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5.26 Short-Term Uses versus Long-Term Productivity

No substantive changes have been made to this section since the publication of the Draft Environmental Impact Statement (DEIS).

This chapter discusses the short-term, direct impacts and resulting long-term productivity. For a discussion of indirect and cumulative impacts, refer to **Section 5.24**. The short-term uses associated with construction of I-69 Section 6 are typical of highway construction and would be similar among all the I-69 Section 6 build alternatives.

Adverse impacts on air and water, aesthetics, and relocations would result from this project. Additionally, highway construction involves noise, air pollution (especially dust), erosion, sedimentation, and local degradations in water quality. The appearance of construction machinery and the disturbed landscape created during construction would be aesthetically displeasing to persons in the area, and disruptions in traffic flow due to construction staging could be a temporary inconvenience to the local community. Businesses could lose customers depending on drive-by traffic on local roads as traffic diverts to the access controlled interstate highway. Demand for raw materials for highway construction could lead to increased costs of those materials in the short term.

Adverse impacts to regulated resources, including short term uses and direct impacts, would be mitigated as required and this kind of mitigation is described in detail in in **Chapter 7, Mitigation**.

Mitigation for impacts that are not tied to regulatory requirements, such as disruptions in local travel patterns, will be determined through coordination with local communities in the design phase. Relocation assistance would be available to those being relocated and would conform with the Uniform Relocation Act. Traffic plans would be coordinated with the local governments and emergency services in order to maintain the transportation needs of the local community during construction. Long-term positive outcomes for the public that would have a mitigation effect include the increased aesthetics of the roadway and benefits to businesses from an improved transportation network for shipping goods.

Regarding long-term productivity, acquisition of farmland for right of way would be a permanent loss of agricultural production on that land. See **Table 5.4-6** for impacts to agricultural land. The alternatives would also result in residential relocations, as described in **Section 5.2**. Most, if not all, residents would be able to relocate in the general area. In the long run, new residents would be expected to locate in the communities served by the new roadway because of an improved transportation network and jobs created from anticipated economic development.

One of the main components of the purpose of the I-69 project, as noted in **Chapter 2, Purpose and Need**, is to provide an improved transportation link between Evansville and Indianapolis that supports economic development in central and southwest Indiana. The Tier 1 FEIS analysis



showed that the project would result in an additional 4,600 jobs and over \$170 million in added annual personal income (see Tier 1 FEIS, Table 3-25) with 1,220 of these jobs and \$44 million annual income increase in the Indianapolis region (Tier 1 FEIS, Table 3-26a). These forecasts are for the year 2034. The Indianapolis region consists of Marion, Johnson, Hendricks, and Morgan counties. This economic development is due to the long-term productivity afforded by the reduction in the costs of production and shipping, as well as increases in accessibility due to the improved transportation network.

For this Tier 2 study of I-69 Section 6, a new analysis of the economic development was conducted using the TREDIS model. See **Table 3-1**. It shows that over a 20-year period, the project would result in an annual wage increase in Marion, Johnson, Hendricks, and Morgan counties of \$1.7 billion, for an average of \$85 million annually. The Tier 1 estimates were in Year 2001 dollars, and the Tier 2 estimates are in Year 2015 dollars. In addition, tools to analyze the relationship between transportation and economic development have advanced since the Tier 1 estimates were prepared. This increase in the forecasted economic benefit is not unreasonable, given both these factors.

Transportation improvements are based on state and local comprehensive plans that consider present and future traffic requirements within the context of present and future land use development. The local short-term impacts and use of resources by the project are consistent with the maintenance and enhancement of long-term productivity for the local area, the state, and the region, as a link in the I-69 national corridor. These long-term productivity goals are expressed in the INDOT Long-Range Transportation Plan entitled *Indiana's 2013-2035 Future Transportation Needs Report* and in the Tier 1 FEIS for I-69 between Evansville and Indianapolis.

The chief long-term benefits of the I-69 Section 6 project are defined by the project purpose and need, as described in **Chapter 2, Purpose and Need**. Two of three elements of the purpose of this project are to “strengthen the transportation network” and “support economic development” in Southwest Indiana. The improvements that result from the completion of I-69 Section 6 would fulfill the purpose of this project by supporting long-term productivity.