

Introduced Version

**HOUSE CONCURRENT  
RESOLUTION No. \_\_\_\_\_**

**DIGEST OF INTRODUCED RESOLUTION**

A CONCURRENT RESOLUTION urging the Indiana department of transportation to select the Interstate 70/U.S. 41 route for the Interstate 69 highway extension from Indianapolis to Evansville as the most cost efficient and least environmentally damaging route.

**Frizzell, Murphy, Buell**

\_\_\_\_\_, read first time and referred to Committee on \_\_\_\_\_



## HOUSE CONCURRENT RESOLUTION

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A CONCURRENT RESOLUTION urging the Indiana department of transportation to select the Interstate 70/U.S. 41 route for the Interstate 69 highway extension from Indianapolis to Evansville as the most cost efficient and least environmentally damaging route.

*Whereas, In December 2003, the Indiana department of transportation (INDOT) selected alternative route 3C as its preferred route for the Interstate 69 highway extension from Indianapolis to Evansville;*

*Whereas, The chosen route is known as the "new terrain" route since most of the route will be constructed as new roadway;*

*Whereas, The "new terrain" route is one of the costliest alternatives, estimated by the Indiana department of transportation to cost about \$1.8 billion and is likely to cost much more;*

*Whereas, The Interstate 70/U.S. 41 route, designated as alternative 1 in the INDOT environmental impact statement, is estimated to cost \$900 million, about half the cost of the "new terrain" route;*

*Whereas, Available state and federal highway funding is expected to decline to about \$500 million a year by 2006, less than the amount required to maintain and repair Indiana's existing highways;*

*Whereas, Indiana is facing a budget deficit of \$600 million or more and requires fiscal restraint in state spending;*



*Whereas, According to INDOT's environmental impact statement, the "new terrain" route will convert 4,500 acres of farmland, 1,150 acres of forest, and 75 acres of wetlands to concrete and adversely affect another 1,160 acres of farmland and forest;*

*Whereas, the average difference in travel time between the "new terrain" route and the Interstate 70/U.S. 41 route is 13 minutes;*

*Whereas, Ninety-four percent of the public comments received on INDOT's environmental impact statement supported the Interstate 70/U.S. 41 route and opposed the "new terrain" route;*

*Whereas, The Interstate 70/U.S. 41 route is already partially constructed since Interstate 70 now connects Indianapolis to Terre Haute and a bypass around southern Terre Haute linking Interstate 70 to U.S. 41 is under construction;*

*Whereas, U.S. 41 from Terre Haute to Evansville already provides a divided four lane right-of-way, while the "new terrain" route requires 90 miles of virtually new right-of-way through rugged terrain;*

*Whereas, Using Interstate 70/U.S. 41 as the route for the Interstate 69 highway extension will allow the project to be completed in less time than the "new terrain" route, at a much lower cost, and with substantially less environmental impact; and*

*Whereas, Using the Interstate 70/U.S. 41 route will allow the cost savings of nearly \$1 billion to be used for other high priority highway projects, such as the upgrade of U.S. 31 from Indianapolis to South Bend; the alternative of spending more than necessary on Interstate 69 means less funding will be available for other road projects: Therefore,*

*Be it resolved by the House of Representatives  
of the General Assembly of the State of Indiana,  
the Senate concurring:*



1           SECTION 1. That the Indiana general assembly urges the Indiana  
2 department of transportation to withdraw its selection of the "new  
3 terrain" route 3C as the preferred route for Interstate 69 and select the  
4 Interstate 70/U.S. 41 route.

5           SECTION 2. That the Principal Clerk of the House of  
6 Representatives transmit a copy of this resolution to the commissioner  
7 of the Indiana department of transportation and Governor Mitch  
8 Daniels.

