



**Reevaluation Statement #3
Segments 6.2 to 6.5**

I-69 Section 6

Construction Contracts 3, 4 and 5

January 27, 2020



**I-69 SECTION 6 REEVALUATION STATEMENT #3
CONSTRUCTION CONTRACTS 3, 4, AND 5**

**I-69
Evansville to Indianapolis, Indiana
Designation Number: Des. No. 0500430**


The combined Tier 2 Final Environmental Impact Statement (FHWA-IN-EIS-18-01-F) and Record of Decision (ROD) was approved February 1, 2018. Reevaluation Statement #1 was approved on November 9, 2018. Reevaluation Statement #2 was approved on July 30, 2019. This third reevaluation of the Tier 2 Final Environmental Impact Statement (FEIS) was prepared due to changes as a result of the design refinements in Section 6 of the I-69 highway in Morgan, Johnson, and Marion Counties, Indiana. Section 6 will construct a new I-69 interstate facility from the Section 5 terminus south of Indian Creek and the city of Martinsville north to I-465, including improvements to I-465. I-69 Section 6 will be designed in five segments beginning at the southern termini and extending north to I-465.

Reevaluation Statement #3 focuses on Design Segments 6.2, 6.3, 6.4 and 6.5 which will be broken into Construction Contracts 3, 4 and 5. These contracts include the remaining portions of I-69 Section 6 from the northern edge of the city of Martinsville and the end of Construction Contract 2 north to and including I-465. Modifications to proposed interchanges, grade separations, and local roadways are the most substantial changes to the project and were evaluated as part of Reevaluation Statement #3.

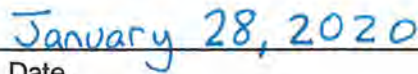
This reevaluation considers design changes to I-69 Section 6 which have occurred since approval of the FEIS, as well as Reevaluation Statements #1 and #2. It examines the potential impacts on the natural, human, and cultural environments due to the revised design in Design Segments 6.2, 6.3, 6.4, and 6.5.

The analysis in this reevaluation supports the conclusion that these design changes will not have impacts sufficient enough to require the preparation of a Supplemental Environmental Impact Statement (SEIS) for I-69 Section 6. Therefore, the Section 6 Tier 2 FEIS and ROD remain valid.

Approval



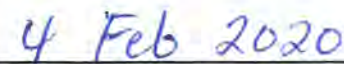
ES Signature



Date



FHWA Signature



Date

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CHAPTER 1 – INTRODUCTION

This reevaluation of the Tier 2 Final Environmental Impact Statement (FEIS) was prepared to reflect design changes in Section 6 of the I-69 highway in Morgan, Johnson, and Marion Counties, Indiana. This reevaluation includes design changes to I-69 Section 6 which have occurred since the approval of the FEIS, Reevaluation Statement #1, and Reevaluation Statement #2. Reevaluation Statement #3 examines the potential impacts on the natural, human, and cultural environments due to design refinements in Design Segments 6.2, 6.3, 6.4 and 6.5 (**See Figure 1-1**).

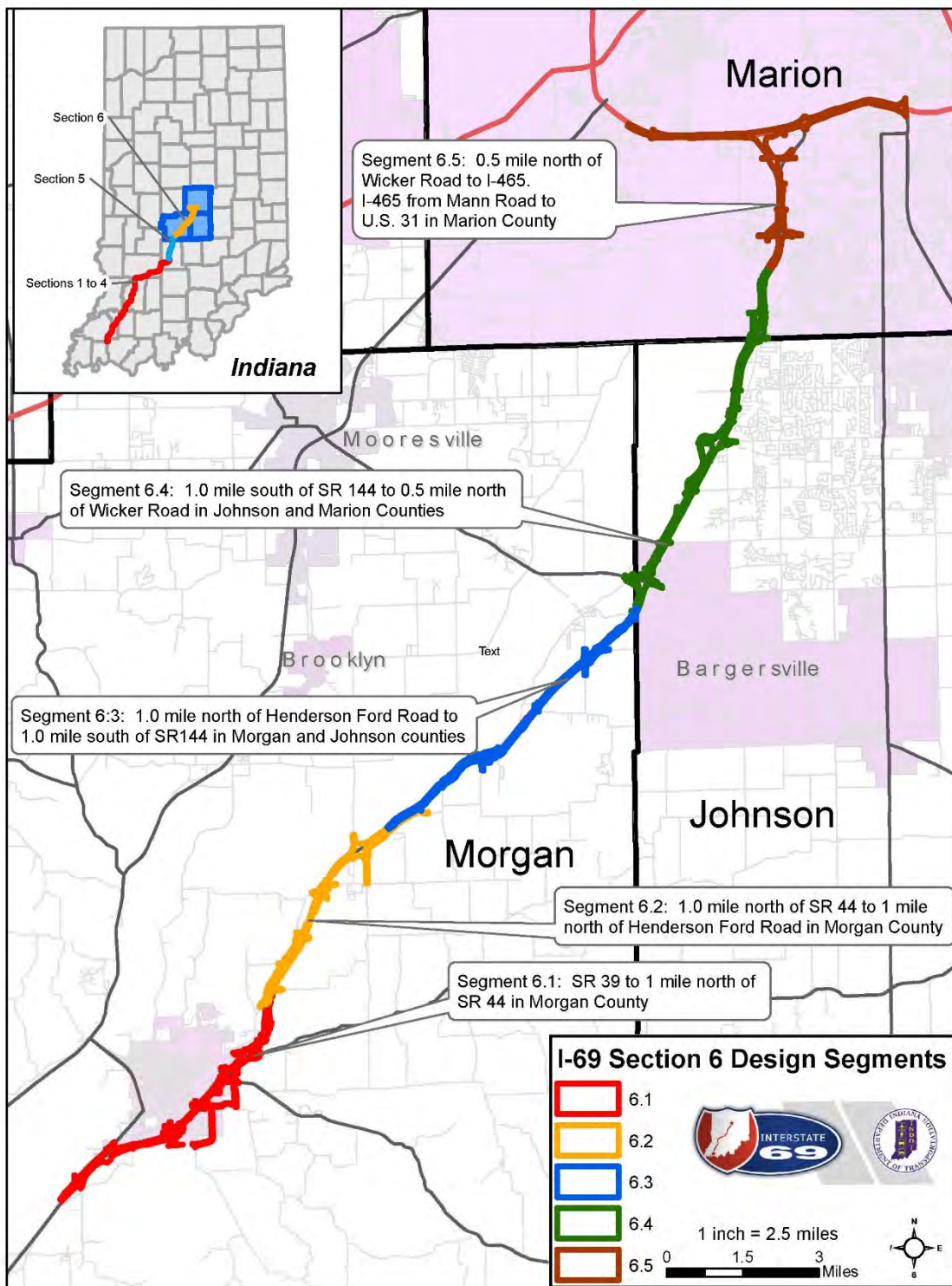
The purpose of this reevaluation document is to examine roadway and right-of-way modifications which were made as part of post-National Environmental Policy Act (NEPA) design efforts to improve upon the project design and further optimize the project footprint, including minimization of resource impacts where possible. Further, this reevaluation document considers temporary impacts, such as driveway construction, as well as acquisition due to unforeseen circumstances such as septic system impacts.

The post-NEPA design efforts for Design Segments 6.2, 6.3, 6.4, and 6.5 are summarized in this document. Key changes in impacts since the I-69 Section 6 FEIS/ROD include:

- Total permanent right-of-way increased by 2.9 acres.
- Total temporary right-of-way increased by 45.9 acres.
- Total right-of-way or easement for flood storage increase by 13.3 acres.
- The addition of one single-family residential relocation.
- Addition of one church relocation (The Center Church) at Big Bend Road.
- Addition of four business relocations.
- Wetland and open water impacts decreased by 0.53 acres.
- Total permanent stream impacts increased by 1,137 linear feet.
- Floodplain impacts increased by 19.6 acres and floodway impacts decreased by 0.7 acres.
- Increase in impacts to upland forest habitat by 1.68 acres.
- Increase in impacts to agricultural lands by 33.5 acres.

The analysis in this Reevaluation Statement #3 supports the conclusion that these design changes will not have impacts sufficient enough to require the preparation of a Supplemental Environmental Impact Statement (SEIS) or an additional Draft Environmental Impact Statement (DEIS) for I-69 Section 6. Therefore, the I-69 Section 6 Tier 2 FEIS and Record of Decision (ROD) remain valid.

Figure 1-1: Project Location Map



CHAPTER 2 – PROJECT DESCRIPTION

2.1 *Project Description and Area*

The Indiana Department of Transportation (INDOT) will construct a new I-69 interstate facility from the Section 5 terminus south of Indian Creek and the city of Martinsville north to I-465, including improvements to I-465 referenced as I-69 Section 6. I-69 Section 6 will be designed in five design segments beginning at the southern termini and extending north to I-465. Each design segment will be broken further into multiple construction contracts.

The limits of Design Segments 6.2, 6.3, 6.4, and 6.5, which are the focus of Reevaluation Statement #3, are described below:

- Design Segment 6.2: Extends from one mile north of SR 44 to one mile north of Henderson Ford Road in Morgan County.
- Design Segment 6.3: Extends from one mile north of Henderson Ford Road to one mile south of SR 144 in Morgan and Johnson Counties.
- Design Segment 6.4: Extends from one mile north of SR 144 to one-half mile north of Wicker Road in Johnson and Marion Counties.
- Design Segment 6.5: Extends from one-half mile north of Wicker Road to I-465, including I-465 between Mann Road and US 31 in Marion County.

These design segments include the remaining portions of I-69 Section 6 from the northern edge of the city of Martinsville and the end of Construction Contract 2 north to and including I-465. Modifications to proposed interchanges, grade separations, and local roadways are the most substantial changes to the project and were evaluated as part of Reevaluation Statement #3. Right-of-way acquisition and relocations resulting from unforeseen circumstances relating to property acquisition including relocations resulting from the loss of a septic system are included in this document.

2.2 *Approved Environmental Documentation*

The study of I-69 Evansville to Indianapolis was conducted using a two-tiered EIS process as allowed by NEPA. The Tier 1 EIS for I-69 from Evansville to Indianapolis was completed in 2004. The Federal Highway Administration (FHWA) issued the Tier 1 Record of Decision (ROD) on March 24, 2004, approving Alternative 3C as the selected corridor for I-69 between Evansville and Indianapolis.

The I-69 Evansville to Indianapolis corridor was considered in its entirety for the Tier 1 EIS and divided into six sections for more detailed Tier 2 EIS and project development work. I-69 Section 6 is the northernmost of the six sections and is approximately 26 miles long. The Refined Preferred Alternative (RPA) for I-69 Section 6, as approved in the Tier

2 FEIS, begins 725 feet south of Indian Creek just south of Martinsville and continues north in Morgan, Johnson, and Marion counties to I-465. The Tier 2 Final Environmental Impact Statement (FHWA-IN-EIS-18-01-F) and Record of Decision for I-69 Section 6 was approved February 1, 2018. Reevaluation Statement #1 was approved on November 9, 2018. Reevaluation Statement #2 was approved on July 30, 2019.

2.3 Public Involvement

2.3.1 I-69 Project Update Meetings

During the reevaluation process, three public information meetings were held the week of October 21, 2019 along the project corridor to provide an update on changes which have occurred since the publication of the FEIS/ROD and provide an update on construction sequencing. The meetings were also used to help participants learn how they could participate in an online aesthetics survey related to certain design elements. The meetings were held at the following locations:

- October 21, 2019 – Martinsville High School
- October 22, 2019 – Center Grove High School
- October 24, 2019 – Perry Meridian High School

Announcements of the meetings were published on the INDOT and I-69 Section 6 list serves via email and text, and a press release was issued. The meetings were held from 5:30 to 7:30 p.m., with a formal presentation scheduled for 6:00 p.m. A total of 957 attendees signed in at the meetings including 250 people at Martinsville High School, 394 people at Center Grove High School, and 313 people at Perry Meridian High School.

Common public comments and concerns expressed at the meetings were primarily associated with the effects of the current construction including maintenance of traffic, schedule, and local roadways. Recurring comments included the following:

- **State Road 37 Closure:** As part of Construction Contract 2, SR 37 will be closed in Martinsville during the 2021 construction season. There was concern about the access to the commercial areas and traffic movement around the city. Project exhibits provided information on the official detour and access points to local roadways.
- **Traffic Impacts on SR 39 & SR 67 During SR 37 Closure:** SR 39 will be an official detour route from SR 37 to SR 67 during the closure of SR 37. There was public concern that the proposed improvements to SR 39 will not mitigate the limited capacity of the highway, thereby creating long delays. There was concern noted for various locations along SR 67 which already experience delays at peak traffic times.

- **Local Road Capacity:** The I-69 Section 6 project does not include widening of Southport Road, Smith Valley Road, or County Line Road outside the interchange limits. There was concern that these major local east-west connectors need to be widened to accommodate the anticipated increase in traffic.
- **Neighborhood Traffic:** Some residents in Martinsville commented that they have witnessed an increase in neighborhood traffic, especially near Grand Valley Boulevard during the initial phase of construction. Residents are under the impression that some motorists are getting confused in the detour and ending up in a neighborhood.
- **Aesthetics:** Aesthetic options were presented through surveys in Morgan, Johnson, and Marion Counties. No lighting aesthetics were presented for Marion County because Indianapolis Department of Public Works noted they wanted standard interstate lighting. Some attendees expressed frustration that residents in Morgan and Johnson Counties had aesthetic lighting options and Marion County residents were not offered the same opportunity.
- **Local Access Roads:** Several commented on the number and/or lack of additional local access roads.
- **Well Defined Construction Schedule:** Several attendees commented that the construction schedule was easy to understand as it graphically depicted the relationship between the five construction contracts.
- **Epler Avenue Interchange:** A large number of attendees complimented the design of the Epler Avenue interchange. Several attendees noted support for the interchange at this location because of its direct connection to the local businesses and the connectivity to Harding Street.

In addition to the project update meetings held in October, INDOT is meeting directly with property owners who have or will experience an impact due to these evaluated design changes.

Design details presented at the public information meetings were posted with other project documents to the I-69 Section 6 website: <https://i69finishline.com/>.

For reference to the meeting information see Appendix C, Pages 1-153.

2.3.2 Noise Barrier Meetings

Two of the project update meetings (October 22, 2019 and October 24, 2019) were also used to discuss the feasible and cost-effective noise barriers north of SR 144 and to ask residents and property owners that would benefit from the construction of a noise barrier whether or not they wanted it constructed. The noise barriers discussed at the two public meetings included:

- Noise Barrier 7W – I-69 southbound across Stones Crossing Road

- Noise Barrier 9E – I-69 northbound, north of Smith Valley Farm Road to south of Fairview Road
- Noise Barrier 8W – I-69 northbound, south of Southport Road
- Noise Barrier 12E – I-69 northbound, south of Southport Road
- Noise Barrier 9W – I-69 southbound, north of Southport Road to north of Banta Road
- Noise Barrier 4S – I-465 eastbound, east of Bluff Road to US 31.

During the two public meetings, attendees were able to review project mapping and discuss the recommended noise barriers with the project team. The recommended noise barriers were also discussed during the formal presentation, and during the open house time after the presentation. Noise barrier surveys were mailed to benefited receptors in advance of the meeting. Blank noise barrier surveys were available at the meetings and attendees that would benefit from the construction of a noise barrier were encouraged to complete the survey, if not previously completed and returned via mail service.

Completed noise barrier surveys were requested by November 8, 2019. See **Section 3.3** for additional detail about the noise barrier viewpoint solicitation process and its outcome.

2.3.3 Kitchen Table Meetings

In addition to the public information meetings, “kitchen table meetings” (KTMs) have been ongoing with affected property owners throughout the project corridor. KTMs are individual meetings between project representatives and property owners to review impacts to each property owner, gather information on each property such as locations of drinking water wells and septic systems, and review the property acquisition process. At this time, KTMs are complete with the current design and anticipated relocations, including those owners affected by the design changes. Where possible, the design has been updated to minimize or avoid impacts on individual properties. If additional changes to property acquisition occur, additional KTMs will be held. Additional property owner meetings are held as requested.

2.3.4 Project Office

Concurrent with the public meetings on October 22, 2019, INDOT re-opened the I-69 Section 6 Project office located at 7851 Waverly Road, Martinsville, Indiana 46151. The project team is staffing the office Monday through Friday between 9 a.m. and 4 p.m. and by appointment. The project office will be open through project construction to answer questions regarding the project, the property acquisition process, as well as the timeline and status of construction activities. All project update meeting materials are available in the project office for the public to review

2.4 Description of Project Changes

The following is a summary of the most substantial physical changes to the project design since the FEIS/ROD, Reevaluation Statement #1, and Reevaluation Statement #2. Changes are summarized by design segment. In addition, there are a number of minor changes to right-of-way, in particular with the addition of temporary right-of-way and changes in the number of relocations. Further, this reevaluation considers the acquisition of excess land as part of the ongoing property acquisition process. For reference to the design changes see mapping in Appendix A, Pages 1-32.

2.4.1 Segment 6.2

The following sections summarize the most substantial design changes incorporated into Segment 6.2.

2.4.1.1 I-69 Mainline

Along the I-69 Mainline, additional temporary and permanent right-of-way will be required from 12 parcels, primarily for the highway embankment and grading. All of these parcels were previously impacted by the RPA analyzed in the FEIS.

2.4.1.2 Morgan Street Area

Within the Morgan Street area, additional temporary and permanent right-of-way will be required from three parcels to allow for building removal and driveway reconstruction and reconstruction of Morgan Street. All of these parcels were previously impacted by the RPA analyzed in the FEIS. The Morgan Street right-of-way is shifted slightly to the south and east and Morgan Street will be realigned in order to avoid impacts to the Prince of Peace church and pre-school. The realignment of Morgan Street avoids the septic system which services the Prince of Peace church and pre-school and avoids the potential relocation of that facility. This alignment shift increases the required limited access right-of-way; however, it minimizes the potential relocation impacts in this area.

2.4.1.3 Teeters Road Area

Within the Teeters Road area, additional temporary and permanent right-of-way will be required from five parcels. Of these, all but one parcel was previously impacted by the RPA analyzed in the FEIS. The impact to this new parcel is necessary to reconstruct a driveway for a residential property.

2.4.1.4 Myra Lane

The FEIS evaluated impacts expected for Myra Lane to go under I-69. However, during detailed design it was noted that constructing Myra Lane over I-69 provides the following advantages:

- Generates approximately 316,500 cubic yards of excess soil, which can be hauled north to help raise the profile grade of I-69 above the White River flood plain near Egbert Road. This change will result in an overall cost reduction for the project.
- Reduces the need for borrow pits, thus reducing the environmental risk associated with clearing a borrow site.
- Reduces future bridge maintenance costs by converting dual interstate bridges to a single local road bridge.
- Reduces impacts to the fish ponds located adjacent to the I-69 mainline at the Ozark Fisheries from three ponds to one pond.

Other minor changes in right-of-way were required as a result of the Myra Lane profile change to tie in existing driveways. The mapping in Appendix A, Page 3 depicts the additional right-of-way areas required for the construction of Myra Lane over I-69 and the commercial fishery access road. Coordination with the commercial fishery property owner during final design identified the current design of the reconfigured access road as their preferred method of access.

2.4.1.5 Henderson Ford Road

The FEIS evaluated impacts associated with a conventional diamond interchange at Henderson Ford Road. However, during detailed design it was noted that the spacing of the intersections adjacent to the interchange ramps did not meet the minimum criteria in the Indiana Design Manual. In addition, during INDOT's ongoing right-of-way acquisition activities, the need to provide an access road for the landlocked parcels located northeast of the interchange was identified. The interchange has been revised to a teardrop interchange configuration with roundabout intersections, which lowers the initial construction cost and provides safety benefits compared to the conventional diamond interchange due to lower vehicular speeds through the roundabouts.

Based on INDOT's ongoing right-of-way acquisition activities, the need to provide an access road (currently identified as the "north access road") for the landlocked parcels located northeast of the Henderson Ford Road interchange was identified. As the access road was not identified in the FEIS, the construction limits and right-of-way extend beyond the RPA evaluated in the FEIS. By providing the access road, there are approximately 240 fewer acres of landlocked agricultural and forested property.

Other minor changes in right-of-way were required for building demolition and based on detailed topographic survey information. The mapping in Appendix A, Pages 5-6 depicts

the additional right-of-way areas required for the construction of the revised interchange type and the access road.

2.4.2 Segment 6.3

Within the Design Segment 6.3 area, additional temporary right-of-way will be required from 10 parcels for either structure demolition or driveway access. All parcels were previously impacted by the RPA analyzed in the FEIS.

A total of 10.92 acres of flood easement will be required from four parcels located adjacent to Crooked Creek on each side and north of I-69. The flood easement is required based on hydraulic analysis. Although no design changes have occurred in this area since the FEIS, the need for and details of the required flood easement were not able to be confirmed until completion of final design. As such, the flood easement was not evaluated in the FEIS.

In addition to the flood easement, the need for approximately 1.30 acres of additional temporary right-of-way was identified within the easement for removal of an existing bridge and drive. The temporary right-of-way is included in the total acreage of flood easement. All of the impacted parcels were previously impacted by the RPA analyzed in the FEIS.

There will be a net increase of four relocations within Design Segment 6.3. One additional residential relocation in northeast quadrant of Perry Road and Lincoln Road and one additional church relocation (Center Church) located at Big Bend Road east of proposed I-69 are a result of unavoidable impacts to the septic system. One additional commercial business relocation (Jerry Hillenburg & Company) located along New Whiteland Road west of proposed I-69 and one additional residential relocation south of Big Bend Road are a result of loss of access to the parcels.

2.4.3 Segment 6.4

The following sections summarize the most substantial design changes incorporated into Segment 6.4.

2.4.3.1 Banta Road Area

As proposed in the FEIS, Banta Road southeast of proposed I-69 ended with a cul-de-sac. This left an agricultural property to the northeast apparently landlocked. In order to provide access to this agricultural field and proposed area of development, Banta Road will be extended to the northeast and end with a cul-de-sac. This addition affects three parcels requiring additional permanent right-of-way. Furthermore, additional temporary right-of-way is required from three parcels in this area for drive reconstruction, yard grading, and building removal. All of these parcels were previously impacted by the RPA. For reference to the design changes see mapping in Appendix A, Pages 13-14.

2.4.3.2 SR 144 Interchange Area

As proposed in the FEIS, the proposed interchange configuration at this location was a partial folded diamond, which avoided the acquisition of three commercial business properties. During the property acquisition process, it was determined that impacts to the septic systems of these properties was unavoidable and would result in their probable relocation. As a result of the revised relocations, the interchange configuration was changed from the partial folded diamond to a tight diamond with roundabouts at the ramp terminals. The refined interchange configuration will optimize the performance of the proposed interchange. In addition, a multi-lane roundabout will be constructed at the intersection of SR 144 and Old SR 37. The change in intersection control at SR 144 and Old SR 37 required lengthening of the anticipated construction limits along the north and south approaches to the intersection. The temporary right-of-way in this area is required for drive reconstruction and building removal.

In total, the changes around the interchange and SR 144/Old SR 37 area require approximately three additional acres of permanent and temporary right-of-way, as well as the potential acquisition of three additional commercial business and two additional residential properties due to unavoidable impacts to septic systems. The three business relocations include the BP gas station, the Shell gas station, and the Whiskey River Restaurant. These businesses may remain in place or reconstruct on-site if the owners can establish a sanitary sewer connection to either Bargserville Sewer District or Morgan County Sewer District. Both utilities have plans to build services in the area. INDOT will continue to coordinate with the affected businesses during final design to minimize impacts.

A total of 36 parcels are affected by the defined additional areas of permanent and temporary right-of-way. Of these, five are considered new parcels not previously affected by the RPA. For reference to the design changes see mapping in Appendix A, Pages 14-15.

2.4.3.3 SR 144 and Mann Road Temporary Signal

Construction of I-69 through Martinsville will be completed through the temporary closure of SR 37. An official detour will be established that utilizes SR 39, SR 67, and SR 144. This temporary closure was reevaluated on July 30, 2019 in Reevaluation Statement #2 and also evaluated June 14, 2019 as part of the SR 39 Categorical Exclusion. A temporary traffic signal is proposed at the Mann Road intersection due to the anticipated temporary increase to traffic volumes along SR 144. Construction of the temporary signal at this intersection will be completed within existing right-of-way. However, this area is beyond the limits investigated as part of the FEIS.

The proposed temporary signal construction will involve the addition of a 30-foot high steel strain pole in the northwest quadrant of the intersection and a 36-foot high steel strain pole in the southeast quadrant. The two added strain poles will supplement the

existing 30-foot poles located in the northeast and southwest quadrants of the intersection. A temporary signal controller cabinet and foundation will be placed in the northeast quadrant. Two-inch conduit will be installed along the north side of SR 144 leading from the intersection to point 405 feet southeast of the east approach stop bar, and along the south side of SR 144 leading from the intersection to a point 405 feet northwest of the west approach stop bar. The conduit will carry cable to installed signal handholes and detector housing. For reference to the design changes see mapping in Appendix A, Page 32.

2.4.3.4 Stones Crossing Road Area

Within the Stones Crossing Road area, additional permanent and temporary right-of-way will be required from four parcels. The temporary right-of-way is required for drive reconstruction and building removal. The additional permanent right-of-way is required due to the length of approach work required along Stones Crossing Road to transition to the east service road. Of the affected parcels, all but one was previously impacted by the RPA. The location of the additional residential relocation is depicted on the mapping in Appendix A, Page 16.

2.4.3.5 North Bluff Creek Drainage Area

Additional permanent right-of-way will be required from one parcel along North Bluff Creek between Old SR 37 and proposed I-69. This area is required to provide additional flood water storage resulting from the construction of a structure that conveys North Bluff Creek under Old SR 37. This structure is anticipated to have a 23-foot span by 8-foot rise, which will produce up to three feet of backwater upstream of Old SR 37. In this case, INDOT Hydraulics will approve an exemption to allow three feet of backwater if the flood water storage area is located within permanent right-of-way. The parcel affected by this change was previously affected by the RPA.

2.4.3.6 Olive Branch Road Realignment

As approved in the FEIS, the alignment of the west service road north of Olive Branch Road and Old SR 37 created an isolated section of land that extends eastward to proposed I-69. This pocket of land splits a property in an inconvenient place. The owner requested (with agreement of the neighbors) INDOT to consider realigning the road closer to the mainline of I-69. The added area associated with this shift affects six parcels and requires one residential relocation. Additional permanent right-of-way will be required for this realignment. In addition, temporary right-of-way will be required from five parcels for reconstruction of drives and building removal. All of these parcels were previously impacted by the RPA. However, this area includes the relocation of a residence not previously identified in the FEIS. The location of the additional residential relocation is depicted on the mapping in Appendix A, Pages 17-18.

2.4.3.7 Smith Valley Road Interchange Area

As proposed in the FEIS, the interchange configuration of Smith Valley Road was a diamond with a pair of multi-lane roundabouts in a teardrop configuration at the ramp terminals. The original proposal included an extension of a west service road, Old SR 37. North of Smith Valley Road, the west service road provided access to property owned by Irving Materials, Inc. (IMI) and a residence. This alignment created an undesirable situation for the owners of the residence with Smith Valley Road at the front and the west service road crossing through the rear of the property, splitting the function of the property.

Smith Valley Road alignment west of the interchange was shifted southward to provide room to realign the west service road (Old SR 37) in front of the residence and along the limited access right-of-way. The changes within this area will require additional permanent and temporary right-of-way and one residential relocation. The additional permanent right-of-way is required due to the shifting of the S-line (Smith Valley Road) south and realigning the west service road. The temporary right-of-way is required for drive reconstruction and building removal. A total of 30 parcels are affected by the defined additional areas of permanent and temporary right-of-way. Of these, seven are considered new parcels not previously affected by the RPA.

Additional right-of-way is needed for drainage, roadside ditches for the west service road will intercept drainage from land with localized depressional areas that currently have no defined outlet point. This will increase the watershed area draining to a natural low point along the local west access road south of Smith Valley Road. Without detention, this increase in watershed area would increase the peak discharge rate during the proposed condition. To prevent the proposed peak discharge from exceeding the existing rate, a dry detention basin will be constructed in the low point for the proposed watershed. Additional permanent right-of-way will be required to construct this basin. Construction will involve adding a berm along the natural contour, grading within depressional areas, and adding an outlet control structure. For reference to the design changes see mapping in Appendix A, Page 18.

2.4.3.8 Pleasant Run Flood Easements

A total flood easement will be required from five parcels located adjacent to each side of Pleasant Run west of proposed I-69 including one residential relocation, south of Wicker Road, and east of the proposed extension of Old SR 37. Based on hydraulic analysis, the flood easements were determined necessary as means to offset the need for a larger, more cost-prohibitive bridge at the west access road crossing of Pleasant Run. Although no design changes have occurred in this area since the FEIS, the need for and details of the required flood easement were not able to be confirmed until completion of final design. As such, the flood easement was not evaluated in the FEIS. All of these parcels were previously impacted by the RPA. Refer to Appendix A, Page 21 for mapping that depicts the location of this easement.

2.4.4 Segment 6.5

Minor shifts in I-69 south of Southport Road have resulted in both reductions and additions of permanent right-of-way from one parcel at Southern Dunes. Temporary right-of-way will be required from three parcels for building demolition and driveway construction. These parcels were previously impacted by the RPA.

At Epler Road, local access to the remaining commercial business will be shifted from Belmont Avenue to what is currently SR 37/Harding Street. SR 37/Harding Street and Belmont Avenue will become part of an internal roadway system for utility access and access to commercial properties. New drives will be constructed from SR 37/Harding Street. Temporary right-of-way will be required to construct these new drives. Additional temporary right-of-way will be required from multiple commercial parcels along Belmont Avenue and Epler Road for building demolition and drive construction. A new drive will be constructed to provide access to the Bell Cemetery from Epler Road. All of these parcels were previously impacted by the RPA. For reference to the design changes see mapping in Appendix A, Page 25.

Thompson Road as it approaches the White River from the west currently ends at a private property just east of State Ditch. Additional local road right-of-way will be required from one property for construction of a cul-de-sac on Thompson Road just west of State Ditch on the west side of the White River. Additionally, limited access right-of-way will be required along I-465 for bank stabilization of State Ditch on the south side of I-465 and on the north side of I-465 in order to accommodate ditches and detention connection into State Ditch. All of these parcels were previously impacted by the RPA. For reference to the design changes see mapping in Appendix A, Pages 26-27 and 30.

During the design phase, it was determined additional limited access right-of-way would be required at the White River bridge in order to accommodate construction and maintenance access to the bridge. No additional permanent impacts to the White River are anticipated. For reference to the design changes see mapping in Appendix A, Page 30.

CHAPTER 3 – ENVIRONMENTAL CONSEQUENCES

This section summarizes the environmental resource impacts within Design Segments 6.2, 6.3, 6.4, and 6.5 in comparison to the FEIS RPA impacts. The total end-to-end impacts for these design segments and a summary of environmental consequences by design segment are shown in **Table 3-1: Environmental Impacts Table**.

Table 3-1: Environmental Impacts Table

Impact Criteria	FEIS RPA End-to-End	Segment 6.1 Total Change ¹	Segment 6.2 Total Change	Segment 6.3 Total Change	Segment 6.4 Total Change	Segment 6.5 Total Change	Reevaluation Statement #3 End-to-End	Total Change End-to-End ⁵
Permanent Right-of-Way (acres)								
Existing Right-of-Way ²	1,050.0	6.8	0.0	0.0	-9.1	23.3	1,071.0	21.0
New Right-of-Way ³	1,025.0	8.3	-19.8	-0.2	-10.4	4.0	1,006.9	-18.1
Total Right-of-Way	2,075.0	15.1	-19.8	-0.2	-19.5	27.3	2,077.9	2.9
Temporary Right-of-Way (acres)	0.0	2.0	20.2	1.0	8.6	14.1	45.9	45.9
Flood Easement	0.0	0.0	0.0	12.2	1.1	0.0	13.3	13.3
Other/Excess Land	0.0	0.0	0.0	0.0	8.5	0.0	8.5	8.5
Relocations								
Residential - Single Family Home	142	-3	-3	2	5	0	143	1
Residential - Duplex Unit	8	0	0	0	0	0	8	0
Residential - Mobile Home	9	1	0	0	0	0	10	1
Residential - Apartment Unit	28	0	0	0	0	0	28	0
Business	81	0	0	1	2	1	85	4
Non-Profit	2	1	0	0	0	0	3	1

Impact Criteria	FEIS RPA End-to-End	Segment 6.1 Total Change ¹	Segment 6.2 Total Change	Segment 6.3 Total Change	Segment 6.4 Total Change	Segment 6.5 Total Change	Reevaluation Statement #3 End-to-End	Total Change End-to-End ⁵
Religious Facility/School	0	0	0	1	0	0	1	1
Fire Station	1	0	0	0	0	0	1	0
Total Relocations	271	-1	-3	4	7	1	279	8
Section 4(f)								
Park (acres)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Historic or NRHP Eligible (acres)	6.00	0.00	0.00	0.00	0.00	-0.13	5.87	-0.13
Total Wetland (acres)								
Emergent Wetland	1.90	-0.05	-0.04	0.13	0.00	0.00	1.94	0.04
Forested Wetland	1.70	0.02	-0.06	-0.03	0.00	0.00	1.64	-0.06
Scrub/Shrub Wetland	0.39	0.00	0.01	0.00	0.00	-0.01	0.39	0.00
Open Water	2.78 ⁴	0.02	-0.05	0.00	-0.47	-0.35	-0.86	-0.86
Total Wetland Impacts	3.99	0.35	-0.15	0.10	-0.47	-0.37	3.46	-0.53
Total Stream (linear feet)								
Ephemeral	18,512	-72	-38	271	-28	683	19,329	817
Intermittent	11,797	-431	56	-217	77	-121	11,162	-635
Perennial	16,994	145	316	411	-354	185	17,697	703
Total Stream Impacts	47,303	-358	334	466	-305	748	48,138	885
Total Natural Stream Impacts	14,069	1,965	-78	504	-314	142	16,288	2,219
Floodplain/Floodway (acres)								
Floodplain (acres)	458.0	7.1	-1.8	1.0	-3.0	16.2	477.6	19.6
Floodway (acres)	0.0	-3.0	0.8	-0.4	-0.4	2.3	-0.7	-0.7

Impact Criteria	FEIS RPA End-to-End	Segment 6.1 Total Change ¹	Segment 6.2 Total Change	Segment 6.3 Total Change	Segment 6.4 Total Change	Segment 6.5 Total Change	Reevaluation Statement #3 End-to-End	Total Change End-to-End ⁵
Wellhead Protection Areas (acres)	520.0	0.0	0.0	0.0	-0.9	19.8	538.9	18.9
Agricultural Land (acres)	382.0	-2.5	1.2	9.1	24.9	0.9	415.5	33.5
Managed Lands (acres)								
Publicly Owned	3.6	-0.8	0.0	0.0	0.0	0.0	2.8	-0.8
Privately Owned	2.6	0.0	0.0	0.0	0.0	0.0	2.6	0.0
Forest (acres)								
Upland Forest (acres)	156.0	3.1	-4.1	2.1	-0.7	1.3	157.7	1.7
Core Forest (acres)	11.5	0.0	0.0	0.0	0.0	0.0	11.5	0.0

1. Segment 6.1 impacts are discussed in Section 6, Reevaluations 1 and 2.
2. "Existing Right-of-Way" included in limited access right-of-way in FEIS.
3. "New Right-of-Way" includes local and limited access ROW.
4. Source: Segment Design Consultant Calculations and Segment Calculations.
5. Impact calculations do not include excess land.

3.1 Social

The total number of relocations end-to-end for all design segments (Design Segments 6.1 through 6.5) is expected to increase by eight relocations as compared to the RPA in the FEIS. This includes relocations that were not anticipated in the FEIS due to loss of septic systems or access. The changes in relocations are summarized below by design segments 6.2 through 6.5. Changes from the FEIS to the final design for Design Segment 1 are reflected in Reevaluation Statements #1 and #2. Parcels that were identified as relocations in the FEIS/ROD that remain relocations are depicted as salmon colored dots in Appendix A. Relocations identified in the FEIS/ROD but avoided in final design are depicted as black dots in Appendix A. Relocations added since the approval of the FEIS/ROD are noted as green dots in Appendix A.

- Design Segment 6.2: There will be a net decrease of three relocations, as described below:
 - One additional residential relocation along Morgan Road and west of proposed I-69 based on property owner request to be a total acquisition and additional right-of-way required for realignment of Morgan Road to avoid

impacts to the Prince of Peace church and pre-school septic system. See Appendix A, Page 1.

- One residential relocation avoided along Country Club Road and west of proposed I-69. See Appendix A, Page 2.
 - Five residential relocations avoided along Old SR 37 and north of Country Club Road by minimizing right-of-way and providing driveway access. See Appendix A, Page 3.
 - One additional residential relocation along Old SR 37 and east of proposed I-69 based on property owner request to be a total acquisition. See Appendix A, Page 4.
 - One additional residential relocation within the Willowbrook subdivision to provide access to landlocked parcels. See Appendix A, Page 4.
- Design Segment 6.3: There will be a net increase of four relocations, as described below:
 - One additional residential relocation in northeast quadrant of Perry Road and Lincoln Road based on impacts to the septic system. See Appendix A, Page 9.
 - One additional church relocation (Center Church) located at Big Bend Road east of proposed I-69 due to unavoidable impacts to the septic system. See Appendix A, Page 11.
 - One additional residential relocation south of Big Bend Road. It should be noted that this parcel contains a business relocation which was included in the FEIS. See Appendix A, Page 11.
 - One additional commercial business relocation (Jerry Hillenburg & Company) located along New Whiteland Road west of proposed I-69. See Appendix A, Page 12.
 - Design Segment 6.4: There will be a net increase of two commercial business and five residential relocations, as described below. These relocations are due to a more complete understanding of impacts to residential and commercial business properties and structures.
 - The addition of three potential commercial business relocations in the northwest quadrant of the SR 144/I-69 interchange. The proposed limited access right-of-way will impact two septic fields servicing three commercial business properties. These property owners could remain if the owners agree to a sanitary sewer connection. INDOT will continue to coordinate

with the affected businesses during final design to minimize impacts. See Appendix A, Pages 14-15.

- One additional residential property relocation at Old SR 37 and SR 144 due to impacts to the septic field. See Appendix A, Page 15.
 - One additional residential property relocation east of SR 37 on CR 144 due to impacts to the septic field. See Appendix A, Page 14.
 - One additional residential property relocation on Travis Road at Jay Dee Lane. See Appendix A, Pages 15-16.
 - One single-family residential relocation avoided east of SR 37 along Stones Crossing Road. See Appendix A, Page 16.
 - One additional residential property west of Olive Branch Road at SR 37 due to the proposed alignment shift in the west local access road north of Olive Branch Road. See Appendix A, Page 17.
 - One additional residential property west of SR 37 along Smith Valley Road. See Appendix A, Page 18.
 - One commercial business relocation avoided north of Smith Valley Farm Road and west of proposed I-69. See Appendix A, Pages 18-19.
 - The addition of one residential property west of SR 37 along Wicker Road. See Appendix A, Page 21.
- **Design Segment 6.5:** There will be a net increase of one commercial business relocation. This relocation is not due to right-of-way design changes. It is due to a more complete understanding of impacts to commercial business structures. The changes are detailed below:
 - The elimination of the Flying J on Thompson Road as a business relocation. See Appendix A, Page 25.
 - The addition of a concrete plant for Martin Marietta on Belmont Avenue, which was not included as a separate commercial business relocation in the FEIS. In the FEIS, it was included with the IMI concrete plant at Epler Road and Belmont Avenue. See Appendix A, Page 25.
 - The addition of WR Beach on Buff Road as a business relocation and the addition of a residential garage demolition on the south side of I-465 at the western end of David Lind Drive. See Appendix A, Page 28.

3.2 Farmland

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), as outlined in 7 CFR § 658.4. For I-69, the NRCS-CPA-106 form was prepared during the DEIS preparation and again for the RPA in the FEIS. The assessment criteria were scored according to the NRCS instructions and 7 CFR 658.5. The 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. As is required by the Farmland Protection Policy Act, the NRCS has been coordinated with regarding the Form NRCS CPA-106. No response has been received. For reference to this correspondence, see Appendix D. Since this project received a total point value of less than 160 points, the project will receive no further consideration for farmland protection. No other alternatives other than those already discussed in this document will be considered without a reevaluation of the project's potential impacts upon farmland. The project will not have a significant impact to farmland.

3.3 Noise Analysis

The noise impact analysis associated with the preliminary design for I-69 Section 6 was approved on September 21, 2017. In that analysis, INDOT identified noise receptors that would be exposed to 2045 design year noise levels approaching or exceeding the FHWA noise abatement criteria. To address the predicted noise impacts, INDOT modeled noise barriers at 30 locations with FHWA Traffic Noise Model (TNM) Version 2.5 for the RPA. As documented in Reevaluation Statement #1, three noise barriers were found to be feasible and reasonable in Design Segment 6.1. Within Design Segments 6.4 and 6.5, six noise barriers were found to be feasible and reasonable (met design goal and cost effectiveness):

- Noise Barrier 7W – I-69 southbound across Stones Crossing Road
- Noise Barrier 9E – I-69 northbound, north of Smith Valley Farm Road to south of Fairview Road
- Noise Barrier 8W – I-69 northbound, south of Southport Road
- Noise Barrier 12E – I-69 northbound, south of Southport Road
- Noise Barrier 9W – I-69 southbound, north of Southport Road to north of Banta Road

- Noise Barrier 4S – I-465 eastbound, east of Bluff Road to US 31.

In accordance with the 2017 INDOT Traffic Noise Analysis Procedure, the viewpoints of benefited residents and property owners are required to be sought and considered in the determination of the reasonableness of highway traffic noise abatement measures for the proposed I-69 Section 6 highway construction project. To obtain the viewpoints of residents and property owners, a noise barrier survey (survey) was mailed to each resident and property owner who would be benefited by a feasible and cost-effective noise barrier. The survey was mailed to 297 residents or property owners. The survey included a pre-stamped, self-addressed return survey postcard; a letter with a brief project description of the project and noise barrier locations under consideration; maps of the recommended noise barrier locations; and an announcement of the public meetings on October 22, 2019 and October 24, 2019 to discuss the noise barriers. Appendix C contains a copy of the noise barrier survey mailing packet.

The survey was mailed October 7, 2019 via U.S. Postal Service in a 9" by 12" envelope with an INDOT/I-69 Section 6 logo so it would stand out in the mail. Mobile home park owners and apartment building managers were contacted to obtain mailing addresses for benefited receptors within those areas; however, in some cases, the mailing address data was not provided to INDOT. For individual properties, surveys were mailed to both the owner and the tenant, if those two addresses were different. The addresses of the owners were compiled using data from the respective county assessor's office. A total of nine surveys were returned as non-deliverable due to vacancy or an incorrect address.

On Tuesday October 22, 2019 and Thursday October 24, 2019 at 5:30 p.m., INDOT held public information meetings at the Center Grove High School and Perry Meridian High School, respectively, to discuss I-69 Section 6 updates. The meetings were used to ask residents and property owners that would benefit from the construction of a noise barrier whether or not they wanted it constructed. A total of 957 attendees signed in at the meetings including 250 people at Martinsville High School, 394 people at Center Grove High School, and 313 people at Perry Meridian High School. Approximately 20 surveys were returned at the meetings, many of which were from residents who were not benefited receptors.

During the two public meetings, attendees were able to review project mapping and discuss the recommended noise barriers with the project team. The recommended noise barriers were discussed during the formal presentation, and during the open house after the presentation. Noise barrier surveys were mailed to benefited receptors in advance of the meeting. Blank noise barrier surveys were available at the meetings and attendees that would benefit from the construction of a noise barrier were encouraged to complete the survey, if not previously completed and returned via mail service.

Comments and completed noise barrier surveys were requested by November 8, 2019. Noise barrier survey responses are shown in Table 3-2. To date, more than 50 percent of the responses have been received for all barriers. Directed outreach was completed consisting of direct contact and emails for all noise barriers. In addition, door-to-door

surveys for benefited receivers were conducted for Noise Barrier 4S. The majority of benefited receivers for all five noise barriers indicated their preference for a barrier.

Assessment of the final design and determination of the final noise barrier analysis will be completed in two phases. The first phase will include an evaluation of Noise Barriers 7W and 9E and will be completed by the design consultant in a separate report. The final assessment of Noise Barriers 8W, 12E, 9W, and 4S will be completed by the design-build contractor selected for Construction Contract 5 in a separate report. Both reports will be reviewed and approved by INDOT Environmental Services (ES) and FHWA as appropriate.

Table 3-2: Noise Barrier Survey and Response Statistics

Noise Barrier	Benefited Receptors	Number of Surveys Mailed ¹	Number of Surveys Returned as "Not Deliverable" ²	Number of Surveys Returned	Number of Surveys in Favor of Barrier	Percent of Benefited Receivers in Favor of Barrier
7W	44	1 ²	0	2 ³	3	100%
9E	43	45	0	24	23	51%
8W	186	59 ⁴	0	16	142	77%
12E	65	7 ⁵	0	5	56	86%
9W	53	27 ⁶	3	4	30	56%
4S	132	155	4	74	65	52%
Total	523	294	7	123		

For Noise Barrier 7W, 100 percent of the benefited receptors are in favor of the noise barrier. This represents a majority of the benefited receptors including the owner of the Greenwood Mobile Home Park, which represents all 44 benefited receptors. As a result of the input received during the public involvement process, Noise Barrier 7W is recommended for construction.

¹ Owners of Southern Dunes and Aspen Lakes apartment complexes and the Greenwood Mobile Home Park did not provide mailing addresses for tenants who were benefited receptors.

² Additional outreach is underway to obtain the property owner preference at the Greenwood Mobile Home Park for a noise barrier. The property owner represents all 44 benefited receptors shown in this table.

³ Includes surveys returned from residents at public meetings.

⁴ Includes Southern Dunes Apartment Complex owner representing 127 residential receptors.

⁵ Includes Aspen Lakes Apartment Complex owner representing 52 residential receptors.

⁶ Includes Lighthouse Landing Apartment Complex owner representing 27 residential receptors.

For Noise Barrier 9E at the Wakefield subdivision, 51 percent of the benefited receptors are in favor of the barrier. This represents a majority of the benefited receptors. The one business, Angel Animal Hospital, that would be affected by the barrier indicated they would prefer their business not be blocked by the barrier. As a result of the input received during the public involvement process, Noise Barrier 9E will be reevaluated to determine if it can be reduced in length and still meet INDOT's noise reduction design goal. See Appendix C-9, Page 163. This analysis will be documented in a separate noise analysis addendum by the design consultant.

For Noise Barrier 8W, 77 percent of the benefited receptors are in favor of the barrier. This represents a majority of the benefited receptors including the owner of the Southern Dunes Apartments, which represents 127 residential receptors. The property owner of the undeveloped commercial property adjacent to the Southern Dunes Apartments indicated they would prefer their business not be blocked by the barrier. As a result of the input received during the public involvement process, Noise Barrier 8W will be reevaluated to determine if it can be reduced in length and still meet INDOT's noise reduction design goal. See Appendix C-9, Page 164. This noise barrier is within the segment of I-69 Section 6 which will be designed and constructed by a design-build contractor. The design-build contractor will be responsible to complete the final noise barrier analysis and design, which will be documented in a separate noise analysis addendum.

For Noise Barrier 12E, 86 percent of the benefited receptors are in favor of the barrier. This represents a majority of the benefited receptors including the owner of the Aspen Lakes Apartment complex, which represents 52 of the benefited receptors. As a result of the input received during the public involvement process, Noise Barrier 12E is recommended for construction. This noise barrier is within the segment of I-69 Section 6 which will be designed and constructed by a design-build contractor. The design-build contractor will be responsible to complete the final noise barrier analysis and design, which will be documented in a separate technical memorandum.

For Noise Barrier 9W, 56 percent of the benefited receptors are in favor of the barrier. This represents a majority of the benefited receptors including the owner of the Light House Landing Apartment complex, which represents 27 of the benefited receptors. As a result of the input received during the public involvement process, Noise Barrier 9E is recommended for construction. One business, located at 6430 Belmont Avenue, affected by the noise barrier indicated they would prefer their business not be blocked by the noise barrier. As a result of the input received during the public involvement process, Noise Barrier 9W will be reevaluated to determine if it can be reduced in length and still meet INDOT's noise reduction design goal. See Appendix C-9, Page 165. This barrier is within the segment of I-69 Section 6 which will be designed and constructed by a design-build contractor. The design-build contractor will be responsible to complete the final noise barrier analysis and design, which will be documented in a separate technical memorandum.

For Noise Barrier 4S, 52 percent of the benefited receptors are in favor of the barrier. This represents a majority of the benefited receptors. As a result of the input received during the public involvement process, Noise Barrier 4S is recommended for construction. This noise barrier is within the segment of I-69 Section 6 which will be designed and constructed by a design-build contractor. The design-build contractor will be responsible to complete the final noise barrier analysis and design, which will be documented in a separate technical memorandum.

3.4 Above Ground Historic Resources

In Design Segment 6.4, the proposed temporary traffic signal at SR 144 and Mann Road is located outside the approved aboveground Area of Potential Effects (APE) for I-69 Section 6. All work associated with the temporary signal will remain within existing right-of-way. However, the aboveground APE will require modification to include the area of this temporary signal as it is a component of the undertaking. All other proposed changes occur within the approved aboveground APE for I-69 Section 6.

The proposed changes in the area of Stones Crossing Road in Design Segment 6.4 are closer to a previously identified district determined eligible for inclusion in the National Register of Historic Places (NRHP) but will not change the “No Adverse Effect” finding. The additional approach work along Stones Crossing Road, east of proposed I-69, is closer to the NRHP-eligible Travis Hill Historic District but will not extend beyond the originally proposed right-of-way. In the “Adverse Effect” Finding that was signed by the FHWA on May 17, 2017, the supporting 800.11(e) documentation, and the addendum to the 800.11(e), the project was found to affect the Travis Hill Historic District, but not adversely. The FEIS footprint for I-69 Section 6 in this area stopped approximately 560 feet west of the historic district. The additional approach work along Stones Crossing Road stops approximately 350 feet west of the historic district, which is approximately 250 feet closer to the district. The DEIS alternative evaluation included approach work that extended to the historic district boundary. Under that alternative, the project was found to not adversely affect the historic district; therefore, the effect of the project on the historic district is not expected to change as a result of the design modifications to this area.

In Design Segment 6.5, approximately 0.21 acre of temporary right-of-way will be acquired from within the Southside German Garden Market Historic District for removal of two non-contributing structures. A finding of adverse effect was assessed for this district as part of the FEIS. There is no anticipated change to that effect finding due to the changes in this reevaluation.

In accordance with Stipulation II.C.1.a of the executed Section 6 Memorandum of Agreement (MOA) implemented for this project, these modifications have been determined by INDOT and FHWA to be minor and do not have the potential to adversely affect historic properties. As such, no further review or consultation with respect to those modifications' effects on aboveground properties is required. As part of the executed Section 6 MOA, commitments to implement context sensitive design for the Southside

German Market Gardeners Historic District were required. The Southside German Market Gardeners Historic District is within the segment of I-69 Section 6 which will be designed and constructed by a design-build contractor. Implementation of the MOA is underway and will continue through the design-build contract.

3.5 Below Ground Historic Resources

In accordance with Stipulation III.A.6 of the Section 6 MOA between FHWA and the Indiana SHPO, project areas extending beyond the archaeological APE shall be subjected to archaeological identification, evaluation, and assessment. No additional archaeological investigations have yet been undertaken as part of this reevaluation for areas of new or temporary right-of-way outside the original archaeological APE; however, coordination with INDOT Cultural Resources Office is underway to complete this evaluation. In accordance with the executed Section 6 MOA, additional archaeological investigation will be completed as necessary within areas of permanent or temporary right-of-way not previously investigated and on excess land prior to earth-disturbing activities. Archaeological investigations will be reviewed and approved by INDOT Cultural Resources and submitted to IDNR Division of Historic Preservation and Archaeology for approval. Per consultation with INDOT Cultural Resources Office, any demolition activities occurring prior to the approval of the archaeological investigations by IDNR DHPA shall limit soil disturbance to no more than 12 inches below the existing ground surface. This provision is incorporated into the project as a firm commitment.

In accordance with the executed Section 6 MOA, Phase II and Phase III Archaeological Investigations are being completed on archaeological sites identified during the FEIS that cannot be avoided. These investigations include data recovery at sites which will be permanently impacted.

3.6 Threatened and Endangered Species

This study has included an evaluation of potential impacts on federally-listed threatened and endangered species, as well as state-listed species. The evaluation of impacts on federally-listed species has been carried out in consultation with U.S. Fish and Wildlife Service (USFWS) under Section 7 of the Endangered Species Act (ESA).

FHWA and INDOT formally consulted with USFWS on I-69 Section 6 in 2017, which resulted in the issuance of a biological opinion (BO) dated October 30, 2017. Per the BO, approximately 210 acres of forest impacts (upland and forested wetland) are anticipated for I-69 Section 6. To avoid re-initiation of consultation, impacts may not exceed 10 percent of the anticipated amount of clearing (i.e., 231 acres) and no clearing should occur during the summer maternity season (April 1-September 30). As long as the re-initiation trigger is not met and all of the terms and conditions set forth within the BO are implemented, USFWS does not have any additional concerns or comments regarding these recent minor project modifications.

The anticipated changes in the proposed limited access, local, and temporary right-of-way for Design Segments 6.1 to 6.5 will result in an additional 1.7 acres of impacts to forested habitat and no additional impacts to core forest. Changes within Design Segments 6.2 through 6.5 will result in the reduction of 1.4 acres of forested habitat impacts, primarily in the southern portion of the project between Morgan Avenue and Egbert Road (See Appendix F, Pages 1-4). This additional tree clearing will not exceed the threshold for re-initiation of consultation. Information regarding these changes and the mapping included in Appendix F were provided to USFWS for information and comment. No comments have been received. Avoidance and minimization measures including seasonal tree clearing restrictions, limitations on lighting, protection of perennial streams, and contractor awareness are included in the project commitments and unique special provisions to ensure no impact to the Indiana bat or northern long-eared bat.

3.7 Water Resources

3.7.1 Wetlands

On-site field reviews were conducted in 2015, 2017, and 2018. The entire I-69 project area was reviewed to identify possible wetland impacts. Wetland impacts associated with the Design Segments 6.2, 6.3, 6.4, and 6.5 are less than the impacts shown in the FEIS. This includes an increase of 0.09 acre of emergent wetland, a reduction of 0.09 acre of forested wetland, and reduction of 0.89 acre of open water. Water resources, including wetlands, are depicted on the mapping found in Appendix F.

A review of previous studies, National Wetland Inventory Mapping, streams and river mapping, aerial photography, and hydric soils information was completed for all areas outside the original survey limits for wetlands and streams, including the intersection of SR 144 and Mann Road. No additional wetland areas were identified beyond those previously mapped.

The permitting and mitigation application process for the Section 401 Water Quality Certification (WQC) and Section 404 Permit is complete and key details associated with wetland impacts are summarized below. Permits were obtained utilizing the FEIS proposed right-of-way. Permit modifications to reflect the final design, including the changes documented in this Reevaluation, will be submitted to the regulatory agencies, as needed.

- An Isolated Wetland General Permit (IWGP 2019-089-49-JWR-A) was issued on March 7, 2019 for impacts associated with fill in 0.58 acre of Class I isolated non-forested wetland and 0.03 acre of Class I isolated forested wetland. Mitigation for impacts to isolated non-forested wetland will be provide through enhancement, preservation and protection of 0.58 acre of Waverly Bog mitigation site. Mitigation for impacts to forested wetland will be completed by construction of 0.03 acre of forested wetland at the Moline Mitigation site.

- A U.S. Army Corps of Engineers Section 404 Individual Permit (LRL-2016-481-dds) was issued on September 12, 2019 for discharge of 13,816 cubic yards of fill material would be discharged into 2.54 acres of open water and emergent, scrub-shrub, and forested wetlands at six separate and complete crossings. The mitigation, monitoring, and reporting for the impacts to the streams and wetlands shall be performed in accordance with the "Leonard Moline Mitigation Site Mitigation and Monitoring Plan for I-69 Section 6 Mitigation" dated December 12, 2018; the "Waverly Bog Mitigation Site Mitigation and Monitoring Plan for I-69 Section 6 Mitigation" dated January 15, 2019; the "Sinking Ditch Mitigation Site Mitigation and Monitoring Plan for I-69 Section 6 Mitigation" dated January 15, 2019; the "WF Farm Mitigation Site Mitigation and Monitoring Plan for I-69 Section 6 Mitigation" dated January 15, 2019; and the "Indian Creek Landlocked Mitigation Site Mitigation and Monitoring Plan for I-69 Section 6 Mitigation" dated January 15, 2019. The mitigation shall be constructed prior to or concurrent with the authorized work. The total constructed and successful mitigation areas will consist of the re-establishment or creation of a total of 2.82 acres of emergent wetland, 0.06 acre of scrub-shrub wetland, and 3.12 acres of forested wetland.
- A U.S. Army Corps of Engineers Section 404 Regional General Permit (LRL-2016-481-dds) was issued on August 29, 2019 for discharge of fill into a total of 0.18 acre of emergent wetland and 0.42 acre of forested wetland. The mitigation, monitoring, and reporting for the impacts to the streams and wetlands shall be performed in accordance with the "Leonard Moline Mitigation Site Mitigation and Monitoring Plan for I-69 Section 6 Mitigation" dated December 12, 2018. The mitigation shall be constructed prior to or concurrent with the authorized work and include the reestablishment or creation of a total of 0.36 acre of emergent wetland and 1.26 acres of forested wetland.
- A Section 401 Water Quality Certification (2019-089-49-JWR-A) from the Indiana Department of Environmental Management was issued on July 5, 2019. This authorization included discharge of fill material into 0.17 acre of open water, 1.61 acres of emergent wetland, 0.08 acre of scrub/shrub wetland, and 1.46 acre of forested wetland. Mitigation included creation of 3.22 acres of emergent wetland, 0.16 acre scrub/shrub wetland, and 4.47 acres of forested wetland.

3.7.2 Streams

On-site field reviews were conducted in 2015, 2017, and 2018. The entire I-69 project area was reviewed to identify possible stream impacts. Stream impacts associated with the Design Segments 6.2, 6.3, 6.4, and 6.5 are 885 linear feet greater than the impacts shown in the FEIS. This includes an additional 817 linear feet of impact to ephemeral stream, a reduction of 635 linear feet of impact to intermittent stream, and the addition of

703 linear feet of impact to perennial stream. Water resources, including streams, are depicted on the mapping found in Appendix F.

A review of previous studies, National Wetland Inventory Mapping, streams and river mapping, aerial photography, and hydric soils information was completed for all areas outside the original survey limits for wetlands and streams, including the intersection of SR 144 and Mann Road. No additional stream areas were identified beyond those previously mapped.

The permitting and mitigation application process for the Section 401 WQC and Section 404 Permit is complete and key details associated with stream impacts are summarized below. Permits were obtained utilizing the FEIS proposed right-of-way. Permit modifications to reflect the final design, including the changes documented in this Reevaluation, will be submitted to the regulatory agencies, as needed.

- A U.S. Army Corps of Engineers Section 404 Individual Permit (LRL-2016-481-dds) was issued on September 12, 2019 for discharge of 24,874 cubic yards of fill material below the Ordinary High Water Mark (OHWM) of 25,614 linear feet of Stotts Creek, Crooked Creek, Bluff Creek, Travis Creek, the White River, State Ditch and their unnamed tributaries. In addition to the proposed work for the construction of Interstate 69, the applicant would discharge 4,100 cubic yards of fill material into 1,677 linear feet of the White River and 1,700 cubic yards of fill material into 1,430 linear feet of Indian Creek as part of the proposed off-site mitigation. The mitigation, monitoring, and reporting for the impacts to the streams and wetlands shall be performed in accordance with the "Leonard Moline Mitigation Site Mitigation and Monitoring Plan for I-69 Section 6 Mitigation" dated December 12, 2018; the "Waverly Bog Mitigation Site Mitigation and Monitoring Plan for I-69 Section 6 Mitigation" dated January 15, 2019; the "Sinking Ditch Mitigation Site Mitigation and Monitoring Plan for I-69 Section 6 Mitigation" dated January 15, 2019; the "WF Farm Mitigation Site Mitigation and Monitoring Plan for I-69 Section 6 Mitigation" dated January 15, 2019; and the "Indian Creek Landlocked Mitigation Site Mitigation and Monitoring Plan for I-69 Section 6 Mitigation" dated January 15, 2019. The mitigation shall be constructed prior to or concurrent with the authorized work. The total constructed and successful mitigation areas will consist of enhancement of 5,138 linear feet of ephemeral stream, 5,609 linear feet of intermittent stream, and 6,344 linear feet of perennial stream; and the stabilization of 3,742 linear feet of perennial stream.
- A U.S. Army Corps of Engineers Section 404 Regional General Permit (LRL-2016-481-dds) was issued on August 29, 2019 for discharge of fill into Clear Creek, North Bluff Creek, Honey Creek, Pleasant Run Creek, Orme Ditch, Little Buck Creek, Haueisen Ditch, Lick Creek, Unnamed tributaries to Clear Creek, West Fork Clear Creek, the White River, and Bluff Creek would be impacted. For impacts to streams, INDOT shall provide receipt of payment from the Indiana Department of Natural Resources (IDNR) Stream and Wetland Mitigation Program for the purchase of 4,116 linear feet of stream credits (consisting of 116 linear feet of

ephemeral stream credits, 1,438 linear feet of intermittent stream credits, and 2,562 linear feet of perennial stream credits). These credits must be purchased prior to the discharge of fill into “waters of the United States”, as authorized by this permit.

- A Section 401 Water Quality Certification (2019-089-49-JWR-A) from the Indiana Department of Environmental Management was issued on July 5, 2019. This authorization included 10,468 linear feet of ephemeral stream, 10,090 linear feet of intermittent stream, and 13,004 linear feet of perennial stream were permitted. Mitigation included enhancement of 9,180 linear feet of stream off-site, enhancement of 12,304 linear feet of stream on-site, and purchasing of 12,078 linear feet of intermittent stream credits from the IDNR Stream and Wetland Mitigation Program

3.7.3 Floodplains/Floodways

As part of the design of I-69 Segment 6.2, 6.3, 6.4, and 6.5, additional impacts to floodways and floodplains have occurred due to acquisition of permanent and temporary right-of-way. Compared to the values shown in the FEIS, there will be an additional 19.6 acres of floodplain and a decrease of 0.7 acres of floodway predominantly due to temporary acquisition of floodway around Henderson Ford Road. Water resources, including floodplains and floodways, are depicted on the mapping found in Appendix F.

In addition, two flood easements and one area of permanent right-of-way will be acquired based on the hydraulic analysis and increase in backwater flood elevations. Located adjacent to Crooked Creek on each side, north of I-69, a total of 10.92 acres of flood easement will be required from four parcels. The flood easement is required based on hydraulic analysis and final design, which accommodated the planned Perry Road bridge single-span bridge option. Approximately 1.30 acres of temporary right-of-way was identified for removal of an existing bridge and drive. The temporary right-of-way is included in the total acreage of flood easement. The land use within the impacted area includes 9.11 acres of cultivated farmland, 0.20 acre of residential land, and 1.61 acres of forested land. No construction beyond removal of the existing bridge/drive will be required as part of the easement. Therefore, the only potential impact will be a reduction in productivity of 9.11 acres of farmland with additional flooding.

During final design, it was determined the purchase of the flood easement would be less expensive than construction of larger bridges which would not require the easement. During the preliminary design the flood easement and temporary right-of-way was anticipated; however, sufficient detail regarding property acquisition costs and bridge construction costs was not available until final design to complete the determination. As such, the flood easement and temporary right-of-way was not evaluated in the FEIS.

A total of 0.91 acre of permanent right-of-way will be required from one parcel along North Bluff Creek between Old SR 37 and proposed I-69. This area is required to provide

additional water storage resulting from the construction of a structure that conveys North Bluff Creek under Old SR 37. This structure is anticipated to have a 23-foot span by 8-foot rise, which will produce up to three feet of backwater upstream of Old SR 37. In this case, INDOT Hydraulics will approve an exemption to allow three feet of backwater if the flood storage area is located within permanent right-of-way.

A total of 21.1 acres of flood easement will be required from five parcels located adjacent to each side of Pleasant Run west of proposed I-69, south of Wicker Road, and east of the proposed extension of Old SR 37. Based on hydraulic analysis, the flood easements were determined necessary as means to offset the need for a larger, more cost-prohibitive bridge at the west access road's crossing of Pleasant Run. During the preliminary design the flood easement was anticipated; however, sufficient detail regarding property acquisition costs and bridge construction costs was not available until final design to complete the determination. As such, the flood easement was not evaluated in the FEIS.

A Construction in a Floodway permit from IDNR is being prepared for Crooked Creek, Clear Creek, North Bluff Creek, Honey Creek, Pleasant Run Creek, Orme Ditch, Little Buck Creek, Haueisen Ditch, Lick Creek, Harmon Ditch, and the White River both on I-69 and I-465.

3.8 Forest Impacts

The Revised Programmatic BO for Tier 1 (see FEIS Appendix W) lists the thresholds of forest impacts for each section of I-69. If these thresholds are exceeded, Section 7 consultation with the USFWS for Tier 1 may need to be reinitiated. For the RPA, the total forest impacts are 156 acres. This is approximately 75 acres less than the 231 acres estimated for I-69 Section 6 in the Revised Programmatic BO for Tier 1. The anticipated changes in the proposed limited access, local, and temporary right-of-way in Reevaluation Statement #3 will result in an overall reduction of 1.4 acres of forest impacts. Including Design Segment 6.1, the overall project will result in the addition of 1.7 acre of impacts to forested habitat and no additional impacts to Core Forest from the FEIS. This additional tree clearing will not exceed the threshold for re-initiation of consultation. Habitat resources, including forests, are depicted on the mapping found in Appendix F.

3.9 Section 4(f) Resources

Approximately 0.21 acre of temporary right-of-way will be acquired from within the Southside German Market Gardeners Historic District for removal of two non-historic and non-contributing structures. One structure is a modern concrete block commercial building and the other structure is a small garage associated with a non-contributing residential structure. The project will not use other land within the historic district that is considered contributing to its historic significance. As such, there is no direct use of the historic district for purposes of Section 4(f). Further, the project will not substantially impair the activities, features, or attributes that are related to the NRHP eligibility of the historic

district. As such, there is no constructive use of the historic district for purposes of Section 4(f).

On August 28, 2019, an Advisory Team meeting was held in accordance with the Section 106 MOA. Consulting parties, including the Official with Jurisdiction/State Historic Preservation Officer (SHPO), were present at that meeting and were informed of the additional temporary right-of-way for the removal of two non-contributing structures. A response from the IDNR Division of Historic Preservation (IDNR-DHPA)/SHPO was received on November 12, 2019. No comments regarding the temporary right-of-way or proposed demolitions were received.

Although temporary right-of-way will be required from the Martinsville Golf Club and the Cikana State Fish Hatchery, the evaluation in the FEIS determined that the requirements of Section 4(f) do not apply to these properties. All additional impacted structures and properties were evaluated, and no additional Section 4(f) resources were identified within the expanded project area considered in this reevaluation. It should be noted that as part of the final design, permanent impacts to the Martinsville Golf Club were reduced.

3.10 Hazardous Materials

As part of the development of the RPA as detailed in the FEIS and since the FEIS/ROD was completed, multiple Phase I Environmental Site Assessments (ESAs) and Phase II Limited Subsurface Investigations have been completed for parcels in Design Segments 6.2, 6.3, 6.4, and 6.5. A total of sixteen sites with a recognized environmental concern were investigated. The investigations indicated six sites with no evidence of impacted soils or groundwater and two sites with evidence of impacted soils or groundwater. The remaining sites are undergoing additional investigation. For a summary of these sites see **Table 3-3**. Sites with evidence of impacted soils or groundwater and sites where contamination on site may still migrate into the project area will address worker safety, as well as proper handling and disposal via INDOT Standard Specifications and/or Unique Special Provisions.

Table 3-3: Investigation of Sites with a Recognized Environmental Concern

Design Segment	Property	Address	Report Completed	Status / Results
6.2	Marathon Gas	3400 Old SR 37	Phase II LSI	INDOT Standard Specifications and Unique Special Provisions will be incorporated into the contract documents to address worker safety, as well as proper handling and disposal of excavated material.
6.3	Tim Wilson Chevrolet-Buick North	7005 SR 37 North	Phase I ESA	No evidence of impacted soil or groundwater that represents a concern to human health or the environment and no further investigation is recommended.

Design Segment	Property	Address	Report Completed	Status / Results
6.4	Speedway	6100 West Smith Valley Road	Phase I ESA	Phase II LSI work pending
6.4	Amoco	9614 SR 144	Phase I ESA	Phase II LSI work pending
6.4	Johnson Oil Bigfoot/Shell/Circle K	9400 SR 144	Phase II LSI	No evidence of impacted soil or groundwater that represents a concern to human health or the environment and no further investigation is recommended. INDOT Standard Specifications and Unique Special Provisions will be incorporated into the contract documents to address worker safety, as well as proper handling and disposal of excavated material.
6.4	Tuchman Cleaners/Marathon	378 Western Boulevard	Phase II LSI	No evidence of impacted soil or groundwater that represents a concern to human health or the environment and no further investigation is recommended. INDOT Standard Specifications and Unique Special Provisions will be incorporated into the contract documents to address worker safety, as well as proper handling and disposal of excavated material.
6.5	WR Beach / Affordable Auto & Towing	4402 Bluff Rd.	Phase II LSI	Evidence of impacted soil that represents a concern to human health or the environment. INDOT Standard Specifications and Unique Special Provisions will be incorporated into the contract documents to address worker safety, as well as proper handling and disposal of excavated material.
6.5	Pilot Travel Center	4607 Harding St.	Phase II LSI	Evidence of impacted soil that represents a concern to human health or the environment. INDOT Standard Specifications and Unique Special Provisions will be incorporated into the contract documents to address worker safety, as well as proper handling and disposal of excavated material.
6.5	Circle City Tank Wash / Smith Tank Cleaning	1930 Banta Rd.	Phase I ESA	No evidence of impacted soil that represents a concern to human health or the environment. INDOT Standard Specifications and Unique Special Provisions will be incorporated into the contract documents to address worker safety, as well as proper handling and disposal of excavated material.

Design Segment	Property	Address	Report Completed	Status / Results
6.5	Thompson Road Dump	2635 West Thompson Rd.	Phase I ESA	No evidence of impacted soil that represents a concern to human health or the environment. Additional Phase II LSI work in progress.
6.5	RH Marlin	2202 West Thompson Rd.	Phase II LSI	Evidence of impacted soil that represents a concern to human health or the environment. INDOT Standard Specifications and Unique Special Provisions will be incorporated into the contract documents to address worker safety, as well as proper handling and disposal of excavated material.
6.5	Kopetsky's / Martin Marietta / IMI / Tri-Ax Inc.	5320 South Belmont Ave.	Phase II LSI	Evidence of impacted soil that represents a concern to human health or the environment. INDOT Standard Specifications and Unique Special Provisions will be incorporated into the contract documents to address worker safety, as well as proper handling and disposal of excavated material.
6.5	Ricker's 876 / Amoco	2025 West Southport Rd.	Phase II LSI	Evidence of impacted soil that represents a concern to human health or the environment. INDOT Standard Specifications and Unique Special Provisions will be incorporated into the contract documents to address worker safety, as well as proper handling and disposal of excavated material.
6.5	Hanson Aggregates / Milestone / E&B Paving	4350 Harding St.	Phase I ESA	No evidence of impacted soil or groundwater that represents a concern to human health or the environment and no further investigation is recommended.
6.5	Flying J Travel Plaza / Boss Shop	1720 West Thompson Rd.	Phase II LSI	No evidence of impacted soil or groundwater that represents a concern to human health or the environment and no further investigation is recommended.
6.5	Bud's Service / Mr. Fuel	4640 Harding St.	Phase II LSI	No evidence of impacted soil or groundwater that represents a concern to human health or the environment and no further investigation is recommended.

3.11 Additional Commitments

Per consultation with INDOT Cultural Resources Office, any demolition activities occurring prior to the approval of the archaeological investigations by IDNR DHPA shall limit soil disturbance to no more than 12 inches below the existing ground surface. This provision is incorporated into the project as a firm commitment.

CHAPTER 4 – CONCLUSIONS

The analysis of the impacts resulting from the design changes incorporated as part of Design Segment 6.2, 6.3, 6.4 and 6.5 supports the conclusion that these modifications will not cause significant environmental impacts that were not evaluated in the I-69 Section 6 FEIS. The changes presented in this reevaluation offer no new information or circumstances relevant to environmental concerns, nor will they result in significant environmental impacts that were not discussed in the I-69 Section 6 FEIS. Additionally, no new environmental commitments were identified as part of the design changes included in Design Segments 6.2, 6.3, 6.4, and 6.5. The analysis in this reevaluation supports the conclusion that the design in Segments 6.2, 6.3, 6.4, and 6.5 will not have impacts sufficient enough to require the preparation of a Supplemental Environmental Impact Statement or an additional Draft Environmental Impact Statement (DEIS) for I-69 Section 6. Therefore, the I-69 Section 6 Tier 2 FEIS and Record of Decision (ROD) remain valid.