



Partnering For The Future

Frequently Asked Questions

Q: Why is this happening now?

A: Under the leadership of Governors Bevin and Pence, the states have committed funding to advance project development. Indiana and Kentucky are now well on their way to completing I-69 in their respective states, and the Ohio River Crossing is one of the last remaining pieces.

Q: When will construction start?

A: The preliminary design and environmental review will recommend and collect public input on potential routes for the I-69 Ohio River Crossing, allowing the states to develop a cost estimate and timeline to complete the project.

Q: When will the preliminary design and environmental review begin?

A: Later this summer, the Indiana Department of Transportation will publish a formal request for proposals on behalf of both states. Indiana and Kentucky will be seeking innovations from the private sector in expediting preliminary design and the required environmental review, with the states splitting costs and oversight.

Q: How long will the environmental process to take to complete?

A: The states anticipate it will take about three years to complete preliminary design and the environmental review, and secure a Federal Highway Administration decision.

Q: Why does this take three years to complete?

A: The environmental review requires completion of field work and extensive research, and is expected to result in thousands of pages of documentation. We are looking to the private sector to help us expedite this timeline, as has been done with other I-69 sections.

Q: Is there a way to expedite preliminary design and the environmental review?

A: About three years is a conservative time estimate. Through the request for proposals, Indiana and Kentucky will seek innovations from the private sector in expediting preliminary design and the required environmental review.

Q: What happens when the environmental process is over?

A: Assuming that construction of the project is recommended, the Federal Highway Administration decision allows Indiana and Kentucky to access federal funds to purchase land, complete design and build the project.

Q: When would my property be purchased?

A: Right now, neither state plans to purchase land until the environmental review is completed and a Federal Highway Administration decision on location is rendered. This decision will allow Indiana and Kentucky to use up to 90 percent federal funds to purchase land, if needed, on their respective sides of the river.

Q: How much will the preliminary design and environmental review cost? How much funding has been committed to the project?

A: Indiana and Kentucky have committed a total of \$17 million in their capital plans to complete the environmental review and early project development.

Q: How will the states split project costs?

A: Indiana and Kentucky plan to evenly split costs for preliminary design and the environmental review. Once the environmental review is completed, the states will discuss how to divide costs to complete the project that emerges from the environmental review in a supplement to the Memorandum of Agreement signed today.

Q: How much will the overall project cost?

A: An estimated cost to complete the project will be determined as part of the preliminary design and environmental review. Today's announcement is the first step in answering that question.

Q: What funding sources will be needed or used?

A: We're looking to the public to help us answer that question. The environmental review will be weighing costs and other impacts to the public and environment. Funding sources will need to be considered in the environmental review and public input will be collected on this topic. The preliminary design and environmental review will also allow the states to develop a cost estimate to complete the project for budgeting purposes.

Q: What procurement process do you plan to use? Will this project be built as a public-private partnership or design-build project?

A: As the states develop the project further through preliminary design and the environmental review, Indiana and Kentucky will consider the project's suitability for different procurement methods and select the one that works best for both states.

Q: What are the steps involved in the environmental study?

A: Once the environmental review formally begins, one of the first steps will be to listen to ideas and input from the public. The states and their consultants will study and collect increasingly more detailed information about impacts to the public and the environment. As the review reaches key milestones, updated information will be shared with the public and additional input will be gathered. The review will consider public input and identify the alternative that performs the best while weighing impacts to the public and the environment. The preliminary design and environmental review will conclude with a decision by the Federal Highway Administration on a selected route for the I-69 Ohio River Crossing.

Q: What factors will be studied?

A: A very long list of potential impacts including land purchases, cost, traffic, property access, the regional economy, low-income and minority communities, water resources, noise, air quality, wildlife and historical resources. These impacts will be weighed with project performance measures that will be determined early in the environmental review.

Q: How will local officials, stakeholder groups, and the public be involved?

A: The states are looking for innovative ways to engage the public throughout the process. In the past, this has included public meetings, newsletters and focus groups with local officials and stakeholder groups.

Q: What will the I-69 Ohio River Crossing route be?

A: We're looking to the public to help us answer that question. The states will keep an open mind about potential routes to connect the existing I-69 sections, the Robert D. Orr Highway south of Evansville and the upgraded Edward T. Breathitt Pennyryle Parkway south of Henderson. The best route will be one that meets the purpose of and need for the I-69 crossing while considering impacts to the public and the environment.

Q: Why is Indiana taking the lead on preliminary design and the environmental review?

A: Indiana and Kentucky have a long history of one state leading a border-bridge project with the states dividing costs and oversight. Indiana is leading preliminary design and the environmental review. It has not yet been determined which state will lead future project phases.

- To rebuild the U.S. 421 Milton-Madison Bridge, Kentucky led the environmental review and preliminary design while Indiana led the final design and construction.
- For the Louisville bridges project, Kentucky is overseeing both sides of the I-65 Downtown Crossing while Indiana is overseeing both sides of the State Road 265 East End Crossing.