

<p>Fact Sheet I-69 Indianapolis to Evansville</p>	<p>Comparing the Costs and Benefits of INDOT’s “Preferred Alternatives” with US 41/I-70</p>
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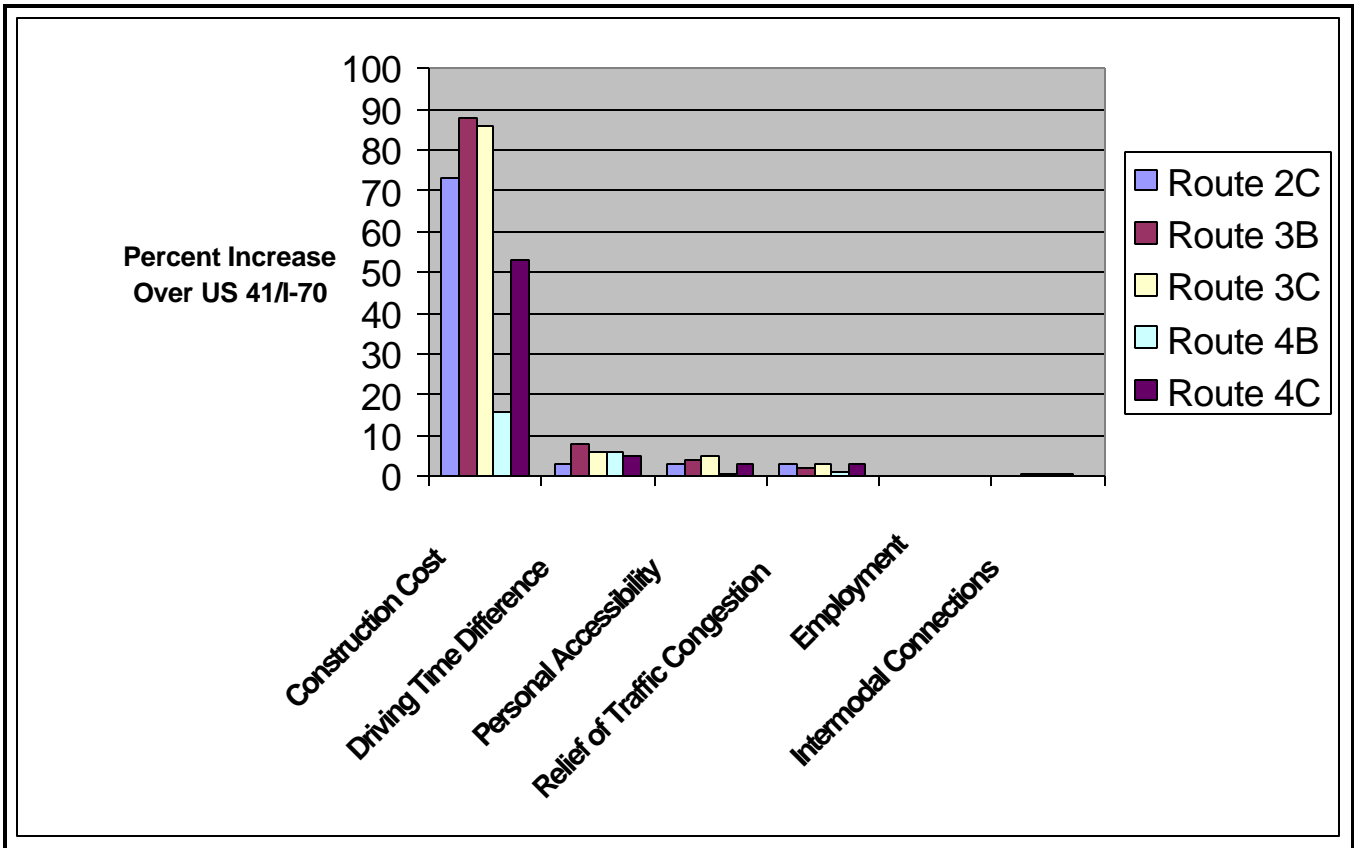
OVERVIEW

INDOT’s preferred routes for I69 are on average nearly \$600 million, or 63%, more expensive to construct than US 41/I-70, according to the Draft Environmental Impact Statement (Draft EIS) for the Interstate 69 Indianapolis to Evansville project. At the same time, Indiana is in a budget crisis. Gasoline taxes have been raised this year to address what is already a shortfall in highway funds. Yet instead of analyzing how much Indiana can afford to pay for I-69, and comparing the costs to the claimed benefits (which would be sound decisionmaking regardless of the State’s financial condition), the Draft EIS virtually ignores cost considerations.

INDOT also ignores the relative environmental impacts of different alternatives. INDOT’s preferred alternatives are far more environmentally destructive than US 41/I-70, yet the Draft EIS simply reports the impacts, without factoring them into the recommendations. Environmental losses for INDOT’s preferred alternatives range from 150% to over 500% more destructive; indeed, for one important category – karst (sinkhole) losses – there are zero impacts with the US 41/I-70 route. One of INDOT’s core principles is environmental protection. INDOT needs to start practicing what it preaches and make decisions that are protective of the environment.

Construction Costs Versus Claimed Benefits

Based on INDOT’s own data, and in comparison to the Common Sense US 41/I-70 alternative, the construction costs for INDOT’s “preferred alternatives” far outweigh their major claimed benefits. Using the Draft EIS’ construction cost and performance standard data for US 41/I-70 as the baseline, INDOT’s alternatives all cost significantly more and yet produce, at best, only minimal additional benefits. INDOT’s alternatives cost from 16% to 88% more than US 41/I-70 (nearly \$600 million on average), yet none of the performance criteria measurements exceed an 8% difference. Indeed, apart from the inconsequential travel time difference, the differences between the preferred alternatives and US 41/I-70 are vanishingly small:



**Cost and Benefit Comparison
(based on US 41/I-70 as the baseline)**

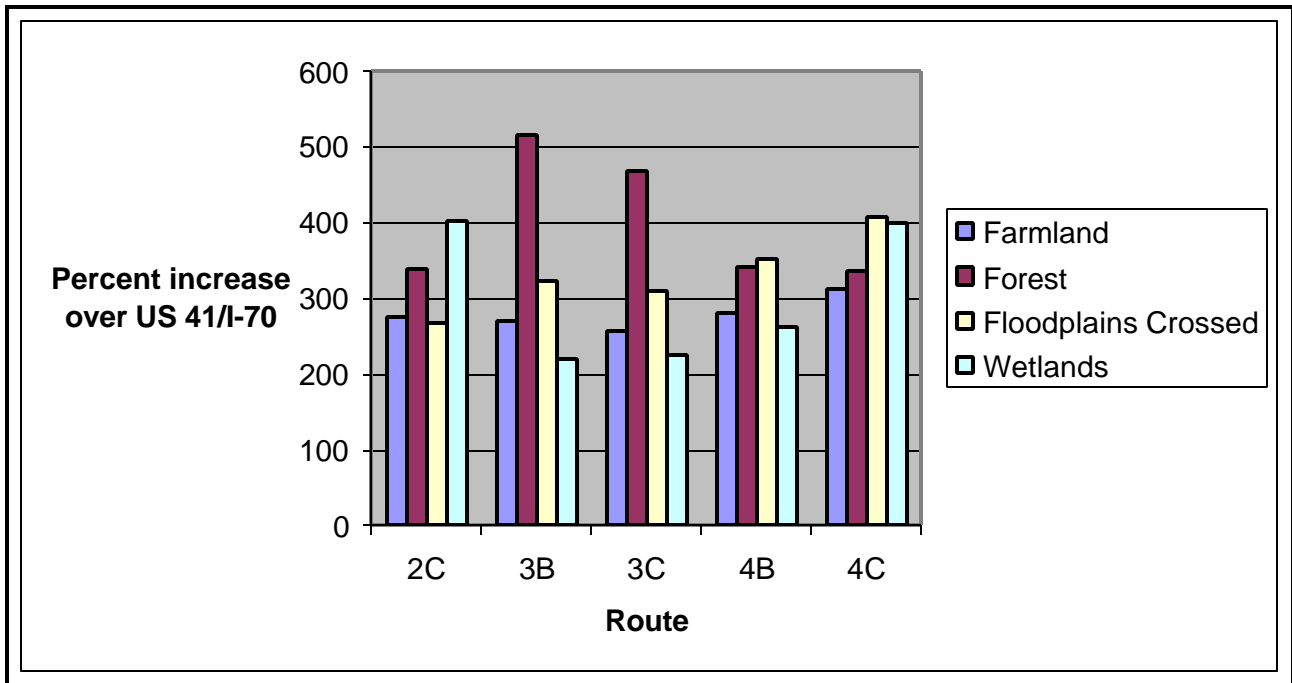
Category	Route 2C	Route 3B	Route 3C	Route 4B	Route 4C	Average Difference
Additional Construction Cost \$ ⁽¹⁾	\$680,000,000	\$810,000,000	\$800,000,000	\$150,000,000	\$490,000,000	\$586,000,000
Additional Construction Cost (%) ⁽¹⁾	73%	88%	86%	16%	53%	63%
Driving Time Difference (minutes) ⁽²⁾	6 min.	13 min.	10 min.	10 min.	9 min.	9.6 min.
Driving Time Difference (%) ⁽²⁾	3%	8%	6%	6%	5%	5.6%
Personal Accessibility ⁽³⁾	3%	4%	5%	0.7%	3%	3.1%
Relief of Traffic Congestion ⁽⁴⁾	3%	2%	3%	1%	3%	2.4%
Intermodal Connections ⁽⁵⁾	N/A	0.6%	0.5%	0.6%	N/A	0.56%
Employment ⁽⁶⁾	0.1%	0.2%	0.2%	0.1%	0.1%	0.1%
Cost Per Add'l Job Created	\$340,000	\$280,000	\$276,000	\$115,000	\$233,000	\$262,000

Notes:

- (1) Table 3-33 (average cost).
- (2) Table 6-1 (free flow travel).
- (3) Appendix A, Tables A9-11; Table 3-5. Averages of the five different measures used in the Draft EIS. See Section 3.4.3.2.
- (4) Table 3-7. Averages of the six different measures that the Draft EIS uses. See Section 3.4.3.3.
- (5) Appendix C, Table C2. Figures for Alternatives 2C and 4C are not included in Table C2. Table 3-31 only shows marginal improvements, and its figures are inconsistent and do not correlate with those in Table C2.
- (6) Table 3-25; Technical Report 5.3.2, "Regional Economic Impact Analysis," Table 1.

Environmental Impacts

INDOT's preferred choices also have substantial excessive environmental impacts, or "costs," in comparison to US 41/I-70:



Additional Environmental Losses (based on US 41/I-70 as the baseline) (in acres)

	Route 2C	Route 3B	Route 3C	Route 4B	Route 4C	Average Difference
Farmland	3482	3350	3120	3577	4227	3551
Forest	892	1482	1326	903	880	1097
Wetlands	75	101	95	113	138	104
Floodplains Crossed	1275	510	530	680	1260	851
Karst (sinkhole) Impacts	110	30	50	140	110	88

Note: All information from Table 6-1. Averages are used for ranges of impacts. Includes direct and indirect impacts.

This information is updated regularly, as we continue to review the Draft EIS and as we discover new flaws. To get a copy of the most up-to-date information, please contact Andy Knott of the Hoosier Environmental Council at 317-685-8800.

For additional information, please contact G. Roderick Henry, Executive Director, Terre Haute Chamber of Commerce (812-232-2391), Andy Knott of the Hoosier Environmental Council (317-685-8800), John Moore of the Environmental Law and Policy Center (312-795-3706) or Thomas Tokarski of Citizens for Appropriate Rural Roads (812-825-9555).