

DRAFT PURPOSE AND NEED SUMMARY

Tier 2, Section 3 of the I-69 Evansville to Indianapolis Project

June 23, 2005

This document describes the project goals for Section 3 of the Tier 2 I-69, Evansville-to-Indianapolis Study. Section 3 begins at US 50 east of Washington in Daviess County, and continues northward to US 231 northwest of Naval Surface Warfare Center, Crane Division (NSWC Crane) in Greene County. This section is approximately 25 miles in length. The Study Area for Section 3 includes Daviess, Greene, Knox, and Martin Counties.

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 local goals specific to a particular Tier 2 Section.

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 FEIS. 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.

See Table 2.1 for specific goals that were identified in Tier 1 that support the overall purpose.

2.1.2 Tier 2 Purpose and Need for Section 3

The purpose of Section 3 is to advance the overall goals of the I-69 Evansville to Indianapolis project in a manner consistent with the Tier 1 ROD, while also addressing local needs identified in the Tier 2 process. The local needs identified in Tier 2 for Section 3 include:

- ✍ Complete Section 3 of I-69 between US 50 east of Washington and US 231 northwest of NSWC Crane,
- ✍ Increase personal accessibility for area residents,
- ✍ Improve traffic safety,
- ✍ Support local economic development initiatives.

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 also listed in the National Highway System Designation Act of 1995 and the Transportation Equity Act for the 21st Century (TEA-21), as “Interstate Route I-69”, in 1998.

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. 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. The Statewide Mobility Corridors include a link from Evansville to Indianapolis via Bloomington.

2.2.3 Local Plans and Studies

The City of Washington Comprehensive Plan supports the I-69 project. The Comprehensive Plan states that I-69 will create a long needed north-south link to Indianapolis, Evansville and points south; has the potential to provide Washington with renewed prosperity; will provide efficient and safe movement of people and goods; and will promote sound industrial and commercial growth.¹

2.3 Needs Assessment

2.3.1 Completing Section 3 of I-69 between US 50 east of Washington and US 231 northwest of Naval Surface Warfare Center, Crane Division

The completion of Section 3 of I-69 supports the Congressional policy to complete the National I-69 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.

2.3.2 Increase Personal Accessibility

Access for local residents and communities has been highlighted as a key factor to be considered in choosing the final alignment for I-69 Section 3. The communities within the project area are

¹ City of Washington Comprehensive Plan, Snell Environmental Group, Inc., March 1994.

forecasted to have poor access in terms of mileage and travel time to the current Interstate system and to major destinations such as Evansville, Bloomington/Indiana University, and Indianapolis.

NSWC Crane is the second largest employer in southern Indiana with nearly 4,000 Navy and Army employees. There is \$1.3 billion in facilities at the site and 650,000 tons of ordnance storage capacity.² NSWC Crane supplies conventional ammunition to all branches of the U.S. military. Many of the munitions and electronics are transported via ground transportation leaving NSWC Crane on the existing highway network, which has poor access to the Interstate system and to major intermodal destinations.

2.3.3 Improve Highway Safety

The I-69 Tier 1 study identified three of the counties in the Study Area for Section 3 (Davies, Knox and Martin Counties) as having above-average crash rates for serious crashes.³ Counties with above average crash rates are defined as those with a crash rate at least 25% higher than the statewide crash rates for that type of county (rural or urban).⁴

2.3.4 Support Local Economic Development

The analysis of economic conditions in Southwest Indiana during the Tier 1 Study indicated a need to enhance economic development opportunities in the region. The study evaluated the role an improved transportation system could play in addressing this need. The study concluded that improving the transportation system can lead to enhanced economic growth by reducing business costs and directly improving the economic well being of individual consumers.

2.4 Public and Agency Input

Public involvement and coordination with regulatory agencies has been extensive since the beginning of the Tier 1 process, and will continue throughout Tier 2. The public and agency input into the Section 3 Purpose and Need Statement has included one public meeting, two Community Advisory Committee Meetings, and two formal meetings with regulatory agencies. In these meetings, as well as in other communications, the following key points were raised by the public:

- ✍ Providing local and regional accessibility for residents.
- ✍ Provide a safer route to Bloomington and Evansville.
- ✍ Improving regional accessibility for businesses and industries.

² www.crane.navy.mil/whoweare/

³ A “serious” crash is one resulting in at least one fatality or serious injury. See I-69 Tier 1 FEIS, Section 2.3.1.4.

⁴ See I-69 Tier 1 FEIS, Figure 2-20.

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 of Purpose and Need statement. Therefore, the transportation performance measures used in Tier 2 will evaluate the at local goals. These performance measures will be considered as part of the overall evaluation of alternatives, along v impacts and cost. It is very possible that these other relevant factors will have a more significant role than perform alternative in Section 3. Section 3 goals and their performance measures are summarized in Table 2.1.

TABLE 2.1—SECTION 3 GOALS AND PERFORMANCE MEASU		
TIER 1	TIER 2 Section 3	
	Section 3 Goals	Section 3 F
<p>GOAL 1—<i>Improve the transportation linkage between Evansville and Indianapolis</i></p> <p>GOAL 8—<i>Facilitate interstate and international movement of freight</i></p> <p>GOAL 9— Connect I-69 to major intermodal facilities in Southwest Indiana</p>	<p>GOAL 1—Complete Section 3 of I-69 between US 50 east of Washington and US 231 northwest of Naval Surface Warfare Center, Crane Division</p>	<p>G1-A Development of a free standards to serve r the termini for Sectic</p>
<p>GOAL 2 – <i>Improve personal accessibility for Southwest Indiana residents</i></p>	<p>GOAL 2—Enhance the transportation network in the Section 3 Study Area to improve personal accessibility for residents of the area</p>	<p>G2-A Increase in access of system</p> <p>G2-B Reduction in travel ti Bloomington/Indiana</p>
<p>GOAL 4 —Improve safety levels in Southwest Indiana</p>	<p>GOAL 3— Reduce crashes on local and state roads in the Section 3 Study Area</p>	<p>G3-A Reduction in the num Area</p>
<p>GOAL 5 - Increase accessibility for Southwest Indiana businesses to labor, suppliers, and consumer markets</p> <p>GOAL 6 — Support sustainable, longterm economic growth.</p> <p>GOAL 7 — Support economic development to benefit a wide spectrum of area residents.</p>	<p>GOAL 4—Support local economic development initiatives</p>	<p>G4-A Increase in access o</p> <p>G4-B Reduction in travel t (NSWC Crane, Evans and Indianapolis)</p>
<p>GOAL 3 — Reduce existing and forecasted traffic congestion on the highway network in Southwest Indiana</p>	<p>Not Applicable</p>	<p>Not Applicable</p>

Tier 1 core goals are shown in italics.

DRAFT
PURPOSE AND NEED STATEMENT
for Tier 2, Section 3 (US 50 to US 231)
of the I-69 Evansville to Indianapolis Project
July 1, 2005

This document describes the project goals for Section 3 of the Tier 2 I-69, Evansville-to-Indianapolis Study. Section 3 begins at US 50 east of Washington, and continues northward to US 231 northwest of Naval Surface Warfare Center, Crane Division (NSWC Crane). This section of the I-69 project extends through Daviess and Greene Counties, Indiana, with the majority of the corridor being in Daviess County. This section is approximately 25 miles in length. The Study Area for Section 3 includes Daviess, Greene, Knox, and Martin Counties.

This Draft Purpose and Need Statement describes the goals of Section 3, explains how these goals were determined, and introduces the performance measures that will be used to evaluate how well the alternatives meet those goals. 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 3 of the Tier 2 project.
- ✍ *Section 2.2—Transportation Plans and Policies* describes federal, state, and local policies used to determine the Purpose and Need for Section 3. 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 3 are described in greater detail.
- ✍ *Section 2.3—Needs Assessment* describes the local needs that have been identified during the scoping process for Section 3.
- ✍ *Section 2.4—Public and Agency Input* summarizes how public and agency input were 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 3 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 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 FEIS. 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*.

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.

2.1.2 Tier 2 Purpose and Need for Section 3

The purpose of Section 3 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 3 include:

- ✍ Complete Section 3 of I-69 between US 50 east of Washington and US 231 northwest of NSWC Crane,
- ✍ Increase personal accessibility for area residents,
- ✍ Improve traffic safety,
- ✍ Support local economic development initiatives.

These needs are defined in greater detail below in Section 2.3, *Needs Assessment*. Preliminary alternative alignments are being developed in Section 3 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 six sections are numbered from south to north with Section 1 starting at the I-64/I-164 interchange, north of Evansville, and Section 6 ending at I-465 in Indianapolis.

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 in 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,
- ✍ High speeds,
- ✍ 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 Local Plans and Studies

The City of Washington Comprehensive Plan supports the I-69 project. The Comprehensive Plan states that I-69 will create a long needed north-south link to Indianapolis, Evansville and points south; has the potential to provide Washington with renewed prosperity; will provide efficient and safe movement of people and goods; and will promote sound industrial and commercial growth. The following are pertinent excerpts from the Plan.¹

- ? “Washington stands poised to once again be influenced by a major transportation link. The proposed I-69 corridor will pass adjacent to Washington to the east creating a long needed north-south link to Indianapolis, Evansville, and points south.”
- ? “The I-69 corridor has the potential to provide Washington with renewed prosperity and growth similar to that brought on by the influence of the railroads of the past.”
- ? “Goal 2: Promote A Transportation System That Will Provide Efficient And Safe Movement Of People And Goods.” “Objective 2.6 Promote the construction of the I-69 corridor from Indianapolis to Evansville and provide efficient access to the corridor from Washington.”
- ? “Goal 4: Promote Sound Industrial And Commercial Growth In Areas Most Suited For These Uses.” “Objective 4.2 Promote the planning and construction off the proposed I-69 corridor which will pass adjacent to Washington.”

In addition to the City of Washington Comprehensive Plan, the Southwest Indiana Development Council (SWIDC) *Gateway to Southwest Indiana* web site (<http://www.swidc.org/>) includes proposed I-69 among the area’s important transportation features. SWIDC is a regional economic development organization comprised of representatives from thirteen counties in Southwest Indiana, including Daviess, Greene, Knox, and Martin. SWIDC promotes Southwest Indiana to companies interested in expansion or relocation. Its members include representatives of local economic development organizations and Chambers of Commerce in each county as well as other interested groups such as universities, utilities, public officials and private industry.

2.3 Needs Assessment

2.3.1 Completing Section 3 of I-69 between US 50 east of Washington and US 231 northwest of Naval Surface Warfare Center, Crane Division

The completion of Section 3 of I-69 supports 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

¹ City of Washington Comprehensive Plan, Snell Environmental Group, Inc., March 1994.

(defined as a “corridor” generally 2000 feet in width), and divided that corridor into six sections for Tier 2-level analyses. Section 3, the project analyzed in this document, is the middle 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 3.

2.3.2 Increase Personal Accessibility

Access for local residents and communities has been highlighted as a key factor to be considered in choosing the final alignment for I-69 Section 3. The communities within the project area are forecasted to have poor access in terms of mileage and travel time to the current Interstate system and to major destinations such as Evansville, Bloomington/Indiana University, and Indianapolis (see Tables 2-1 and 2-2). From the communities in the study area, the mileage to the closest existing Interstate currently ranges between 34 to 50 miles while the travel time is forecasted to be between 37 to 57 minutes. Forecasted travel times to major destinations are as high as 101 minutes from Bloomfield to Evansville, 76 minutes from Wheatland to Bloomington, and 119 minutes from Wheatland to Indianapolis. In almost every community within the study area the forecasted actual travel times are over 10 minutes slower than the hypothetical straight-line path to major destinations. The difference in a straight-time path versus the forecasted actual travel time for Lyons to Evansville alone is 19 minutes.

The City of Washington Comprehensive Plan has called for improved access and states the following.²

- ? “Washington stands poised to once again be influenced by a major transportation link. The proposed I-69 corridor will pass adjacent to Washington to the east creating a long needed north-south link to Indianapolis, Evansville, and points south.”
- ? Objective 2.6 of the City of Washington Comprehensive Plan states “Promote the construction of the I-69 corridor from Indianapolis to Evansville and provide efficient access to the corridor from Washington.”

NSWC Crane is the third largest Navy installation in the world and is the second largest employer in southern Indiana with nearly 4,000 Navy and Army employees. Over 50 percent of the employees are scientists, engineers, and technicians. There is \$1.3 billion in facilities at the site and 650,000 tons of ordnance storage capacity. In addition to being an important economic center in southern Indiana, NSWC Crane is a vital defense facility. NSWC Crane supplies conventional ammunition to all branches of the U.S. military. The munitions are transported by rail and truck to military throughout the world including the Middle East. NSWC Crane also supplies naval vessels with electronics necessary to keep the US fleets viable. “NSWC Crane is a world-class organization involved in virtually every ship, submarine, aircraft, and missile system fielded by the Navy. Every day, 24 hours a day, NSWC Crane is harnessing the power of

² City of Washington Comprehensive Plan, Snell Environmental Group, Inc., March 1994.

technology for the warfighter.”³ Many of the munitions and electronics are transported via ground transportation leaving NSWC Crane on the existing highway network, which has poor access to the Interstate system and to major intermodal destinations. NSWC Crane is currently 50 miles from the closest Interstate and has forecasted travel times of 57 minutes to the closest Interstate, 98 minutes to Evansville, and 104 minutes to Indianapolis.

Location	Mileage to Current Interstate		Mileage to Evansville		Mileage to Bloomington		Mileage to Indianapolis	
	Straight-Line	Actual	Straight-Line	Actual	Straight-Line	Actual	Straight-Line	Actual
Washington	32	36	52	56	49	60	94	107
Plainville	42	48	63	68	41	50	84	97
Odon	43	49	67	76	35	43	79	91
Elnora	39	48	68	74	36	43	79	90
Bloomfield	30	38	81	90	24	27	66	75
Linton	28	34	77	89	35	40	74	84
Lyons	33	41	75	88	31	39	73	83
Wheatland	34	40	51	59	54	65	97	109
Loogootee	33	36	60	70	40	48	86	98
NSWC Crane	46	50	73	84	27	37	73	86

Source: Indiana Statewide Travel Demand Model, Version 4, for 2030 E + C Network. Actual mileage is via shortest-time path on highway system.

Location	Travel Time to Current Interstate		Travel Time to Evansville		Travel Time to Bloomington		Travel Time to Indianapolis	
	Straight-Line	Actual	Straight-Line	Actual	Straight-Line	Actual	Straight-Line	Actual
Washington	41	43	57	65	54	71	103	116
Plainville	52	56	68	78	44	61	92	106
Odon	46	57	73	86	38	53	87	101
Elnora	43	53	74	83	39	53	86	97
Bloomfield	33	44	88	101	26	36	72	87
Linton	31	37	84	100	38	49	80	92
Lyons	36	48	81	100	34	49	80	92
Wheatland	40	49	56	71	59	76	106	119
Loogootee	36	39	66	79	43	58	94	109
NSWC Crane	50	57	79	98	30	53	80	104

Source: Indiana Statewide Travel Demand Model, Version 4, for 2030 E + C Network. Straight-line travel time is that traveled at 55 mph via straight-line path. Actual travel time is average (24 hour) travel time via shortest time path.

Improved access for local residents has been identified as a key need that this project should address. This input has been provided by visitors to the Project Office, members of the Community Advisory Committee, and input received at the January 2005 Public Information Meeting. Community input will be described in detail in the Draft EIS, Chapter 11, *Comments, Coordination, and Public Involvement*.

2.3.3 Improve Highway Safety

The safety analysis conducted for the Tier 1 study identified many rural counties in Southwest Indiana as having above-average crash rates for serious crashes.⁴ It is expected that I-69 will result in diversion of traffic from other, less safe rural highways to a safer freeway facility.

³ www.crane.navy.mil/whoweare/

⁴ A “serious” crash is one resulting in at least one fatality or serious injury. See I-69 Tier 1 FEIS, Section 2.3.1.4.

As the data in Table 2-3 shows, a driver traveling on a rural two-lane highway without access control is twice as likely to be involved in a fatal crash and four times 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. 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.

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		

In addition, the I-69 Tier 1 study identified three of the counties in the Study Area for Section 3 (Daviess, Knox and Martin Counties) as having above-average crash rates for serious crashes.⁵ Counties with above average crash rates are defined as those with a crash rate at least 25% higher than the statewide crash rates for that type of county (rural or urban). I-69 has the potential to divert traffic from lower-classification, less safe facilities to a freeway. This should result in a noticeable decrease in the number of crashes.

2.3.4 Support Local Economic Development

The analysis of economic conditions in Southwest Indiana during the Tier 1 Study indicated a need to enhance economic development opportunities in the region. The study evaluated the role an improved transportation system could play in addressing this need. The study concluded that improving the transportation system can lead to enhanced economic growth by reducing business costs and directly improving the economic well-being of individual consumers.

Land use and transportation planning initiatives in the Section 3 Study Area identify I-69 as a catalyst for development, while at the same time citing the need for advance planning in anticipation of the development and growth that would be initiated by the construction of the new Interstate.

- ✍ The West Gate at Crane Technology Park is being developed along US 231, just south of the I-69 corridor and west of NWSC Crane in Daviess, Greene and Martin counties. In May 2004 the State of Indiana designated the technology park as the State’s ninth Certified Technology Park. Property acquisition has been initiated for this 300-acre mixed-use facility, which will include office, industrial, commercial, retail, hotel and

⁵ See I-69 Tier 1 FEIS, Figure 2-20.

incubator operations. The Park is immediately adjacent to the NSWC Crane and has cooperative agreements with Purdue University, Rose-Hulman Institute of Technology and other institutions allowing access to world class scientific and research facilities.

The City of Washington Comprehensive Plan supports I-69 and states the following in regards to economic development.⁶

- ? “The I-69 corridor has the potential to provide Washington with renewed prosperity and growth similar to that brought on by the influence of the railroads of the past.”
- ? Goal 4 of the City of Washington Comprehensive Plan is to “Promote Sound Industrial And Commercial Growth In Areas Most Suited For These Uses.” Objective 4.2 under Goal 4 states “Promote the planning and construction off the proposed I-69 corridor which will pass adjacent to Washington.”

In addition to countywide and regional planning initiatives, a number of local businesses have indicated that they anticipate benefits to their businesses as a result of the construction of I-69. Some of those businesses are Amish owned. Amish manufacturing businesses ship their products across the country. Amish contractors travel daily as far as Indianapolis to complete construction projects. Interstate access will benefit many of the local businesses. Some of the business owners have said expansion of their businesses could result should the anticipated increase in customers be realized.

2.4 Public and Agency Input

Public involvement and coordination with regulatory agencies have been extensive and ongoing since the beginning of the Tier 1 process, and will continue throughout Tier 2. The public and agency input process into the Section 3 Purpose and Need Statement has included, to date, one public meeting, two Community Advisory Committee Meetings, and two formal meetings with regulatory agencies. In these meetings, as well as in other communications, the following key points were raised by the public:

- ✍ Providing local and regional accessibility for residents.
- ✍ Provide a safer route to Bloomington and Evansville.
- ✍ Improving regional accessibility for businesses and industries.

Chapter 11 of the Tier 2 DEIS, *Comments, Coordination, and Public Involvement* chapter, will contain detailed information regarding the public input process, the key issues that were raised, and how they were addressed in the Purpose and Need Statement.

⁶ City of Washington Comprehensive Plan, Snell Environmental Group, Inc., March 1994.

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 Tier 2 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 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 3.

As stated in sub-Section 2.1.2, **the proposed action in Section 3 supports the overall project purpose identified in Tier 1 while also addressing local needs.** In Section 3, four local goals have been identified, primarily through an extensive public involvement process that is summarized in Section 2.4. This process included comments from the general public, local officials, local business owners/managers, members of the Section 3 Community Advisory Committee (CAC), and others.

Performance measures associated with each goal have been developed to help in the evaluation of alternative alignments with Section 3. 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 3 will consider other relevant factors, including environmental impacts, social impacts, and cost.

Section 3 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 3 OF I-69 BETWEEN US 50 EAST OF WASHINGTON AND US 231 NORTHWEST OF CRANE NAVAL SURFACE WARFARE CENTER

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

Performance Measure:

G1-A *Development of a freeway, which meets current design standards to serve regional and interstate traffic.* A new freeway would meet current design standards and connects the termini for Section 3.

GOAL 2: ENHANCE THE TRANSPORTATION NETWORK IN THE SECTION 3 STUDY AREA TO IMPROVE PERSONAL ACCESSIBILITY FOR RESIDENTS OF THE AREA

Tier 1 Goal Supported: Goal 2

Performance Measures:

G2-A *Increase in access of area communities to the Interstate system.* To evaluate the ability of each build alternative to access to the Interstate system, travel distance and travel time to the Interstate system from the following communities will be measured:

- ✍ *Daviess County*: Elnora, Odon, Plainville, and Washington,
- ✍ *Greene County*: Bloomfield, Linton, and Lyons,
- ✍ *Knox County*: Wheatland,
- ✍ *Martin County*: NSWC Crane, Loogootee.

The present distance and travel time from a community to the nearest Interstate interchange will be compared with the distance and travel time to the nearest Interstate interchange upon completion of I-69. An overall measure will be derived which weights the improvement for each community by the population of each community.

G2-B *Reduction in travel time to regional destinations (Evansville, Bloomington/Indiana University, and Indianapolis)*. The selected Tier 1 alternative (Alternative 3C) was found to provide significant improvement in travel time to these destinations. The quality of improved accessibility will be measured by comparing the travel time between each community identified under Goal 2-A to Evansville, Bloomington/Indiana University, and Indianapolis. The travel time provided under each alternative will be compared to that offered in the no-build case.

GOAL 3: REDUCE CRASHES ON LOCAL AND STATE ROADS IN THE SECTION 3 STUDY AREA

Tier 1 Goal Supported: Goal 4

Performance Measure: **G3-A** *Reduction in number of crashes in the Section 3 Study Area*. The reduction in the number of fatal, injury, and property-damage accidents in the Section 3 Study Area will be calculated for each alternative.

GOAL 4: SUPPORT LOCAL ECONOMIC DEVELOPMENT INITIATIVES

Tier 1 Goals Supported: Goals 5, 6 and 7

Performance Measures:

G4-A *Increase in access of area businesses to the Interstate system*— To evaluate the ability of each build alternative to provide business access to the Interstate system, travel distance and travel time to the Interstate system from study area communities will be measured. The communities include:

- ✍ *Daviess County*: Elnora, Odon, Plainville, and Washington,
- ✍ *Greene County*: Bloomfield, Linton, and Lyons,
- ✍ *Knox County*: Wheatland,
- ✍ *Martin County*: NSWC Crane, Loogootee.

The present distance and travel time from a community to the nearest Interstate interchange will be compared with the distance and travel time to the nearest Interstate interchange upon completion of I-69. An overall measure will be derived which weights the improvement for each community by total employment in each community.

G4-B *Reduction in travel time to regional business destinations (Evansville, NSWC Crane, Bloomington/Indiana University, and Indianapolis)*—The selected Tier 1 alternative (Alternative 3C) was found to provide significant improvement in travel time to these destinations. The quality of improved accessibility will be measured by comparing the travel time between each community identified under Performance Measure 4-A to Evansville, NSWC Crane, Bloomington/Indiana University, and Indianapolis. The travel time provided under each alternative will be compared to that offered in the no-build case.

The goals and performance measures associated with the Purpose and Need for Section 3 are summarized in Table 2.4.

TABLE 2.4—SECTION 3 GOALS AND PERFORMANCE MEASURES

TIER 1	TIER 2 Section 3	
	Section 3 Goals	Section 3 Performance
<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 3 of I-69 between US 50 east of Washington and US 231 northwest of Crane Naval Surface Warfare Center</p>	<p>G1-A Development of a freeway, which meets current traffic and connects termini for Section 3</p>
<p>GOAL 2 – Improve personal accessibility for Southwest Indiana residents</p>	<p>GOAL 2—Enhance the transportation network in the Section 3 Study Area to improve personal accessibility for residents of the area</p>	<p>G2-A Increase in access of area communities to the I-69</p> <p>G2-B Reduction in travel time to regional destinations (Bloomington/Indiana University, and Indianapolis)</p>
<p>GOAL 4 —Improve safety levels in Southwest Indiana</p>	<p>GOAL 3— Reduce crashes on local and state roads in the Section 3 Study Area</p>	<p>G3-A Reduction in the number of crashes in the Section 3 Study Area</p>
<p>GOAL 5 - Increase accessibility for Southwest Indiana businesses to labor, suppliers, and consumer markets</p> <p>GOAL 6 — Support sustainable, longterm economic growth.</p> <p>GOAL 7 — Support economic development to benefit a wide spectrum of area residents.</p>	<p>GOAL 4—Support local economic development initiatives</p>	<p>G4-A Increase in access of area businesses to the I-69</p> <p>G4-B Reduction in travel time to regional business destinations (Bloomington/Indiana University, and Indianapolis)</p>