



I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

Section 6 - Draft Environmental Impact Statement

DRAFT

PURPOSE AND NEED STATEMENT

for Tier 2, Section 6 (Martinsville to Indianapolis)

of the I-69 Evansville to Indianapolis Project

November 8, 2005

This document describes the project goals for Section 6 of the Tier 2 I-69, Evansville to Indianapolis Study. Section 6 begins south of the SR 39 / SR 37 interchange south of Martinsville, and continues northward to I-465 in Indianapolis. This section is approximately 26 miles long and is located in Morgan, Johnson, and Marion Counties.

For Purpose and Need analysis, the Section 6 Study Area includes Morgan, Johnson, and Marion Counties. The Study Area is centered on SR 37, which also occupies the footprint for Section 6 of I-69. Along SR 37 there is dense development through Martinsville. From the north side of Martinsville, SR 37 enters a region characterized mainly by the natural rural environment of Morgan County. There is spot residential and commercial development south of Perry Township in Marion County. In Perry Township, high density development resumes and continues until SR 37 intersects I-465.

This Draft Purpose and Need Statement describes the goals of Section 6, explains how these goals were determined, and introduces the performance measures that will be used to evaluate alternatives. This document contains the following five sections, which parallel the five sections of Chapter 2—Purpose and Need in the Tier 1 FEIS.

- ✍ *Section 2.1—Statement of Purpose and Need* contains the Statement of Purpose and Need for Section 6 of the Tier 2 EIS.
- ✍ *Section 2.2—Transportation Plans and Policies* describes federal, state, and local policies used to determine the Purpose and Need for Section 6. State and federal policies are described in less detail than in the Tier 1 FEIS, to which the reader is referred for further information. Local plans and policies that pertain to Section 6 are described in greater detail.
- ✍ *Section 2.3—Needs Assessment* describes the local needs that have been identified during the scoping process for Section 6.



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- ✍ *Section 2.4—Public and Agency Input* summarizes how public and agency input was used to determine the Purpose and Need.
- ✍ *Section 2.5—Project Goals and Performance Measures* identifies the local goals, describes how they support the overall project goals identified in Tier 1, and presents the performance measures that will be used to evaluate the relative ability of alternatives to achieve these goals.

2.1 Statement of Purpose and Need

The Purpose and Need identified in Tier 1 for the I-69 Evansville to Indianapolis project has been carried forward into Tier 2 and remains the foundation of the Purpose and Need for each Tier 2 Section. The only modification to the Purpose and Need in Tier 2 involves the identification of goals specific to a particular Tier 2 Section. These local goals have been identified for each Tier 2 section as part of the scoping process in Tier 2. Therefore, the Purpose and Need for Section 6 consists of two parts: (1) the overall project purpose as defined in Tier 1 for the I-69 Evansville-to-Indianapolis project, and (2) local goals identified for Section 6 – Martinsville to Indianapolis as part of the Tier 2 process.

2.1.1 Tier 1 Purpose and Need for I-69 from Evansville to Indianapolis

The purpose of I-69 between Evansville to Indianapolis was determined in the Tier 1 EIS. As defined in Tier 1 EIS, the purpose of I-69 is to provide an improved transportation link between Evansville and Indianapolis that

- ✍ Strengthens the transportation network in Southwest Indiana
- ✍ Supports economic development in Southwest Indiana
- ✍ Completes the portion on the National I-69 Project between Evansville and Indianapolis

Specific goals were identified in Tier 1 that support this overall purpose. They are as follows, with core goals shown in *italics*. These core goals were identified in Tier 1 as core goals of the project, based on consideration of the policy/legislative framework as well as the transportation and economic development needs assessment. For each of the core goals, the selected alternative was required in the Tier 1 study to achieve a substantial improvement over existing conditions. The selection of core goals also recognized that this is primarily a transportation project.

Improved transportation linkages constitute one of a number of factors which can support economic growth. Supporting economic growth is one of the nine overall policies stated in INDOT's current



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long-range plan. Accordingly, in view of the demonstrated needs in Southwest Indiana, goals related to supporting economic development were established in Tier 1. At the same time, transportation is one of a number of factors needed to support economic development. Therefore, no core goals were associated with supporting economic development.

Transportation Goals

- Goal 1** *Improve the transportation linkage between Evansville and Indianapolis*
- Goal 2** *Improve personal accessibility for Southwest Indiana residents*
- Goal 3** Reduce existing and forecasted traffic congestion on the highway network in Southwest Indiana
- Goal 4** Reduce traffic safety problems

Economic Development Goals

- Goal 5** Increase accessibility for Southwest Indiana businesses to labor, suppliers, and consumer markets
- Goal 6** Support sustainable, long-term economic growth (diversity of employer types)
- Goal 7** Support economic development to benefit a wide spectrum of area residents (distribution of economic benefits)

National I-69 Goals

- Goal 8** *Facilitate interstate and international movement of freight through the I-69 corridor, in a manner consistent with the national I-69 policies.*
- Goal 9** Connect I-69 to major intermodal facilities in Southwest Indiana

As defined in Tier 1, the goals of the I-69 Evansville-to-Indianapolis project are regional goals: that is, they are expressed as goals for the entire Southwest Indiana region, which includes 26 counties and encompasses a quarter of the State of Indiana. These broad regional goals were used as the basis for evaluating alternatives in Tier 1, when the alternatives analysis involved comparing different corridors that were 140 to 160 miles in length and were spread across a broad geographic area.



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2.1.2 Tier 2 Purpose and Need for Section 6

The purpose of Section 6 is to advance the overall goals of the I-69 Evansville to Indianapolis project in a manner consistent with the commitments in the Tier 1 ROD, while also addressing local needs identified in the Tier 2 process. The local needs identified in Tier 2 for Section 6 include:

- ? Complete Section 6 of I-69 between SR 39 in Martinsville and I-465 in Indianapolis;
- ? Reduce forecasted traffic congestion within the Section 6 Study Area;
- ? Improve traffic safety within the Section 6 Study Area;
- ? Facilitate and maintain east/west connectivity within the Section 6 Study Area.

These needs are defined in greater detail below in Section 2.3, *Needs Assessment*. Preliminary alternatives are being developed in Section 6 that are consistent with the overall goals of Tier 1 and the local needs identified in this Tier 2 study.

2.2 Transportation Plans and Policies

2.2.1 Federal Legislation and Policies

In 1991, Congress passed the Intermodal Surface Transportation Efficiency Act (ISTEA), which designated “Corridor 18” from Indianapolis, Indiana, to Memphis, Tennessee, via Evansville, Indiana, as a high-priority corridor. This corridor was extended to the north and south in the National Highway System Designation Act of 1995. It was further modified in 1998 by the Transportation Equity Act for the 21st Century (TEA-21), which extended the corridor to provide a continuous link from the Canadian border to the Mexican border. In addition, TEA-21 designated Corridor 18 as “Interstate Route I-69.” The entire I-69 corridor, from Canada to Mexico, is referred to in this study as the “National I-69 Corridor.”

The National I-69 Corridor was divided into 32 Sections of Independent Utility (SIUs), each considered to be an independent project for purposes of National Environmental Policy Act (NEPA) reviews and environmental studies. The Evansville-to-Indianapolis section of I-69 was designated as SIU #3 of the National I-69 project.

In March 2004, FHWA issued a Tier 1 Record of Decision (ROD) for the Evansville-to-Indianapolis section of I-69. The Tier 1 ROD selected a “corridor” – that is, a band generally 2,000 feet in width, but narrower in some places and broader in others – for I-69 between Evansville and Indianapolis. In addition, the Tier 1 ROD divided the Evansville-to-Indianapolis project into six separate sections for purposes of more detailed Tier 2 studies. The northernmost of these six sections is Section 6, which extends from the SR 39 / SR 37 interchange south of Martinsville, and continues northward to I-465 in Indianapolis.



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2.2.2 State Legislation and Policies

A state law passed in 1991 directed INDOT to designate a system of Commerce Corridors that would serve the State's major economic centers and to specify levels of service to be achieved by highways designated as Commerce Corridors. Based on this law, INDOT identified a Commerce Corridor connecting Evansville to Indianapolis via Bloomington, as part of a statewide network of Commerce Corridors.

In 2001, INDOT issued its 2000-2025 Long-Range Plan. In that plan, INDOT identified a statewide network consisting of three levels of transportation corridors: Statewide Mobility Corridors, Regional Corridors, and Local Access Corridors. The Statewide Mobility Corridors are the highest level of the network and correspond closely to the previously identified Commerce Corridors. The Statewide Mobility Corridors include a link from Evansville to Indianapolis via Bloomington. According to the Long-Range Plan, these corridors are characterized by:

- ✍ Upper level design standards
- ✍ Free flowing conditions
- ✍ Serving long distance trips
- ✍ Large through volumes of traffic
- ✍ Heavy commercial vehicle flows
- ✍ Serving longer distance commuter trips
- ✍ Generally multi-lane divided design
- ✍ Full access control desirable, no less than partial access control
- ✍ Railroad and highway grade separations desirable
- ✍ Desirable to bypass congested areas
- ✍ No interaction with non-motorized vehicles or pedestrians
- ✍ Major river crossings

The 2000-2025 Long Range Plan Update also retained the designation of Commerce Corridors and showed a Commerce Corridor connecting Evansville to Indianapolis via Bloomington (with the Evansville-to-Bloomington portion shown as an unbuilt section). The Tier 1 ROD issued by FHWA in March 2004 approved completion of I-69 as an Interstate from Evansville to Indianapolis, via Bloomington. The route approved in that study is consistent with the Commerce Corridor and Statewide Mobility Corridor designations in INDOT's long-range plans.

[Note: INDOT is currently in the process of updating its long-range plan. This section will be updated to describe the latest version of the plan when it becomes available.]

2.2.3 Regional Transportation Plans

The *Indianapolis Regional Transportation Plan*, prepared by the Corradino Group, was last updated on May 25, 2005. The update was made to demonstrate conformity with new ozone air quality standards promulgated by the U.S. Environmental Protection Agency. The update extended the horizon year of



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the Plan to 2030. Also, currently ongoing is a major review of the Transportation Plan, which is intended for completion in 2006-07 (Cunningham, 2005).

The Plan covers the area known as the Indianapolis Metropolitan Planning Area (MPA), including all or portions of Marion, Boone, Hamilton, Hendricks, Hancock, Johnson, Morgan, and Shelby Counties. Three of these counties constitute the Section 6 Study Area: Marion, Johnson, and Morgan counties. The most recent Plan (May 2005) presents the local and state added-capacity projects¹ (See Tables 2-1 and 2-2) proposed within the Section 6 Study Area:

Table 2-1: Local Added-Capacity Transportation Projects

Facility	Location	Length (mi)	Project Description
2005-2006			
Southport Rd.	SR 37 to Bluff Rd	1.0	Widen 2-ln. to 5-ln. divided
2021-2025			
Bluff Road	Thompson Rd. to SR 37	3.87	Widen 2-ln. to 4-ln. divided
County Line Road	SR 37 to Morgantown Rd	0.41	Widen 2-ln. to 4-ln. divided
Emerson Ave.	I-465 to Thompson Rd.	0.62	Widen 4-ln. to 6-ln. divided
Southport Road	Mann Rd to SR 37	2.64	Widen 2-ln. to 4-ln. divided
Southport Road	Bluff to Meridian Rd (SR 135)	1.04	Widen 2-ln. to 4-ln. divided

Table 2-2: State Added-Capacity Transportation Projects

Facility	Location	Length (mi)	Project Description
2005-2006			
State Road 37	Thompson Rd to Epler Ave	0.60	Widen 4-ln. div. to 6-ln. div
State Road 37	Epler Ave. to Edgewood Rd.	0.60	Widen 4-ln. div. to 6-ln. div
2016-2020			
Interstate I-69	MPA boundary to SR 144	2.6	Add new 6-ln. freeway
Interstate I-69	SR 144 to I-465	9.94	Add new 8-ln. freeway
2026-2030			
SR 144	SR 37 to SR 135	6.00	Widen 2 to 4 lanes
SR 144	Johnson Rd (CR 400) to SR 37	6.40	Widen 2 to 4 lanes

¹ The distinction between local versus state projects is that local added-capacity projects use local funds to match federal funds, and state added-capacity projects use state fund to match federal funds.



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2.2.4 Other Local Plans and Studies

There are several local plans and studies that address the transportation needs of the Study Area for Section 6:

Official Thoroughfare Plan for Marion County, June 2002. The *2002 Thoroughfare Plan for Marion County*, prepared by the City of Indianapolis Department of Metropolitan Development (DMD), lists Marion County's transportation projects of both regional significance (mirroring the content of the MPO's Transportation Plan at the time of adoption) and local interest. The Thoroughfare Plan lists an added capacity project for SR 37, rather than the I-69 highway expansion. However, it is anticipated that following the completion of the major review of the MPO's Transportation Plan in 2006-07, the 2002 Thoroughfare Plan will be revised and amended (Cunningham, 2005). Proposed improvements in the 2002 Thoroughfare Plan that are consistent with the regional plan within the Study Area include:

- ✍ Widening of State Road 37 from four (4) lanes to six (6) lanes between I-465 and the Marion/Johnson County Line Road;
- ✍ Widening of Southport Road from two (2) lanes to four (4) between US 31 (Meridian Street) and Mann Road;
- ✍ Widening of County Line Road from two (2) lanes to four (4) between Morgantown Road and State Road 37;

The Perry Township Comprehensive Land Use Plan (1992). Perry Township, one of nine townships within Marion County, is located within the northern section of the Section 6 Study Area. For planning purposes, the *Perry Township Comprehensive Land Use Plan*, prepared by the DMD, Division of Planning² is a detailed plan designed to guide the development of Perry Township. The Plan provides an understanding of broad issues that apply to Perry Township as a whole, and recommends various land uses including residential, commercial, industrial, parks, and special uses.

Perry Township is included in the Marion County Thoroughfare Plan. Perry Township land use recommendations are based in part on the Thoroughfare Plan's priority improvements and also on the levels-of-service of the roadways (DMD, 1992). The 1992 Comprehensive Plan recommended the following improvement within the Study Area:

- ✍ Four-lane primary arterial connector of Thompson Road from Bluff Road to State Road 37.

² The City of Indianapolis Department of Metropolitan Development (DMD), Division of Planning, is divided into two areas: Current Planning, which handles zoning and land use petitions, and Long-Range Planning, whose primary responsibility is the preparation of the Comprehensive Plan for Indianapolis/Marion County and its nine townships.



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Comprehensive Plan Update for Johnson County, Indiana (1997). The 1997 Comprehensive Plan for Johnson County, prepared by Woolpert LLP, updated the previous 1976 Plan. Johnson County is located south of Indianapolis and is comprised of nine townships.

Future transportation improvements documented in the Johnson County Plan in the Study Area include the extension of County Line Road from State Road 37 to the Morgan County Line. In addition, the Plan recognized improvements for east-west thoroughfares in anticipated development and upgrades to major road networks, including areas within White River Township. The long-range thoroughfare plan described four principal east-west roads in the northern part of the County suited for designation as arterials contributing to improved east-west flow (Woolpert, 1997; Peeples, Bill, 2005). Those principle east-west roads included:

- ✍ County Road 1100 North, designated as a major arterial from State Road 37 to a point of County Road 400 East, would intersect with County Road 1100 North;
- ✍ Though spanning several roadways and crossing into a municipal boundary, a principle east-west route would include County Road 900 North (Smith Valley Road) from State Road 37 through Greenwood, where it jogs due north about 0.5 mile along Emerson Avenue and then turns due east and becomes County Road 950 (Main Street/Rockville Road) and connects with Shelby County at their County Road 525 North);
- ✍ A single minor arterial route from State Road 37 which follows County Road 700 North (Stones Crossing) and jogs due north through Greenwood along Worthsville Road, terminating at I-65; and
- ✍ Designated as a major arterial route, from State Road 37, State Road 144 (as it becomes County Road at State Road 37) to County Road 500 North (Whiteland Road), following County Road 500 North to County Road 400 East.

Johnson County Comprehensive Plan Update – 2003 East-West Corridor. April 21, 2003. The intent of the East-West Corridor Plan, prepared by the Johnson County East-West Corridor Task Force, was to update the 1997 Johnson County Comprehensive Plan. Specific revisions included amending the County Long Range Thoroughfare Plan to anticipate and accommodate future growth and vehicular traffic, to guide future land use decisions, and to improve east-west traffic flow through the northern portion of Johnson County. The 1997 plan identified four principal east-west roads in the northern part of Johnson County, as described above.

However, developments since the adoption of the 1997 Plan, such as the continued transformation of White River Township from a rural to suburban residential character and the increased cost of right-of-way acquisition because of this continued development, led to identifying a single primary east-west route (Peeples, 2005,). According to the Plan, the selected primary east-west corridor includes two options that involve the connection of County Road 144 to State Road 37. The purpose of an east-west corridor is to serve existing and future traffic resulting from extensive residential and commercial development in Johnson County



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The Plan identifies the construction of I-69 between Indianapolis and Evansville using the existing State Road 37 alignment through Johnson County. The probability of the construction of I-69 on State Road 37 has heightened the importance of providing an improved primary east-west corridor (Johnson County, 2003). According to the County, it will continue to prioritize other east-west routes, including a planned extension of Smith Valley road into Morgan County with a bridge over the White River. However, a primary east-west corridor with access controls to limit the interruption of its high speed function is still planned (Peeples, 2005).

Morgan County Comprehensive Plan (2001). The Morgan County Comprehensive Plan, prepared by the MSE Corporation in the early 1990's, responded to growth pressures occurring in this predominantly rural, agriculturally-oriented county. These growth pressures are heightened by the region's high level of access to Indianapolis. The plan was amended in 2001. The Plan centered on specific issues such as residential densities, commercial and industrial growth opportunities, and growth pressures in Morgan County due to future conversion of State Road 37 to an interstate highway (MSE Corporation, 1994). The 2001 Plan amendment, prepared by the Morgan County Plan Commission, stated that the County supports the construction of I-69 in Morgan County provided that it provides interchanges in close proximity to existing communities so that development will not sprawl into new portions of Morgan County.

As summarized below, the regional and local transportation plans and comprehensive land use plans listed above addressed proposed future transportation improvements, with several of the identified improvements located in the Section 6 Study Area. Many of the recommendations for State and local roads provide for upgrades of existing east-west roadway networks to serve the continued development in the northern part of the Section 6 Study Area, and improvements to primary east-west connectors due to continued growth into Marion, Johnson and Morgan Counties.

- ? The *Indianapolis Regional Transportation Plan* (April 2005) presents the added capacity projects (See Tables 2-1 and 2-2) proposed within the Section 6 Study Area. Several of these expansion projects are for east-west roads, including Bluff Road, County Line Road, and Southport Road.
- ? Proposed improvements in the *2002 Marion County Thoroughfare Plan* include widening of Southport Road and County Line Road.
- ? The *Perry Township Comprehensive Land Use Plan (1992)*, recommends a four lane extension of Thompson Road from Bluff Road to SR 37.
- ? The *Johnson County Comprehensive Plan, 2003 East-West Corridor*, recognizes future growth in Johnson County, including increased future vehicular traffic and the need to improve east-



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west traffic flow through the northern portion of Johnson County. It identified an added east-west route connecting County Road 144 to State Road 37 to relieve existing and future traffic resulting from extensive residential and commercial development in Johnson County.

2.3 Needs Assessment

2.3.1 Completing Section 6 of I-69 between SR 39 South of Martinsville and I-465 in Indianapolis.

The completion of Section 6 of I-69 responds to the Congressional policy to complete the National I-69 corridor. This policy was adopted by Congress based on feasibility studies of the corridor. The decision by Congress to designate I-69 as a “high priority corridor” reflects a national commitment to complete this new Interstate corridor as part of the National Highway System. For this reason, the Tier 1 EIS for I-69 from Evansville to Indianapolis focused on alternatives for completing I-69 as an Interstate highway. The Tier 1 EIS selected a route for the project (defined as a “corridor” generally 2000 feet in width), and divided that corridor into six sections for Tier 2-level analyses. Section 6, the project analyzed in this document, is the northernmost section of the approved I-69 Evansville to Indianapolis corridor. Based on the Tier 1 EIS and ROD, there is a need to complete I-69 as an Interstate highway between Evansville and Indianapolis, including Section 6.

2.3.2 Highway Congestion

Traffic forecasts for the year 2030 show that there will be high levels of congestion in Section 6 along SR 37 and other major nearby connecting roads. Level of service (LOS) is the method commonly used to evaluate a roadway’s functionality. LOS is a measure of operational conditions. These conditions are defined in terms of factors such as speed and travel time, maneuverability, and delay. There are six levels of service, which are designated by the letters “A” through “F.” LOS “A” represents the most desirable operating conditions, while LOS “F” defines the least acceptable.

INDOT’s Design Manual generally calls for providing at least LOS “C” on all newly-constructed or reconstructed roads, with LOS “B” desirable (per Tables 53-1 through 53-9 of the Indiana Design Manual).³ Figures 2-1 and 2-2 show roads forecasted (in the year 2030) to have levels of service in the

³ Exceptions to this general rule include: for urban freeways, minimum LOS “D” may be used for urban freeway reconstruction projects; for certain urban arterials, desirable LOS is “C” and minimum LOS is “D”; for all urban collectors and local streets, desirable LOS is “C” and minimum LOS is “D.” Source: INDOT Design Manual, Tables 53-1, 53-6, 53-7, 53-8, and 53-9, updated as of September 7, 2005.



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unacceptable range (LOS D, or worse), including the following in the Section 6 Study Area. Section 6 of the approved I-69 Corridor is expected to significantly alleviate these congested conditions.



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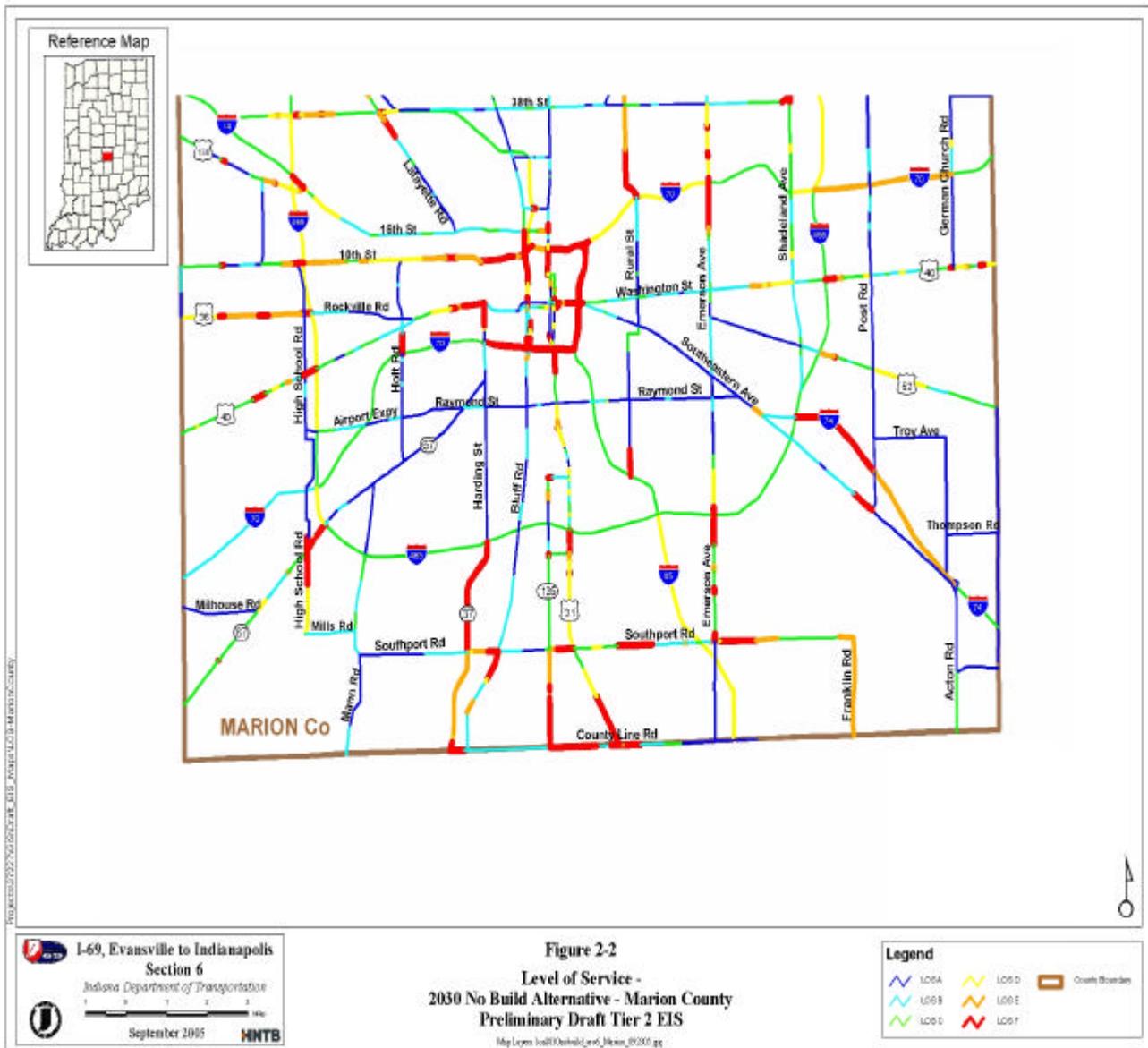


Figure 2-2 2030 LOS No Build Marion County



2.3.3 Highway Safety

Safety improvements are an important user benefit resulting from improvements to the transportation system. Benefits include reductions in the number of injury, property damage crashes, and fatal crashes.

As the data in Table 2-3 shows, a driver traveling on a 4-lane divided highway, with partial access control is more likely to be involved in a fatal crash and over twice as likely to be involved in a crash resulting in injuries, than if traveling the same distance on a fully access controlled freeway, such as an Interstate highway.

Table 2-3: Crash Rate Comparison, Rural Roads

Facility Type	Crashes per 100 Million Vehicle Miles	
	Fatal Crashes	Injury Crashes
Freeway, Full Access Control	1.2 – 1.6	24
4-Lane Divided, Partial Access Control	1.6 – 2.0	65 – 81
2-Lane	2.8 – 4.0	83 – 107

Source: The Highway Economic Requirements System, Technical Report, Jack Faucett Associates for FHWA, July 1991

To the extent that travelers can make their trips on a multi-lane, divided highway, they are much less likely to be involved in serious crashes. The forecasting and analysis tools used in this study account for the diversion of traffic to new facilities, and estimate the resulting crash reductions.

2.3.4 East/West Connectivity

The need for continued east-west connectivity has been identified through CAC meetings, interviews, and public meetings. Maintaining and facilitating east/west vehicular movement across the proposed I-69 highway in Perry Township, Martinsville, and within the rural sections of the Study Area, is one of the key local needs identified. The need to maintain and facilitate east-west vehicular movement exists in the No-Build case. In the No-Build, increasing congestion on State Road 37 will lead to longer wait times at at-grade intersections for those attempting to cross State Road 37 in an east-west direction.

For the purposes of this identified need, all Build Alternatives will be compared for their ability to maintain and facilitate efficient east/west vehicular movement. No-Build travel times will be compared with those for build alternatives.



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2.4 Public and Agency Input

Public involvement and coordination with regulatory and other agencies has been extensive and ongoing since the beginning of the Tier 1 process, and will continue throughout Tier 2. Opportunities for public input are provided by public meetings, the I-69 project website (www.i69indyevn.org) and the Section 6 project office. The project office was established in June 2004 to enable interested parties to consult with project planners and engineers as well as view the most up to date maps and displays. The office is open and staffed Monday through Friday during normal business hours.

Two Community Advisory Committees (CACs) have been established for Section 6 to learn about local interests and to share project information. Each CAC is composed of a cross-section of affected groups, agencies, and organizations members representing various public interests.

The Marion/Johnson County CAC consists of approximately 28 members and provides input on the project within these two counties. A second CAC has been established for the city of Martinsville and Morgan County. This 25 member CAC meets to discuss and provide input and suggestions for the Martinsville/Morgan County area. This CAC is a joint effort of the study in this Section, and the Section 5 study, which is analyzing I-69 between Bloomington and Martinsville.

Public and agency input process into the Section 6 Purpose and Need Statement will be provided by CACs, public meetings, meetings with government agencies, and public input at the Section 6 Project Office. The agency input has been provided both through reviews of formal plans, as documented above, as well as through follow-up contacts with local planning officials. To date, several access issues have been mentioned both by public and local agencies within the Study Area. One of the most common is maintaining east-west connectivity. Alternatives will be evaluated on their relative ability to maintain and facilitate east/west vehicular movement across the proposed I-69 highway within the Study Area.

Chapter 11 of this DEIS, *Comments, Coordination, and Public Involvement* chapter, contains detailed information regarding the public and agency input process, the key issues that were raised, and how they were addressed in the Purpose and Need Statement.

2.5 Project Goals and Performance Measures

All of the alternatives considered in Tier 2 are essentially equal in terms of their ability to meet the broad regional objectives contained in the Tier 1 Purpose and Need statement. Therefore, the transportation performance measures used in the Tier 2 study will evaluate the ability of the alternatives to meet local goals. These performance measures will be considered as part of the overall evaluation of alternatives, along with environmental impacts and cost. It is very possible that these other relevant factors (impacts and costs) will have a more significant role than performance measures in selecting an alternative in Section 6.



As stated in sub-Section 2.1.2, **the proposed action in Section 6 supports the overall project purpose identified in Tier 1 while also addressing local needs.** In Section 6, four local goals have been identified by reviewing existing local and regional plans, an extensive public involvement process, and technical analysis which is summarized in Section 2.4. This process included comments from the general public, local officials, local business owners/managers, members of the Section 6 Community Advisory Committee (CAC), and others.

Performance measures for each goal have been developed to evaluate alternative alignments within Section 6. These measures will be used in the alternatives evaluation process and in the selection of a preferred alternative. In addition to the performance measures, the evaluation of alternatives within Section 6 will consider other relevant factors, including environmental impacts, social impacts, and cost.

Section 6 goals and their performance measures are described below, and are summarized in Table 2-4. It is possible that some or all of the alternatives will be similar in their ability to meet these goals.

GOAL 1: COMPLETE SECTION 6 OF I-69 BETWEEN STATE ROAD 39 SOUTH OF MARTINSVILLE AND I-465 IN INDIANAPOLIS

Tier 1 Goals Supported: Goals 1, 8, and 9

Performance Measure: *Development of a freeway which meets current design standards.* A new freeway would meet current design standards. All build alternatives would be equal in their ability to satisfy this criterion.

GOAL 2: REDUCE FUTURE TRAFFIC CONGESTION ON THE HIGHWAY NETWORKS IN THE SECTION 6 STUDY AREA (MORGAN, JOHNSON, AND MARION COUNTIES)

Tier 1 Goal Supported: Goal 3

Performance Measure: *Reduction of traffic congestion on area roadways.* The level of service, as well as other measures of congestion relief, will be calculated and compared for each alternative.

GOAL 3: REDUCE FUTURE CRASHES ON LOCAL AND STATE ROADS IN THE SECTION 6 STUDY AREA (MORGAN, JOHNSON, AND MARION COUNTIES)

Tier 1 Goal Supported: Goal 4

Performance Measure: *Reduction of crashes in the Section 6 Study Area.* The reduction in the number of fatal, injury, and property-damage accidents will be calculated for each alternative.

GOAL 4: PROVIDE EAST/WEST CONNECTIVITY IN THE SECTION 6 STUDY AREA (MORGAN, JOHNSON, AND MARION COUNTIES)

Tier 1 Goals Supported: Goal 2 and 3



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Performance Measure: *Changes in travel times on east-west roadways between specific points.* Alternatives will be compared for their ability to facilitate and maintain efficient east/west vehicular movement and their ability to decrease travel time along specific east-west roads, comparing no build and build scenarios.



TABLE.2.4—SECTION 6 GOALS AND PERFORMANCE MEASURES		
TIER 1	TIER 2 Section 6	
	Section 6 Goals	Section 6 Performance Measures
<p>GOAL 1—Improve the transportation linkage between Evansville and Indianapolis</p> <p>GOAL 8—Facilitate interstate and international movement of freight</p> <p>GOAL 9— Connect I-69 to major intermodal facilities in Southwest Indiana</p>	<p>GOAL 1— Complete Section 6 of I-69 Between State Road 39 South of Martinsville and I-465 in Indianapolis</p>	<p>Development of a freeway which meets current design standards. A new freeway would meet current design standards. All build alternatives would be equal in their ability to satisfy this criterion.</p>
<p>GOAL 3 —Reduce existing and forecasted traffic congestion on the highway network in Southwest Indiana</p>	<p>GOAL 2— Reduce Future Traffic Congestion on Highway Networks in the Section 6 Study Area (Morgan, Johnson, and Marion Counties)</p>	<p>Reduction of traffic congestion on area roadways. The level of service, as well as other measures of congestion relief, will be calculated and compared for each alternative.</p>
<p>GOAL 4 —Improve safety levels in Southwest Indiana</p>	<p>GOAL 3— Reduce Future Crashes on Local and State Roads in the Section 6 Study Area (Morgan, Johnson, and Marion Counties)</p>	<p>Reduction of crashes in the Section 6 Study Area. The reduction in the number of fatal, injury, and property-damage accidents will be calculated for each alternative.</p>
<p>GOAL 2 —Improve personal accessibility for Southwest Indiana residents</p> <p>GOAL 3 —Reduce existing and forecasted traffic congestion on the highway network in Southwest Indiana</p>	<p>GOAL 4 — Provide East/West Connectivity in the Section 6 Study Area (Morgan, Johnson, and Marion Counties)</p>	<p>Alternatives will be compared for their ability to facilitate and maintain efficient east/west vehicular movement and their ability to decrease travel time along specific east-west roads, comparing no build and build scenarios. Travel time changes along specific east-west roadways will be compared for the no build and build alternatives.</p>



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