

# Appendix E – Farmland Conversion Impact Rating Form

## Christine Meador

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**From:** Christine Meador  
**Sent:** Sunday, December 22, 2019 3:20 PM  
**To:** 'shelby.ruffner@usda.gov'; 'daniel.phillips@usda.gov'  
**Cc:** Adin McCann; Ron Bales (rbales@indot.in.gov); Timothy Miller  
**Subject:** RE: I-69 Section 6 Reevaluation Statement #3

Shelby and Daniel –

I forgot to include that we are trying to wrap the Reevaluation Statement #3 up in January. If you could provide a response by January 6<sup>th</sup> that would be appreciated. Please let me know if that is not possible.

I appreciate your assistance with this project.  
Chris

### Christine Meador

Senior Project Manager  
Environmental Planning  
Cell (317) 459-3629 Direct (317) 917-5338 Email: [cmeador@hntb.com](mailto:cmeador@hntb.com)

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**From:** Christine Meador  
**Sent:** Friday, December 20, 2019 2:30 PM  
**To:** 'shelby.ruffner@usda.gov' <shelby.ruffner@usda.gov>; 'daniel.phillips@usda.gov' <daniel.phillips@usda.gov>  
**Cc:** Adin McCann <amccann@HNTB.com>; Ron Bales (rbales@indot.in.gov) <rbales@indot.in.gov>; Timothy Miller <tnmiller@HNTB.com>  
**Subject:** I-69 Section 6 Reevaluation Statement #3

As the design of I-69 Section 6 has progressed, there have been design refinements resulting in changes to land use impacts, including farm land. This email serves to update the NRCS on these changes as they are reflected in Reevaluation Statement #3. These changes are due to advanced design detail and corresponding refinements, including the addition of temporary right-of-way for structure removal and driveway reconstruction, as well as for drainage and flood storage.

The evaluation of compliance with the Farmland Protection Policy Act (FPPA) uses the Farmland Conversion Impact Rating for Corridor Type Projects (NRCS-CPA-106 form). For I-69, the NRCS-CPA-106 form was prepared during the Draft Environmental Impact Statement (EIS) preparation and again for the Refined Preferred Alternative analyzed in the Final EIS. The farmland conversion impact ratings ranged from 118 to 119 in Johnson County, 113 to 119 in Marion County, and 112 to 116 in Morgan County. Since this project received less than 160 points in every county, it was to receive no further consideration for farmland protection, and the project was considered to have no significant impact to farmland.

Combined with Design Segment 6.1, Design Segments 6.2, 6.3, 6.4, and 6.5 will permanently convert an additional 33.5 acres of agricultural land to a transportation use predominantly consisting of an increase in acquisition of row crops. No agricultural parcels would be otherwise directly impacted by the creation of uneconomic remnant or landlocked parcels and several changes reduce landlocked parcels. The addition for minor right-of-way strips for this project is not anticipated to change the impact finding. Attached is a zip file including the GIS shapefiles for FEIS right-of-way (RPPA), the current proposed right-of-way, and mapping of the project corridor that includes both. Your review of these changes is appreciated.

If you have any questions or comments on the changes in impacts as noted in Reevaluation Statement #3 please let us know. Thank you for our assistance with this project.

Chris