Inc.

SLADE PRINT

6220 VOGEL ROAD
EVANSVILLE, IN 47715
812 437 5233
SLADEPRINT.COM

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

I write to extend the support of the Slade Print for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our bi-state region.

Our business depends on a regional workforce which is often hampered by congestion and delay when the existing US 41 corridor; commonly referred to as the "Henderson strip" experiences temporary closures.

Slade Print depends on an efficient interstate network to support our product distribution and that of our many supply-chain partners.

Our business and our community are subject to impaired mobility, safety challenges, and high congestion along the US 41 corridor. Completion of the Ohio River Crossing will provide our community with redundancy, improve safety and mobility for our business as well as our employees and neighbors.

On behalf of the 47 employees of Slade Print and ProMark, I thank you for the opportunity to lend our support to the important investment in our region's future.

Lisa Slade

President, 812-568-0857



P.O. BOX 3848
20 N. W. THIRD STREET 14TH FLOOR
EVANSVILLE, IN 47736
TEL. (812) 463-7950

February 5, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

I write to extend the support of South Central, Inc. for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our bi-state region.

Our business and our community are subject to impaired mobility, safety challenges, and high congestion along the US 41 corridor. Completion of the Ohio River Crossing will provide our community with redundancy, improve safety and mobility for our business as well as our employees and neighbors.

On behalf of our more than forty (40) employees, I thank you for the opportunity to lend our support to the important investment in our region's future.

Sincerely,



JP Engelbrecht, CEO



February 5, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

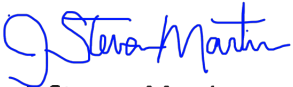
I write to extend the support of the SVN|The Martin Group for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our bi-state region.

Our business depends on a regional workforce which is often hampered by congestion and delay when the existing US 41 corridor; commonly referred to as the "Henderson strip" experiences temporary closures. (Company Name) depends on an efficient interstate network to support our product distribution and that of our many supply-chain partners.

Our business and our community are subject to impaired mobility, safety challenges, and high congestion along the US 41 corridor. Completion of the Ohio River Crossing will provide our community with redundancy, improve safety and mobility for our business as well as our employees and neighbors.

On behalf of SVN|The Martin Group, I thank you for the opportunity to lend our support to the important investment in our region's future.

Sincerely,
SVN|The Martin Group


J. Steven Martin
Executive Director

SVN | The Martin Group
4004 E. Morgan Avenue, Suite 101 | Evansville, IN 47715
T. 812-471-2500 | F. 812-471-2500 | www.svmartin.com



**Toyota Motor Manufacturing,
Indiana, Inc.**
4000 S. Tulip Tree Drive
Princeton, IN 47670
812-387-2000

Feb. 11, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

I write to extend the support of the Kentucky Transportation Cabinet for federal INFRA funding for Phase One of the I-69 Ohio River Crossing project which will connect I-69 between Kentucky and Indiana.

This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our bi-state region.

Toyota depends on an efficient interstate network to support our product distribution and that of our many supply-chain partners. In addition, our business depends on a regional workforce which is often hampered by congestion and delay when the existing US 41 corridor. Completion of the Ohio River Crossing will provide a much-needed solution for our community, our business partners and team members.

On behalf of the 7,000 team members who work at Toyota Indiana, I thank you for the opportunity to lend our support to the important investment in our region's future.

Leah Curry
President
Toyota Indiana





Stacey McNeill
Executive Director of Marketing
Tropicana Evansville
410 NW Riverside Dr
Evansville, IN 47708

Dear Secretary Chao:

I write to extend the support of the Tropicana Evansville for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor.

Our business and our community are subject to impaired mobility, safety challenges, and high congestion along the US 41 corridor. Completion of the Ohio River Crossing will provide our community with improve safety and mobility for our business as well as our employees and neighbors.

On behalf of the Tropicana Evansville and our numerous employees and customers, I thank you for the opportunity to lend our support to the important investment in our region's future.

Sincerely,

A handwritten signature in black ink, appearing to read "Stacey McNeill", written over a large, stylized "S" that loops around the beginning of the name.

Stacey McNeill



**United Leasing & Finance
Professional Transportation, Inc.
Romain Automotive Group**

Equipment & Fleet Leasing • Automotive Sales • Specialized Transportation
3700 E. MORGAN AVENUE • EVANSVILLE, INDIANA 47715
TEL. (812) 479-0231

February 5, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

I write to extend the support of the United Companies for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our bi-state region.

All three of our companies routinely utilize the highway systems throughout the region and having an efficient way to cross the Ohio River via an Interstate route is critically important to our ongoing business success. Congestion and delays are too frequent and hugely costly, and this project will be a welcome and much needed improvement.

Our business depends on a regional workforce which is often hampered by congestion and delay when the existing US 41 corridor; commonly referred to as the "Henderson strip" experiences temporary closures. United Companies depends on an efficient interstate network to support our product distribution and that of our many supply-chain partners.

Our business and our community are subject to impaired mobility, safety challenges, and high congestion along the US 41 corridor. Completion of the Ohio River Crossing will provide our community with redundancy, improve safety and mobility for our business as well as our employees and neighbors.

On behalf of the 400 employees, I thank you for the opportunity to lend our support to the important investment in our region's future.

Sincerely,

A handwritten signature in black ink that reads "Ronald D. Romain".

Ronald D. Romain
CEO



February 5, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

I write to extend the support of the Woodward Commercial Realty, Inc. and Woodward Development & Construction, Inc. for federal INFRA funding for **Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana**. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our bi-state region.

Our business depends on a regional workforce which is often hampered by congestion and delay when the existing US 41 corridor; commonly referred to as the "Henderson strip" experiences temporary closures, impaired mobility, safety challenges, and high congestion along the US 41 corridor. Completion of the Ohio River Crossing will provide our community with redundancy, improve safety and mobility for our business as well as our employees and neighbors.

On behalf of the over 200 customers and employees, I thank you for the opportunity to lend our support to the important investment in our region's future.

Sincerely,

A handwritten signature in black ink, appearing to read 'E. L. Beck', with a long horizontal flourish extending to the right.

Evan L. Beck
President



ZIEMER STAYMAN
WEITZEL SHOULDERS LLP
ATTORNEYS AT LAW

20 NW FIRST STREET NINTH FLOOR PO BOX 916
EVANSVILLE INDIANA 47706-0916
PHONE 812 424 7575 FAX 812 421 5089
ZSWS.COM

February 18, 2020

Elaine Chao
U.S. Secretary of Transportation
U.S. Department of Transportation
1212 New Jersey Avenue SE
Washington DC 20590

Dear Secretary Chao:

I write to extend the support of Ziemer, Stayman, Weitzel & Shoulders, LLP for federal INFRA funding for Phase One of the I-69 Ohio River Crossing (ORX) project which will connect I-69 between Kentucky and Indiana. This federal investment will provide a vital link in the I-69 corridor eventually connecting Michigan to Texas. For businesses based in the Western Kentucky/Southwest Indiana region and all along the I-69 corridor, the prompt completion of I-69 corridor offers extraordinary economic development opportunity and will be key to the growth of our bi-state region.

Our business depends on a regional workforce which is often hampered by congestion and delay when the existing US 41 corridor; commonly referred to as the "Henderson strip" experiences temporary closures. In addition, our business and our community are subject to impaired mobility, safety challenges, and high congestion along the US 41 corridor. Completion of the Ohio River Crossing will provide our community with redundancy, improve safety and mobility for our business as well as our employees and neighbors.

On behalf of the 50 employees of Ziemer, Stayman, Weitzel & Shoulders, LLP, I thank you for the opportunity to lend our support to the important investment in our region's future.

Very truly yours,

ZIEMER, STAYMAN, WEITZEL & SHOULDERS, LLP



Marco L. DeLucio

Mdelucio@zsws.com

MLD/dls

Appendix B: Benefit Cost Analysis Report

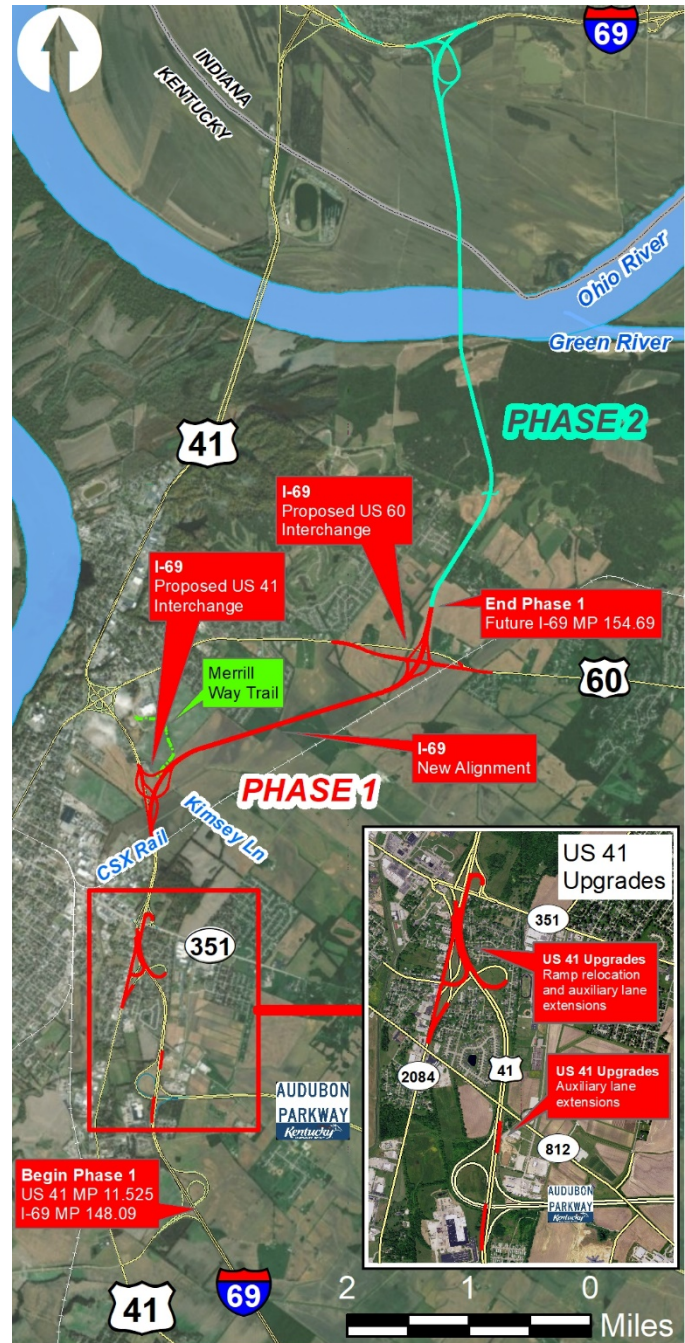
Phase 1 of the I-69 Ohio River Crossing (ORX) Project – Kentucky Priority Section

Through this grant application, the Kentucky Transportation Cabinet (KYTC) is requesting financial support to advance Phase 1 of the I-69 ORX Project to initiate the construction of Central Alternative 1 in Kentucky. The I-69 ORX Project is needed to address the lack of system linkage across the Ohio River for the National I-69 Corridor. Central Alternative 1 was identified as the preferred alternative in the 2018 Draft Environmental Impact Statement (DEIS, [Link](#)).

Phase 1 of the project, also referred to as the Kentucky Priority Section, will provide 6.6 additional miles of I-69 in Kentucky and set the stage for Phase 2, finally completing the I-69 National Corridor in Kentucky and Indiana. The Kentucky Priority Section includes the following components:

1. Upgrades to the US 41 corridor (the remnant of the Breathitt Parkway at the northern end of existing I-69) from KY 425 (Henderson Bypass, MP 11.525) to south of the Kimsey Lane overpass (MP 15.38) – approximately 3.3 miles in length.
2. Construction of a new alignment, interstate highway, from south of the Kimsey Lane overpass to US 60 on the east side of Henderson (near US 60 MP 13) – approximately 3.3 miles in length.
3. New interchanges at US 41 near Kimsey Lane and at US 60.

This technical memorandum summarizes the methodology and results from the Benefit-Cost Analysis (BCA) developed in support of the Kentucky Priority Section.



Benefit Cost Analyses (BCA) – Kentucky Priority Section

The Kentucky Priority Section Project was analyzed for quantifiable benefits to its potential users, driving cars or trucks. Major categories of benefits were identified and were used to organize the BCA model. The roadway improvements along with the new-build section provide additional capacity, travel time savings, reduced crashes, and lower emissions. The capital costs of \$267 million (plus \$2 million in historical expenditures) are assumed to be incurred over four years; benefits from the improvements are calculated to begin only after full build (2025) and last for a lifecycle of 30 years before major renovations and updates are again necessary. The following provides an overview of the methods and assumptions used for each benefit category studied, concluding with a summary of the BCA results.

Maintenance

Maintenance expenditures were treated as benefits in the numerator of the benefit-cost ratio (BCR). By improving/adding to the existing roadway sections and the addition of new-build segment, per-lane-mile maintenance costs increase accordingly and are reflected as a negative benefit. The annualized maintenance costs assume resurfacing once every ten years and is estimated at \$140,800 per lane-mile based on average unit bid prices from the KYTC Division of Construction. With the addition of the new build section, the annual maintenance for the Build scenario will increase by 50 percent.

Operating Costs

The operating costs of travel are provided on a per-mile unit basis for both cars and trucks, and take into account miles of travel, amount of vehicles, and annual growth throughout the project life. Values of time are assumed to be \$16.60 per hour for passenger vehicles, with an average vehicle occupancy of 1.48. Commercial vehicles have appropriately higher values of time.

Travel Time Costs

As with vehicle operating costs, travel time costs are reduced in the Build scenario for the Kentucky Priority Section due to design and associated speed / speed limit changes. The Build scenario includes improvements to interchanges that will reduce crashes and crash-related delays (see discussion below under Safety). Travel times would be lessened from 0.15 hours to 0.10 hours. During construction years, however, travel times would be higher than both the No Build and the Build scenarios, at 0.17 hours.

Safety

Safety for the new project includes the benefits of extended acceleration and deceleration lanes, interchange reconfigurations, installation of weave areas for

the interchanges, and modifying horizontal curvatures. Crashes represent a significant source of non-recurring delay in the project area with the existing facility.

Actual crash data extracted from the Kentucky State Police database ([Link](#)) over the past three years (2016-2019) were analyzed for both the US 41 and US 60 corridors within the limits of improvement proposed for the Kentucky Priority Section. Crash reductions from the Crash Modification Clearinghouse ([Link](#)) were applied for each section of roadway based on the proposed roadway improvement.

Emissions

Emissions are reduced by the realignment and redesign of the interchanges, the addition of auxiliary lanes, and the new-build roadway section reducing travel distances slightly as well as lowering the amount of travel time delays and queuing. Values were determined for both the no build and build scenarios, for VOC, NOx, PM, Sox, and CO2.

Summary

The following tables illustrate the total impacts from all benefit categories discussed previously. The performance metrics shown are for the Net Present Value (NPV, in year 2020 dollars), the BCR, and the payback period (the number of years required for the benefits to accrue to the same value as the costs). The NPV of the benefits for the Kentucky Priority Section is calculated at \$482.9 million.

Benefit Category Summary – Kentucky Priority Section

Category	2020 Net Present Value
	Discount Rate = 7%
(1) Transportation (Maintenance, Vehicle Operating Costs and Travel Time Savings)	\$418,452,000
(2) Crashes	\$60,853,000
(3) Environmental	\$3,596,000
Total	\$482,901,000

Source: Discount rates based on 2020 USDOT BCA Guidance

Financial Indicator Summary – Kentucky Priority Section

Financial Indicator	7% Discount
Total Costs	\$269,000,000
Total Benefits	\$482,901,000
Benefits-Costs	\$213,901,000
B/C Ratio	1.8
Payback Period (Years)	7.4

The BCR between the Build and No-Build scenarios using the assumptions described herein is 1.8, implying that for every dollar expended on this project the return is \$1.80 in benefits to the local community. The amount of time required to recoup the initial and ongoing investments (the time required for the benefits to exceed costs) is 7.4 years.

The following table summarizes the details by Benefit Category.

Benefit Category Details – Kentucky Priority Section

Year	Net Build Benefits (\$2020 Discounted Monetary Values at 7%)					DISCOUNTED NET BUILD BENEFITS 7%
	Maintenance	Operating Costs	Travel Time	Safety	Pollution	
	Annualized Maintenance	(Vehicles x Operating Costs x Miles of Travel) x ADT Growth Rate	(People x Hours of Travel) and (Crash Delay x Veh. Occupancy) x Hourly Wage Rate	Value of Crashes (PDO + Injury + Fatal) x ADT growth rate	Total Value of All Emissions (assumes current mode split) x ADT Growth Rate	
2020	\$0	\$0	\$0	\$0	\$0	\$0
2021	\$0	\$0	\$0	\$0	\$0	\$0
2022	\$0	\$0	\$0	\$0	\$0	\$0
2023	\$0	\$0	-\$3,962,000	\$0	\$0	-\$3,962,000
2024	\$0	\$0	-\$3,718,000	\$0	\$0	-\$3,718,000
2025	-\$124,000	\$2,072,000	\$28,573,000	\$4,359,000	\$257,000	\$35,137,000
2026	-\$116,000	\$1,945,000	\$26,810,000	\$4,091,000	\$242,000	\$32,972,000
2027	-\$108,000	\$1,825,000	\$25,157,000	\$3,838,000	\$227,000	\$30,939,000
2028	-\$101,000	\$1,712,000	\$23,605,000	\$3,601,000	\$213,000	\$29,030,000
2029	-\$95,000	\$1,607,000	\$22,149,000	\$3,379,000	\$200,000	\$27,240,000
2030	-\$88,000	\$1,507,000	\$20,783,000	\$3,171,000	\$187,000	\$25,560,000
2031	-\$83,000	\$1,415,000	\$19,501,000	\$2,975,000	\$176,000	\$23,984,000
2032	-\$77,000	\$1,327,000	\$18,298,000	\$2,792,000	\$165,000	\$22,505,000
2033	-\$72,000	\$1,245,000	\$17,169,000	\$2,619,000	\$155,000	\$21,116,000
2034	-\$67,000	\$1,169,000	\$16,110,000	\$2,458,000	\$145,000	\$19,815,000
2035	-\$63,000	\$1,096,000	\$15,117,000	\$2,306,000	\$136,000	\$18,592,000
2036	-\$59,000	\$1,029,000	\$14,184,000	\$2,164,000	\$128,000	\$17,446,000
2037	-\$55,000	\$965,000	\$13,309,000	\$2,031,000	\$120,000	\$16,370,000
2038	-\$51,000	\$906,000	\$12,488,000	\$1,905,000	\$113,000	\$15,361,000
2039	-\$48,000	\$850,000	\$11,718,000	\$1,788,000	\$106,000	\$14,414,000
2040	-\$45,000	\$797,000	\$10,995,000	\$1,677,000	\$99,000	\$13,523,000
2041	-\$42,000	\$748,000	\$10,317,000	\$1,574,000	\$93,000	\$12,690,000
2042	-\$39,000	\$702,000	\$9,681,000	\$1,477,000	\$87,000	\$11,908,000
2043	-\$37,000	\$659,000	\$9,084,000	\$1,386,000	\$82,000	\$11,174,000
2044	-\$34,000	\$618,000	\$8,523,000	\$1,300,000	\$77,000	\$10,484,000
2045	-\$32,000	\$580,000	\$7,997,000	\$1,220,000	\$72,000	\$9,837,000
2046	-\$30,000	\$544,000	\$7,504,000	\$1,145,000	\$68,000	\$9,231,000
2047	-\$28,000	\$511,000	\$7,041,000	\$1,074,000	\$63,000	\$8,661,000
2048	-\$26,000	\$479,000	\$6,607,000	\$1,008,000	\$60,000	\$8,128,000
2049	-\$24,000	\$450,000	\$6,199,000	\$946,000	\$56,000	\$7,627,000
2050	-\$23,000	\$422,000	\$5,817,000	\$888,000	\$52,000	\$7,156,000
2051	-\$21,000	\$396,000	\$5,458,000	\$833,000	\$49,000	\$6,715,000
2052	-\$20,000	\$371,000	\$5,122,000	\$781,000	\$46,000	\$6,300,000
2053	-\$19,000	\$349,000	\$4,806,000	\$733,000	\$43,000	\$5,912,000
2054	-\$17,000	\$327,000	\$4,509,000	\$688,000	\$41,000	\$5,548,000
2055	-\$16,000	\$307,000	\$4,231,000	\$646,000	\$38,000	\$5,206,000
	-\$1,660,000	\$28,930,000	\$391,182,000	\$60,853,000	\$3,596,000	\$482,901,000

Benefit Cost Analyses (BCA) – Complete I-69 ORX Project

Consistent with the methodology outlined above, the benefits for the overall I-69 ORX Project were estimated and compared against the total project cost summarized below.

I-69 ORX Total Project Cost



Summary

The following tables illustrate the total impacts from all benefit categories with respect to the complete I-69 ORX Project. The NPV of the benefits for the project is calculated at \$12.3 billion.

Benefit Category Summary – Complete I-69 ORX Project

Category	2020 Net Present Value
	Discount Rate = 7%
(1) Transportation (Maintenance, Vehicle Operating Costs and Travel Time Savings)	\$12,252,937,000
(2) Crashes	\$30,231,000
(3) Environmental	\$3,011,000
Total	\$12,286,179,000

Source: Discount rates based on 2020 USDOT BCA Guidance

Financial Indicator Summary – Complete I-69 ORX Project

Financial Indicator	7% Discount
Total Costs	\$1,392,400,000
Total Benefits	\$12,286,179,000
Benefits-Costs	\$10,893,779,000
B/C Ratio	8.8
Payback Period (Years)	1.6

HOW TO USE THE BCA SPREADSHEET (EVALUATOR NOTES)

The spreadsheet-based model is designed to (1) be transparent to the review team, (2) separate key assumptions out to allow for clear citations of sources, and (3) permit ready modification of all assumptions. The “Key Inputs” tab is reserved for only those factors used in various equations in the “Calculations” tab. The “Reporting” tab simply re-formats the information to produce the table used in the narrative and in this written summary.