

I-69 Evansville to Indianapolis - Fact Sheet

The Corridor

- On March 24, 2004, the Federal Highway Administration (FHWA) gave its final approval of the corridor to extend I-69 between Evansville and Indianapolis. Robert F. (Bob) Tally, Division Administrator for the Indiana Office of FHWA, signed a Record of Decision (ROD) to approve Corridor 3C.
- The 142-mile-long and 2,000-foot-wide corridor, known as Alternative 3C, connects Evansville to Indianapolis via Oakland City, Petersburg, Washington, Crane Naval Surface Warfare Center, Bloomington and Martinsville.
- Of the 142-mile route, approximately 50 miles will use existing roadways primarily on State Road 37.

Significance of the Record of Decision

- The Record of Decision gives final FHWA approval of the I-69 corridor linking Evansville with Indianapolis.
- This federally approved decision marks the completion of the Tier 1 environmental study. This milestone has never been reached in any previous study for this project.
- This Interstate highway corridor will significantly improve access and safety for communities and businesses throughout Southwest Indiana, while shaving 27 minutes off the travel time between Evansville and Indianapolis, or nearly an hour for a round trip between these cities.
- The Record of Decision authorizes FHWA and INDOT to move on to the next stage of project development, known as the Tier 2 final alignment work.

Specific Alignment of the Highway

- During Tier 2, the specific and final alignment of the interstate will be determined within the approved 2,000-foot-wide corridor.
- More detailed mitigation measures will be developed during this final alignment phase of the project.

Next Steps

- During Tier 2 final alignment work, the 142-mile corridor will be divided into six sections.
- Each section will move forward independently.
- The Tier 2 final alignment work. is expected to take 18 to 36 months to complete.

Enhanced Public Involvement

- With more than 200 documented public meetings so far, INDOT has taken extraordinary steps to involve the public in this project. This high level of public involvement will continue during Tier 2 final alignment work.
- Local officials and residents along the route will have many opportunities to help plan and design the highway that works best for their respective communities.
- To facilitate maximum public involvement, local offices will be established in each of the six sections, Community Advisory Committees (CAC's) made up of key local stakeholders will be established, and many meetings to discuss individual highway sections will take place in each community.
- In addition to the local project office, continued methods for information exchange such as a project Web site, newsletter, toll-free hotline and other communication tools will continue to be utilized.

Financing

- I-69, like all of INDOT's major expansion projects, is part of INDOT's 25-year long-range plan, which calls for \$33.2 billion in investment to meet Indiana's transportation needs for the future.
- INDOT's long-range plan, which includes I-69 and many other priorities around the state, has been determined by FHWA to be financially reasonable.
- The I-69 Evansville-to-Indianapolis project accounts for only 5 percent of INDOT's total planned transportation investment for the future as outlined in its 25 year, long-range plan.
- INDOT estimates I-69 will cost \$1.78 billion to build, with 80 percent of that paid with federal highway funds and 20 percent with state highway funds.
- The state's portion uses only gasoline tax revenues, *not* money from the state's general fund. These gas tax funds are dedicated solely to transportation.
- I-69 will not take away from other highway projects in Indiana. INDOT is committed to addressing the needs and priorities of the entire state as outlined in its 25-year, long-range plan.

Environmental Mitigation and Enhancement

- The project includes a state-of-the-art \$77 million package of environmental mitigation and enhancement measures for Southwest Indiana. The measures include unprecedented commitments to forest and wetland replacement and conservation of threatened and endangered species.

- Last December, Gov. Kernan announced INDOT's purchase of 1,511 acres of woodland near the Morgan-Monroe State Forest. This is an example of efforts to preserve and enhance the environment that go above and beyond the requirements under the law.
- Also as a part of the mitigation package, INDOT has committed to invest \$2 million in an innovative program to support community, land use and economic development planning efforts in the cities, towns, and counties along the approved I-69 corridor.
- The I-69 project will involve context sensitive design techniques that aim to preserve scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility.
- The I-69 project has committed to bridge the Patoka River and Flat Creek floodplains to protect the wetlands resources of these areas.

I-69 Benefits

- I-69 will reduce travel time between Evansville and Indianapolis by 27 minutes.
- I-69 will save Hoosiers \$1.1 billion in driver time and vehicle operating costs during the first 20 years on trips between Indianapolis and Evansville alone.
- I-69 will serve as an economic development engine for Southwest Indiana and generate \$3.5 billion in additional personal income growth.
- I-69 will generate 4,600 additional permanent jobs by 2025 and 4,300 to 7,500 temporary jobs that include construction related employment.
- I-69 will prevent nearly 40,000 serious injuries.
- I-69 provides an additional 446,000 Hoosiers with one hour access to major colleges and universities.
- I-69 provides an additional 37,000 Hoosiers 30-minute access to major urban areas, where major medical facilities, educational institutions and job opportunities are located.

**** Complete information on the I-69 Evansville to Indianapolis Study is available at www.i69indyevn.org.**