

APPENDIX H-1

Farmland Coordination

	<u>Page</u>
Letter to Indiana March 29, 2021	1
Indiana Letter April 9, 2021.....	38
Form NRCS-CPA-106 Indiana	39
Letter to Kentucky March 29, 2021.....	40
Kentucky Letter April 1, 2021	112
NRCS Response March 19, 2018.....	113



March 29, 2021

Mr. Neilson
Indiana State Conservationist
Natural Resources Conservation Service
6013 Lakeside Boulevard
Indianapolis, IN 46278

Des. No.: 1601700
Project Description: I-69 Ohio River Crossing from Evansville, IN to Henderson, KY
Location: Vanderburgh County, Indiana and Henderson County, Kentucky

Dear Mr. Neilson,

The Federal Highway Administration, Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC) prepared a Draft Environmental Impact Statement (DEIS) that evaluated alternatives to extend I-69 south of Evansville, IN (formerly I-164) across the Ohio River to the Edward T. Breathitt Pennyrile Parkway (now designated as I-69 up to the KY 425 interchange) near Henderson, KY (INDOT Des. No. 1601700).

The project was previously coordinated with your office in 2018. After the submission of the original CPA-106 form to your office and before the DEIS was published, the US 41 interchange in Kentucky was modified, and Central Alternative 1 was changed to Central Alternative 1A and Central Alternative 1B. These alternatives are the same, except Central Alternative 1A would include tolls on the US 41 bridge while Central Alternative 1B would not include tolls on the US 41 bridge.

A DEIS that identified Central Alternative 1A and 1B as the Preferred Alternatives was published on December 14, 2018, which began a 56-day comment period. In addition, public hearings were held in January 2019. After the DEIS, Central Alternative 1B was refined, and more detailed engineering was performed. These collective changes were designated Central Alternative 1B Modified.

HENDERSON PROJECT OFFICE

1970 Barrett Court, Suite 100, Henderson, KY 42420

P/ 888-515-9756 E/ info@169OhioRiverCrossing.com





The purpose of this letter is to inform NRCS that Central Alternative 1B Modified has been identified as the Single Preferred Alternative for the proposed project. In addition, we are requesting that NRCS amend the previously completed form CPA-106 to include Central Alternative 1B Modified. To this end, the following items are attached for your reference:

- Form CPA-106 (previously completed on April 4, 2018)
- Project description and narrative describing the Single Preferred Alternative
- Farmland impact maps for Central Alternative 1B Modified
- Previous project-related coordination with NRCS Indiana
- Electronic GIS shape files

Please provide the amended CPA-106 form and any additional comments by April 29, 2021. If you have any questions or need further information, please contact me using the information provided below.

Sincerely,

Adin McCann, PE
Environmental Planning Section Manager
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, IN 46204
amccann@hntb.com
(317) 917-5325

HENDERSON PROJECT OFFICE

1970 Barrett Court, Suite 100, Henderson, KY 42420

P/ 888-515-9756 E/ info@i69OhioRiverCrossing.com



Attachment 1

Form CPA-106

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request	4. Sheet 1 of _____
1. Name of Project		5. Federal Agency Involved	
2. Type of Project		6. County and State	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form).		YES <input type="checkbox"/> NO <input type="checkbox"/>	4. Acres Irrigated Average Farm Size
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: _____ % _____		7. Amount of Farmland As Defined in FPPA Acres: _____ % _____
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System		10. Date Land Evaluation Returned by NRCS

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment _____		
A. Total Acres To Be Converted Directly			
B. Total Acres To Be Converted Indirectly, Or To Receive Services			
C. Total Acres In Corridor			

PART IV (To be completed by NRCS) Land Evaluation Information			
A. Total Acres Prime And Unique Farmland			
B. Total Acres Statewide And Local Important Farmland			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value			

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points			
1. Area in Nonurban Use	15			
2. Perimeter in Nonurban Use	10			
3. Percent Of Corridor Being Farmed	20			
4. Protection Provided By State And Local Government	20			
5. Size of Present Farm Unit Compared To Average	10			
6. Creation Of Nonfarmable Farmland	25			
7. Availability Of Farm Support Services	5			
8. On-Farm Investments	20			
9. Effects Of Conversion On Farm Support Services	25			
10. Compatibility With Existing Agricultural Use	10			
TOTAL CORRIDOR ASSESSMENT POINTS	160			

PART VII (To be completed by Federal Agency)			
Relative Value Of Farmland (From Part V)	100		
Total Corridor Assessment (From Part VI above or a local site assessment)	160		
TOTAL POINTS (Total of above 2 lines)	260		

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
-----------------------	---	-----------------------	--

5. Reason For Selection: Central Alternatives 1A and 1B were identified as the Preferred Alternatives in the DEIS. The Preferred Alternatives would result in the fewest residential and commercial relocations; the fewest impacts to wetlands, streams, floodways, forested habitat, managed lands, Section 4(f) resources, and sites with RECs; provide cross-river redundancy for the region; and have the lowest total cost. When compared to Central Alternative 1A, Central Alternative 1B Modified was identified as the Single Preferred Alternative because it would reduce the economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free. In addition, the majority of the public comments preferred no tolls on the US 41 bridge, and it would avoid disproportionate and adverse effects to environmental justice populations.

Signature of Person Completing this Part: _____ DATE _____

NOTE: Complete a form for each segment with more than one Alternate Corridor

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points
 90 to 20 percent - 14 to 1 point(s)
 Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points
 90 to 20 percent - 9 to 1 point(s)
 Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points
 90 to 20 percent - 19 to 1 point(s)
 Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points
 Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)

As large or larger - 10 points
 Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
 Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
 Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points
 Some required services are available - 4 to 1 point(s)
 No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points
 Moderate amount of on-farm investment - 19 to 1 point(s)
 No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points
 Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
 No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
 Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
 Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

Attachment 2

Project Description

I-69 ORX Project Description and Single Preferred Alternative Narrative

The Federal Highway Administration (FHWA), Indiana Department of Transportation (INDOT), and Kentucky Transportation Cabinet (KYTC) issued a revised Notice of Intent (NOI) in the *Federal Register* on February 13, 2017 for the preparation of an Environmental Impact Statement (EIS) for the I-69 Ohio River Crossing (ORX) project in the Evansville, IN and Henderson, KY area, which is part of the National I-69 Corridor that extends between Mexico and Canada. An NOI was previously issued for the project on May 10, 2001. Under that NOI, a Draft Environmental Impact Statement (DEIS) was completed in 2004, but the project was subsequently suspended in 2005.

For the new EIS that was prepared for the I-69 ORX project, the project area extends from I-69 (formerly I-164) in Indiana on the south side of Evansville (i.e., northern terminus) across the Ohio River to I-69 (formerly Edward T. Breathitt Pennyryle Parkway) at the KY 425 interchange southeast of Henderson, KY (i.e., southern terminus) (Figure 1-1). The section of Edward T. Breathitt Pennyryle Parkway between KY 351 and KY 425 that was not re-designated as I-69, was recently re-designated as US 41. The western limit of the project area is parallel to and extends a maximum of about 2,000 feet west of US 41. The eastern limit of the project area extends about 1,500 feet to 3.4 miles east of US 41. Currently, I-69 does not cross the Ohio River and the only cross-river access between Evansville and Henderson is limited to US 41, which is classified as a principal arterial and does not meet interstate design standards.

The following project needs have been identified:

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

Based on these needs, the project's purpose includes the following:

- 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

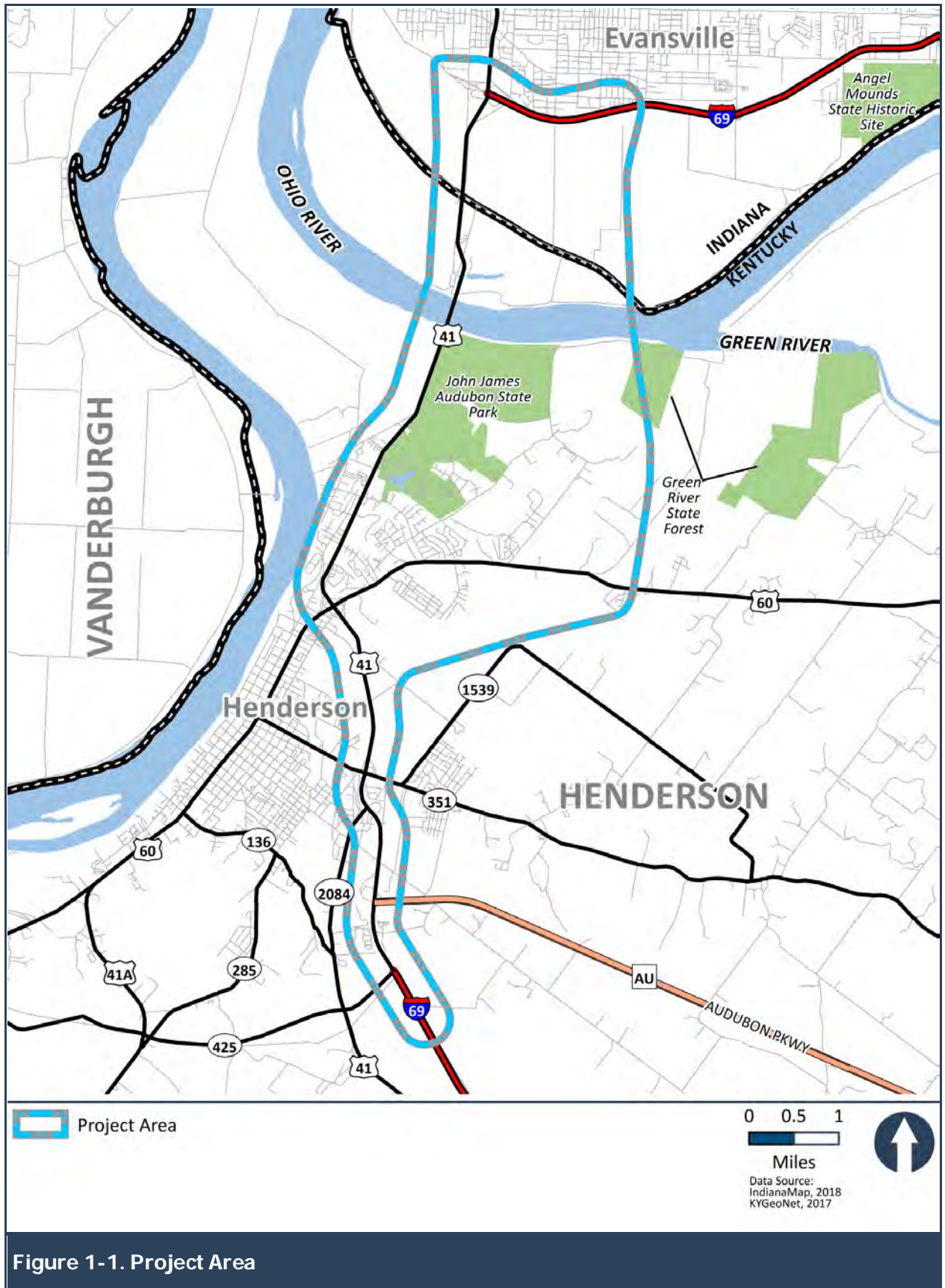


Figure 1-1. Project Area

The following alternatives were carried forward for detailed evaluation in the DEIS, which was published on December 14, 2018.

- No Build Alternative: required by NEPA to serve as a baseline for comparison
- West Alternative 1: four lanes on the new I-69 bridge located approximately 70 feet west of the existing US 41 bridges, retain the northbound US 41 bridge for two-way traffic, and remove the southbound US 41 bridge
- West Alternative 2: six lanes on the new I-69 bridge located approximately 70 feet west of the existing US 41 bridges and remove both existing US 41 bridges
- Central Alternative 1A and 1B: four lanes on the new I-69 bridge located approximately 1.5 miles east of the existing US 41 bridges, retain the northbound US 41 bridge for two-way traffic, and remove the southbound US 41 bridge. These alternatives are the same except Central Alternative 1A would include tolls on the US 41 and I-69 bridges and Central Alternative 1B would only include tolls on the I-69 bridge.

Based on the comparison of the alternatives' impacts and costs, Central Alternatives 1A and 1B were identified as the Preferred Alternatives in the DEIS. The Preferred Alternatives would result in the fewest residential and commercial relocations; the fewest impacts to wetlands, streams, floodways, forested habitat, managed lands, Section 4(f) resources, and sites with RECs; provide cross-river redundancy for the region; and have the lowest total cost. The full alternatives evaluation is provided in the project's DEIS, which can be viewed at <https://i69ohiorivercrossing.com/deis/>. The public and agency comment period for the DEIS extended 56 days from December 14, 2018 to February 8, 2019. In addition, DEIS public hearings were held on January 7 and 8, 2019. Two community conversations were also held on January 23 and 24, 2019 to collect feedback on the DEIS.

CENTRAL ALTERNATIVE 1B MODIFIED

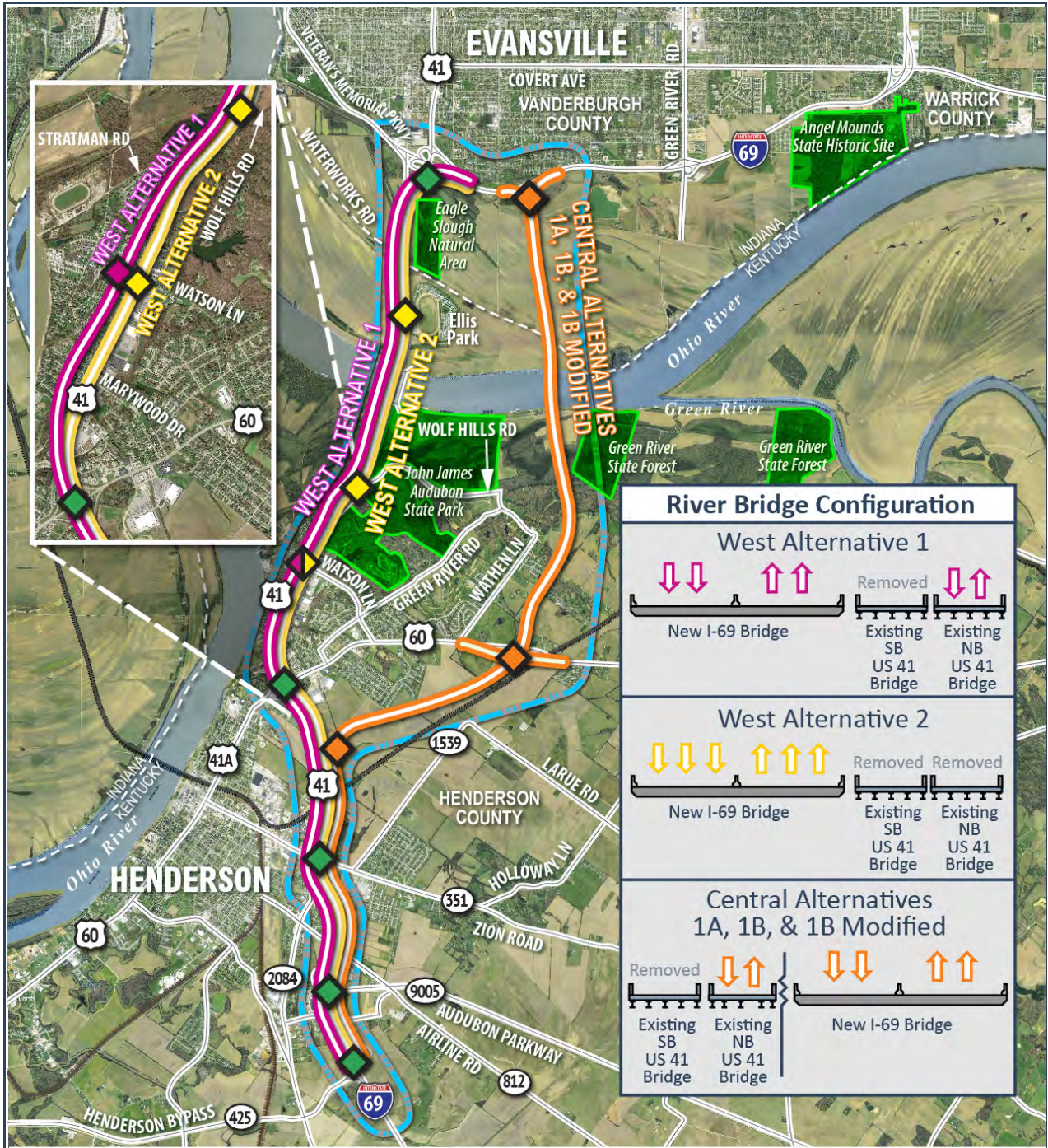
After the DEIS, the following design modifications were made to Central Alternative 1B that resulted in the development of Central Alternative 1B Modified. Figure 1-2 shows the DEIS alternatives and Central Alternative 1B Modified.

- **Interchange with Existing I-69 in Indiana** – The long and circuitous ramp for traffic travelling east from US 41 and Veterans Memorial Parkway to I-69 north was replaced with a more direct route that follows the existing I-69 alignment. There would be a signalized intersection between this ramp and the I-69 northbound exit ramp to US 41 and Veterans Memorial Parkway to the west.
- **I-69 Bridge** – In order to reduce bridge costs, the width of the I-69 bridge shoulders were reduced from 12 feet to 10 feet on the outside and from 8 feet to 4 feet on the inside. Future traffic projections determined that the option to expand the bridge from four to six lanes via restriping the lanes was not needed.
- **Bowling Lane Extension** – In order to eliminate the long-term maintenance costs that would be associated with the local access bridge over I-69 located north of the US 60 interchange, the bridge was replaced with an extension of Bowling Lane, along with a

driveway, east of and parallel to I-69 in order to maintain access to the gas transmission pipeline and surrounding private property.

- **US 60 Interchange** - The design of the east side of this interchange was modified to improve the connection between Tilman-Bethel Road and the relocated US 60 and to remove the existing section of US 60 and the associated bridge over the CSX railroad in order to eliminate the long-term maintenance cost of the bridge. In addition, the I-69 northbound exit and entrance ramps were shifted to the west to allow sufficient space between the ramp intersection and the Tilman-Bethel Road intersection. The modification also included the relocation of a powerline between the interchange and the historic Ellis-Neville/Lee Baskett House. On the west side, the relocated portion of US 60 was shifted north approximately 130 feet to avoid impacts to a cemetery.
- **Stormwater Detention Basins** - A large stormwater detention basin was added adjacent to and south of I-69 between the US 41 and US 60 interchanges. This basin was added for three reasons: (1) it addresses the project's stormwater management requirements, (2) it provides needed fill material for construction of Section 1¹ of the project, and (3) it reduces downstream flooding in Henderson.
- **US 41 Interchange** - The modified design of the US 41 interchange will be phased to ensure efficient cross-river travel. The Section 1¹ construction phase will include a trumpet-style interchange, which maintains two-lanes of free-flow traffic on the connection to existing US 41 for both northbound and southbound cross-river traffic. Once Section 2¹ and the interstate connection to I-69 in Indiana is complete, the interchange will be modified to a traditional diamond interchange with one loop ramp for the US 41 southbound to I-69 northbound movement. This interchange will provide a direct connection to Kimsey Lane to the east.
- **KY 351 Interchange** - Further analysis of this area indicated that the proximity of the KY 351 interchange to the partial interchange with KY 2084 did not meet interstate design standards. The revised design for this interchange removes the ramps to/from KY 2084 and reconstructs the KY 351 interchange. The northbound bifurcated section of KY 2084 will be relocated along the existing southbound lane. The revised design for the interchange includes roundabouts at each of the ramp intersections and another roundabout at the KY 351/KY 2084 intersection. The revised design also includes shifting the proposed I-69 mainline (i.e., existing US 41) to the west approximately 30 feet. The roundabouts will support the City of Henderson's vision for this gateway corridor as well as provide improved safety and access in this area.
- **Northbound Auxiliary Lane between the Henderson Bypass and Audubon Parkway Interchanges** - In order to improve traffic weaving and safety, a northbound auxiliary lane was added between the Henderson Bypass and Audubon Parkway interchanges.

¹In 2020, the Kentucky legislature adopted *Kentucky's FY 2020 – FY 2026 Highway Plan* that included funding for the design and construction of the first section of the I-69 ORX project (i.e., Section 1), which includes all work from KY 425 to the US 60 interchange. Section 2 of the project will include the remainder of the project from the US 60 interchange across the Ohio River and connecting to I-69 in Indiana.



River Bridge Configuration		
West Alternative 1		
↓ ↓	↑ ↑	Removed
New I-69 Bridge	Existing SB US 41 Bridge	Existing NB US 41 Bridge
West Alternative 2		
↓ ↓ ↓ ↓	↑ ↑ ↑	Removed
New I-69 Bridge	Existing SB US 41 Bridge	Existing NB US 41 Bridge
Central Alternatives 1A, 1B, & 1B Modified		
Removed	↓ ↑	↓ ↓
Existing SB US 41 Bridge	Existing NB US 41 Bridge	New I-69 Bridge

- Proposed West Alternative 1 Interchange
- Proposed West Alternatives 1 & 2 Interchange
- Existing Interchange to Remain
- Proposed West Alternative 2 Interchange
- Proposed Central Alternatives 1A, 1B, & 1B Modified Interchange
- Project Area



Figure 1-2. Alternatives

SINGLE PREFERRED ALTERNATIVE

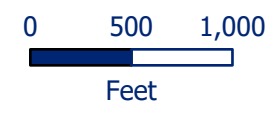
When compared to Central Alternative 1A, Central Alternative 1B Modified was identified as the Single Preferred Alternative because it would reduce the economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free. In addition, the majority of the public comments preferred no tolls on the US 41 bridge, and it would avoid disproportionate and adverse effects to environmental justice populations.

Central Alternative 1B Modified includes several design refinements to minimize farmland impacts, including:









- reducing the footprint of the US 41, US 60, and existing I-69 interchanges;
- rerouting of Kimsey Lane and Bowling Lane to maintain access to existing farmland;
- relocating existing utility transmission lines immediately adjacent to the new I-69 roadway;
- capturing storm flows in the project's drainage features and a large stormwater detention basin to avoid runoff into surrounding farmland; and
- minimizing the area of the stormwater detention basin to the greatest extent possible by lowering the roadway elevation in order to reduce the amount of borrow material needed while meeting the constraints of a shallow (5 feet) water table.

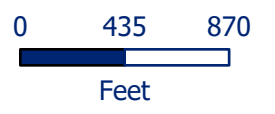
Attachment 3

Farmland Impact Map Central Alternative 1B Modified











Basemap: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGrid, IGN, and the GIS User Community
 Data Source: Parcels (EMPO and Henderson County Assessor)

-  Central Alt 1B Modified Footprint
-  Central Alt 1B Modified Impacts
-  Census Urbanized Area
-  State Line
-  Project Area
-  Parcel Boundaries
-  Agricultural Parcel in Urbanized Area
-  Agricultural Parcel



Basemap: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGrid, IGN, and the GIS User Community
 Data Source: Parcels (EMPO and Henderson County Assessor)

-  Central Alt 1B Modified Footprint
-  Central Alt 1B Modified Impacts
-  Census Urbanized Area
-  State Line
-  Project Area
-  Parcel Boundaries
-  Agricultural Parcel in Urbanized Area
-  Agricultural Parcel

Attachment 4

Previous Project-Related Coordination

	<u>Page</u>
NRCS Indiana Response April 4, 2018.....	1
Indiana Coordination Letter February 20, 2018.....	3

April 4, 2018

Thomas Flask
HNTB Corporation
1100 Superior Avenue, Suite 1701
Cleveland, Ohio 44114

Dear Mr. Flask,

The proposed project to extend I-69 south of Evansville in Vanderburgh County, Indiana and Henderson County, Kentucky as referred to in your letter received February 23, 2018, will cause a conversion of prime farmland.

The attached packet of information is for your use completing Parts VI and VII of the AD-1106. After Completion, the federal funding agency needs to forward one copy to NRCS for our records.

If you need further information, please contact Rick Nielson at 317-295-5875.

Sincerely,

 ACTING FOR

JILL M. REINHART
Acting State Conservationist

Enclosures



**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request	4. Sheet 1 of <u>1</u>
1. Name of Project I-69 Ohio River Crossing	5. Federal Agency Involved FHWA		
2. Type of Project Transportation - Interstate Highway	6. County and State Vanderburgh County, Indiana		
PART II (To be completed by NRCS)		1. Date Request Received by NRCS <u>2/28/18</u>	2. Person Completing Form DP
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size 206 AC	
5. Major Crop(s) Corn	6. Farmable Land in Government Jurisdiction Acres: 132,747 % 88	7. Amount of Farmland As Defined in FPPA Acres: 110,693 % 73	
8. Name of Land Evaluation System Used LESA	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS <u>4/4/18</u>	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment :			
	West 1	West 2	Central 1	
A. Total Acres To Be Converted Directly	61.0	61.8	85.8	
B. Total Acres To Be Converted Indirectly, Or To Receive Services			10.7	
C. Total Acres In Corridor	61.0	61.8	96.5	0.0

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	61.8	61.8	96.5	
B. Total Acres Statewide And Local Important Farmland	0.0	0.0	0.0	
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.0490	0.0490	0.0730	
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	51.0	51.0	52.0	

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)				
	63	63	43	

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))		Maximum Points			
1. Area in Nonurban Use	15	5	5	5	
2. Perimeter in Nonurban Use	10	3	3	8	
3. Percent Of Corridor Being Farmed	20	0	0	14	
4. Protection Provided By State And Local Government	20	20	20	20	
5. Size of Present Farm Unit Compared To Average	10	10	10	10	
6. Creation Of Nonfarmable Farmland	25	0	0	3	
7. Availability Of Farm Support Services	5	4	4	5	
8. On-Farm Investments	20	3	3	2	
9. Effects Of Conversion On Farm Support Services	25	0	0	0	
10. Compatibility With Existing Agricultural Use	10	0	0	0	
TOTAL CORRIDOR ASSESSMENT POINTS	160	45	45	67	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	63	63	43	
Total Corridor Assessment (From Part VI above or a local site assessment)	160	45	45	67	0
TOTAL POINTS (Total of above 2 lines)	260	108	108	110	0

1. Corridor Selected: To be determined	2. Total Acres of Farmlands to be Converted by Project: Based on corridor TBD	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
--	---	-----------------------	---

5. Reason For Selection:
Three alternatives (West 1, West 2 and Central 1) will be evaluated in a Draft Environmental Impact Statement (DEIS).

Signature of Person Completing this Part: _____ DATE _____

NOTE: Complete a form for each segment with more than one Alternate Corridor



February 20, 2018

Ms. Jane Hardisty
State Conservationist
Natural Resources Conservation Service - Indiana
US Department of Agriculture
6013 Lakeside Boulevard
Indianapolis, Indiana 46278

Des. No.: 1601700
Project Description: I-69 Ohio River Crossing from Evansville, IN to Henderson, KY
Location: Vanderburgh County, Indiana and Henderson County, Kentucky

Dear Ms. Hardisty,

The Federal Highway Administration, Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC) are preparing an Environmental Impact Statement (EIS) that is evaluating three alternatives to extend I-69 south of Evansville, IN (formerly I-164) across the Ohio River to the Edward T. Breathitt Pennyrile Parkway (now designated as I-69 up to the KY 425 interchange) near Henderson, KY (INDOT Des. No. 1601700).

The purpose of this letter is to request that NRCS complete the appropriate sections of form CPA-106. To this end, the following items are attached for your reference:

- Form CPA-106
- Project description with location map
- Farmland impact maps for each alternative
- Disk containing this letter, attachments, and GIS shape files

EVANSVILLE PROJECT OFFICE

320 Eagle Crest Drive, Suite C, Evansville, IN 47715
P/ 888-515-9756 E/ info@169OhioRiverCrossing.com

HENDERSON PROJECT OFFICE

1970 Barrett Court, Suite 100, Henderson, KY 42420
P/ 888-515-9756 E/ info@169OhioRiverCrossing.com





Please complete the appropriate sections of form CPA-106 and return it by March 20, 2018. We look forward to your participation in the project. If you have any questions or need further information, please contact either myself or Tom Flask at (216) 377-5801 (email: tflask@hntb.com).

Sincerely,

Adin McCann
Environmental Planning Manager
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, IN 46204
amccann@hntb.com
317-917-5325

EVANSVILLE PROJECT OFFICE

320 Eagle Crest Drive, Suite C, Evansville, IN 47715
P/ 888-515-9756 E/ info@I69OhioRiverCrossing.com

HENDERSON PROJECT OFFICE

1970 Barrett Court, Suite 100, Henderson, KY 42420
P/ 888-515-9756 E/ info@I69OhioRiverCrossing.com



I-69 ORX Project Description

The Federal Highway Administration (FHWA), Indiana Department of Transportation (INDOT), and Kentucky Transportation Cabinet (KYTC) issued a revised Notice of Intent (NOI) in the *Federal Register* on February 13, 2017 for the preparation of an Environmental Impact Statement (EIS) for the I-69 Ohio River Crossing (ORX) project in the Evansville, IN and Henderson, KY area, which is part of the National I-69 Corridor that extends between Mexico and Canada. An NOI was previously issued for the project on May 10, 2001. Under that NOI, a Draft Environmental Impact Statement (DEIS) was completed in 2004, but the project was subsequently suspended in 2005.

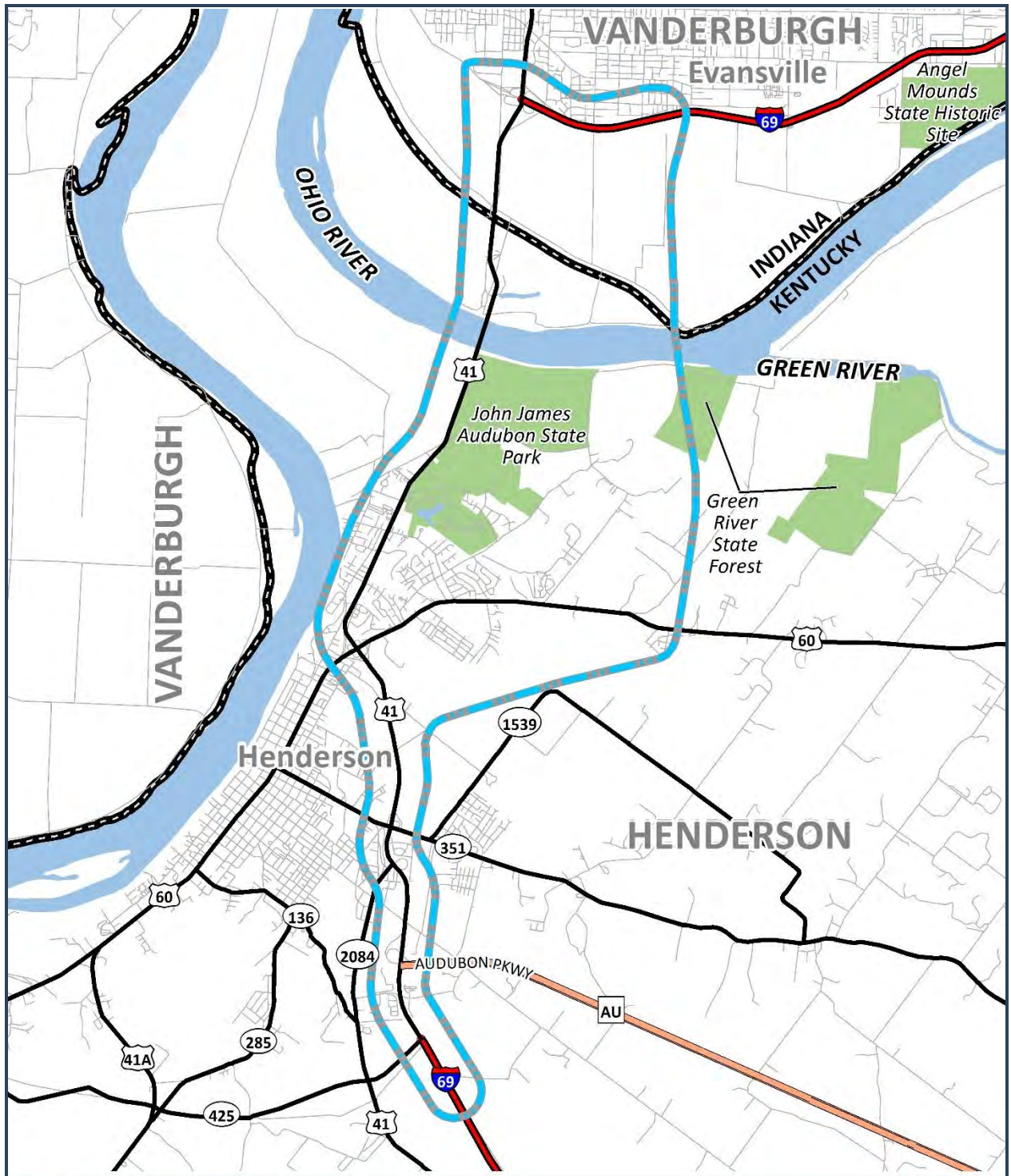
For the new DEIS that is being prepared for the I-69 ORX project, the project area extends from I-69 (formerly I-164) in Indiana on the south side of Evansville (i.e., northern terminus) across the Ohio River to I-69 (formerly Edward T. Breathitt Pennyryle Parkway) at the KY 425 interchange southeast of Henderson, KY (i.e., southern terminus) (Figure 1-1). The section of Edward T. Breathitt Pennyryle Parkway between KY 351 and KY 425 that was not re-designated as I-69, was recently re-designated as US 41. The western limit of the project area is parallel to and extends a maximum of about 2,000 feet west of US 41. The eastern limit of the project area extends about 1,500 feet to 3.4 miles east of US 41. Currently, I-69 does not cross the Ohio River and the only cross-river access between Evansville and Henderson is limited to US 41, which is classified as a principal arterial and does not meet interstate design standards.

One of the first steps in the EIS process for the I-69 ORX project was the scoping phase which included the analysis of the project's purpose and need. As a result of this analysis, the following project needs have been identified:

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

Based on these needs, the project's purpose includes the following:

- 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



 DEIS Project Area



Figure 1-1. DEIS Project Area

Based on the project's purpose and need, a range of alternatives was developed and evaluated using secondary source and windshield survey data, and input from the public and federal, state, and local agencies. Because the range of alternatives was developed based on conceptual designs, they were referred to as corridors. Each corridor was evaluated on the degree to which it meets the purpose and need; its potential social, environmental, and economic impacts; and its conceptual cost. In addition to the No Build Alternative, the following five corridors were developed based on alternatives previously presented in the 2004 *Interstate 69 Henderson, Kentucky to Evansville, Indiana Draft Environmental Impact Statement* and the 2014 *I-69 Feasibility Study, Henderson, Kentucky, SIU #4, Final*.

- West Corridor 1 (Based on Alternative 7 from the 2014 Feasibility Study)
- West Corridor 2 (Based on Corridors F and G from the 2004 DEIS and Alternatives 5 and 6 from the 2014 Feasibility Study)
- Central Corridor 1 (Based on Alternative 1a from the 2014 Feasibility Study)
- Central Corridor 2 (Based on the Preferred Alternative 2 from the 2004 DEIS)
- East Corridor (Based on Alternative 3 from the 2004 DEIS)

The results of the evaluation of these corridors were presented in a *Screening Report* completed on July 28, 2017 that recommended three corridors — West Corridor 1, West Corridor 2, and Central Corridor 1 — be carried forward for more detailed evaluation in the DEIS, in addition to the No Build Alternative. In the *Screening Report*, for West Corridors 1 and 2, it was assumed that both US 41 bridges would be taken out of service and the new I-69 bridge would have six lanes. For Central Corridor 1, it was assumed that both US 41 bridges would remain open and the new I-69 bridge would have four lanes. However, the report stated that the future use of the existing US 41 bridges and corresponding number of lanes on the new I-69 bridge for each corridor would be subject to further evaluation.

Following the *Screening Report*, preliminary designs were then developed within these corridors based on public and agency input, assessment of potential environmental and right-of-way impacts, and results of a traffic analysis. Follow-on studies were conducted regarding the location and configuration of interchanges, the disposition of and long-term maintenance costs for the existing US 41 bridges, and tolling scenarios with resulting traffic patterns. This included the development, evaluation, and screening of the following three different US 41 and I-69 bridge scenarios for each of the three corridors.

- Build a six-lane I-69 bridge for all cross-river traffic and remove both US 41 bridges from vehicular use.
- Build a four-lane I-69 bridge and retain one US 41 bridge for local traffic.
- Build a four-lane I-69 bridge and retain both US 41 bridges for local traffic

The results from this next level of evaluation of the project corridors were presented in a *Screening Report Supplement*, dated January 2018. The *Screening Report Supplement* identified the best bridge

scenario for each corridor and the following alternatives to be carried forward for detailed evaluation in the DEIS and this farmland evaluation.

- No Build Alternative: required by NEPA to serve as a baseline for comparison
- West Alternative 1: four lanes on the new I-69 bridge and retain one of the existing US 41 bridges
- West Alternative 2: six lanes on the new I-69 bridge and take both existing US 41 bridges out of service
- Central Alternative 1: four lanes on the new I-69 bridge and retain one of the existing US 41 bridges

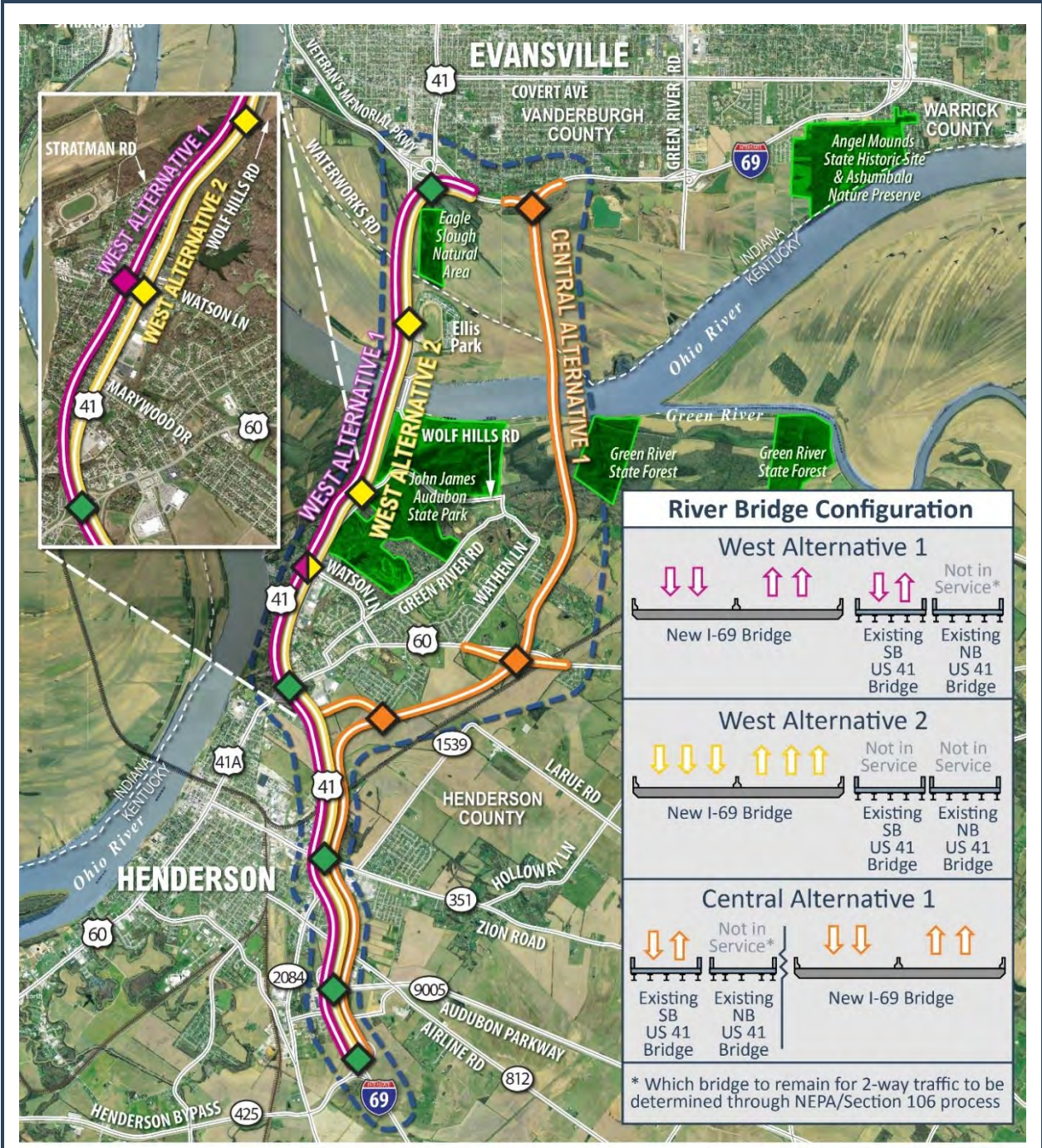
The three recommended DEIS build alternatives are shown in Figure 1-2 and described in greater detail in the following sections.

Consistent with the Evansville Metropolitan Planning Organization's fiscally-constrained Metropolitan Transportation Plan, tolling I-69 will be a key part of the financing for this project. The toll policy will define business rules and toll rates for different vehicle types and will be developed with the federally required financial plan prior to construction. The NEPA process will not determine the toll policy but will evaluate, and document in the DEIS, the environmental consequences associated with tolling being a part of the project.

The DEIS will evaluate potential impacts that would result from the placement of tolls on both the I-69 bridge and any remaining US 41 bridges. This would provide a "reasonable worst case" in terms of potential impacts associated with increased traffic volumes on I-69. For purposes of evaluation, it was assumed that toll rates would be similar to the Louisville, KY metropolitan area bridges for the I-65 and KY 841/SR 265 Ohio River Crossings (i.e., \$2.00 for cars, \$5.00 for medium trucks, and \$10 for large trucks). Both projects are located in metropolitan areas within the same geographical region and have comparable total costs.

WEST ALTERNATIVE 1

West Alternative 1 would include a new I-69 bridge approximately 5,400 feet long over the Ohio River and associated floodplain/floodway that would be located approximately 70 feet west of the existing southbound US 41 bridge. The new bridge would include four lanes, with the capacity to expand to six lanes in the future, if needed. The sections of the proposed new I-69 beyond the new bridge would also include four lanes. One of the existing US 41 bridges would be retained and the other existing US 41 bridge would be taken out of service. The US 41 bridge that would be retained, which has two lanes, would be converted from a one-way bridge to a two-way bridge for local traffic. Most of West Alternative 1 would utilize rural design standards, including a grass median; however, through Henderson, it would utilize urban design standards and include a narrower median with a concrete barrier. West Alternative 1 would begin on existing I-69 in Indiana just east of the US 41 interchange and become the through movement for I-69. Connections to US 41 to the north and Veterans Memorial Parkway to the west would be provided. The alternative would bridge over Waterworks Road



- Proposed West Alternative 1 Interchange
 - Proposed West Alternative 2 Interchange
 - Proposed West Alternatives 1 & 2 Interchange
 - Proposed Central Alternative 1 Interchange
 - Existing Interchange to Remain
 - DEIS Project Area
- 0 1 2
 Miles

Figure 1-2. DEIS Alternatives

and Nugent Drive while local access to Waterworks Road and Ellis Park would be maintained by US 41.

In Kentucky, the alternative would bridge over Stratman Road, with local access to Stratman Road and Wolf Hills Road provided by US 41 and the local bridge. The alternative would continue south and run parallel to and approximately one block west of US 41 and the Henderson commercial strip. An interchange would be constructed at Watson Lane to provide highway access to the commercial strip and adjacent residential areas. An overpass (no interchange) would be provided at Barker Road to maintain connection to residential areas west of the alternative. A local access road with a sidewalk would be provided on the west side of the alternative between Barker Road and Atkinson Park. The alternative would then continue south and tie into the existing four-lane, fully-controlled access section of US 41 south of the US 60 interchange. The US 60 interchange would be modified to provide connections to and from existing US 41, US 60, and I-69. US 41 (formerly named the Edward T. Breathitt Pennyrile Parkway) south of US 60 to KY 425, where I-69 in Kentucky currently ends, would be modernized to meet interstate standards. The total length of West Alternative 1 is 11.1 miles, which includes 2.9 miles of existing US 41.

WEST ALTERNATIVE 2

As with West Alternative 1, West Alternative 2 would include a new I-69 bridge approximately 5,400 feet long over the Ohio River and associated floodplain/floodway that would be located approximately 70 feet west of the existing southbound US 41 bridge. The new I-69 bridge for West Alternative 2 would include six lanes and both of the existing US 41 bridges would be taken out of service. The sections of the proposed new I-69 beyond the new bridge would also include six lanes. Most of West Alternative 2 would utilize rural design standards, including a grass median; however, through Henderson, it would utilize urban design standards and include a narrower median with a concrete barrier. Similar to West Alternative 1, West Alternative 2 would begin on existing I-69 in Indiana just east of the US 41 interchange and become the through movement for I-69. Connections to US 41 to the north and Veterans Memorial Parkway to the west would be provided. From the US 41/I-69 interchange to Ellis Park, the alternative would follow the existing US 41 alignment. Through this area, Waterworks Road would bridge over the alternative and an interchange would be provided at Ellis Park.

In Kentucky, the alternative would follow existing US 41 through the Henderson commercial strip, with local access provided via a reconstructed US 41, which would function as a frontage road, located adjacent to and east of the alternative. The reconstructed US 41 would include two lanes plus a center, two-way left turn lane. It would also include a sidewalk on the east side. An interchange would be provided at Stratman Road/Wolf Hills Road and at Watson Lane. At the Watson Lane interchange, US 41 would be relocated approximately 300 feet to the east to provide adequate spacing between the interchange and the US 41/Watson Lane intersection. An overpass (no interchange) would be provided at Rettig Road to maintain connection to residential areas west of the alternative. In addition, a shared-use path would be provided on the west side of the alternative. The alternative would continue south, within the US 41 corridor, to the existing US 60 interchange, which would be modified to provide connections to and from existing US 41, US 60, and I-69. The existing four-lane section of US 41 (formerly named the Edward T. Breathitt

Pennyrile Parkway) south of US 60 to KY 425, where I-69 in Kentucky currently ends, would be modernized to meet interstate standards. The total length of West Alternative 2 is 11.0 miles, which includes 2.9 miles of existing US 41.

CENTRAL ALTERNATIVE 1

Central Alternative 1 would include a new I-69 bridge, approximately 7,600 feet long over the Ohio River and associated floodplain/floodway, located approximately 1.5 miles east of the existing US 41 bridges. The new I-69 bridge would include four lanes, with the capacity to expand to six lanes in the future, if needed. The sections of the proposed new I-69 beyond the new bridge would also include four lanes. One of the existing US 41 bridges would be retained and the other existing US 41 bridge would be taken out of service. The US 41 bridge that would be retained, which has two lanes, would be converted from a one-way bridge to a two-way bridge for local traffic. Central Alternative 1 would utilize rural design standards and include a depressed grass median outside of the bridge limits.

Central Alternative 1 begins at existing I-69 in Indiana, approximately 1 mile east of the US 41 interchange. The alternative would continue south across the Ohio River just west of a gas transmission line. It would remain just west of the gas transmission line near the Green River State Forest, then turn southwest where an access road for the gas transmission line would bridge over the alternative. The alternative would continue south to US 60 where an interchange would be provided. As part of the US 60 interchange, US 60 would be relocated approximately 400 feet south, which would require a new bridge over the CSX Railroad east of the interchange. The alternative would continue southwest for approximately 1.6 miles where an interchange would be constructed to provide access to existing US 41 to the north. This US 41 connector would be a four-lane divided roadway with a grass median and is anticipated to have partially controlled access. From this interchange, the new I-69 alignment would turn to the south, tying into existing US 41 near the CSX Railroad. The section of existing US 41 between the US 41 connector and the CSX Railroad would be removed. From the CSX Railroad to KY 425, the existing four-lane US 41 would be modernized to meet interstate standards. The total length of Central Alternative 1 is 11.2 miles, which includes 2.8 miles of existing US 41.

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request	4. Sheet 1 of <u>1</u>
1. Name of Project I-69 Ohio River Crossing		5. Federal Agency Involved FHWA	
2. Type of Project Transportation - Interstate Highway		6. County and State Vanderburgh County, Indiana	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size	
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: _____ % _____		7. Amount of Farmland As Defined in FPPA Acres: _____ % _____
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System		10. Date Land Evaluation Returned by NRCS

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment <u>I-69 Ohio River Crossing</u>		
	West 1	West 2	Central 1
A. Total Acres To Be Converted Directly	61.8	61.8	85.8
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0	0	10.7
C. Total Acres In Corridor	61.8	61.8	96.5

PART IV (To be completed by NRCS) Land Evaluation Information			
A. Total Acres Prime And Unique Farmland			
B. Total Acres Statewide And Local Important Farmland			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value			

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points	West 1	West 2	Central 1
1. Area in Nonurban Use	15	5	5	5
2. Perimeter in Nonurban Use	10	3	2	8
3. Percent Of Corridor Being Farmed	20	0	0	14
4. Protection Provided By State And Local Government	20	20	20	20
5. Size of Present Farm Unit Compared To Average	10	10	10	10
6. Creation Of Nonfarmable Farmland	25	0	0	3
7. Availability Of Farm Support Services	5	4	4	5
8. On-Farm Investments	20	3	3	2
9. Effects Of Conversion On Farm Support Services	25	0	0	0
10. Compatibility With Existing Agricultural Use	10	0	0	0
TOTAL CORRIDOR ASSESSMENT POINTS	160	45	44	67

PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)	100			
Total Corridor Assessment (From Part VI above or a local site assessment)	160	45	44	67
TOTAL POINTS (Total of above 2 lines)	260			

1. Corridor Selected: To be determined	2. Total Acres of Farmlands to be Converted by Project: Based on corridor TBD	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
--	---	-----------------------	---

5. Reason For Selection:
Three alternatives (West 1, West 2, and Central 1) will be evaluated in a Draft Environmental Impact Statement (DEIS).

Signature of Person Completing this Part: _____ DATE _____

NOTE: Complete a form for each segment with more than one Alternate Corridor

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points
 90 to 20 percent - 14 to 1 point(s)
 Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points
 90 to 20 percent - 9 to 1 point(s)
 Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points
 90 to 20 percent - 19 to 1 point(s)
 Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points
 Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)
 As large or larger - 10 points
 Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
 Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
 Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points
 Some required services are available - 4 to 1 point(s)
 No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

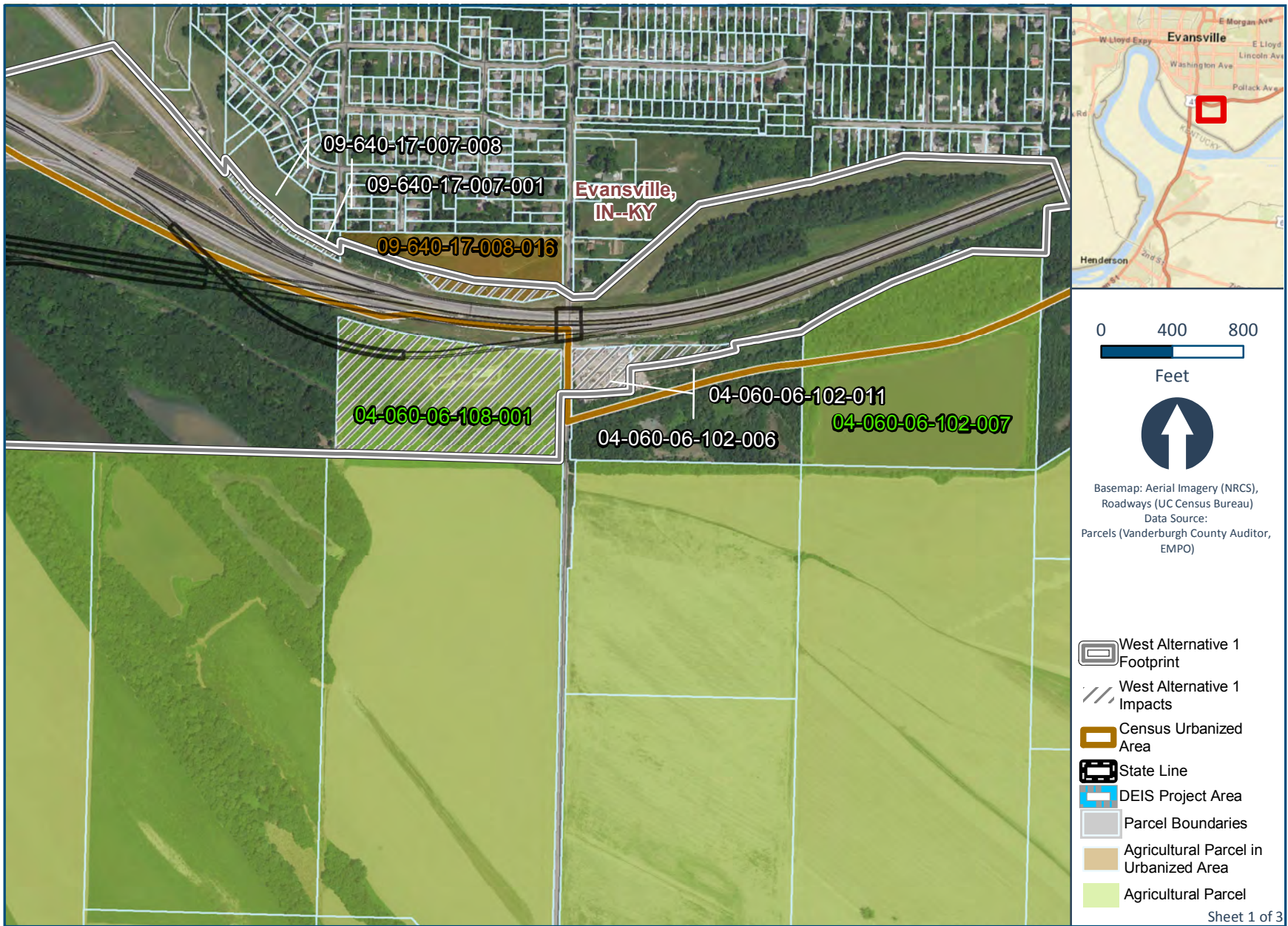
High amount of on-farm investment - 20 points
 Moderate amount of on-farm investment - 19 to 1 point(s)
 No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

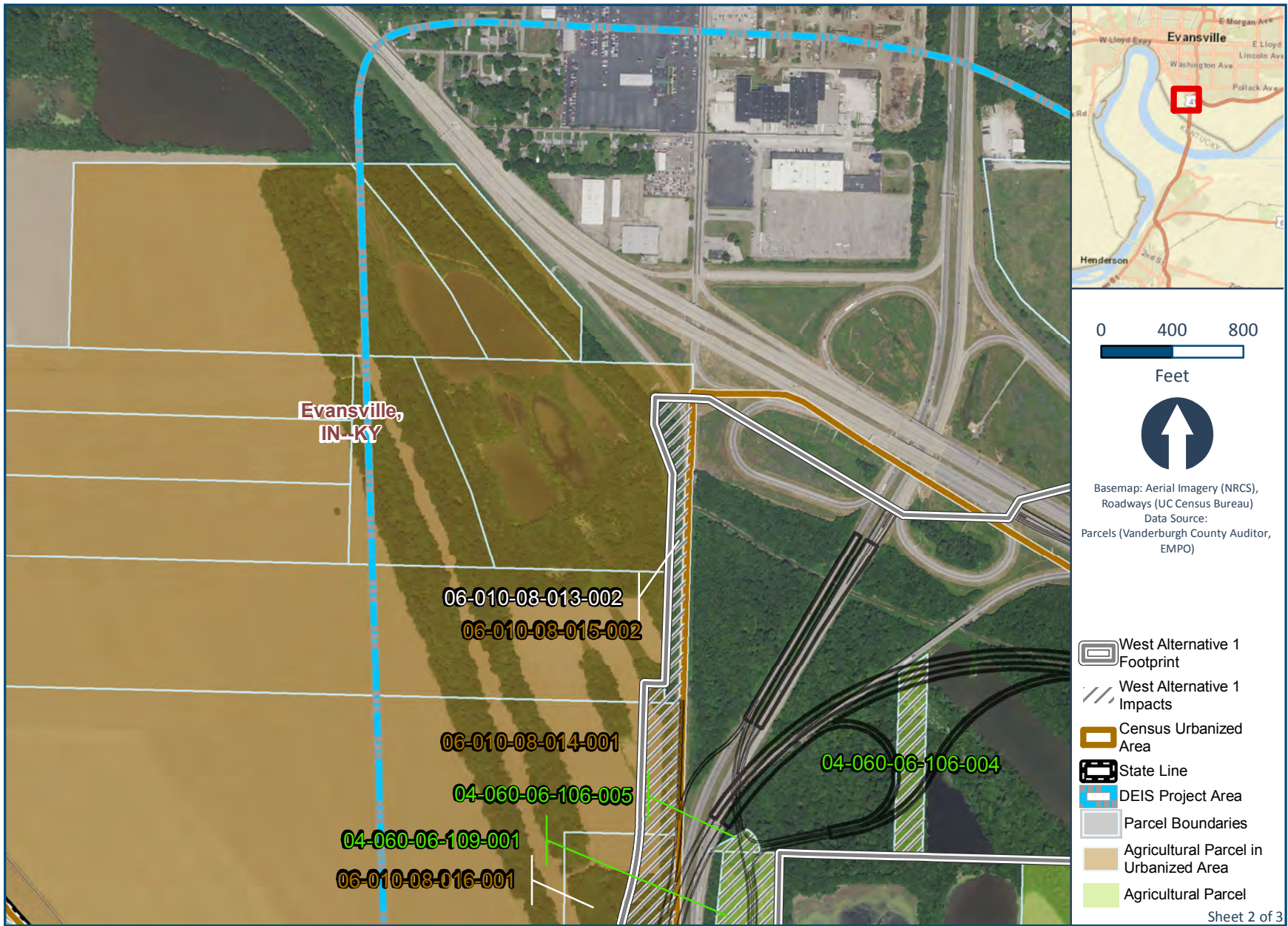
Substantial reduction in demand for support services if the site is converted - 25 points
 Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
 No significant reduction in demand for support services if the site is converted - 0 points

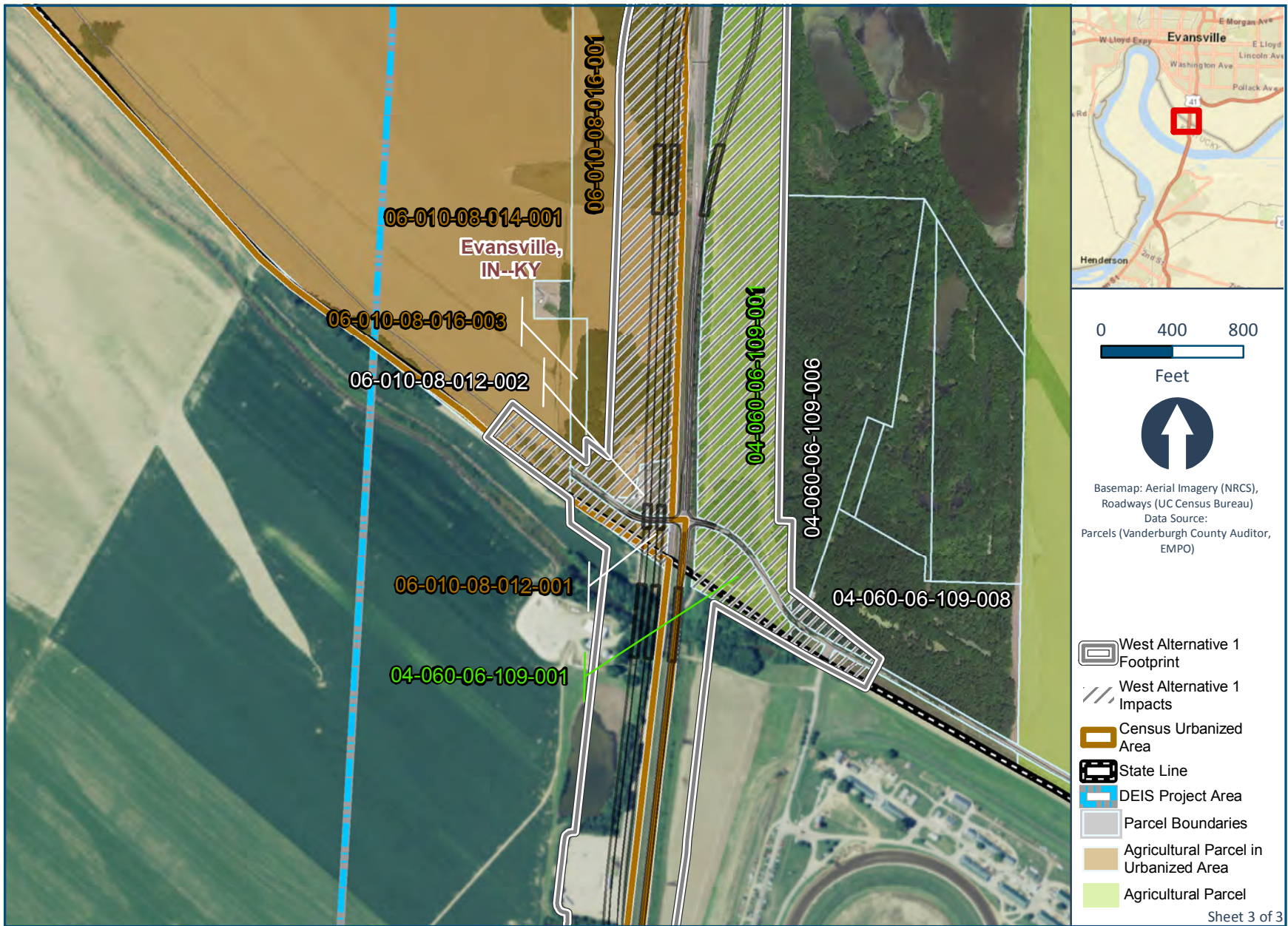
(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

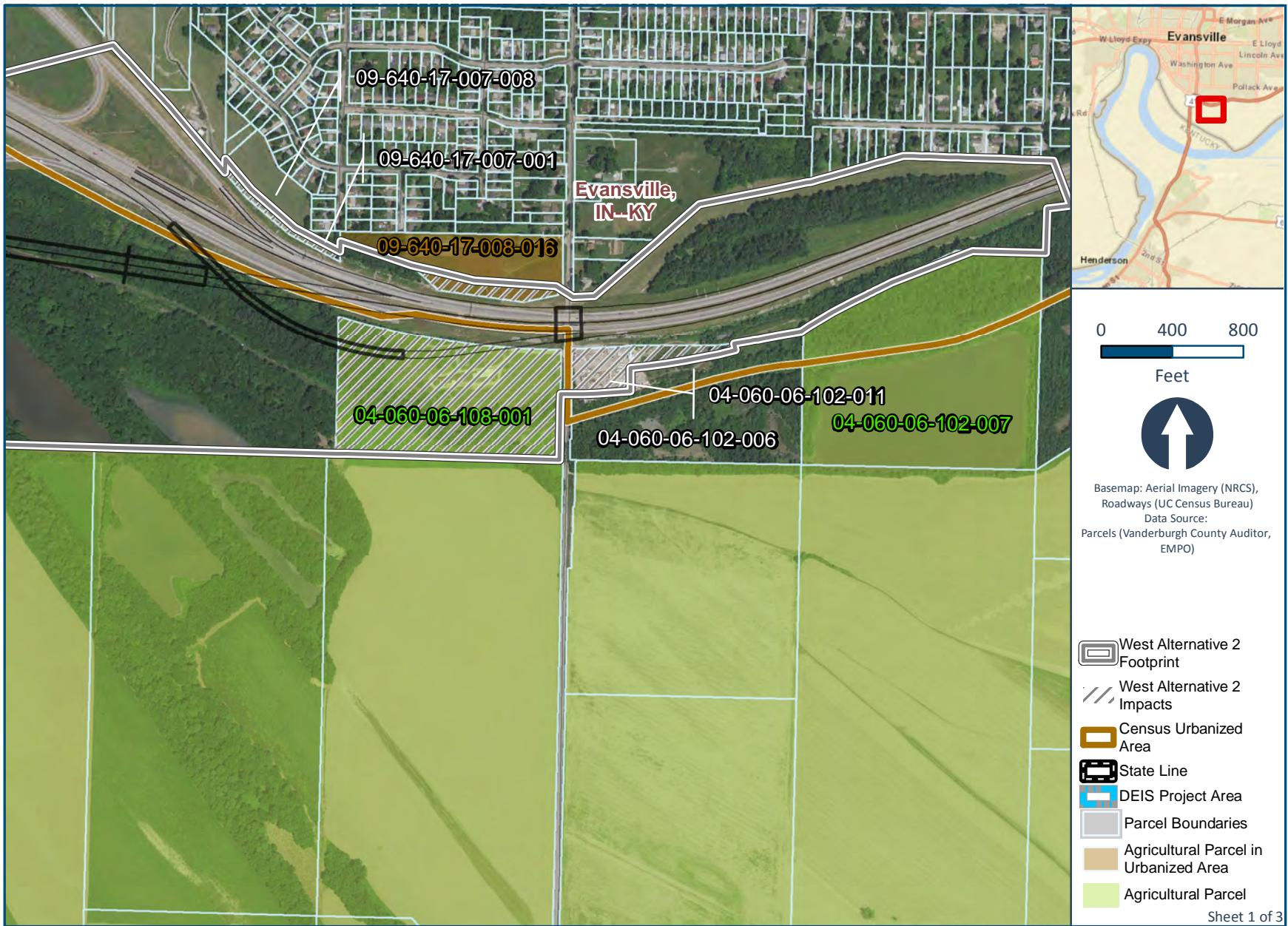
Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
 Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
 Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

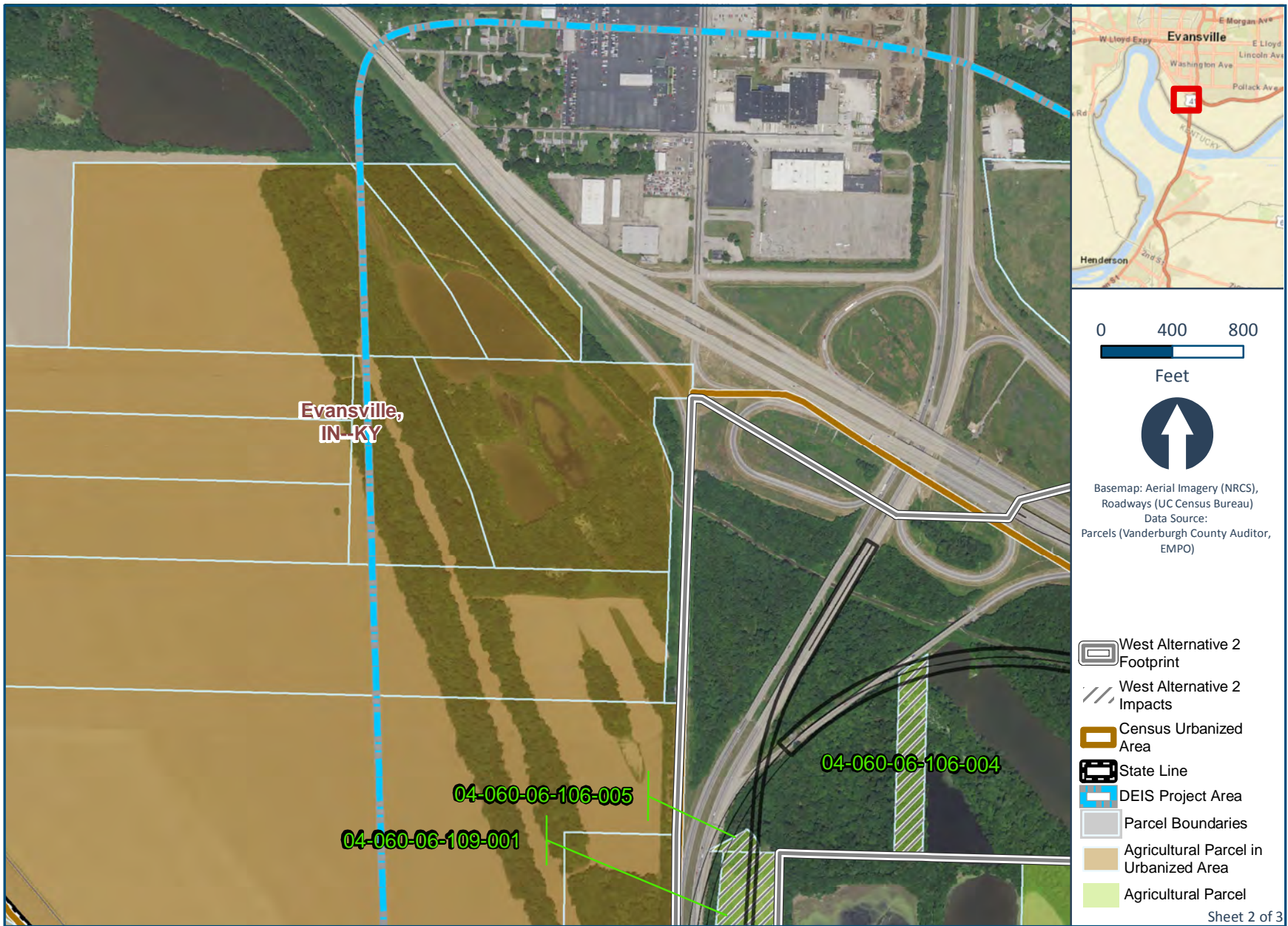


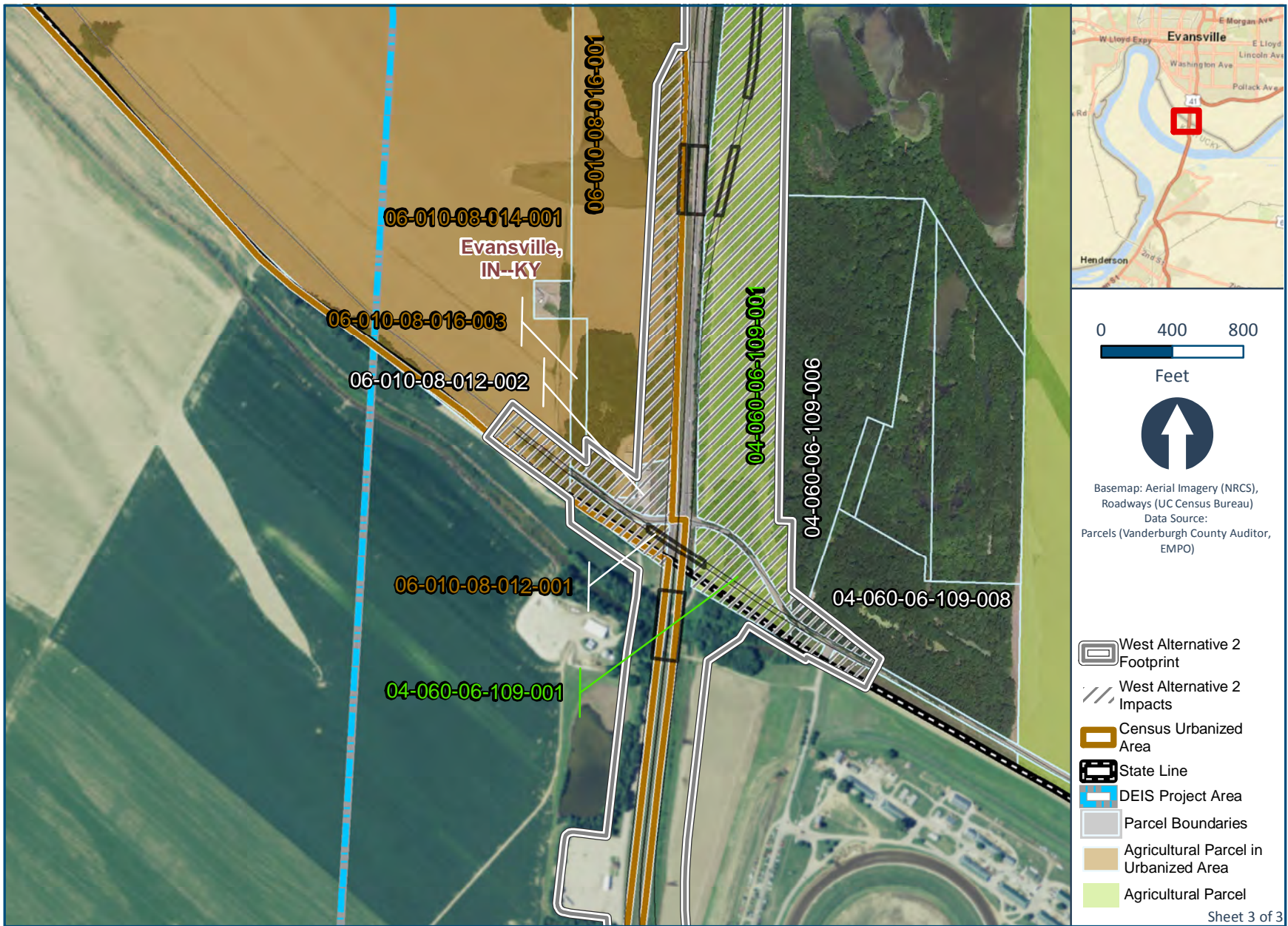
Sheet 1 of 3

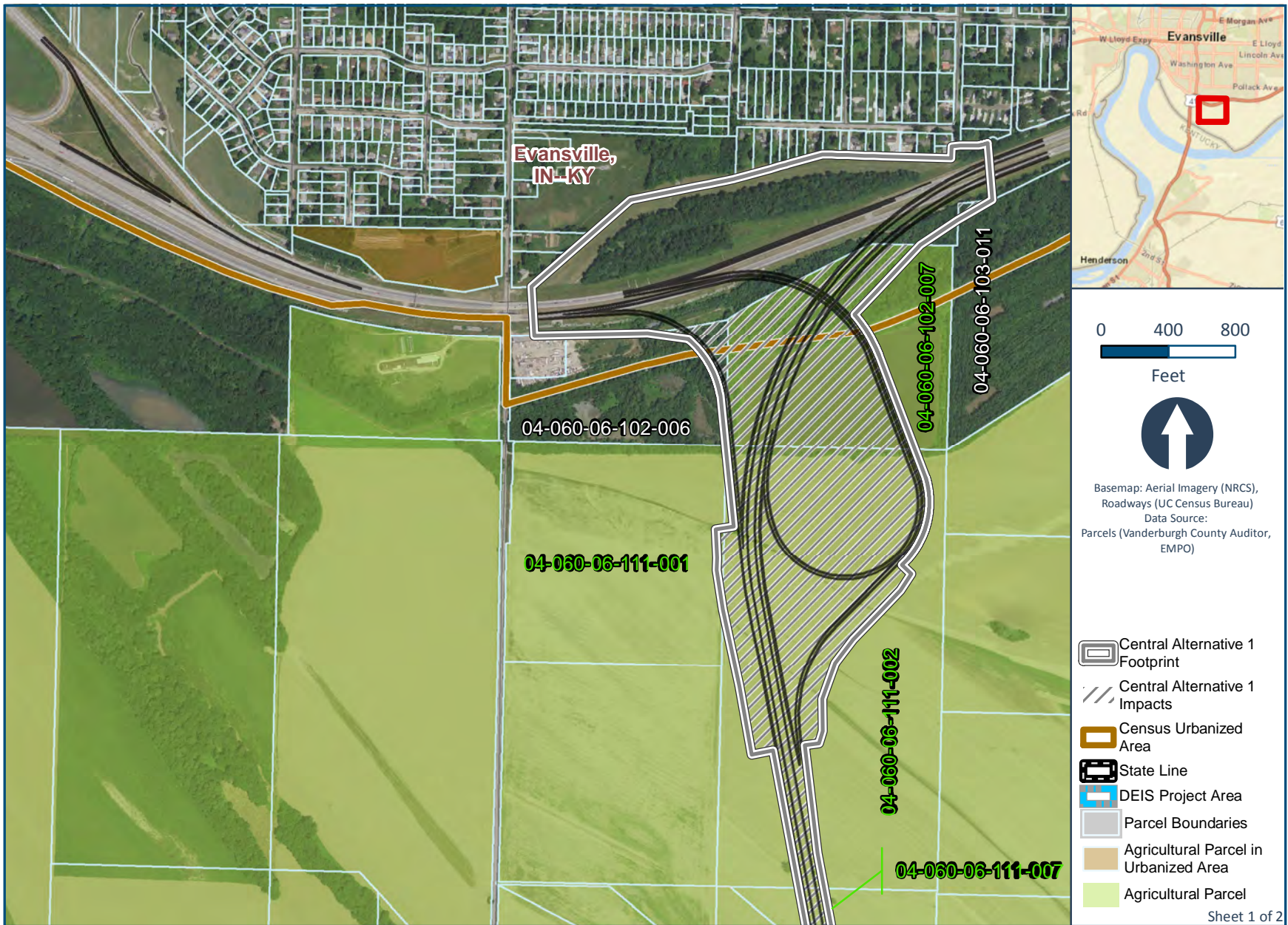


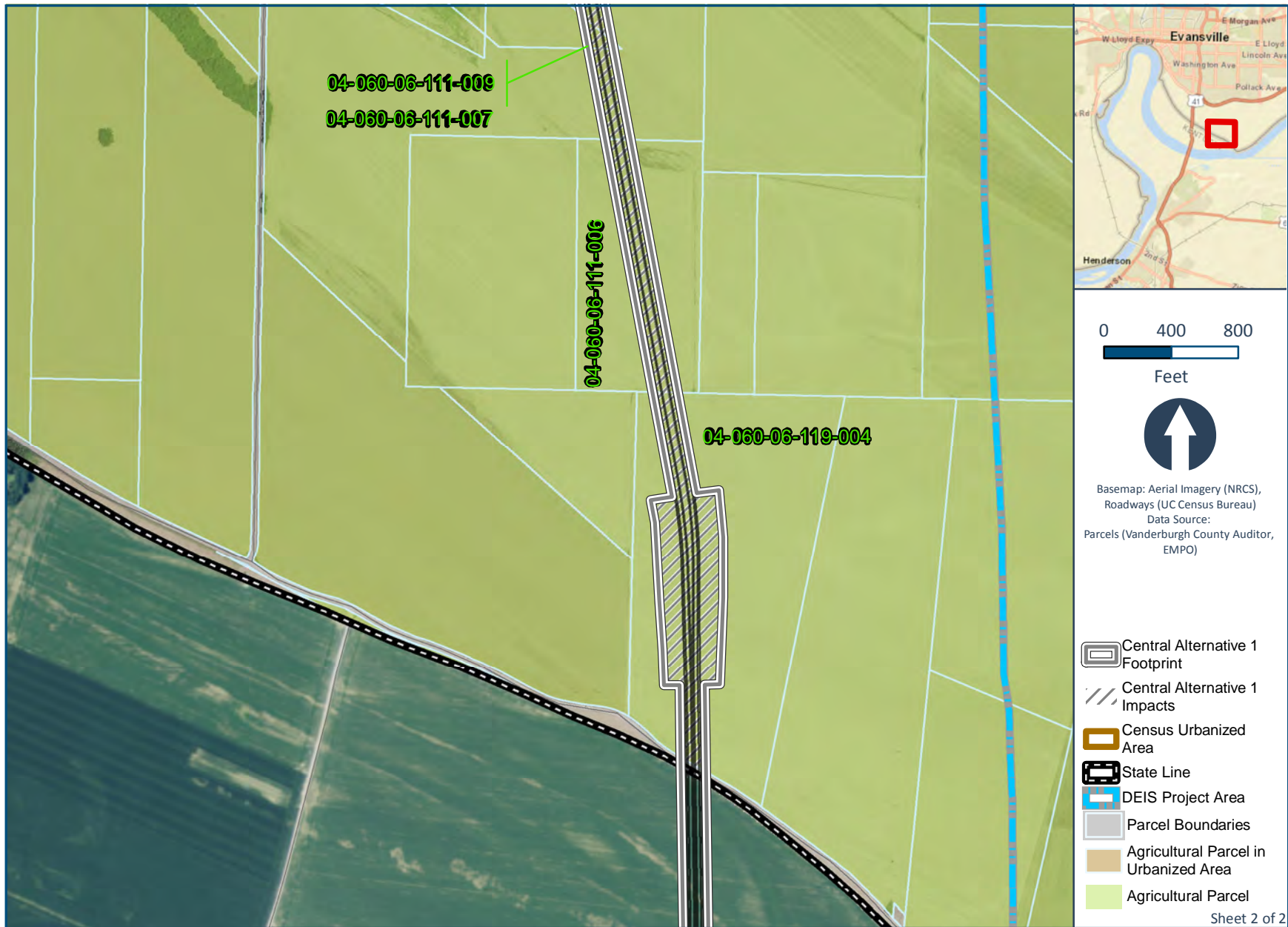












April 9, 2021

Jodi S. Heflin, P.E.
HNTB Corporation
1100 Superior Avenue, Suite 1701
Cleveland, Ohio 44114

Dear Ms. Heflin:

The revised project to extend I-69 south of Evansville in Vanderburgh County, Indiana, (Des No 1601700), as referred to in your letter received March 29, 2021, will cause a conversion of prime farmland.

The attached packet of information is for your use completing Parts VI and VII of the AD-1106. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

This letter includes Indiana impacts only.

If you need additional information, please contact John Allen at 317-295-5859.

Sincerely,

RICHARD Digitally signed by
RICHARD NEILSON
NEILSON Date: 2021.04.13
09:18:19 -04'00'

RICK NEILSON
State Soil Scientist

Enclosures



**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request	4. Sheet 1 of 1
1. Name of Project DES16001700_I69_Ohio R Crossing (IN part)		5. Federal Agency Involved FHWA	
2. Type of Project Transportation-Interstate Highway		6. County and State Vanderburgh, Indiana	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 3/30/2021	2. Person Completing Form JRA
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form.) YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size 255 AC	
5. Major Crop(s) Corn	6. Farmable Land in Government Jurisdiction Acres: 132,747 % 88		7. Amount of Farmland As Defined in FPPA Acres: 110,693 % 73
8. Name Of Land Evaluation System Used LESA	9. Name of Local Site Assessment System		10. Date Land Evaluation Returned by NRCS 4/9/2021

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	West 1	West 2	Central 1A/B	Central 1 B Modified
A. Total Acres To Be Converted Directly	61.8	61.8	85.8	66.8
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0	0	10.7	0.7
C. Total Acres In Corridor	61.8	61.8	96.5	67.5

PART IV (To be completed by NRCS) Land Evaluation Information	West 1	West 2	Central 1A/B	Central 1 B Modified
A. Total Acres Prime And Unique Farmland	61.8	61.8	96.5	58.81
B. Total Acres Statewide And Local Important Farmland	0.0	0.0	0.0	0.00
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.0490	0.0490	0.0730	0.048
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	51.0	51.0	52.0	67

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	West 1	West 2	Central 1A/B	Central 1 B Modified
	63	63	43	61

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points	West 1	West 2	Central 1A/B	Central 1 B Modified
1. Area in Nonurban Use	15	5	5	10	10
2. Perimeter in Nonurban Use	10	3	3	8	7
3. Percent Of Corridor Being Farmed	20	0	0	14	10
4. Protection Provided By State And Local Government	20	20	20	20	20
5. Size of Present Farm Unit Compared To Average	10	10	10	10	8
6. Creation Of Nonfarmable Farmland	25	0	0	3	0
7. Availability Of Farm Support Services	5	4	4	5	5
8. On-Farm Investments	20	3	3	2	2
9. Effects Of Conversion On Farm Support Services	25	0	0	0	0
10. Compatibility With Existing Agricultural Use	10	0	0	0	0
TOTAL CORRIDOR ASSESSMENT POINTS	160	45	45	72	62

PART VII (To be completed by Federal Agency)	West 1	West 2	Central 1A/B	Central 1 B Modified
Relative Value Of Farmland (From Part V)	100	63	63	61
Total Corridor Assessment (From Part VI above or a local site assessment)	160	45	45	62
TOTAL POINTS (Total of above 2 lines)	260	108	108	123

1. Corridor Selected: Central 1B Modified	2. Total Acres of Farmlands to be Converted by Project: 67.5	3. Date Of Selection: 01/2021	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
---	--	---	---

5. Reason For Selection: Central Alternatives 1A and 1B were identified as the Preferred Alternatives in the DEIS. The Preferred Alternatives would result in the fewest residential and commercial relocations; the fewest impacts to wetlands, streams, floodways, forested habitat, managed lands, Section 4(f) resources, and sites with RECs; provide cross-river redundancy for the region; and have the lowest total cost. When compared to Central Alternative 1A, Central Alternative 1B Modified was identified as the Single Preferred Alternative because it would reduce the economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free. In addition, the majority of the public comments preferred no tolls on the US 41 bridge, and it would avoid disproportionate and adverse effects to environmental justice populations.

Signature of Person Completing this Part: _____ DATE _____

NOTE: Complete a form for each segment with more than one Alternate Corridor





March 29, 2021

Mr. Greg Stone
State Conservationist
Natural Resources Conservation Service
771 Corporate Drive, Suite 300
Lexington, KY 40503

Des. No.: 1601700
Project Description: I-69 Ohio River Crossing from Evansville, IN to Henderson, KY
Location: Vanderburgh County, Indiana and Henderson County, Kentucky

Dear Mr. Neilson,

The Federal Highway Administration, Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC) prepared a Draft Environmental Impact Statement (DEIS) that evaluated alternatives to extend I-69 south of Evansville, IN (formerly I-164) across the Ohio River to the Edward T. Breathitt Pennyrile Parkway (now designated as I-69 up to the KY 425 interchange) near Henderson, KY (INDOT Des. No. 1601700).

The project was previously coordinated with your office in 2018. After the submission of the original CPA-106 form to your office and before the DEIS was published, the US 41 interchange in Kentucky was modified; the farmland impact analysis was updated to reflect the most current project information; and Central Alternative 1 was changed to Central Alternative 1A and Central Alternative 1B. These alternatives are the same, except Central Alternative 1A would include tolls on the US 41 bridge while Central Alternative 1B would not include tolls on the US 41 bridge.

A DEIS that identified Central Alternative 1A and 1B as the Preferred Alternatives was published on December 14, 2018, which began a 56-day comment period. In addition, public hearings were held in January 2019. After the DEIS, Central Alternative 1B was refined, and more detailed engineering was performed. These collective changes were designated Central Alternative 1B Modified.

HENDERSON PROJECT OFFICE

1970 Barrett Court, Suite 100, Henderson, KY 42420

P/ 888-515-9756 E/ info@169OhioRiverCrossing.com

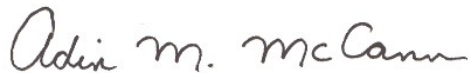


The purpose of this letter is to inform NRCS that Central Alternative 1B Modified has been identified as the Single Preferred Alternative for the proposed project. In addition, we are requesting that NRCS amend the previously completed form CPA-106 to incorporate the updated farmland impact analysis for Central Alternatives 1A and 1B and to include Central Alternative 1B Modified. To this end, the following items are attached for your reference:

- Form CPA-106 (previously completed on March 19, 2018)
- Project description and narrative describing the Single Preferred Alternative
- Farmland impact maps for Central Alternatives 1A and 1B
- Farmland impact maps for Central Alternative 1B Modified
- Previous project-related coordination with NRCS Kentucky
- Electronic GIS shape files

Please provide the amended CPA-106 form and any additional comments by April 29, 2021. If you have any questions or need further information, please contact me using the information provided below.

Sincerely,

A handwritten signature in black ink that reads 'Adin M. McCann'.

Adin McCann, PE
Environmental Planning Section Manager
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, IN 46204
amccann@hntb.com
(317) 917-5325

Attachment 1

Form CPA-106

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request	4. Sheet 1 of _____
1. Name of Project		5. Federal Agency Involved	
2. Type of Project		6. County and State	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form).		YES <input type="checkbox"/> NO <input type="checkbox"/>	4. Acres Irrigated Average Farm Size
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: _____ %		7. Amount of Farmland As Defined in FPPA Acres: _____ %
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System		10. Date Land Evaluation Returned by NRCS

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	West 1	West 2	Central 1A/B	Central 1B Modified
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor				
PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				
PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)				
PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points			
1. Area in Nonurban Use	15			
2. Perimeter in Nonurban Use	10			
3. Percent Of Corridor Being Farmed	20			
4. Protection Provided By State And Local Government	20			
5. Size of Present Farm Unit Compared To Average	10			
6. Creation Of Nonfarmable Farmland	25			
7. Availability Of Farm Support Services	5			
8. On-Farm Investments	20			
9. Effects Of Conversion On Farm Support Services	25			
10. Compatibility With Existing Agricultural Use	10			
TOTAL CORRIDOR ASSESSMENT POINTS	160			
PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)	100			
Total Corridor Assessment (From Part VI above or a local site assessment)	160			
TOTAL POINTS (Total of above 2 lines)	260			

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
-----------------------	---	-----------------------	--

5. Reason For Selection: Central Alternatives 1A and 1B were identified as the Preferred Alternatives in the DEIS. The Preferred Alternatives would result in the fewest residential and commercial relocations; the fewest impacts to wetlands, streams, floodways, forested habitat, managed lands, Section 4(f) resources, and sites with RECs; provide cross-river redundancy for the region; and have the lowest total cost. When compared to Central Alternative 1A, Central Alternative 1B Modified was identified as the Single Preferred Alternative because it would reduce the economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free. In addition, the majority of the public comments preferred no tolls on the US 41 bridge, and it would avoid disproportionate and adverse effects to environmental justice populations.

Signature of Person Completing this Part: _____ DATE _____

NOTE: Complete a form for each segment with more than one Alternate Corridor

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points
 90 to 20 percent - 14 to 1 point(s)
 Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points
 90 to 20 percent - 9 to 1 point(s)
 Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points
 90 to 20 percent - 19 to 1 point(s)
 Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points
 Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)

As large or larger - 10 points
 Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
 Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
 Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points
 Some required services are available - 4 to 1 point(s)
 No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points
 Moderate amount of on-farm investment - 19 to 1 point(s)
 No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points
 Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
 No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
 Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
 Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

Attachment 2

Project Description

I-69 ORX Project Description and Single Preferred Alternative Narrative

The Federal Highway Administration (FHWA), Indiana Department of Transportation (INDOT), and Kentucky Transportation Cabinet (KYTC) issued a revised Notice of Intent (NOI) in the *Federal Register* on February 13, 2017 for the preparation of an Environmental Impact Statement (EIS) for the I-69 Ohio River Crossing (ORX) project in the Evansville, IN and Henderson, KY area, which is part of the National I-69 Corridor that extends between Mexico and Canada. An NOI was previously issued for the project on May 10, 2001. Under that NOI, a Draft Environmental Impact Statement (DEIS) was completed in 2004, but the project was subsequently suspended in 2005.

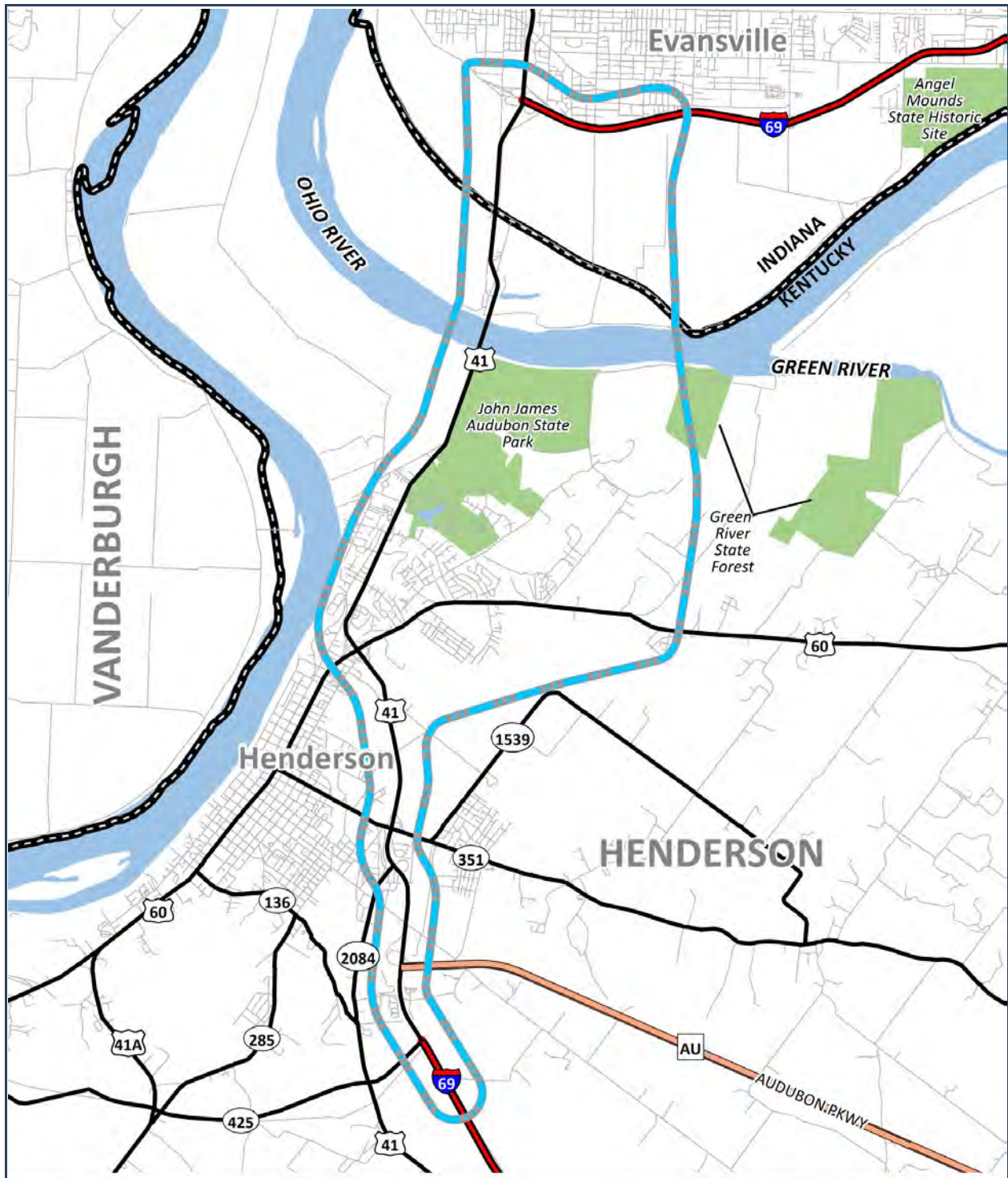
For the new EIS that was prepared for the I-69 ORX project, the project area extends from I-69 (formerly I-164) in Indiana on the south side of Evansville (i.e., northern terminus) across the Ohio River to I-69 (formerly Edward T. Breathitt Pennyryle Parkway) at the KY 425 interchange southeast of Henderson, KY (i.e., southern terminus) (Figure 1-1). The section of Edward T. Breathitt Pennyryle Parkway between KY 351 and KY 425 that was not re-designated as I-69, was recently re-designated as US 41. The western limit of the project area is parallel to and extends a maximum of about 2,000 feet west of US 41. The eastern limit of the project area extends about 1,500 feet to 3.4 miles east of US 41. Currently, I-69 does not cross the Ohio River and the only cross-river access between Evansville and Henderson is limited to US 41, which is classified as a principal arterial and does not meet interstate design standards.

The following project needs have been identified:


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

Based on these needs, the project's purpose includes the following:

- 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



 Project Area

0 0.5 1

 Miles



Data Source:
 IndianaMap, 2018
 KYGeoNet, 2017

Figure 1-1. Project Area

The following alternatives were carried forward for detailed evaluation in the DEIS, which was published on December 14, 2018.

- No Build Alternative: required by NEPA to serve as a baseline for comparison
- West Alternative 1: four lanes on the new I-69 bridge located approximately 70 feet west of the existing US 41 bridges, retain the northbound US 41 bridge for two-way traffic, and remove the southbound US 41 bridge
- West Alternative 2: six lanes on the new I-69 bridge located approximately 70 feet west of the existing US 41 bridges and remove both existing US 41 bridges
- Central Alternative 1A and 1B: four lanes on the new I-69 bridge located approximately 1.5 miles east of the existing US 41 bridges, retain the northbound US 41 bridge for two-way traffic, and remove the southbound US 41 bridge. These alternatives are the same except Central Alternative 1A would include tolls on the US 41 and I-69 bridges and Central Alternative 1B would only include tolls on the I-69 bridge.

Based on the comparison of the alternatives' impacts and costs, Central Alternatives 1A and 1B were identified as the Preferred Alternatives in the DEIS. The Preferred Alternatives would result in the fewest residential and commercial relocations; the fewest impacts to wetlands, streams, floodways, forested habitat, managed lands, Section 4(f) resources, and sites with RECs; provide cross-river redundancy for the region; and have the lowest total cost. The full alternatives evaluation is provided in the project's DEIS, which can be viewed at <https://i69ohiorivercrossing.com/deis/>. The public and agency comment period for the DEIS extended 56 days from December 14, 2018 to February 8, 2019. In addition, DEIS public hearings were held on January 7 and 8, 2019. Two community conversations were also held on January 23 and 24, 2019 to collect feedback on the DEIS.

CENTRAL ALTERNATIVE 1B MODIFIED

After the DEIS, the following design modifications were made to Central Alternative 1B that resulted in the development of Central Alternative 1B Modified. Figure 1-2 shows the DEIS alternatives and Central Alternative 1B Modified.

- **Interchange with Existing I-69 in Indiana** – The long and circuitous ramp for traffic travelling east from US 41 and Veterans Memorial Parkway to I-69 north was replaced with a more direct route that follows the existing I-69 alignment. There would be a signalized intersection between this ramp and the I-69 northbound exit ramp to US 41 and Veterans Memorial Parkway to the west.
- **I-69 Bridge** – In order to reduce bridge costs, the width of the I-69 bridge shoulders were reduced from 12 feet to 10 feet on the outside and from 8 feet to 4 feet on the inside. Future traffic projections determined that the option to expand the bridge from four to six lanes via restriping the lanes was not needed.
- **Bowling Lane Extension** – In order to eliminate the long-term maintenance costs that would be associated with the local access bridge over I-69 located north of the US 60 interchange, the bridge was replaced with an extension of Bowling Lane, along with a

driveway, east of and parallel to I-69 in order to maintain access to the gas transmission pipeline and surrounding private property.

- **US 60 Interchange** - The design of the east side of this interchange was modified to improve the connection between Tilman-Bethel Road and the relocated US 60 and to remove the existing section of US 60 and the associated bridge over the CSX railroad in order to eliminate the long-term maintenance cost of the bridge. In addition, the I-69 northbound exit and entrance ramps were shifted to the west to allow sufficient space between the ramp intersection and the Tilman-Bethel Road intersection. The modification also included the relocation of a powerline between the interchange and the historic Ellis-Neville/Lee Baskett House. On the west side, the relocated portion of US 60 was shifted north approximately 130 feet to avoid impacts to a cemetery.
- **Stormwater Detention Basins** - A large stormwater detention basin was added adjacent to and south of I-69 between the US 41 and US 60 interchanges. This basin was added for three reasons: (1) it addresses the project's stormwater management requirements, (2) it provides needed fill material for construction of Section 1¹ of the project, and (3) it reduces downstream flooding in Henderson.
- **US 41 Interchange** - The modified design of the US 41 interchange will be phased to ensure efficient cross-river travel. The Section 1¹ construction phase will include a trumpet-style interchange, which maintains two-lanes of free-flow traffic on the connection to existing US 41 for both northbound and southbound cross-river traffic. Once Section 2¹ and the interstate connection to I-69 in Indiana is complete, the interchange will be modified to a traditional diamond interchange with one loop ramp for the US 41 southbound to I-69 northbound movement. This interchange will provide a direct connection to Kimsey Lane to the east.
- **KY 351 Interchange** - Further analysis of this area indicated that the proximity of the KY 351 interchange to the partial interchange with KY 2084 did not meet interstate design standards. The revised design for this interchange removes the ramps to/from KY 2084 and reconstructs the KY 351 interchange. The northbound bifurcated section of KY 2084 will be relocated along the existing southbound lane. The revised design for the interchange includes roundabouts at each of the ramp intersections and another roundabout at the KY 351/KY 2084 intersection. The revised design also includes shifting the proposed I-69 mainline (i.e., existing US 41) to the west approximately 30 feet. The roundabouts will support the City of Henderson's vision for this gateway corridor as well as provide improved safety and access in this area.
- **Northbound Auxiliary Lane between the Henderson Bypass and Audubon Parkway Interchanges** - In order to improve traffic weaving and safety, a northbound auxiliary lane was added between the Henderson Bypass and Audubon Parkway interchanges.

¹In 2020, the Kentucky legislature adopted *Kentucky's FY 2020 – FY 2026 Highway Plan* that included funding for the design and construction of the first section of the I-69 ORX project (i.e., Section 1), which includes all work from KY 425 to the US 60 interchange. Section 2 of the project will include the remainder of the project from the US 60 interchange across the Ohio River and connecting to I-69 in Indiana.

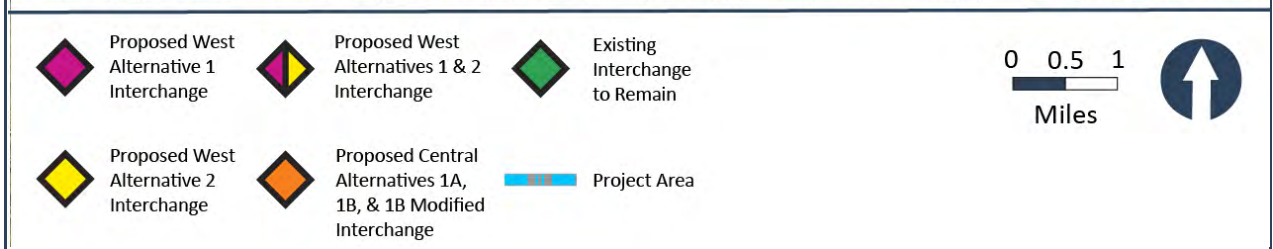
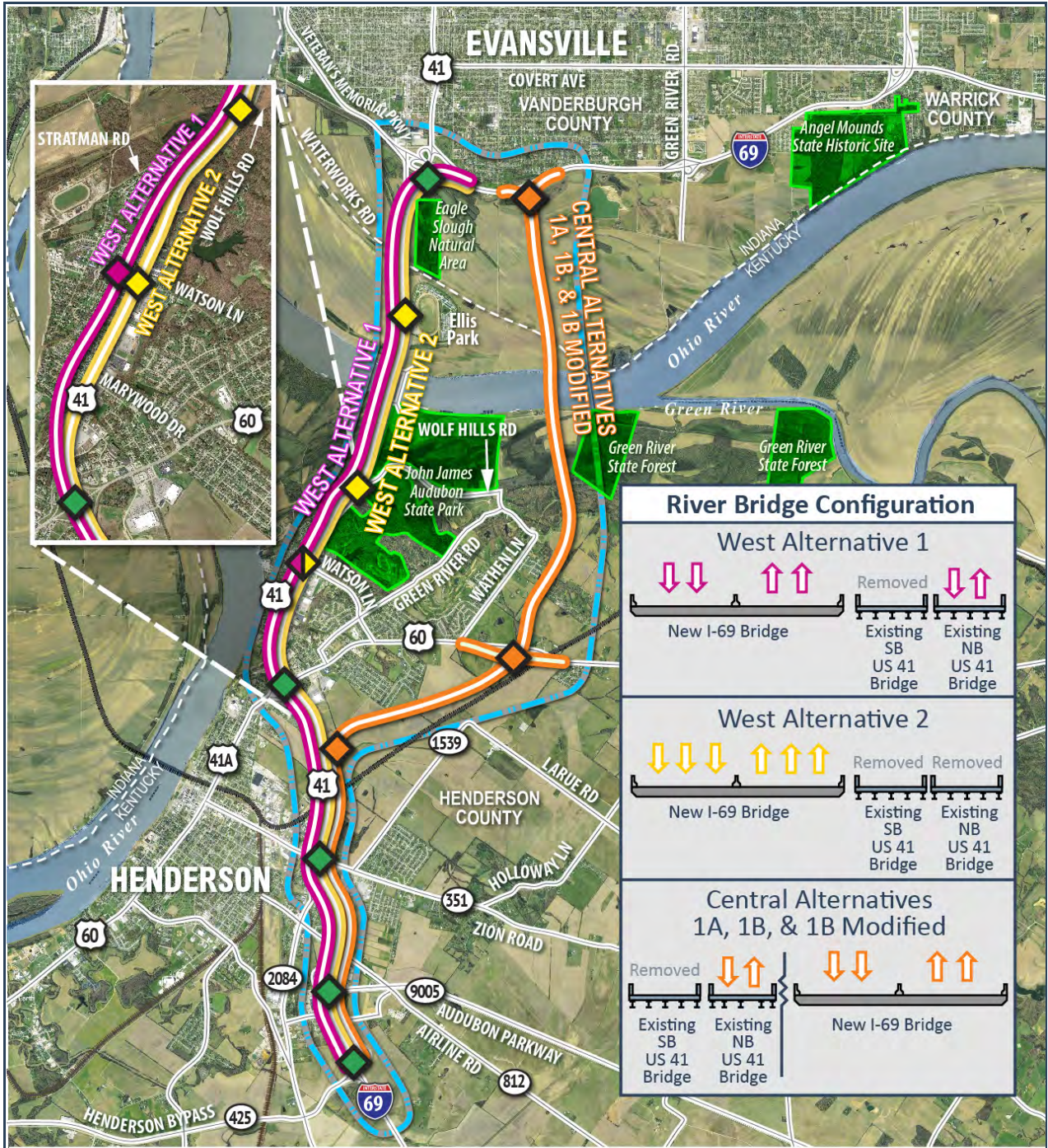


Figure 1-2. Alternatives

SINGLE PREFERRED ALTERNATIVE

When compared to Central Alternative 1A, Central Alternative 1B Modified was identified as the Single Preferred Alternative. Although Central Alternative 1B Modified has greater overall farmland impacts, it was identified as the Single Preferred Alternative for the following overriding considerations.

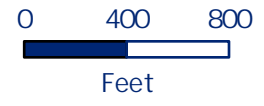
- It reduces economic impacts to traffic-dependent businesses along the US 41 commercial strip by keeping the US 41 bridge toll free
- It reduces economic impacts to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free
- It was preferred by the majority of public comments.
- It would avoid disproportionate and adverse effects to environmental justice populations.

Central Alternative 1B Modified includes several design refinements to minimize farmland impacts, including:







- reducing the footprint of the US 41, US 60, and existing I-69 interchanges;
- rerouting of Kimsey Lane and Bowling Lane to maintain access to existing farmland;
- relocating existing utility transmission lines immediately adjacent to the new I-69 roadway;
- capturing storm flows in the project's drainage features and a large stormwater detention basin to avoid runoff into surrounding farmland; and
- minimizing the area of the stormwater detention basin to the greatest extent possible by lowering the roadway elevation in order to reduce the amount of borrow material needed while meeting the constraints of a shallow (5 feet) water table.

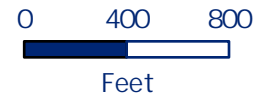
Attachment 3

Farmland Impact Map Central Alternatives 1A and 1B









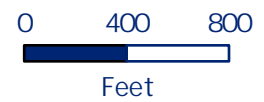
Basemap: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGrid, IGN, and the GIS User Community
 Data Source: Parcels (EMPO and Henderson County Assessor)

-  Central Alternative 1A/B Footprint
-  Central Alternative 1A/B Impacts
-  Project Area
-  State Line
-  Parcel Boundaries
-  Agricultural Parcel









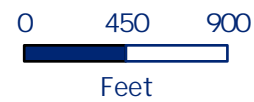
Basemap: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGrid, IGN, and the GIS User Community
 Data Source: Parcels (EMPO and Henderson County Assessor)

-  Central Alternative 1A/B Footprint
-  Central Alternative 1A/B Impacts
-  Project Area
-  State Line
-  Parcel Boundaries
-  Agricultural Parcel









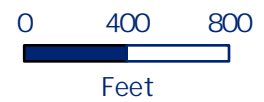
Basemap: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGrid, IGN, and the GIS User Community
 Data Source: Parcels (EMPO and Henderson County Assessor)

-  Central Alternative 1A/B Footprint
-  Central Alternative 1A/B Impacts
-  Project Area
-  State Line
-  Parcel Boundaries
-  Agricultural Parcel








Basemap: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGrid, IGN, and the GIS User Community
 Data Source: Parcels (EMPO and Henderson County Assessor)

-  Central Alternative 1A/B Footprint
-  Central Alternative 1A/B Impacts
-  Project Area
-  State Line
-  Parcel Boundaries
-  Agricultural Parcel











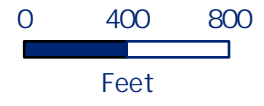
Basemap: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGrid, IGN, and the GIS User Community
 Data Source: Parcels (EMPO and Henderson County Assessor)

-  Central Alternative 1A/B Footprint
-  Central Alternative 1A/B Impacts
-  Project Area
-  State Line
-  Parcel Boundaries
- Agricultural Parcel




Basemap: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGrid, IGN, and the GIS User Community
 Data Source: Parcels (EMPO and Henderson County Assessor)

-  Central Alternative 1A/B Footprint
-  Central Alternative 1A/B Impacts
-  Project Area
-  State Line
-  Census Urbanized Area
-  Parcel Boundaries
-  Agricultural Parcel
-  Agricultural Parcel in Urbanized Area



Basemap: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGrid, IGN, and the GIS User Community
 Data Source: Parcels (EMPO and Henderson County Assessor)

-  Central Alternative 1A/B Footprint
-  Central Alternative 1A/B Impacts
-  Project Area
-  State Line
-  Census Urbanized Area
-  Parcel Boundaries
-  Agricultural Parcel
- Agricultural Parcel in Urbanized Area



Evansville,
TN-KY

66-72
66-72

66-68

66-68

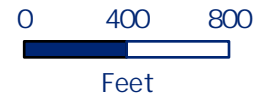
66-64.1

66-49.1








67-64

67-66

Evansville,
TN-KY

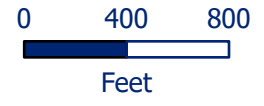


Basemap: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGrid, IGN, and the GIS User Community
Data Source: Parcels (EMPO and Henderson County Assessor)







-  Central Alternative 1A/B Footprint
-  Central Alternative 1A/B Impacts
-  Project Area
-  State Line
-  Census Urbanized Area
-  Parcel Boundaries
-  Agricultural Parcel
- Agricultural Parcel in Urbanized Area

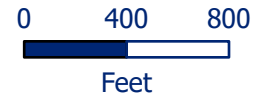
Attachment 4

Farmland Impact Map Central Alternative 1B Modified









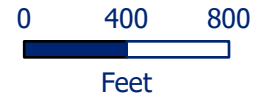
Basemap: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGrid, IGN, and the GIS User Community
 Data Source: Parcels (EMPO and Henderson County Assessor)

-  Central Alternative 1B Modified Footprint
-  Central Alternative 1B Modified Impacts
-  Project Area
-  State Line
-  Parcel Boundaries
-  Agricultural Parcel









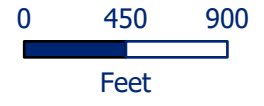
Basemap: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGrid, IGN, and the GIS User Community
 Data Source: Parcels (EMPO and Henderson County Assessor)

-  Central Alt 1B Modified Footprint
-  Central Alternative 1B Modified Impacts
-  Project Area
-  State Line
-  Parcel Boundaries
-  Agricultural Parcel









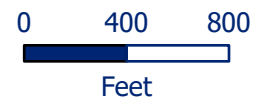
Basemap: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGrid, IGN, and the GIS User Community
 Data Source: Parcels (EMPO and Henderson County Assessor)

-  Central Alt 1B Modified Footprint
-  Central Alternative 1B Modified Impacts
-  Project Area
-  State Line
-  Parcel Boundaries
-  Agricultural Parcel









Basemap: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGrid, IGN, and the GIS User Community
 Data Source: Parcels (EMPO and Henderson County Assessor)

-  Central Alt 1B Modified Footprint
-  Central Alternative 1B Modified Impacts
-  Project Area
-  State Line
-  Parcel Boundaries
-  Agricultural Parcel










Basemap: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGrid, IGN, and the GIS User Community
 Data Source: Parcels (EMPO and Henderson County Assessor)

-  Central Alt 1B Modified Footprint
-  Central Alternative 1B Modified Impacts
-  Project Area
-  State Line
-  Parcel Boundaries
-  Agricultural Parcel



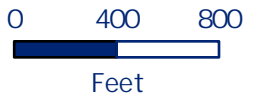
Basemap: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGrid, IGN, and the GIS User Community
 Data Source: Parcels (EMPO and Henderson County Assessor)

-  Central Alternative 1B Modified Footprint
-  Central Alternative 1B Modified Impacts
-  Project Area
-  State Line
-  Census Urbanized Area
-  Parcel Boundaries
-  Agricultural Parcel
- Agricultural Parcel in Urbanized Area



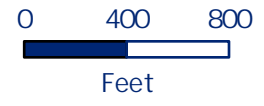
Evansville,
IN-KY

Evansville,
IN-KY











Basemap: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGrid, IGN, and the GIS User Community
Data Source: Parcels (EMPO and Henderson County Assessor)

-  Central Alternative 1B Modified Footprint
-  Central Alternative 1B Modified Impacts
-  Project Area
-  State Line
-  Census Urbanized Area
-  Parcel Boundaries
-  Agricultural Parcel
-  Agricultural Parcel in Urbanized Area



Basemap: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGrid, IGN, and the GIS User Community
 Data Source: Parcels (EMPO and Henderson County Assessor)

-  Central Alternative 1B Modified Footprint
-  Central Alternative 1B Modified Impacts
-  Project Area
-  State Line
-  Census Urbanized Area
-  Parcel Boundaries
-  Agricultural Parcel
-  Agricultural Parcel in Urbanized Area

Attachment 5

Previous Project-Related Coordination

	<u>Page</u>
NRCS Kentucky Response March 19, 2018.....	1
Kentucky Coordination Letter February 20, 2018.....	7



United States Department of Agriculture

Natural Resources Conservation Service

USDA Service Center

1000 Commonwealth Drive

Mayfield, KY 42066

March 19, 2018

Adin McCann
Environmental Planning Manager
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, IN 46204

RE: FPPA—I69 Ohio River Crossing

Dear Mr. McCann:

Enclosed is the Farmland Protection Policy Act (FPPA) site assessment for the three proposed alternative routes to extend I-69 south of Evansville, IN (formerly I-164) across the Ohio River to the Edward T. Breathitt Pennyrile Parkway (now designated as I-69 up to the KY 425 interchange) near Henderson, KY.

You will notice a revision to the CPA-106 originally sent as part of the project attachments. The revised document aligns with the ACREAGE that occurs within the boundary of the digital shapefile for the **West Alt-1**, **West Alt-2**, and **Central Alt-1** route(s). The acreage is presented in the NRCS-CPA-106 as TOTAL ACRES IN CORRIDOR, rather than broken out into *Direct* and *Indirect* Conversion.

Do not hesitate to holler back if there are questions or further assistance is needed.

JERRY E. MCINTOSH

Soil Scientist

jerry.mcintosh@ky.usda.gov

Enclosures

Cc (w/enclosures):

Kelly Bennett, USDA-NRCS, Henderson

The Natural Resources Conservation Service provides leadership in a partnership effort to help people conserve, maintain, and improve our natural resources and environment.

An Equal Opportunity Provider and Employer

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)	3. Date of Land Evaluation Request 2/20/18	4. Sheet 1 of _____
---	--	---------------------

1. Name of Project I-69 Ohio River Crossing	5. Federal Agency Involved FHWA
--	--

2. Type of Project Transportation-Interstate Highway	6. County and State Henderson County, Kentucky
---	---

PART II (To be completed by NRCS)	1. Date Request Received by NRCS 2/20/18	2. Person Completing Form Perri Pedley
--	--	--

3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	4. Acres Irrigated Average Farm Size
---	--

5. Major Crop(s) Corn	6. Farmable Land in Government Jurisdiction Acres: 260,508 % 92.6	7. Amount of Farmland As Defined in FPPA Acres: 234,346 % 83.2
---------------------------------	--	---

8. Name of Land Evaluation System Used LESA	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS 3/19/18
---	---	---

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment <u>I-69 Ohio River Crossing</u>			
	Corridor A	Corridor B	Corridor C	Corridor D

A. Total Acres To Be Converted Directly	WEST 1	WEST 2	CENTRAL 1	
---	---------------	---------------	------------------	--

B. Total Acres To Be Converted Indirectly, Or To Receive Services				
---	--	--	--	--

C. Total Acres In Corridor	226.0	210.0	356.0	
----------------------------	--------------	--------------	--------------	--

PART IV (To be completed by NRCS) Land Evaluation Information				
--	--	--	--	--

A. Total Acres Prime And Unique Farmland	130.7	122.3	290.0	
--	--------------	--------------	--------------	--

B. Total Acres Statewide And Local Important Farmland	1.7	1.7	16.9	
---	------------	------------	-------------	--

C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.06	0.05	0.13	
---	-------------	-------------	-------------	--

D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	92.5	92.5	63.8	
--	-------------	-------------	-------------	--

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	50.1	50.6	76.3	
--	-------------	-------------	-------------	--

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
--	----------------	--	--	--	--

1. Area in Nonurban Use	15				
-------------------------	-----------	--	--	--	--

2. Perimeter in Nonurban Use	10				
------------------------------	-----------	--	--	--	--

3. Percent Of Corridor Being Farmed	20				
-------------------------------------	-----------	--	--	--	--

4. Protection Provided By State And Local Government	20				
--	-----------	--	--	--	--

5. Size of Present Farm Unit Compared To Average	10				
--	-----------	--	--	--	--

6. Creation Of Nonfarmable Farmland	25				
-------------------------------------	-----------	--	--	--	--

7. Availability Of Farm Support Services	5				
--	----------	--	--	--	--

8. On-Farm Investments	20				
------------------------	-----------	--	--	--	--

9. Effects Of Conversion On Farm Support Services	25				
---	-----------	--	--	--	--

10. Compatibility With Existing Agricultural Use	10				
--	-----------	--	--	--	--

TOTAL CORRIDOR ASSESSMENT POINTS	160	0	0	0	0
----------------------------------	------------	----------	----------	----------	----------

PART VII (To be completed by Federal Agency)				
---	--	--	--	--

Relative Value Of Farmland (From Part V)	100	50.1	50.6	76.3	0
--	------------	-------------	-------------	-------------	----------

Total Corridor Assessment (From Part VI above or a local site assessment)	160	0	0	0	0
---	------------	----------	----------	----------	----------

TOTAL POINTS (Total of above 2 lines)	260	50.1	50.6	76.3	0
--	------------	-------------	-------------	-------------	----------

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
-----------------------	---	-----------------------	--

5. Reason For Selection:

Signature of Person Completing this Part:	DATE
---	------

NOTE: Complete a form for each segment with more than one Alternate Corridor

Clear Form

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points
 90 to 20 percent - 14 to 1 point(s)
 Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points
 90 to 20 percent - 9 to 1 point(s)
 Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points
 90 to 20 percent - 19 to 1 point(s)
 Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points
 Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)
 As large or larger - 10 points
 Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
 Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
 Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points
 Some required services are available - 4 to 1 point(s)
 No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points
 Moderate amount of on-farm investment - 19 to 1 point(s)
 No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points
 Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
 No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

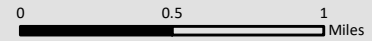
Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
 Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
 Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

I-69 Ohio River Crossing: **West ALT-1**

Henderson County, KY

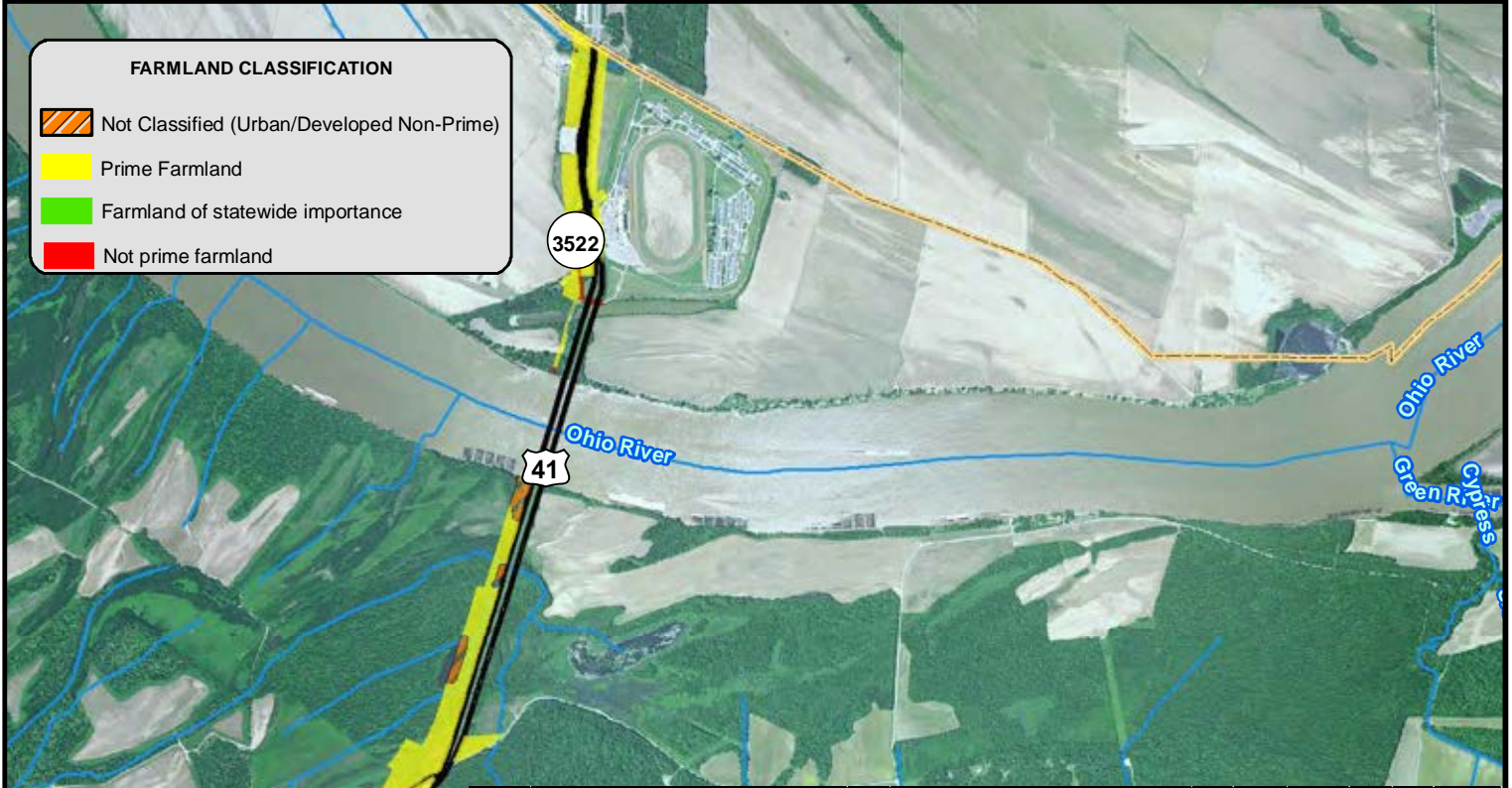
Graphic Scale

1:40,000



FARMLAND CLASSIFICATION

- Not Classified (Urban/Developed Non-Prime)
- Prime Farmland
- Farmland of statewide importance
- Not prime farmland



I-69 Ohio River Crossing: WEST ALT-1

Henderson County LESA Data

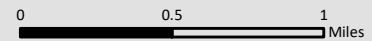
Map symbol	Map Unit Name	Acres	Farmland Determination	Ag Group	Agricultural Group	Relative Value	Site Acres per Ag Group	Product-Rel value & Acres
Ma	Made Land (Udorthents-Urban land)	91.97	Not Classified	10	1	100	20.12	2011.86
As	Ashton silt loam	1.75	All areas are prime farmland	1	2	89	69.58	6192.24
HsA	Huntington silt loam, 0 to 4 percent slopes, occasionally flooded	7.23	All areas are prime farmland	1	3	76	30.99	2355.34
ScA	Sciotoville fine sandy loam, 0 to 2 percent slopes	7.62	All areas are prime farmland	2	4	67	0.00	0.00
uAIFB	Alford silt loam, 2 to 6 percent slopes	8.75	All areas are prime farmland	2	5	63	1.69	106.51
uAIFB2	Alford silt loam, 2 to 6 percent slopes, eroded	0.27	All areas are prime farmland	2	6	58	10.00	580.28
uHayA	Haymond silt loam, 0 to 2 percent slopes, occasionally flooded	1.17	All areas are prime farmland	1	7	55	1.54	84.79
uShaA	Sharon silt loam, 0 to 2 percent slopes, occasionally flooded	8.58	All areas are prime farmland	2	8	56	0.00	0.00
uUnB	Uniontown silt loam, 2 to 6 percent slopes, rarely flooded	0.42	All areas are prime farmland	2	9	0	0.00	0.00
uUnB2	Uniontown silt loam, 2 to 6 percent slopes, rarely flooded, eroded	0.49	All areas are prime farmland	3	10	0	92.10	0.00
He	Henshaw silt loam, 0 to 2 percent slopes, rarely flooded	3.41	Prime farmland if drained	2				
Ne	Newark silt loam, 0 to 2 percent slopes, occasionally flooded	21.50	Prime farmland if drained	3				
uBelA	Bellmap silt loam, 0 to 2 percent slopes, occasionally flooded	2.16	Prime farmland if drained	2				
uMelA	Melvin silt loam, 0 to 2 percent slopes, occasionally flooded	5.92	Prime farmland if drained	6				
uWakA	Waheland silt loam, 0 to 2 percent slopes, occasionally flooded	0.99	Prime farmland if drained	2				
De	Dekoven silt loam	10.47	Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season	2				
Mn	Melvin silty clay loam	4.09	Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season	6				
Ns	Newark silty clay loam	5.13	Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season	3				
Ec	Egam silty clay loam	3.88	Prime farmland if protected from flooding or not frequently flooded during the growing season	3				
HnA	Huntington fine sandy loam, 0 to 4 percent slopes (grigsby)	9.97	Prime farmland if protected from flooding or not frequently flooded during the growing season	1				
Ld	Lindside silt loam, 0 to 2 percent slopes, occasionally flooded	8.90	Prime farmland if protected from flooding or not frequently flooded during the growing season	2				
Le	Lindside silty clay loam	18.00	Prime farmland if protected from flooding or not frequently flooded during the growing season	2				
uAIFC2	Alford silt loam, 6 to 12 percent slopes, eroded	1.69	Farmland of statewide importance	5				
Bk	Breaks and alluvial land (wheeling)	0.12	Not prime farmland	10				
uAIFC3	Alford silt loam, 6 to 12 percent slopes, severely eroded	1.54	Not prime farmland	7				
TOTAL		226.02						
							AVERAGE SITE VALUE	50
								Areas of Prime and Unique Farmland 130.69
								Areas of Statewide and Local Important Farmland 1.69
								Percentage of farmland in County to be Converted 0.06
								Percentage of Farmland in County with Same or Higher Value 92.50

I-69 Ohio River Crossing: **West ALT-2**

Henderson County, KY

Graphic Scale

1:40,000



FARMLAND CLASSIFICATION

- Not Classified (Urban/Developed Non-Prime)
- Prime Farmland
- Farmland of statewide importance
- Not prime farmland



I-69 Ohio River Crossing: WEST ALT-2
Henderson County LESA Data

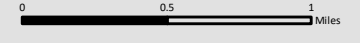
Map symbol	Map Unit Name	Acres	Farmland Determination	Ag Group	Agricultural Group	Relative Value	Site Acres per Ag Group	Product-Rel Value & Acres	
Ma	Made Land (Urban/Developed Non-Prime)	84.35	Not Classified	10	1	100	16.97	1697.41	
As	Ashton silt loam	1.72	All areas are prime farmland	1	2	89	68.82	6124.74	
HsA	Huntington silt loam, 0 to 4 percent slopes, occasionally flooded	7.68	All areas are prime farmland	1	3	76	27.87	2118.21	
SCA	Sciotoville fine sandy loam, 0 to 2 percent slopes	7.62	All areas are prime farmland	2	4	67	0.00	0.00	
uAlfB	Alford silt loam, 2 to 6 percent slopes	15.31	All areas are prime farmland	2	5	63	1.69	106.51	
uAlfB2	Alford silt loam, 2 to 6 percent slopes, eroded	0.27	All areas are prime farmland	2	6	58	8.60	498.97	
uHayA	Haymond silt loam, 0 to 2 percent slopes, occasionally flooded	1.17	All areas are prime farmland	1	7	55	1.54	84.79	
uShaA	Sharon silt loam, 0 to 2 percent slopes, occasionally flooded	5.70	All areas are prime farmland	2	8	56	0.00	0.00	
uUnB	Uniontown silt loam, 2 to 6 percent slopes, rarely flooded	0.42	All areas are prime farmland	2	9	0	0.00	0.00	
uUnB2	Uniontown silt loam, 2 to 6 percent slopes, rarely flooded, eroded	0.49	All areas are prime farmland	3	10	0	84.47	0.00	
He	Henshaw silt loam, 0 to 2 percent slopes, rarely flooded	3.41	Prime farmland if drained	2	Totals		210.0	10,630.6	
Ne	Newark silt loam, 0 to 2 percent slopes, occasionally flooded	21.00	Prime farmland if drained	3	AVERAGE SITE VALUE		50.6		
uBeIA	Bellnap silt loam, 0 to 2 percent slopes, occasionally flooded	2.16	Prime farmland if drained	2	Areas of Prime and Unique Farmland		122.27		
uMeIA	Melvin silt loam, 0 to 2 percent slopes, occasionally flooded	3.38	Prime farmland if drained	6	Areas of Statewide and Local Important Farmland		1.69		
uWakA	Waheland silt loam, 0 to 2 percent slopes, occasionally flooded	0.99	Prime farmland if drained	2	Percentage of farmland in County to be Converted		0.05		
De	Dekoven silt loam	10.47	Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season	2	Percentage of Farmland in County with Same or Higher Value		92.50		
Mn	Melvin silty clay loam	5.22	Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season	6					
Ns	Newark silty clay loam	4.71	Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season	3					
Ad	Adler silt loam	0.09	Prime farmland if protected from flooding or not frequently flooded during the growing season	3					
Ec	Egum silty clay loam	1.58	Prime farmland if protected from flooding or not frequently flooded during the growing season	3					
HnA	Huntington fine sandy loam, 0 to 4 percent slopes (grigby)	6.40	Prime farmland if protected from flooding or not frequently flooded during the growing season	1					
Ld	Lindside silt loam, 0 to 2 percent slopes, occasionally flooded	3.35	Prime farmland if protected from flooding or not frequently flooded during the growing season	2					
Le	Lindside silty clay loam	19.11	Prime farmland if protected from flooding or not frequently flooded during the growing season	2					
uAlfC2	Alford silt loam, 6 to 12 percent slopes, eroded	1.69	Farmland of statewide importance	5					
Bk	Breaks and alluvial land (wheeling)	0.12	Not prime farmland	10					
uAlfC3	Alford silt loam, 6 to 12 percent slopes, severely eroded	1.54	Not prime farmland	7					
TOTAL		210.0							

I-69 Ohio River Crossing: **Central 1**

Henderson County, KY

Graphic Scale

1:42,000



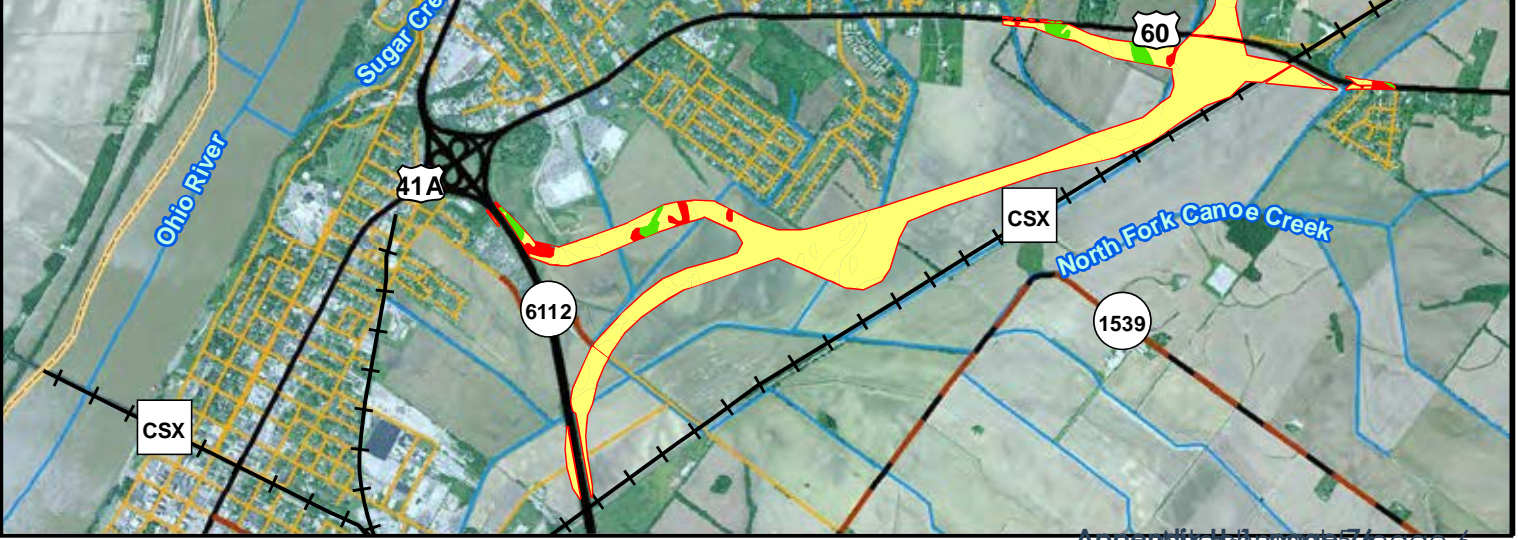
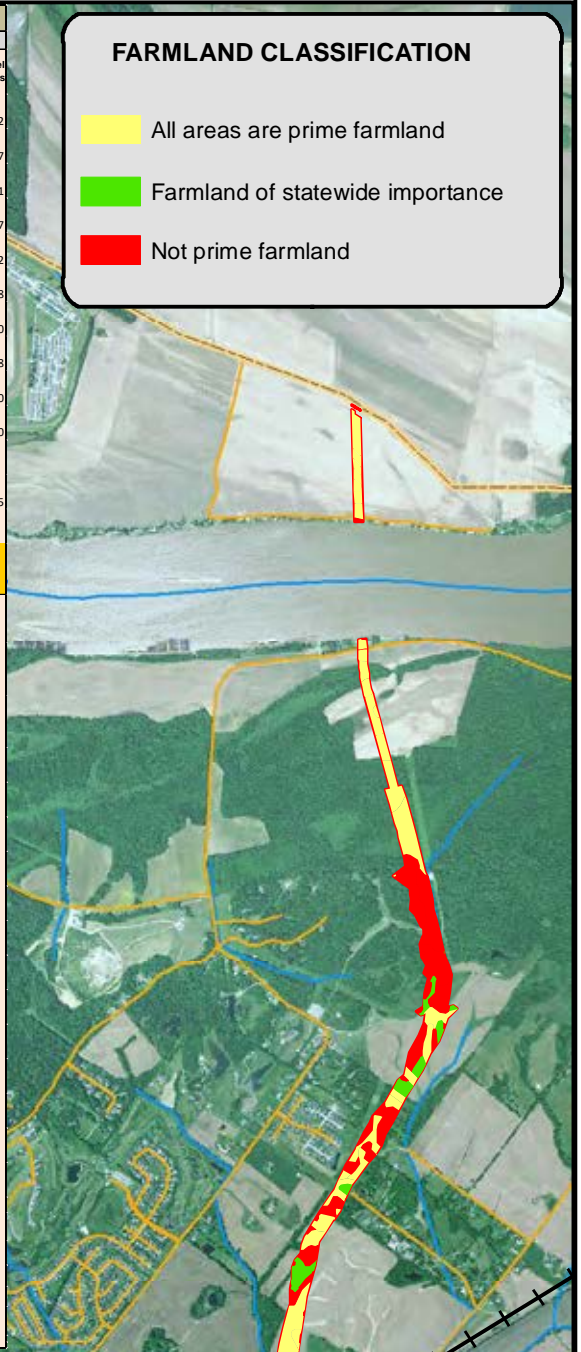
I-69 Ohio River Crossing

Henderson County LESA Data

Map symbol	Map Unit Name	Acres	Farmland Determination	Ag Group	Agricultural Group	Relative Value	Acres per Ag Group	Product-Rel value & Acres	
As	Ashton silt loam	2.75	All areas are prime farmland	2	1	100	11.99	1199.12	
HSA	Huntington silt loam, 0 to 4 percent slopes, occasionally flooded	5.84	All areas are prime farmland	1	2	89	221.31	19696.27	
SCA	Sciotoville fine sandy loam, 0 to 2 percent slopes	0.31	All areas are prime farmland	2	3	76	47.51	3610.41	
uAFB2	Alford silt loam, 2 to 6 percent slopes, eroded	3.51	All areas are prime farmland	2	4	67	1.69	113.07	
uHayA	Haymond silt loam, 0 to 2 percent slopes, occasionally flooded	3.09	All areas are prime farmland	1	5	63	16.91	1065.62	
uHosB	Hosmer silt loam, 2 to 6 percent slopes	1.59	All areas are prime farmland	3	6	58	7.52	436.18	
uHosB2	Hosmer silt loam, 2 to 6 percent slopes, eroded	12.86	All areas are prime farmland	3	7	55	6.86	377.10	
uUnB	Uniontown silt loam, 2 to 6 percent slopes, rarely flooded	6.96	All areas are prime farmland	2	8	56	11.87	664.88	
uUnB2	Uniontown silt loam, 2 to 6 percent slopes, rarely flooded, eroded	3.93	All areas are prime farmland	3	9	0	21.26	0.00	
He	Henshaw silt loam, 0 to 2 percent slopes, rarely flooded	9.54	Prime farmland if drained	2	10	0	9.11	0.00	
Pa	Patton silt loam, 0 to 2 percent slopes, rarely flooded	1.02	Prime farmland if drained	1					
uBelA	Belknap silt loam, 0 to 2 percent slopes, occasionally flooded	7.86	Prime farmland if drained	2					
uWakA	Wakeland silt loam, 0 to 2 percent slopes, occasionally flooded	29.13	Prime farmland if drained	3					
Bd	Birds silt loam	1.69	Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season	4					
De	Dekoven silt loam	166.07	Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season	2					
Dw	Dekoven and Wakeland silt loams	24.30	Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season	2					
Mn	Melvin silty clay loam	7.52	Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season	6					
HnA	Huntington fine sandy loam, 0 to 4 percent slopes (grigsby)	2.05	Prime farmland if protected from flooding or not frequently flooded during the growing season	1					
uAFC2	Alford silt loam, 6 to 12 percent slopes, eroded	12.17	Farmland of statewide importance	5					
uHosC2	Hosmer silt loam, 6 to 12 percent slopes, eroded	4.74	Farmland of statewide importance	5					
Ma	Madeland	0.16	Not prime farmland	10					
Bk	Breaks and alluvial land (wheeling)	0.20	Not prime farmland	10					
LmF	Litz-Muskingum silt loams, 30 to 50 percent slopes	7.30	Not prime farmland	10					
uAFC3	Alford silt loam, 6 to 12 percent slopes, severely eroded	6.86	Not prime farmland	7					
uAIFD2	Alford silt loam, 12 to 20 percent slopes, eroded	0.10	Not prime farmland	9					
uAIFD3	Alford silt loam, 12 to 20 percent slopes, severely eroded	9.05	Not prime farmland	9					
uAIF	Alford silt loam, 20 to 30 percent slopes	11.18	Not prime farmland	9					
uAIF	Alford silt loam, 30 to 60 percent slopes	1.45	Not prime farmland	10					
uHosC3	Hosmer silt loam, 6 to 12 percent slopes, severely eroded	11.87	Not prime farmland	8					
uHosD3	Hosmer silt loam, 12 to 20 percent slopes, severely eroded	0.93	Not prime farmland	9					
TOTAL		356.02							
Acres of Prime & Unique Farmland				290.01					
Acres of Statewide & Local Important Farmland				16.91					
Percentage of Farmland in County to Be Converted				0.131					
Percentage of Farmland in County with Same or Higher Value				63.8					

FARMLAND CLASSIFICATION

- All areas are prime farmland
- Farmland of statewide importance
- Not prime farmland





February 20, 2018

Ms. Karen Woodrich
State Conservationist
Natural Resources Conservation Service - Kentucky
US Department of Agriculture
771 Corporate Drive, Suite 300
Lexington, Kentucky 40503

Des. No.: 1601700
Project Description: I-69 Ohio River Crossing from Evansville, IN to Henderson, KY
Location: Vanderburgh County, Indiana and Henderson County, Kentucky

Dear Ms. Woodrich,

The Federal Highway Administration, Indiana Department of Transportation (INDOT) and the Kentucky Transportation Cabinet (KYTC) are preparing an Environmental Impact Statement (EIS) that is evaluating three alternatives to extend I-69 south of Evansville, IN (formerly I-164) across the Ohio River to the Edward T. Breathitt Pennyryle Parkway (now designated as I-69 up to the KY 425 interchange) near Henderson, KY (INDOT Des. No. 1601700).

The purpose of this letter is to request that NRCS complete the appropriate sections of form CPA-106. To this end, the following items are attached for your reference:

- Form CPA-106
- Project description with location map
- Farmland impact maps for each alternative
- Disk containing this letter, attachments, and GIS shape files

EVANSVILLE PROJECT OFFICE

320 Eagle Crest Drive, Suite C, Evansville, IN 47715
P/ 888-515-9756 E/ info@I69OhioRiverCrossing.com

HENDERSON PROJECT OFFICE

1970 Barrett Court, Suite 100, Henderson, KY 42420
P/ 888-515-9756 E/ info@I69OhioRiverCrossing.com





Please complete the appropriate sections of form CPA-106 and return it by March 20, 2018. We look forward to your participation in the project. If you have any questions or need further information, please contact either contact either myself or Tom Flask at (216) 377-5801 (email: tflask@hntb.com).

Sincerely,

Adin McCann
Environmental Planning Manager
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, IN 46204
amccann@hntb.com
317-917-5325

EVANSVILLE PROJECT OFFICE

320 Eagle Crest Drive, Suite C, Evansville, IN 47715
P/ 888-515-9756 E/ info@I69OhioRiverCrossing.com

HENDERSON PROJECT OFFICE

1970 Barrett Court, Suite 100, Henderson, KY 42420
P/ 888-515-9756 E/ info@I69OhioRiverCrossing.com



I-69 ORX Project Description

The Federal Highway Administration (FHWA), Indiana Department of Transportation (INDOT), and Kentucky Transportation Cabinet (KYTC) issued a revised Notice of Intent (NOI) in the *Federal Register* on February 13, 2017 for the preparation of an Environmental Impact Statement (EIS) for the I-69 Ohio River Crossing (ORX) project in the Evansville, IN and Henderson, KY area, which is part of the National I-69 Corridor that extends between Mexico and Canada. An NOI was previously issued for the project on May 10, 2001. Under that NOI, a Draft Environmental Impact Statement (DEIS) was completed in 2004, but the project was subsequently suspended in 2005.

For the new DEIS that is being prepared for the I-69 ORX project, the project area extends from I-69 (formerly I-164) in Indiana on the south side of Evansville (i.e., northern terminus) across the Ohio River to I-69 (formerly Edward T. Breathitt Pennyryle Parkway) at the KY 425 interchange southeast of Henderson, KY (i.e., southern terminus) (Figure 1-1). The section of Edward T. Breathitt Pennyryle Parkway between KY 351 and KY 425 that was not re-designated as I-69, was recently re-designated as US 41. The western limit of the project area is parallel to and extends a maximum of about 2,000 feet west of US 41. The eastern limit of the project area extends about 1,500 feet to 3.4 miles east of US 41. Currently, I-69 does not cross the Ohio River and the only cross-river access between Evansville and Henderson is limited to US 41, which is classified as a principal arterial and does not meet interstate design standards.

One of the first steps in the EIS process for the I-69 ORX project was the scoping phase which included the analysis of the project's purpose and need. As a result of this analysis, the following project needs have been identified:

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

Based on these needs, the project's purpose includes the following:

- 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

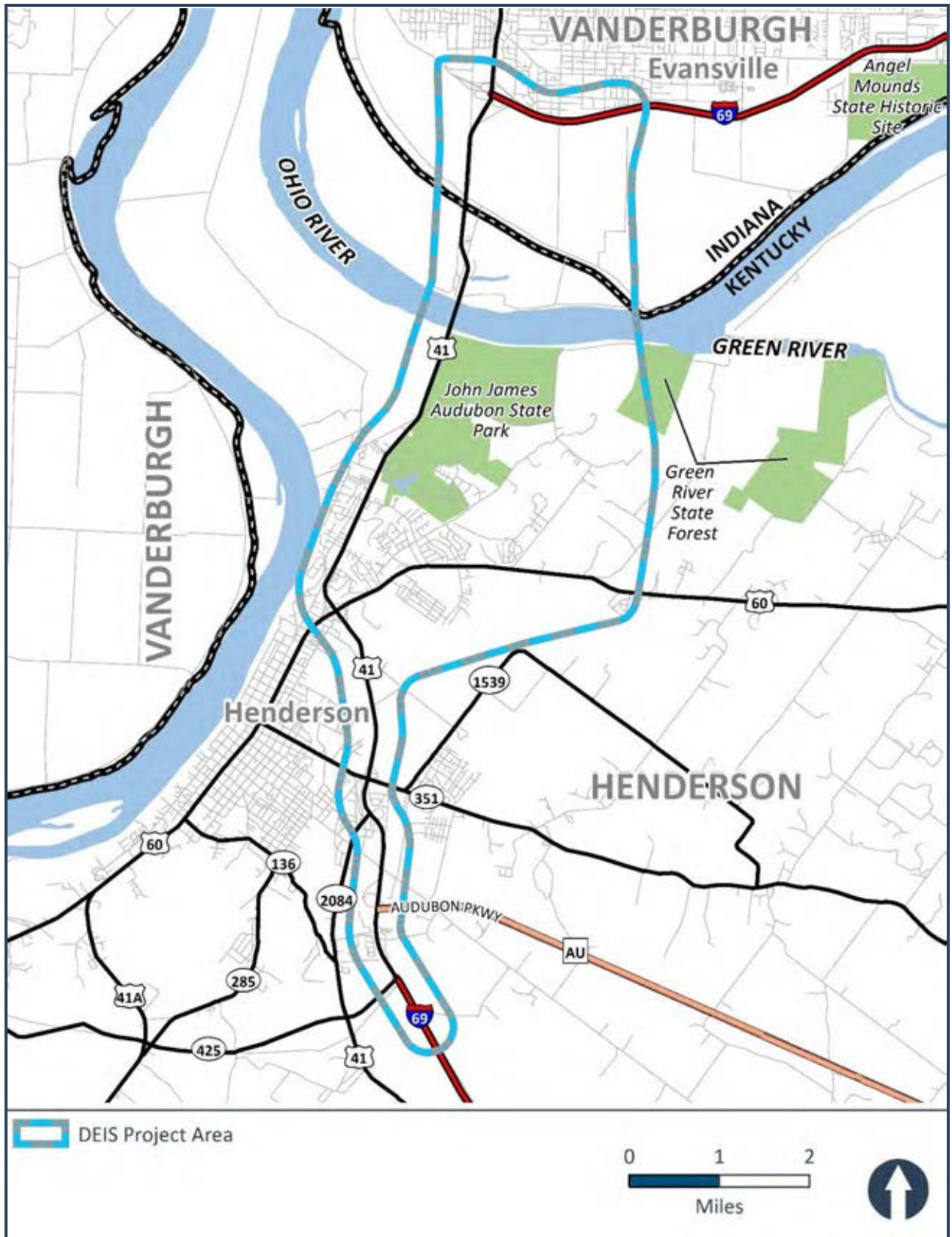


Figure 1-1. DEIS Project Area

Based on the project's purpose and need, a range of alternatives was developed and evaluated using secondary source and windshield survey data, and input from the public and federal, state, and local agencies. Because the range of alternatives was developed based on conceptual designs, they were referred to as corridors. Each corridor was evaluated on the degree to which it meets the purpose and need; its potential social, environmental, and economic impacts; and its conceptual cost. In addition to the No Build Alternative, the following five corridors were developed based on alternatives previously presented in the 2004 *Interstate 69 Henderson, Kentucky to Evansville, Indiana Draft Environmental Impact Statement* and the 2014 *I-69 Feasibility Study, Henderson, Kentucky, SIU #4, Final*.

- West Corridor 1 (Based on Alternative 7 from the 2014 Feasibility Study)
- West Corridor 2 (Based on Corridors F and G from the 2004 DEIS and Alternatives 5 and 6 from the 2014 Feasibility Study)
- Central Corridor 1 (Based on Alternative 1a from the 2014 Feasibility Study)
- Central Corridor 2 (Based on the Preferred Alternative 2 from the 2004 DEIS)
- East Corridor (Based on Alternative 3 from the 2004 DEIS)

The results of the evaluation of these corridors were presented in a *Screening Report* completed on July 28, 2017 that recommended three corridors — West Corridor 1, West Corridor 2, and Central Corridor 1 — be carried forward for more detailed evaluation in the DEIS, in addition to the No Build Alternative. In the *Screening Report*, for West Corridors 1 and 2, it was assumed that both US 41 bridges would be taken out of service and the new I-69 bridge would have six lanes. For Central Corridor 1, it was assumed that both US 41 bridges would remain open and the new I-69 bridge would have four lanes. However, the report stated that the future use of the existing US 41 bridges and corresponding number of lanes on the new I-69 bridge for each corridor would be subject to further evaluation.

Following the *Screening Report*, preliminary designs were then developed within these corridors based on public and agency input, assessment of potential environmental and right-of-way impacts, and results of a traffic analysis. Follow-on studies were conducted regarding the location and configuration of interchanges, the disposition of and long-term maintenance costs for the existing US 41 bridges, and tolling scenarios with resulting traffic patterns. This included the development, evaluation, and screening of the following three different US 41 and I-69 bridge scenarios for each of the three corridors.

- Build a six-lane I-69 bridge for all cross-river traffic and remove both US 41 bridges from vehicular use.
- Build a four-lane I-69 bridge and retain one US 41 bridge for local traffic.
- Build a four-lane I-69 bridge and retain both US 41 bridges for local traffic

The results from this next level of evaluation of the project corridors were presented in a *Screening Report Supplement*, dated January 2018. The *Screening Report Supplement* identified the best bridge

scenario for each corridor and the following alternatives to be carried forward for detailed evaluation in the DEIS and this farmland evaluation.

- No Build Alternative: required by NEPA to serve as a baseline for comparison
- West Alternative 1: four lanes on the new I-69 bridge and retain one of the existing US 41 bridges
- West Alternative 2: six lanes on the new I-69 bridge and take both existing US 41 bridges out of service
- Central Alternative 1: four lanes on the new I-69 bridge and retain one of the existing US 41 bridges

The three recommended DEIS build alternatives are shown in Figure 1-2 and described in greater detail in the following sections.

Consistent with the Evansville Metropolitan Planning Organization's fiscally-constrained Metropolitan Transportation Plan, tolling I-69 will be a key part of the financing for this project. The toll policy will define business rules and toll rates for different vehicle types and will be developed with the federally required financial plan prior to construction. The NEPA process will not determine the toll policy but will evaluate, and document in the DEIS, the environmental consequences associated with tolling being a part of the project.

The DEIS will evaluate potential impacts that would result from the placement of tolls on both the I-69 bridge and any remaining US 41 bridges. This would provide a "reasonable worst case" in terms of potential impacts associated with increased traffic volumes on I-69. For purposes of evaluation, it was assumed that toll rates would be similar to the Louisville, KY metropolitan area bridges for the I-65 and KY 841/SR 265 Ohio River Crossings (i.e., \$2.00 for cars, \$5.00 for medium trucks, and \$10 for large trucks). Both projects are located in metropolitan areas within the same geographical region and have comparable total costs.

WEST ALTERNATIVE 1

West Alternative 1 would include a new I-69 bridge approximately 5,400 feet long over the Ohio River and associated floodplain/floodway that would be located approximately 70 feet west of the existing southbound US 41 bridge. The new bridge would include four lanes, with the capacity to expand to six lanes in the future, if needed. The sections of the proposed new I-69 beyond the new bridge would also include four lanes. One of the existing US 41 bridges would be retained and the other existing US 41 bridge would be taken out of service. The US 41 bridge that would be retained, which has two lanes, would be converted from a one-way bridge to a two-way bridge for local traffic. Most of West Alternative 1 would utilize rural design standards, including a grass median; however, through Henderson, it would utilize urban design standards and include a narrower median with a concrete barrier. West Alternative 1 would begin on existing I-69 in Indiana just east of the US 41 interchange and become the through movement for I-69. Connections to US 41 to the north and Veterans Memorial Parkway to the west would be provided. The alternative would bridge over Waterworks Road

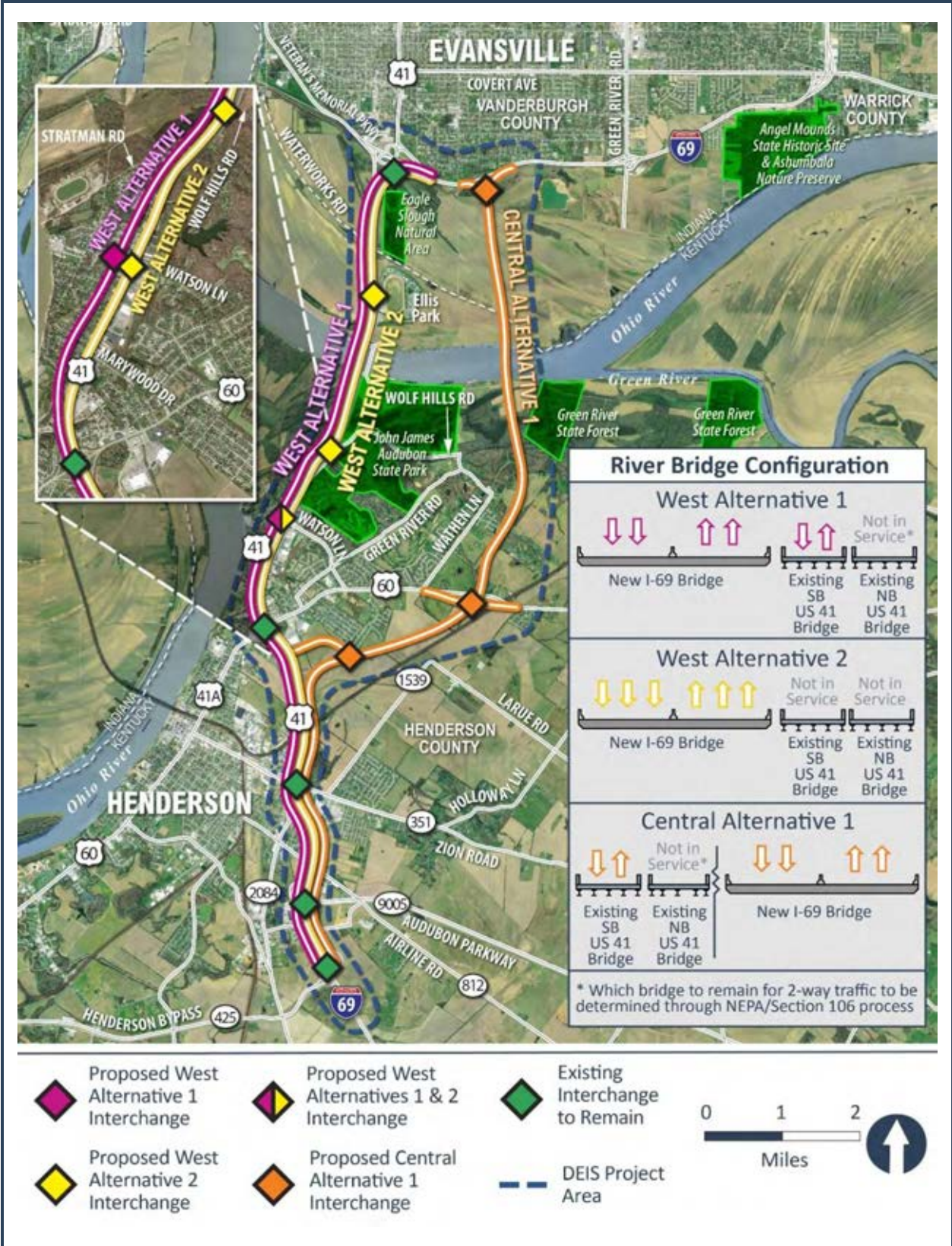


Figure 1-2. DEIS Alternatives

and Nugent Drive while local access to Waterworks Road and Ellis Park would be maintained by US 41.

In Kentucky, the alternative would bridge over Stratman Road, with local access to Stratman Road and Wolf Hills Road provided by US 41 and the local bridge. The alternative would continue south and run parallel to and approximately one block west of US 41 and the Henderson commercial strip. An interchange would be constructed at Watson Lane to provide highway access to the commercial strip and adjacent residential areas. An overpass (no interchange) would be provided at Barker Road to maintain connection to residential areas west of the alternative. A local access road with a sidewalk would be provided on the west side of the alternative between Barker Road and Atkinson Park. The alternative would then continue south and tie into the existing four-lane, fully-controlled access section of US 41 south of the US 60 interchange. The US 60 interchange would be modified to provide connections to and from existing US 41, US 60, and I-69. US 41 (formerly named the Edward T. Breathitt Pennyrile Parkway) south of US 60 to KY 425, where I-69 in Kentucky currently ends, would be modernized to meet interstate standards. The total length of West Alternative 1 is 11.1 miles, which includes 2.9 miles of existing US 41.

WEST ALTERNATIVE 2

As with West Alternative 1, West Alternative 2 would include a new I-69 bridge approximately 5,400 feet long over the Ohio River and associated floodplain/floodway that would be located approximately 70 feet west of the existing southbound US 41 bridge. The new I-69 bridge for West Alternative 2 would include six lanes and both of the existing US 41 bridges would be taken out of service. The sections of the proposed new I-69 beyond the new bridge would also include six lanes. Most of West Alternative 2 would utilize rural design standards, including a grass median; however, through Henderson, it would utilize urban design standards and include a narrower median with a concrete barrier. Similar to West Alternative 1, West Alternative 2 would begin on existing I-69 in Indiana just east of the US 41 interchange and become the through movement for I-69. Connections to US 41 to the north and Veterans Memorial Parkway to the west would be provided. From the US 41/I-69 interchange to Ellis Park, the alternative would follow the existing US 41 alignment. Through this area, Waterworks Road would bridge over the alternative and an interchange would be provided at Ellis Park.

In Kentucky, the alternative would follow existing US 41 through the Henderson commercial strip, with local access provided via a reconstructed US 41, which would function as a frontage road, located adjacent to and east of the alternative. The reconstructed US 41 would include two lanes plus a center, two-way left turn lane. It would also include a sidewalk on the east side. An interchange would be provided at Stratman Road/Wolf Hills Road and at Watson Lane. At the Watson Lane interchange, US 41 would be relocated approximately 300 feet to the east to provide adequate spacing between the interchange and the US 41/Watson Lane intersection. An overpass (no interchange) would be provided at Rettig Road to maintain connection to residential areas west of the alternative. In addition, a shared-use path would be provided on the west side of the alternative. The alternative would continue south, within the US 41 corridor, to the existing US 60 interchange, which would be modified to provide connections to and from existing US 41, US 60, and I-69. The existing four-lane section of US 41 (formerly named the Edward T. Breathitt

Pennyrile Parkway) south of US 60 to KY 425, where I-69 in Kentucky currently ends, would be modernized to meet interstate standards. The total length of West Alternative 2 is 11.0 miles, which includes 2.9 miles of existing US 41.

CENTRAL ALTERNATIVE 1

Central Alternative 1 would include a new I-69 bridge, approximately 7,600 feet long over the Ohio River and associated floodplain/floodway, located approximately 1.5 miles east of the existing US 41 bridges. The new I-69 bridge would include four lanes, with the capacity to expand to six lanes in the future, if needed. The sections of the proposed new I-69 beyond the new bridge would also include four lanes. One of the existing US 41 bridges would be retained and the other existing US 41 bridge would be taken out of service. The US 41 bridge that would be retained, which has two lanes, would be converted from a one-way bridge to a two-way bridge for local traffic. Central Alternative 1 would utilize rural design standards and include a depressed grass median outside of the bridge limits.

Central Alternative 1 begins at existing I-69 in Indiana, approximately 1 mile east of the US 41 interchange. The alternative would continue south across the Ohio River just west of a gas transmission line. It would remain just west of the gas transmission line near the Green River State Forest, then turn southwest where an access road for the gas transmission line would bridge over the alternative. The alternative would continue south to US 60 where an interchange would be provided. As part of the US 60 interchange, US 60 would be relocated approximately 400 feet south, which would require a new bridge over the CSX Railroad east of the interchange. The alternative would continue southwest for approximately 1.6 miles where an interchange would be constructed to provide access to existing US 41 to the north. This US 41 connector would be a four-lane divided roadway with a grass median and is anticipated to have partially controlled access. From this interchange, the new I-69 alignment would turn to the south, tying into existing US 41 near the CSX Railroad. The section of existing US 41 between the US 41 connector and the CSX Railroad would be removed. From the CSX Railroad to KY 425, the existing four-lane US 41 would be modernized to meet interstate standards. The total length of Central Alternative 1 is 11.2 miles, which includes 2.8 miles of existing US 41.

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request	4. Sheet 1 of <u>1</u>
1. Name of Project I-69 Ohio River Crossing		5. Federal Agency Involved FHWA	
2. Type of Project Transportation - Interstate Highway		6. County and State Henderson County, Kentucky	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size	
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: _____ %		7. Amount of Farmland As Defined in FPPA Acres: _____ %
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System		10. Date Land Evaluation Returned by NRCS

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment <u>I-69 Ohio River Crossing</u>			
	West 1	West 2	Central 1	
A. Total Acres To Be Converted Directly	120.8	107.1	289.8	
B. Total Acres To Be Converted Indirectly, Or To Receive Services	1.6	1.6	184.3	
C. Total Acres In Corridor	122.4	108.7	474.1	

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points	West 1	West 2	Central 1	
1. Area in Nonurban Use	15	6	6	6	
2. Perimeter in Nonurban Use	10	3	2	5	
3. Percent Of Corridor Being Farmed	20	2	1	11	
4. Protection Provided By State And Local Government	20	20	20	20	
5. Size of Present Farm Unit Compared To Average	10	10	10	8	
6. Creation Of Nonfarmable Farmland	25	0	0	25	
7. Availability Of Farm Support Services	5	4	4	5	
8. On-Farm Investments	20	1	1	1	
9. Effects Of Conversion On Farm Support Services	25	0	0	0	
10. Compatibility With Existing Agricultural Use	10	3	3	8	
TOTAL CORRIDOR ASSESSMENT POINTS	160	49	47	89	

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100			
Total Corridor Assessment (From Part VI above or a local site assessment)		160	49	47	89
TOTAL POINTS (Total of above 2 lines)		260			

1. Corridor Selected: To be determined	2. Total Acres of Farmlands to be Converted by Project: Based on corridor TBD	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
--	---	-----------------------	---

5. Reason For Selection:
Three alternatives (West 1, West 2, and Central 1) will be evaluated in a Draft Environmental Impact Statement (DEIS).

Signature of Person Completing this Part: _____ DATE _____

NOTE: Complete a form for each segment with more than one Alternate Corridor

Clear Form

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points
 90 to 20 percent - 14 to 1 point(s)
 Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points
 90 to 20 percent - 9 to 1 point(s)
 Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points
 90 to 20 percent - 19 to 1 point(s)
 Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points
 Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)
 As large or larger - 10 points
 Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
 Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
 Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points
 Some required services are available - 4 to 1 point(s)
 No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points
 Moderate amount of on-farm investment - 19 to 1 point(s)
 No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points
 Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
 No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

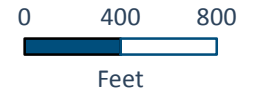
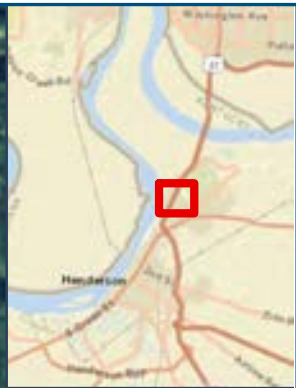
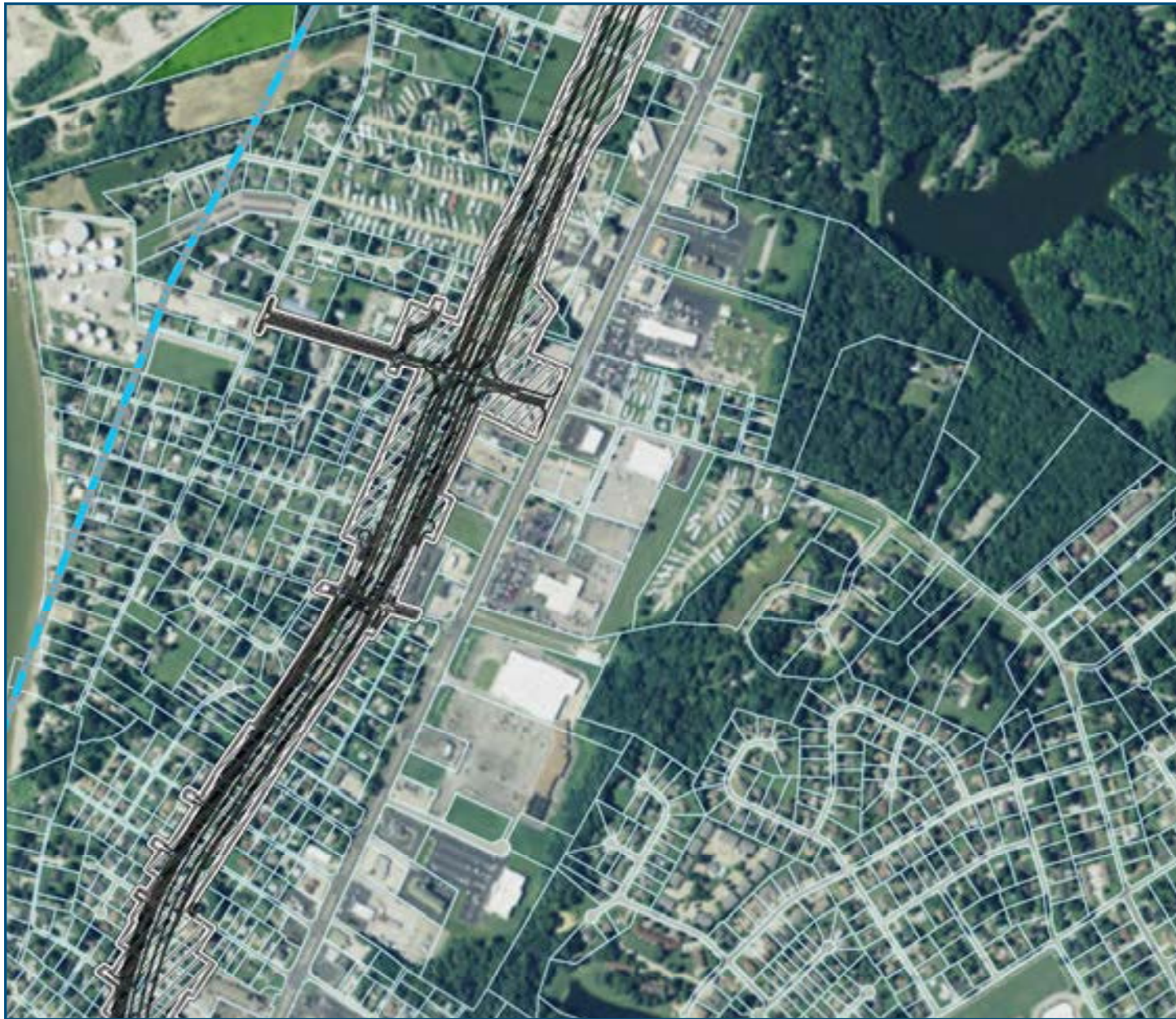
Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
 Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
 Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points





Sheet 2 of 8





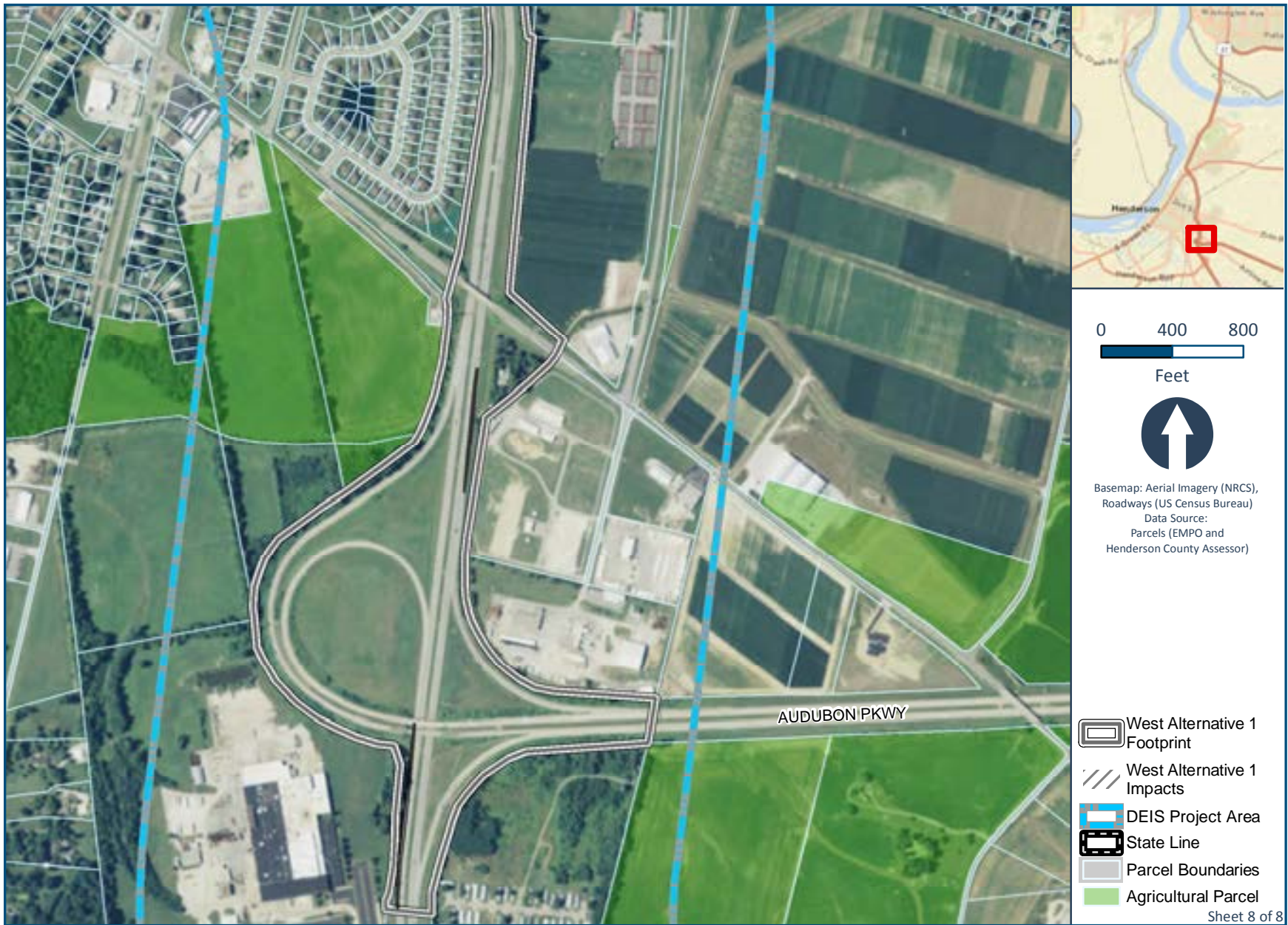
Basemap: Aerial Imagery (NRCS),
Roadways (US Census Bureau)
Data Source:
Parcels (EMPO and
Henderson County Assessor)

- West Alternative 1 Footprint
- West Alternative 1 Impacts
- DEIS Project Area
- State Line
- Parcel Boundaries
- Agricultural Parcel





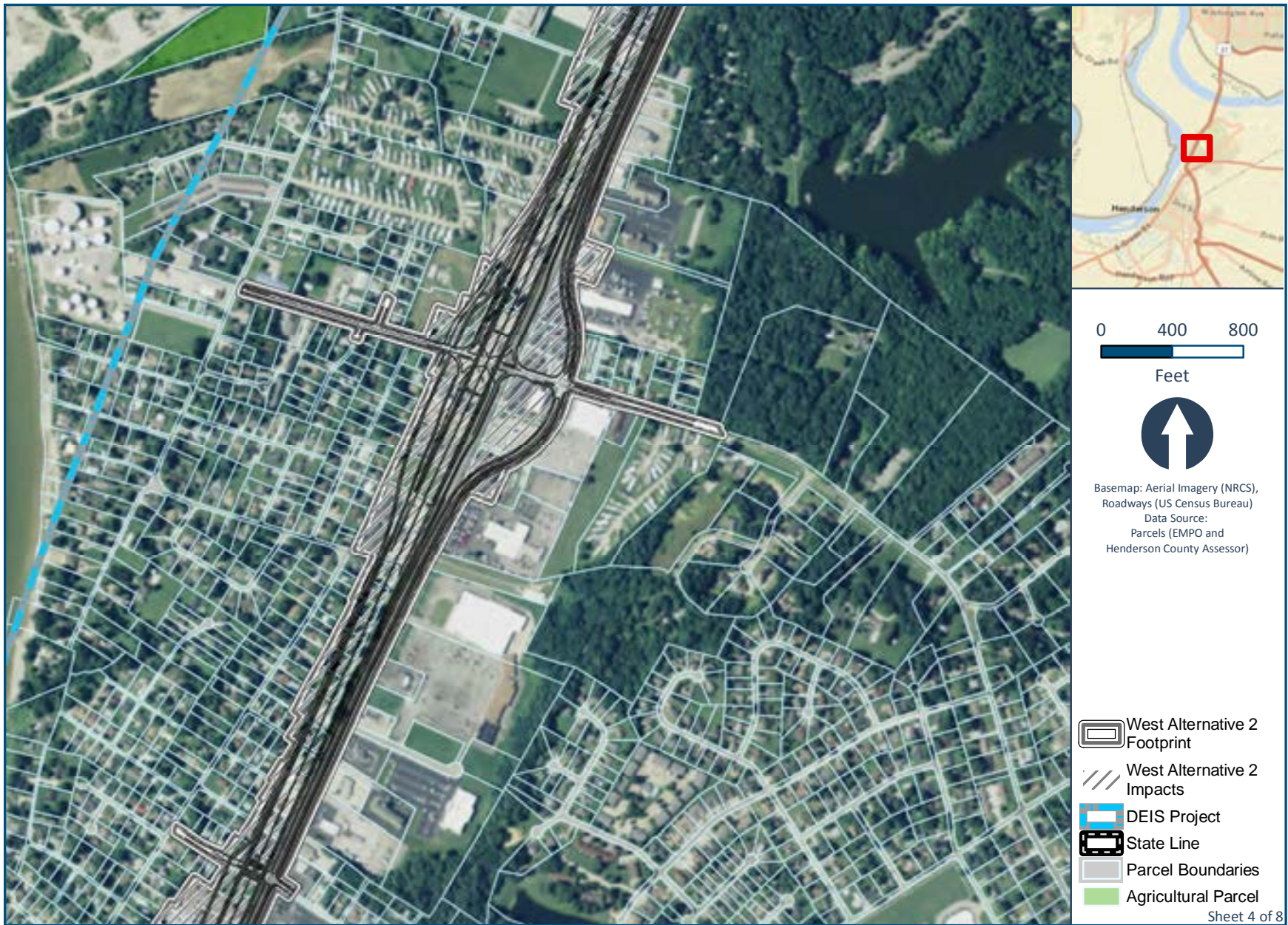








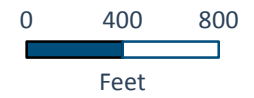










Sheet 4 of 8

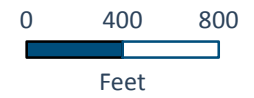
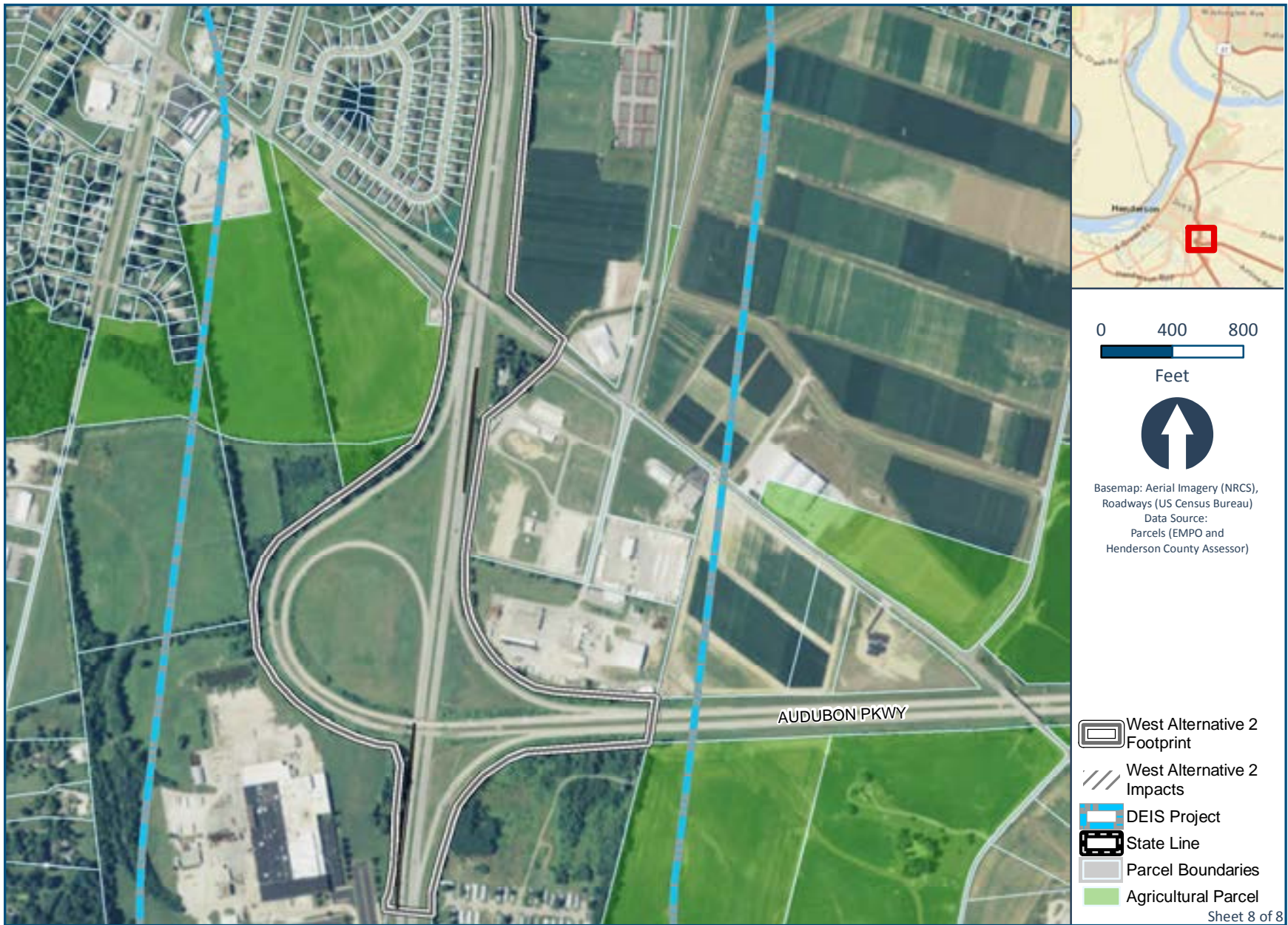












Basemap: Aerial Imagery (NRCS),
 Roadways (US Census Bureau)
 Data Source:
 Parcels (EMPO and
 Henderson County Assessor)

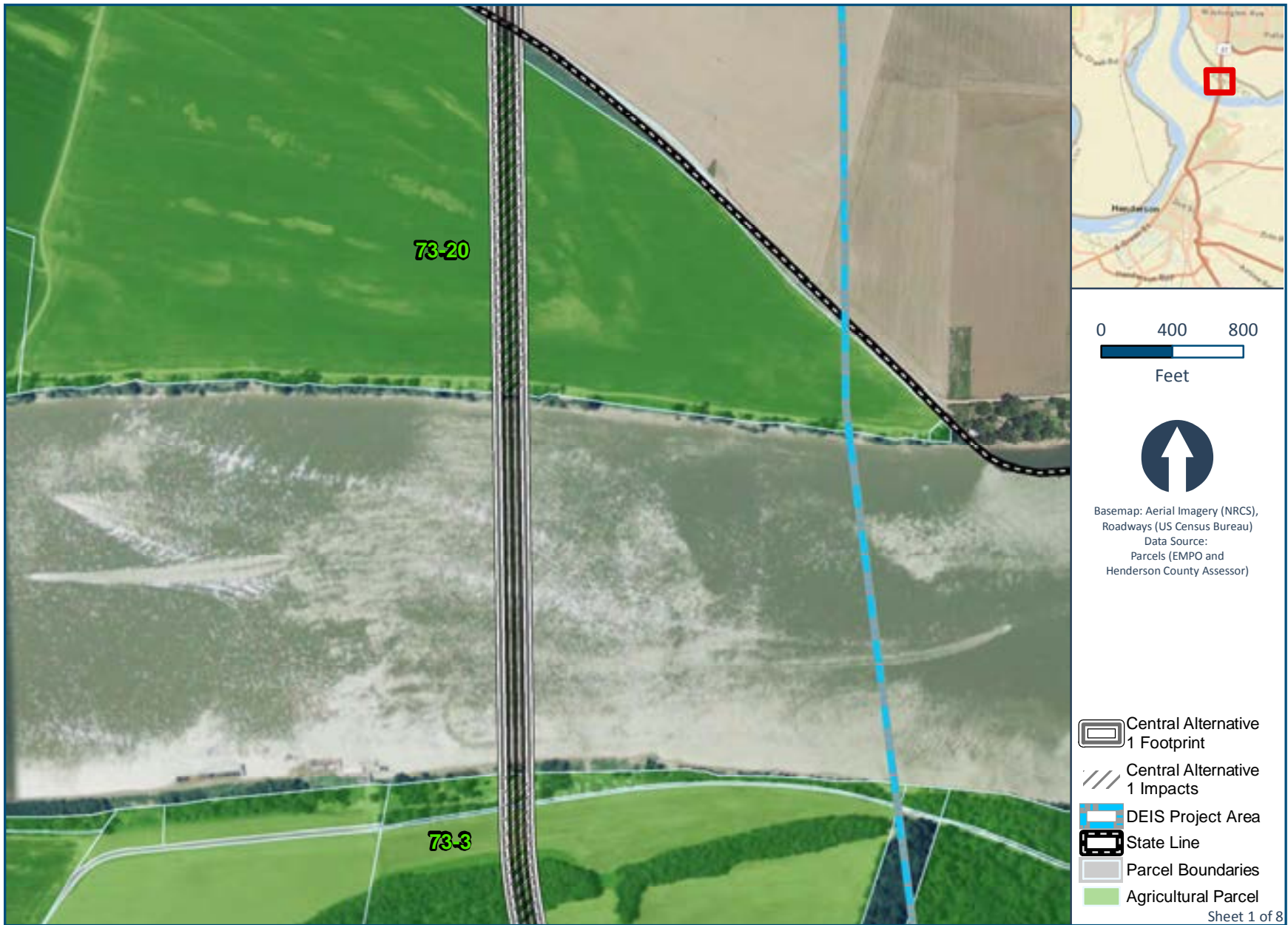
-  West Alternative 2 Footprint
-  West Alternative 2 Impacts
-  DEIS Project
-  State Line
-  Parcel Boundaries
-  Agricultural Parcel



Basemap: Aerial Imagery (NRCS),
 Roadways (US Census Bureau)
 Data Source:
 Parcels (EMPO and
 Henderson County Assessor)

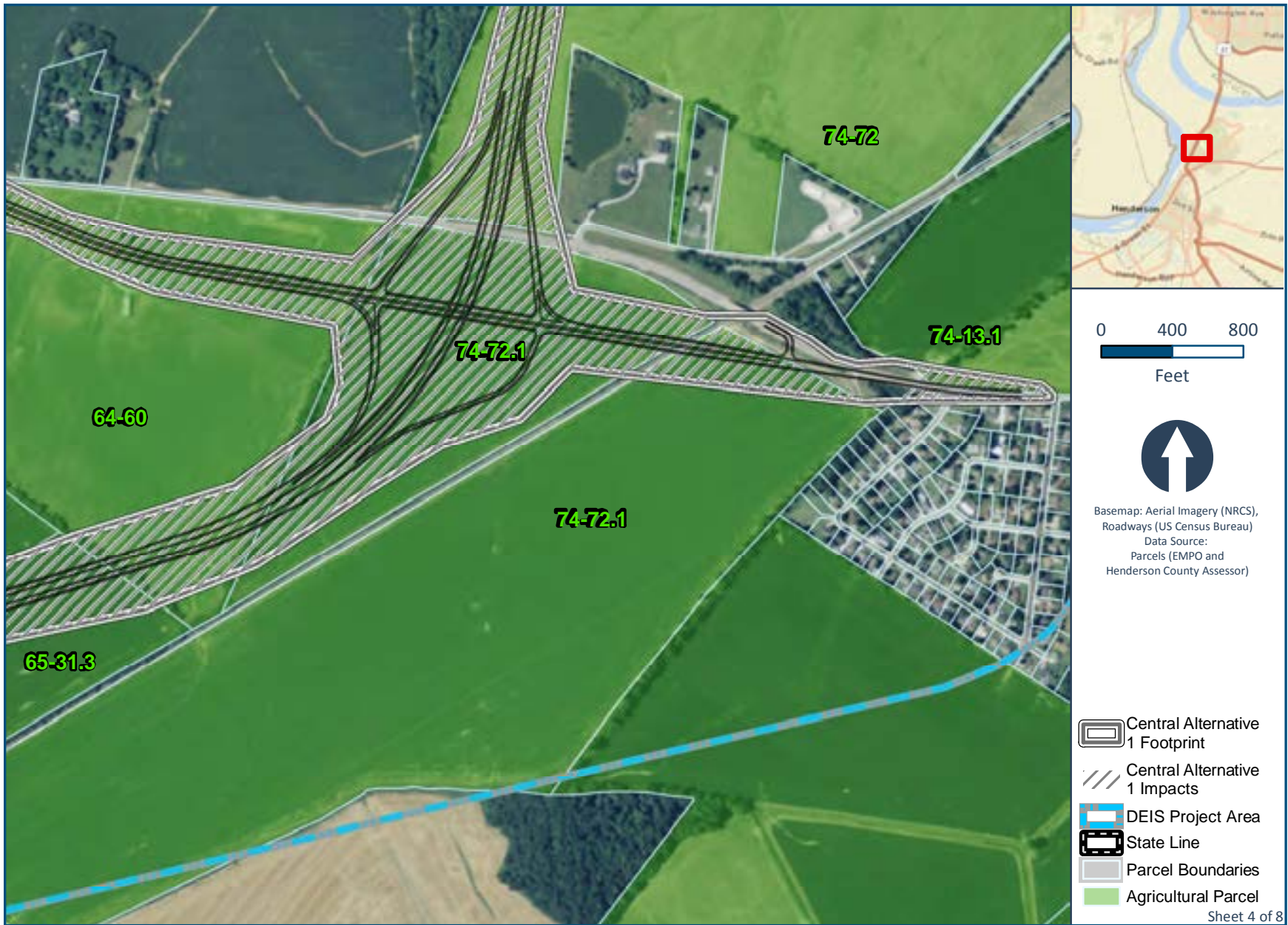
-  West Alternative 2 Footprint
-  West Alternative 2 Impacts
-  DEIS Project
-  State Line
-  Agricultural Parcel
-  Parcel Boundaries

Sheet 8 of 8



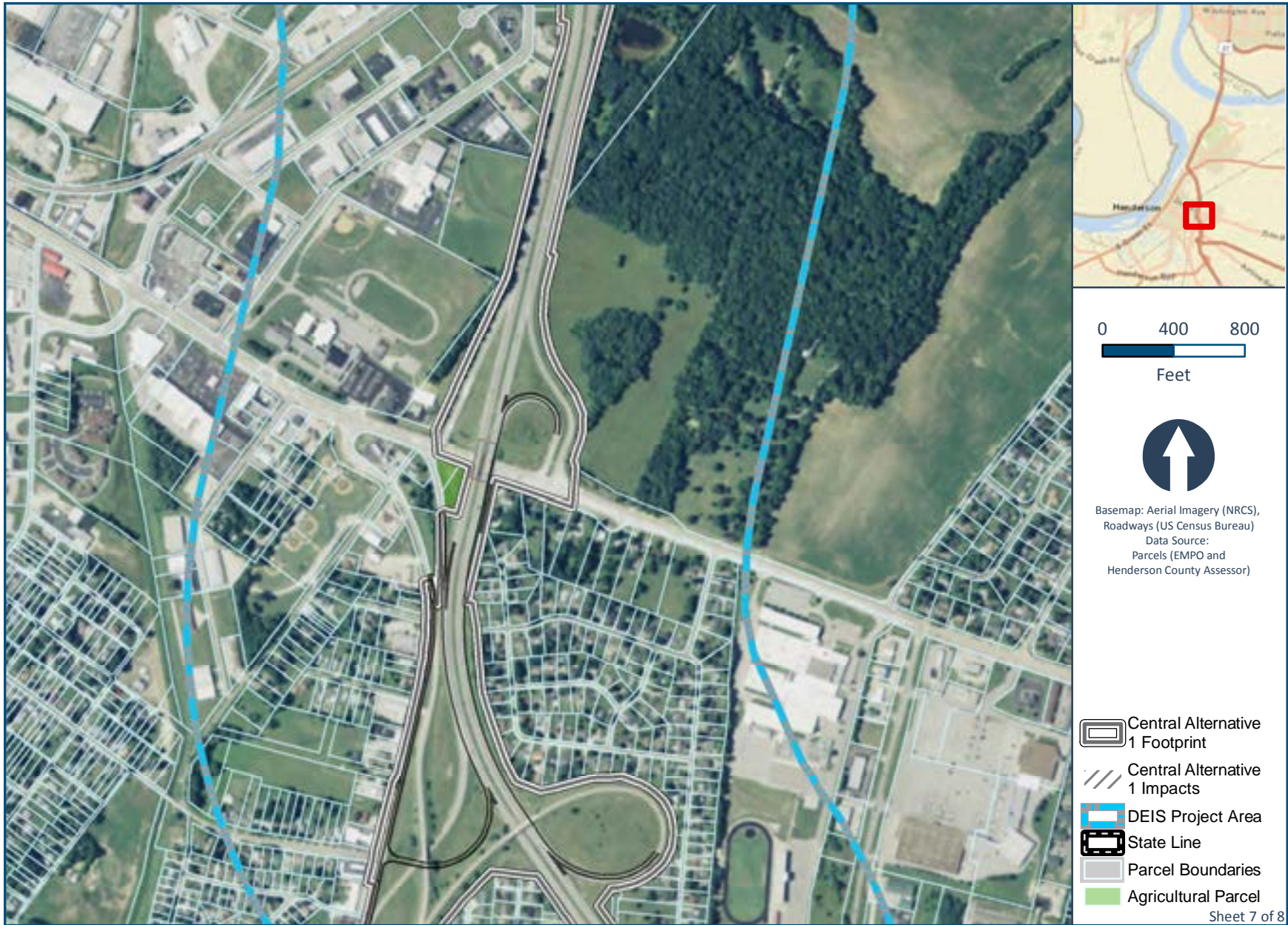


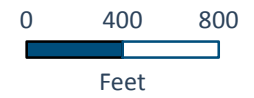
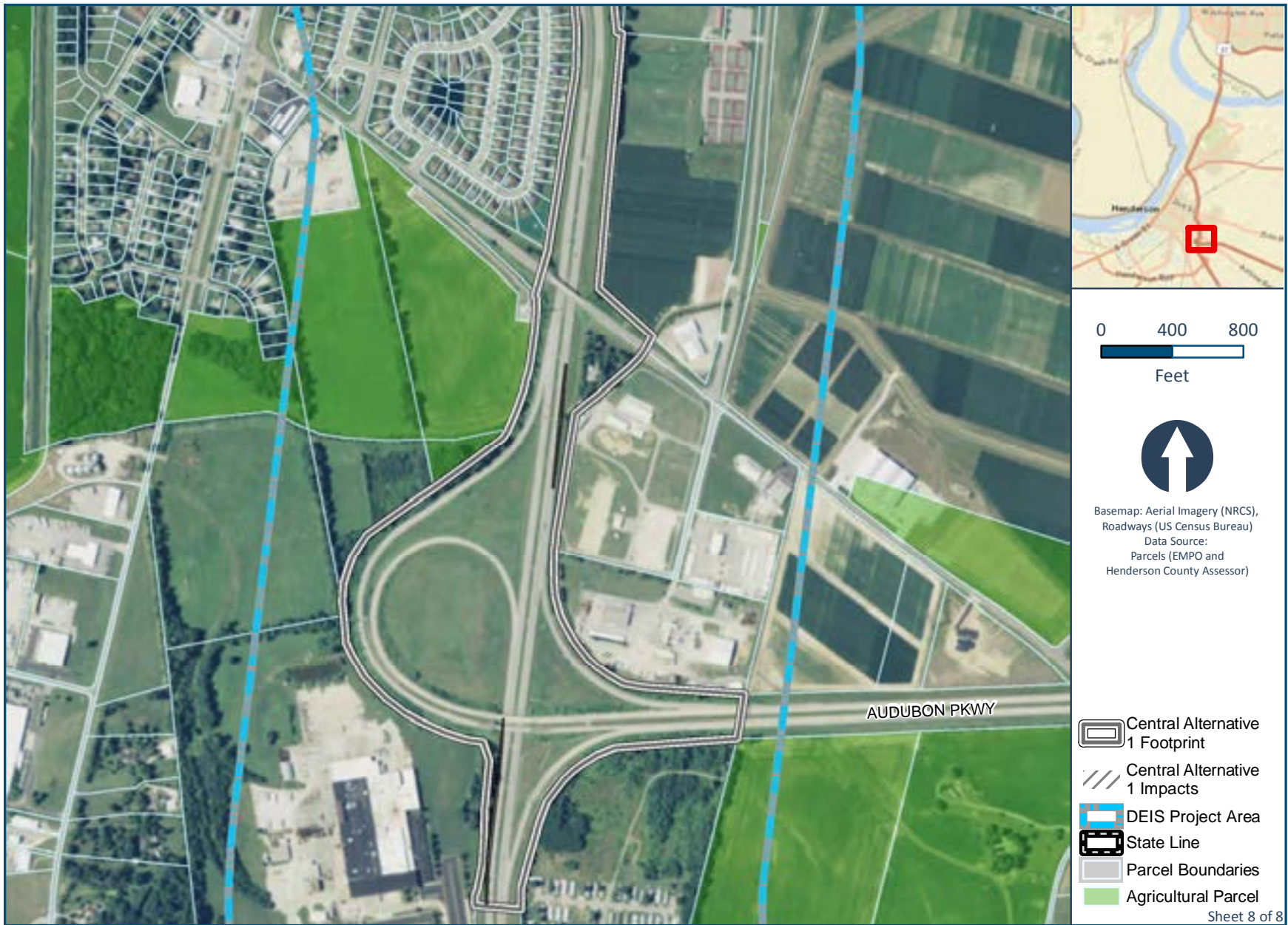


















Basemap: Aerial Imagery (NRCS),
 Roadways (US Census Bureau)
 Data Source:
 Parcels (EMPO and
 Henderson County Assessor)

-  Central Alternative 1 Footprint
-  Central Alternative 1 Impacts
-  DEIS Project Area
-  State Line
-  Parcel Boundaries
-  Agricultural Parcel

April 1, 2021

Jodi Heflin
HNTB Corporation
1100 Superior Avenue, Suite 1701
Cleveland, OH 44114

RE: I-69 OHIO RIVER CROSSING PROJECT FROM EVANSVILLE, IN TO HENDERSON, KY

Dear Ms. Heflin:

Enclosed is the Farmland Protection Policy Act (FPPA) site assessment for the proposed I-69 Ohio River Crossing project in Henderson, Kentucky. The Natural Resources Conservation Service (NRCS) is mandated to provide information on the soils and/or impact to farmland according to the Farmland Protection Policy Act (P.L. 97-98) for projects that will be utilizing federal monies.

Based on the shapefiles outlining the proposed project areas, it was determined that the project has the potential to impact both PRIME FARMLAND and FARMLAND OF STATEWIDE IMPORTANCE.

Central Alternative 1A/1B has a relative LESA value of **51.4**, as based on a scale of 0 to 100 points (*see CPA-106*). The percentage of farmland in Henderson County having the same or higher value is 91.4%. The percentage of Henderson County farmland to be converted as a result of the proposed action is 0.11%.

Central Alternative 1B Modified has a relative LESA value of **56.3**, as based on a scale of 0 to 100 points (*see CPA-106*). The percentage of farmland in Henderson County having the same or higher value is also 91.4%. The percentage of Henderson County farmland to be converted as a result of the proposed action is 0.21%.

Please do not hesitate to contact me if I may be of additional assistance.

Sincerely,



Perri Pedley
Resource Soil Scientist
Perri.Pedley@usda.gov

Enclosure

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)	3. Date of Land Evaluation Request	4. Sheet 1 of _____
---	------------------------------------	---------------------

1. Name of Project	5. Federal Agency Involved
--------------------	----------------------------

2. Type of Project	6. County and State
--------------------	---------------------

PART II (To be completed by NRCS)	1. Date Request Received by NRCS	2. Person Completing Form
--	----------------------------------	---------------------------

3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input type="checkbox"/> NO <input type="checkbox"/>	4. Acres Irrigated Average Farm Size
--	--

5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: _____ %	7. Amount of Farmland As Defined in FPPA Acres: _____ %
------------------	---	--

8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS
--	---	---

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	West 1	West 2	Central 1A/B	Central 1B Modified
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor				

PART IV (To be completed by NRCS) Land Evaluation Information

A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)

PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points	West 1	West 2	Central 1A/B	Central 1B Modified
1. Area in Nonurban Use	15				
2. Perimeter in Nonurban Use	10				
3. Percent Of Corridor Being Farmed	20				
4. Protection Provided By State And Local Government	20				
5. Size of Present Farm Unit Compared To Average	10				
6. Creation Of Nonfarmable Farmland	25				
7. Availability Of Farm Support Services	5				
8. On-Farm Investments	20				
9. Effects Of Conversion On Farm Support Services	25				
10. Compatibility With Existing Agricultural Use	10				
TOTAL CORRIDOR ASSESSMENT POINTS	160				

PART VII (To be completed by Federal Agency)

Relative Value Of Farmland (From Part V)	100				
Total Corridor Assessment (From Part VI above or a local site assessment)	160				
TOTAL POINTS (Total of above 2 lines)	260				

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
-----------------------	---	-----------------------	--

5. Reason For Selection: Central Alternatives 1A and 1B were identified as the Preferred Alternatives in the DEIS. The Preferred Alternatives would result in the fewest residential and commercial relocations; the fewest impacts to wetlands, streams, floodways, forested habitat, managed lands, Section 4(f) resources, and sites with RECs; provide cross-river redundancy for the region; and have the lowest total cost. When compared to Central Alternative 1A, Central Alternative 1B Modified was identified as the Single Preferred Alternative because it would reduce the economic impacts to traffic-dependent businesses along the US 41 commercial strip and to local users that regularly cross the Ohio River by keeping the US 41 bridge toll free. In addition, the majority of the public comments preferred no tolls on the US 41 bridge, and it would avoid disproportionate and adverse effects to environmental justice populations.

Signature of Person Completing this Part: _____ DATE _____

NOTE: Complete a form for each segment with more than one Alternate Corridor