In-Step, In Line, On Time

Robert F. Tally Jr.
FHWA Indiana Division Administrator
Monday, November 16, 2009
I-69 Corridor

- I-69 is expected to create more than 27,000 new jobs by 2025, resulting in $11.0 billion in additional wages and $19 billion in additional value.

- I-69 is the shortest route between the industrial northeast and the South Texas border with Mexico.

- All totaled I-69 corridor states and the states using I-69 and its border crossing ports account for nearly 63% of total U.S. truck-borne trade with North America. No other highway comes close to matching I-69 for trade volume and service efficiency.

- I-69 border crossing ports from Laredo to Brownsville, Texas handle 49.0% of total U.S. truck-borne trade with Mexico.
I-69 Corridor

- I-69 border crossings in Michigan handle nearly 47% of U.S. truck-borne trade with Canada.
- I-69 corridor states account for 51% of U.S. truck-borne trade with Mexico.
- 22 of the nation’s top 25 seaports are directly connected to I-69.
- 16 of the nation’s top air cargo airports are readily accessible by I-69.
- I-69 corridor states have over 9.0 million people living below the poverty level in 2000. I-69 will spur economic development in these regions.
- The I-69 corridor goes through 2 of the nations Rural Empowerment Zones in the Rio Grande Valley (Texas) and the Mid-Delta (Mississippi).
FHWA approved the TTC/I-69 Tier-One Draft EIS on November 9, 2007.


In 2008, TxDOT held 46 public hearings and extended the comment period for the Draft EIS.

Currently, the environmental process for the 650-mile TTC/I-69 project is on hold while TxDOT evaluates more than 34,000 comments received on the Tier-One Draft EIS.

TxDOT is now reconsidering the scope of all its Trans-Texas Corridor (TTC) projects and has not decided on a plan to complete the TTC/I-69 Tier-One EIS process.


- The new plan refines the TTC program
- The TTC name will be eliminated and the 1200-foot wide, multi-modal corridor originally envisioned will be refined to specific facilities designed to meet the needs of their location.
- Major corridor projects will be broken-up into several small segments with narrower (600-foot) cross-sections.
Louisiana

Interstate 69
Shreveport to El Dorado
Louisiana

- The Environmental Impact Study is underway for Section 15 (US 171/I-20).
  - The DEIS has been approved and a Public Hearing was held July 2005.
  - The ROD has been delayed due to opposition of the highway’s impact on the LSU Pecan Research Station.
  - According to the schedule, the ROD is due 12/2010.

- The Environmental Impact Study is underway for Section 14 (I-20-El Dorado, Ark.).
  - The DEIS was approved and a Public Hearing held May 2005.
  - Public meetings were held on October 2006 to present several alignment revisions, which were based on public input.
  - LDOTD should be submitting a draft FEIS very soon and the ROD should be available at the end of 2009.

- Texas is the lead for the Environmental Impact Study for Section 16 (US 171-Nacogdoches, TX).
  - The consultant began work in 2004.
Arkansas
Arkansas

- **SIU 14: U.S. 82 west of El Dorado to I-20 in Shreveport, LA**
  - Louisiana is the lead state on studies for SIU 14 which is located in Louisiana and Arkansas.

  - The Draft EIS signed May 7, 2004, evaluated five alternative alignments within a 2-mile wide “preferred corridor”.
  - The Final EIS was approved by FHWA on August 17, 2005. A ROD was issued May 2, 2006.
  - Construction of the grading and structures of this phase is scheduled for late 2010.

- **SIU 12: Mississippi River Crossing / Great River Bridge**
  - The Draft EIS for SIU 12 was approved July 29, 2002.
  - The Federal Highway Administration approved the Final EIS on March 12, 2004.
  - The Record of Decision (ROD) was signed June 23, 2004.
  - The Great River Bridge crossing of the Mississippi River in the Interstate 69 corridor near Arkansas City has been designed.
  - If additional federal funding were to be made available, construction could begin once the required Coast Guard and Corps of Engineers permits are obtained for this project.
  - The estimated construction cost to complete the SIU 12 is $1.3 billion with Arkansas’ share totaling $908 million.
  - The Arkansas Highway Commission has authorized the acquisition of right of way for the Mississippi River crossing section on I-69 and right of way activities are underway.
Mississippi
**Mississippi**

- **SIU 11: Eutaw Landing to Robinsonville**
  - MDOT is currently in the final stage of completing the Final EIS
  - FHWA is expected to issue a Record of Decision in early 2010.

- **SIU 10: Robinsonville to I-55**
  - This route is built and was opened for traffic in December 2006.

- **I-69 Segment of Independent Utility Number 9 (SIU 9)**
  - The EIS/ROD was signed by the Tennessee FHWA Division Office on January 29, 2007.
  - Currently MDOT is buying right of way in Desoto and Marshall Counties.
Tennessee
SIU 7:
- The Final Environmental Impact Statement (FEIS) was signed in June, 2002.
- The Record of Decision (ROD) was signed on September 25, 2002.
- The Tennessee Department of Transportation (TDOT) is completing the design process, and is advertising the 4.3 mile northern segment for construction.

SIU 8:
- A Supplemental EIS was then developed to address concerns over a portion of the alignment around Ripley, Tennessee.
- The FEIS is expected in Late Spring, 2010.

SIU 9:
- The ROD was signed on January 29, 2007.
- The TDOT is currently working on a Supplemental EIS to address an alignment issue on the northern end of the project to avoid a site containing hazardous material.

S.R. 385 / Future I-269,
- Was covered by a previously developed EIS document.
- Is currently under construction with the next to last segment having just been awarded for construction on October 8, 2009.
- The final segment to be built in Tennessee will connect the previously constructed portion of S.R. 385 to Tennessee’s southern most portion of future I-269 which will extend into Mississippi.
Kentucky
Kentucky

- **SIU-4**
  - An FEIS has been completed but not approved by FHWA
  - The FEIS will require a re-evaluation because it was not approved within 3 years of the DEIS approval.

- **SIU-5**
  - An engineering study has been completed and consists of three parts:
    1) a “Master Plan for Corridor Improvements”,
    2) a summary of proposed design exceptions, and
    3) design variances and a Categorical Exclusion document.
  - The KYTC has given indications that it will request FHWA approval for several design exceptions for substandard features within the Breathitt and Ford Parkways.

- **SIU-6**
  - No planning, environmental, or engineering work is on-going.
Indiana
Indiana

- **SIU 1 (From existing I-69, MI/Canada Border to I-465)**
  - No activity related to I-69 as part of Corridor 18 has occurred.

- **SIU 2 (From existing I-69 to South of Indianapolis)**
  - No activity related to I-69 as part of Corridor 18 has occurred.

- **SIU 3 (From Indianapolis to I-64 (Evansville, IN))**
  - A “tiered” approach was used for the initial environmental document for I-69, SIU #3.
  - The NEPA decision is essentially being made in two steps. A Tier 1 ROD for the overall corridor was completed in March, 2004. The Tier 1 also broke the project into six smaller sections.
  - More detailed Tier 2 environmental documents are now underway for each of these sections.

- **SIU 4 (From I-64 to Henderson, Kentucky)**
  - Estimate Cost $650 Million (in 2003 dollars)
  - Draft Environmental Document was approved in January of 2004, but never finalized.
Indiana

- **Section One (from I-64 to SR 64)**
  - The Tier 2 ROD was completed in December, 2007. Construction is now underway on the first two miles of roadway for this 13 miles project and on a separate $13.6 million dollar bridge project. The remaining portions are expected to begin construction in 2010 and 2011.

- **Section Two (from SR 64 to US 50)**
  - Est. Cost $473 M (in 2010 dollars); Construction Expected to Begin: 2012
  - Draft Environmental Document was published in February 2009 and ROD expected in early 2010.

- **Section Three (from US 50 to US 231)**
  - Draft Environmental Document was published in February 2009 and ROD expected in late 2009.

- **Section Four (from US 231 to SR 37, south of Bloomington)**
  - Updated cost estimates and DEIS still under development; Draft Environmental Document expected in early 2010.

- **Section Five (From SR 37, south of Bloomington to SR 39, in Martinsville)**
  - Updated cost estimates and DEIS still under development; Draft Environmental Document schedule is pending.

- **Section Six (From SR 39, in Martinsville to I-465, Indianapolis)**
  - Updated cost estimates and DEIS still under development; Draft Environmental Document schedule is pending.
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