



# INDIANA DEPARTMENT OF TRANSPORTATION

## *Driving Indiana's Economic Growth*

100 North Senate Avenue  
Room N750  
Indianapolis, Indiana 46204-2216 (317) 234-5010 FAX: (317) 233-1481

**Mitchell E. Daniels, Jr., Governor**  
**Karl B. Browning, Commissioner**

FOR IMMEDIATE RELEASE  
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### **High Priority I-69 Project Progresses**

#### *Public Can Review Draft Environmental Studies for Sections 2, 3*

INDIANAPOLIS –I-69, the planned new connection between Indianapolis and Evansville, is taking another step forward as the public can now review the Draft Environmental Impact Statements for the second and third sections of the project.

“These studies have taken four years to prepare,” said Karl Browning, commissioner for INDOT, “They represent the next significant step for one of the high priority transportation projects of Gov. Mitch Daniels’ administration. I-69 will bring jobs and economic development to the southwestern part of the state, and it would not have been possible without funding through the Major Moves program.”

Section 2 runs approximately 29 miles from SR 64 near Oakland City northeast to US 50 east of Washington.

Section 3 runs approximately 26 miles from US 50 near Washington northeast to US 231 near the entrance to Crane Naval Surface Warfare Center.

Sections four, five and six, the final stages of the I-69 project would be constructed after 2015.



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According to Tom Seeman, INDOT project manager for I-69, “These reports are critical to the progress of this long-term project. They provide detailed information on the environmental impacts and planned mitigation for these impacts, engineering analysis, as well as public input on the project.”

In addition, Seeman said each study recommends a preferred path or alignment for the highway. This preferred alignment of the roadway was developed and refined following public input, environmental studies and engineering analysis over the last several years.

In an effort to construct more highway, the DEIS shows that two interchanges that would handle less traffic -- north of Petersburg in northern Pike County and south of Washington in southern Daviess County -- are being recommended for postponement.

“By shifting the construction of these interchanges, we can allocate approximately \$30 million to pavement to reach US 231 sooner,” Seeman said.

Seeman said, however, that all environmental clearances and preliminary engineering analyses for these interchanges will be completed as part of these ongoing environmental studies.

Seeman noted that the DEIS does show there are going to be two other interchanges at SR 61 near Petersburg and US 50 near Washington.



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According to Seeman, postponement of the two interchanges and other cost-reduction efforts mean INDOT should be able to keep the construction costs for the first three sections of I-69 within the \$700 million range with funds which were allocated for the project from the Indiana Toll Road lease proceeds.

“We are one step closer to fulfilling the Governor’s pledge to provide this critical economic development tool for southwest Indiana without increasing the tax burden to the residents of this state,” Seeman said.

### Environmental Mitigation Efforts

Responding to environmental concerns has also been a focus for INDOT. Seeman said, “INDOT re-designed the bridge length at the Patoka River National Wildlife Refuge to preserve and protect the habitat.”

Seeman said that the bridge was lengthened to 4,400 feet to mitigate impacts on the Refuge. In addition, INDOT has purchased 310 acres of land nearby and is working to acquire additional acres for preservation and creation of wildlife habitat.

### Public Comment Information

Both environmental studies are available at the combined Section 2 and 3 project office located at 60 N. Commercial Park Drive in Washington. In addition, they are available online at the I-69 project Web site ([www.i69indyevn.org](http://www.i69indyevn.org)) and at area libraries.



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Comments for Section 2 may be directed to Joseph Leindecker of Jacobs Engineering Group, and comments for Section 3 to David Pluckebaum of The Corradino Group. The mailing address for comments on both sections is P.O. Box 8464, Evansville IN 47716. Comments also may be submitted via the project web site, [www.i69indyevn.org](http://www.i69indyevn.org).

The comment period for each section ends on June 8, 2009.

There will be a public hearing on the Section 2 DEIS at 5 p.m. EDT on Thursday, March 19, 2009, in the Pike Central High School cafeteria at 1810 SR 56. The public hearing for the Section 3 DEIS will be held on Thursday, March 26, 2009, at 5 p.m. EDT in the North Daviess Elementary School gymnasium on SR 58 between Elnora and Odon.

After public review, INDOT will refine the preferred alignment based on public and agency input.

INDOT will then submit Final Environmental Impact Statements (FEISs) for both Section 2 and Section 3 to the FHWA.

It is anticipated that FHWA will then issue a Record of Decision (ROD) for each section. Once the Record of Decision is issued, INDOT can proceed with federally-funded design, land acquisition, and construction of the project.

The corridor for the entire I-69 Evansville-to-Indianapolis project was approved by FHWA in March 2004.

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