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## I-69 'ROUTE CONCEPTS' REDUCED TO FIVE ALTERNATIVES

EVANSVILLE – The Indiana Department of Transportation (INDOT) I-69 study team today announced the five alternatives that will receive detailed environmental analysis in the study's next stage. INDOT commissioned the study to examine a geographically diverse range of alternatives for providing an improved transportation link between Evansville and Indianapolis.

The following alternatives are selected for advancement:

- Alternative 1: Evansville to Vincennes to Terre Haute to Indianapolis (based on Route Concept A)
- Alternative 2: Evansville to Vincennes, then proceeding along the S.R. 67 corridor to Morgan County with the option of proceeding to I-70 or S.R. 37 and on to Indianapolis (based on Route Concept C)
- Alternative 3: Evansville to Washington, then proceeding to the general Bloomington area and on to Martinsville via S.R. 37 with the option of using the S.R. 37 corridor to Indianapolis or deviating off S.R. 37 to I-70 and on to Indianapolis (based on Route Concept F)
- Alternative 4: Evansville to Washington, then proceeding along the S.R. 57 and S.R. 67 corridors to Morgan County with the option of proceeding to I-70 or S.R. 37 and on to Indianapolis (based on Route Concept J)
- Alternative 5: Evansville to Washington, then proceeding east along the US 50 corridor to Bedford and on to Bloomington and Indianapolis via S.R. 37 (based on Route Concept L)

The five alternatives are geographically diverse, and they include existing roadway upgrades and new roadways. The alternatives vary in length from 137 miles to 158 miles, depending on the exact location of a final alignment within the two-mile wide corridor areas. The time saved in driving between Evansville and Indianapolis ranges from 12 to 30 minutes, and the construction costs for each of the alternatives ranges from \$805 million to \$1.6 billion. Costs associated with upgrading roadways are excluded from the estimates where INDOT has already committed to a transportation improvement as part of the state's long-range plan.

“From the very inception of this study we've looked at a broad range of alternatives,” said J. Bryan Nicol, INDOT Commissioner. “Our challenge will be to weigh all factors along with data collected in the environmental analysis to determine what alternative is best for Indiana and the nation.”

(more)

The five alternatives were narrowed from a list of 14 potential route concepts by evaluating each against the study's Purpose and Need Statement. The three core objectives identified in that report were:

- to improve the highway connection between Indianapolis and Evansville
- to improve accessibility throughout Southwest Indiana to jobs, urban centers and educational institutions
- to complete the Evansville to Indianapolis portion of I-69 as a national and international trade corridor

Other important factors considered were highway safety, traffic congestion, future transportation needs, and the region's economy, which lags behind the rest of the state. Nicol said, "These transportation and economic factors were considered in their totality, along with ensuring that there would be a geographically diverse range of alternatives for detailed study. In addition, we made these determinations considering established INDOT and Federal Highway Administration policies, such as promoting cost effectiveness and respect for the natural and socioeconomic environment in all transportation decisions."

A series of public involvement meetings will be scheduled shortly to allow citizens an opportunity to meet with the study team and learn more about the study. A public comment session will be offered during these meetings. The public can always comment on the I-69 study, in a variety of ways:

- By calling the 24-hour toll-free hotline, 877-INDY-EVN (877-463-9386); or
- Visiting the Official Project Web site, [www.i69indyevn.org](http://www.i69indyevn.org); or
- Writing a letter to Lyle Sadler, project manager, Indiana Department of Transportation, 100 N. Senate Ave., Room N855, Indianapolis, IN 46204-2218.

"I remain committed to a fair and objective study that will address the transportation needs of southwestern Indiana," added Nicol. "We are on schedule for a final decision on the preferred corridor for I-69 by late 2002."

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