



Reevaluation Statement #4
Segments 6.2 to 6.5

I-69 Section 6

Construction Contracts 3, 4, and 5

July 14, 2020



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

I-69

Evansville to Indianapolis, Indiana
Designation Number: Des. No. 0500430

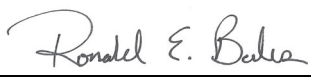
This fourth reevaluation of the Tier 2 Final Environmental Impact Statement (FEIS) was prepared due to changes as a result of the design refinements in Section 6 of the I-69 highway in Morgan, Johnson, and Marion Counties, Indiana. The combined Tier 2 Final Environmental Impact Statement (FHWA-IN-EIS-18-01-F) 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. Reevaluation Statement #3 was approved on February 4, 2020. 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 #4 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 drainage areas, interchanges, grade separations, and local roadways are the most substantial changes to the project and were evaluated as part of Reevaluation Statement #4.

This reevaluation considers design changes to I-69 Section 6 which have occurred since approval of the FEIS, as well as Reevaluation Statements #1, #2, and #3. 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

7-14-2020

Date

MAYELA SOSA Digitally signed by MAYELA SOSA
Date: 2020.07.15 11:52:17 -04'00'

FHWA Signature

Date

TABLE OF CONTENTS

CHAPTER 1 – INTRODUCTION	4
CHAPTER 2 – PROJECT DESCRIPTION	7
2.1 Project Description and Area	7
2.2 Approved Environmental Documentation.....	7
2.3 Public Involvement.....	8
2.3.1 Kitchen Table Meetings	8
2.3.2 Project Office.....	8
2.4 Aesthetics Survey	9
2.5 Description of Project Changes.....	10
2.5.1 Segment 6.2.....	10
2.5.2 Segment 6.3.....	11
2.5.3 Segment 6.4.....	11
2.5.4 Segment 6.5.....	15
2.5.5 Intelligent Transportation System	16
CHAPTER 3 – ENVIRONMENTAL CONSEQUENCES.....	17
3.1 Social	19
3.2 Farmland	20
3.3 Noise Impact Analysis.....	21
3.4 Above Ground Historic Resources.....	22
3.4.1 Memorandum of Understanding (MOA) Implementation	23
3.5 Below Ground Historic Resources	24
3.6 Threatened and Endangered Species	28
3.7 Water Resources	28
3.7.1 Wetlands	28
3.7.2 Streams.....	29
3.7.3 Floodplains/Floodways	30
3.8 Forest Impacts	31

3.9	Section 4(f) Resources.....	31
3.10	Wellhead Protection Area	32
3.11	Managed Lands	32
3.12	Hazardous Materials	32
3.13	Additional Commitments	35
CHAPTER 4 – CONCLUSIONS		36

LIST OF FIGURES

Figure 1-1: Project Location Map	6
--	---

LIST OF TABLES

Table 3-1: Environmental Resource Impacts	17
Table 3-2: Investigation of Sites with a Recognized Environmental Concern.....	32

LIST OF APPENDICES

Appendix A – Reevaluation Statement #4 – Potential Acquisition and Relocation Mapbook
Appendix B – Impacts Table
Appendix C – Resource Mapping – Water Resources Mapbook & Habitat Mapbook
Appendix D – Aesthetic Survey Graphics

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. These design changes have occurred since the approval of the FEIS, Reevaluation Statement #1, Reevaluation Statement #2, and Reevaluation Statement #3. Reevaluation Statement #4 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**).

This reevaluation document examines roadway and right-of-way modifications made in post-National Environmental Policy Act (NEPA) efforts to improve the project design and further optimize the project footprint, including minimization of resource impacts where possible. Temporary impacts, such as driveway construction or building demolition are considered, 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 Reevaluation Statement #3 include:

- Total new permanent right-of-way is increased by 5.5 acres, including new right-of-way, changes from temporary or flood easement to permanent right-of-way, and reductions in right-of-way. The total includes a reduction in right-of-way of 3.5 acres south of County Line Road and a reduction in surplus right-of-way purchased as utility easement of 4.5 acres north of Olive Branch Road.
- Total temporary right-of-way is increased by 5.2 acres.
- Total easement for flood storage is increased by 8.0 acres, including excess land acquisition.
- Relocations are reduced by one single-family residence at Smith Valley Road, one commercial property along Thompson Road, and one gas station at SR 144.
- Relocations are increased by one single-family residence along Belmont Avenue due to impacts to the septic system.
- Wetland impacts are decreased by 0.62 acre. Open water impacts are increased by 0.24 acre.
- Total permanent stream impacts are increased by 198 linear feet.
- Floodplain impacts are increased by 14.5 acres and floodway impacts are increased by 0.2 acre.
- Impacts to upland forest habitat are decreased by 0.4 acre.
- Impacts to agricultural lands are decreased by 3.18 acres.

This analysis supports a conclusion that impacts of design changes will not be 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.

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 #4, are shown on **Figure 1-1** and 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 drainage areas, interchanges, grade separations, and local roadways are the most substantial changes to the project and are evaluated as part of Reevaluation Statement #4. 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 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 I-69 Section 6 Tier 2 FEIS (FHWA-IN-EIS-18-01-F) and ROD was approved February 1, 2018. Reevaluation Statement #1 was approved November 9, 2018. Reevaluation Statement #2 was approved July 30, 2019. Reevaluation Statement #3 was approved February 4, 2020.

2.3 Public Involvement

Since Reevaluation Statement #3, public involvement activities have shifted toward a more individualized and project update-based outreach approach. Activities include:

- Responding to public inquiries received via phone, email, the project website, and in-person at the project office; providing content
- Providing project updates via social media including weekly updates via Facebook, Instagram, and Twitter
- Distributing a project newsletter called “OnTrack” which launched in February. The newsletter is sent weekly via email and text message to the project contact list, which contains over 7,000 email addresses and 2,000 cell phone numbers.

Additionally, as the property acquisition process has continued, INDOT’s real estate staff has been in contact with property owners to answer any questions about the right-of-way acquisition process.

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

2.3.1 Kitchen Table Meetings

Kitchen table meetings (KTMs) have been ongoing with affected property owners throughout the project corridor. At KTMs, project representatives meet with property owners to review the property acquisition process and to review impacts and gather information on each property, such as locations of drinking water wells and septic systems. At this time, KTMs are complete with the current design and anticipated relocations, including 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.

2.3.2 Project Office

INDOT reopened the I-69 Section 6 project office located at 7851 Waverly Road, Martinsville, Indiana 46151 on October 22, 2019. At that time, the project office was

rebranded from I-69 Section 6 to I-69 Finish Line. From October 22, 2019, until March 18, 2020, the project team was staffing the office Monday through Friday between 9:00 a.m. and 4:00 p.m. and by appointment. Since March 18, 2020, the project office has been closed due to Coronavirus, or COVID-19, restrictions; however, the project telephone and email remain active. Projects updates continued via I-69 Finish Line on Facebook, Twitter (@I69FinishLine), and Instagram (@I69FinishLine); via email and text subscriptions; and via the INDOT website.

Since the beginning of the year, the I-69 Finish Line project office has resolved over 300 individual contacts received from the INDOT customer service phone/email/website at INDOT4U, project office visits, and contacts made directly to project team members. Concerns expressed by individuals to the project office related to maintenance of traffic and construction activities, property acquisition, design considerations, and general topics regarding the project. An increase in project office inquiries was noted in early 2020 when construction and tree clearing contracts were initiated along the corridor.

2.4 Aesthetics Survey

As part of the public involvement that occurred in the fall of 2019, an aesthetics survey was completed asking the public what type of finishes were preferred for bridges, walls, and lighting. Surveys were available for residents within Marion and Johnson counties. Approximately 1,700 responses were received. The aesthetics survey has not changed since Reevaluation Statement #3; however, results of the survey were not reported in that Reevaluation Statement and are reported here for information purposes. In Morgan County, the aesthetic features of the project will match what has already been completed in the city of Martinsville.

The proposed I-69 bridges in Johnson County will have a red brick pattern for the concrete bridge railings and a gray color for the structural beams. Concrete forms with a triangle design will be used to cast retaining wall panels, and the Sanibel transitional style will be used for decorative lighting.

Visual enhancements in Marion County will include corner pilasters and dark brown structural beams. Beveled concrete bridge railings, concise hex bridge piers, and an ashlar stone texture for concrete retaining wall panels will be used for I-69 in Marion County. For consistency, I-465 improvements that are part of the project will continue visual elements first used the west side of Indianapolis.

For reference to graphics of the proposed aesthetic treatments for each section see Appendix D.

2.5 Description of Project Changes

The following is a summary of the most substantial physical and right-of-way changes to the project design since the FEIS/ROD, Reevaluation Statement #1, Reevaluation Statement #2, and Reevaluation Statement #3. Changes are summarized by design segment. 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. This reevaluation considers the acquisition of excess land as part of the ongoing property acquisition process; however, it does not assess these excess land areas for impacts. Areas of excess land acquisition are included on the project mapping for reference. For reference to the design changes see mapping in Appendix A, Pages 1-31.

2.5.1 Segment 6.2

The following sections summarize the most substantial design changes incorporated into Segment 6.2. For reference to all design changes since the FEIS and the Engineers Assessment see the Segment 6.2 Memorandum documenting Scope Change from Engineering Assessment.

2.5.1.1 Morgan Street Area

A reduction in temporary right-of-way totaling 0.14 acre is anticipated from one parcel along Morgan Street. This parcel was previously impacted by the RPA as analyzed in the FEIS and temporary right-of-way was included in the Reevaluation Statement #3. During right-of-way engineering, there were several property lines which were corrected or updated on the engineering plans, resulting in a shift in the right-of-way. This resulted in an additional 0.21 acre of right-of-way required from the Indiana Department of Natural Resources (IDNR) Cikana State Fish Hatchery parcel on the west side of I-69. This property has been determined not to be a Section 4(f) resource and no additional impacts are expected. For reference to the design changes see mapping in Appendix A, Pages 1-2.

2.5.1.2 Teeters Road Area

A reduction in permanent right-of-way from two parcels, including the IDNR Cikana State Fish Hatchery on the east side of proposed I-69, will occur due to refinement of the Teeters Road alignment. These changes were made at the request of IDNR in order to minimize impacts to the Cikana State Fish Hatchery. The overall right-of-way will be reduced by 1.25 acres from that previously reported in the Reevaluation Statement #3. Additionally, a reduction in temporary right-of-way of 0.34 acre for drive access on two parcels is anticipated.

2.5.1.3 Egbert Road

During right-of-way engineering, there were several property lines which were corrected or updated on the engineering plans within the Willowbrook Subdivision, resulting in a shift in the right-of-way. This resulted in an increase in right-of-way of 0.30 acre for the new access roadway and a reduction in temporary right-of-way totaling 0.30 acre from three parcels. These parcels were previously impacted by the RPA analyzed in the FEIS and temporary right-of-way was included in the Reevaluation Statement #3. For reference to the design changes see mapping in Appendix A, Page 4.

2.5.2 Segment 6.3

A decrease in right-of-way by 0.1 acre will occur at New Harmony Road due to clarification of parcel lines and an increase in right-of-way by 0.01 acre along the mainline. These are the only changes since Reevaluation Statement #3. All parcels were previously impacted by the RPA analyzed in the FEIS. For reference to the design changes see mapping in Appendix A, Pages 7-8.

Additionally, as originally planned in the FEIS, the SR 37 bridge over Stott's Creek was planned to be rehabilitated as part of the project; however, during final design it was determined that the bridge would require replacement. For reference to all design changes since the FEIS and the Engineers Assessment see the Segment 6.3 Memorandum documenting Scope Change from Engineering Assessment.

2.5.3 Segment 6.4

The following sections summarize the most substantial design changes incorporated into Segment 6.4. For reference to all design changes since the FEIS and the Engineers Assessment see the Segment 6.4 Memorandum documenting Scope Change from Engineering Assessment.

2.5.3.1 Banta Road Area

As proposed in the FEIS and Reevaluation Statement #3, Banta Road southeast of proposed I-69 would end with a cul-de-sac. In Reevaluation Statement #3, the location of this cul-de-sac was extended northeast to provide access to an apparently landlocked parcel. As part of Reevaluation Statement #4, the proposed design is reverting to the originally proposed design, resulting in a 0.75 acre reduction of permanent right-of-way acquisition. The additional temporary right-of-way required from three parcels in this area for drive reconstruction, yard grading, and building removal as indicated in Reevaluation Statement #3 will remain the same. All of these parcels were previously impacted by the RPA as analyzed in the FEIS. In addition, 3.12 acres of temporary right-of-way for demolition/excess land will be required from one parcel previously identified as a relocation.

A total of four parcels are affected by the design changes, all of which were previously affected by the RPA as analyzed in the FEIS. For reference to the design changes see mapping in Appendix A, Page 8.

2.5.3.2 SR 144 Interchange Area

As proposed in the FEIS, the proposed interchange configuration at this location was a partial folded diamond. A tight diamond with roundabouts at the ramp terminals is now proposed, which will optimize the performance of the interchange. In addition, a multi-lane roundabout will be constructed at the intersection of SR 144 and Old SR 37, which will require lengthening the construction limits along the north and south approaches to the intersection. These changes were documented in Reevaluation Statement #3.

During continued design refinement and property acquisition, it has been determined that one of the potential relocations, the BP Gas Station, will remain in place. The changes around the interchange and SR 144/Old SR 37 area will require approximately 0.14 additional acre of permanent right-of-way due to minor shifts in proposed right-of-way, 0.09 acre of temporary right-of-way due to driveway construction and removal of outbuildings, and 2.91 acres of temporary right-of-way/excess land for demolition of buildings and relocations. All relocations and potential relocations were previously included in the FEIS or Reevaluation Statement #3.

A total of 13 parcels are affected by the design changes, all of which were previously affected by the RPA as analyzed in the FEIS. For reference to the design changes see mapping in Appendix A, Pages 14-15.

2.5.3.3 Stones Crossing Road Area

Additional permanent and temporary right-of-way will be required from four parcels. An additional 0.28 acre of permanent right-of-way will be required from three parcels on Stone's Crossing east of the proposed I-69. The additional right-of-way is required along Stone's Crossing for roadway reconstruction in order to transition the reconstructed Stone's Crossing to the existing roadway. Changes in temporary right-of-way for drive access and avoidance of the package wastewater treatment plant for the Greenwood Mobile Home Park result in a reduction of 0.14 acre of temporary right-of-way. Of the affected parcels, all but one was previously impacted by the RPA as analyzed in the FEIS. For reference to the design changes see mapping in Appendix A, Page 16.

2.5.3.4 North Bluff Creek Drainage Area

Additional permanent right-of-way totaling 0.77 acre will be required from one parcel along North Bluff Creek between Old SR 37 and proposed I-69. This will be acquired as permanent right-of-way and not a drainage easement as indicated in Reevaluation Statement #3. This area is required to provide additional flood water storage resulting

from the construction of a structure to convey 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. INDOT Hydraulics will approve an exemption to allow three feet of backwater because the flood water storage area is located within permanent right-of-way. For reference to the design changes see mapping in Appendix A, Page 17.

2.5.3.5 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. With agreement of the neighbors, the owner asked INDOT to consider realigning the road closer to the mainline of proposed I-69. This evaluation was completed in the Reevaluation Statement #3. During right-of-way engineering, there were several property lines which were corrected or updated on the engineering plans in this area resulting in a shift in the right-of-way. This resulted in minor changes to the proposed temporary and permanent right-of-way resulting in an overall addition of 0.11 acre of permanent right-of-way and 0.19 acre of temporary right-of-way. All of these parcels were previously impacted by the RPA as analyzed in the FEIS. For reference to the design changes see mapping in Appendix A, Page 17.

In addition, surplus right-of-way purchased for utility easement on the east side of proposed I-69 north of Olive Branch will be eliminated resulting in a reduction of 4.53 acres of right-of-way acquisition from five parcels. This area will be encumbered with a utility easement and returned to the property owners. The utility easement will be purchased by the utilities to accommodate the required utility relocation(s) and the acquired property will not be held by the State of Indiana. For reference to the design changes see mapping in Appendix A, Pages 17-18.

2.5.3.6 Smith Valley Road Interchange Area

As proposed in the FEIS, the interchange configuration of Smith Valley Road was to be 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. The 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. One probable residential relocation, as reported in Reevaluation Statement #3, has been eliminated.

Since Reevaluation Statement #3, changes have occurred in both permanent and temporary right-of-way to accommodate a proposed pipeline, reduce relocations, improve local roadway connections, and allow for appropriate drainage and detention. Shifts in permanent right-of-way result in an overall reduction of 1.24 acres. Shifts in temporary right-of-way result in an increase of 3.41 acres. All of these parcels were previously impacted by the RPA as analyzed in the FEIS. For reference to the design changes see mapping in Appendix A, Page 18.

Additional right-of-way is also required for drainage as 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 west access road south of Smith Valley Road. Without detention, this larger watershed area would increase the peak discharge rate during the proposed condition. To prevent the peak discharge from exceeding the existing rate, a dry detention basin is proposed in the low point of the proposed watershed. Additional permanent right-of-way will be required to construct this basin. However, the placement of the basin may affect a septic system resulting in a relocation of either a residential parcel or a commercial parcel. The final design for the proposed detention basin at location and any required relocations is still under consideration and will be addressed in a future Note to File or Additional Information to the NEPA document. For reference to the design changes see mapping in Appendix A, Page 18.

2.5.3.7 County Line Road and Belmont Avenue

Since approval of the FEIS, minor shifts in right-of-way and property acquisition have resulted in the addition of one residential relocation along Belmont Avenue due to the loss of a septic system, and 0.43 acre of temporary right-of-way for building removal. Additional changes include the reduction of permanent right-of-way by 3.85 acres and the change from permanent to temporary right-of-way for 0.07 acre. The reduction of permanent right-of-way includes the reduction of 3.34 acres on the west side of I-69 south of County Line Road due to the elimination of a utility easement and the reduction of 0.37 acre on the east side of I-69 north of County Line due to design refinements. All of these parcels were previously impacted by the RPA as analyzed in the FEIS. For reference to the design changes see mapping in Appendix A, Pages 20-21.

2.5.3.8 Pleasant Run and Glenn's Valley

A flood easement will be required from five parcels located adjacent to each side of Pleasant Run west of proposed I-69. This will also include one residential relocation, which is located 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. No design changes have occurred in this area since the FEIS, but the need for and details of the required flood easement could not be confirmed until

completion of final design. As such, the flood easement was not evaluated in the FEIS. Since the Reevaluation Statement #3 and as part of property acquisition, it was determined the flood easement would impact the septic system of one residential property resulting in a relocation and acquisition of the entire parcel. It has been determined a minimum of 7.79 acres of new flood easement will be required including the acquisition of the residential parcel. Additional flood easement may be encumbered depending on the on-going property acquisition and the acquisition of excess land. All of these parcels were previously impacted by the RPA as analyzed in the FEIS. Additionally, minor shifts in the proposed right-of-way along Glenn's Valley cul-de-sac result in a change in right-of-way type from 0.05 acre of permanent right-of-way to temporary right-of-way. Refer to Appendix A, Page 21 for mapping that depicts the location of this easement.

2.5.4 Segment 6.5

Minor alignment shifts of I-69, local roadways, and the I-69/I-465 system interchange have resulted in both reductions and additions of permanent right-of-way. These parcels were previously evaluated in by the RPA as analyzed in the FEIS.

2.5.4.1 Epler Road

At Epler Road, local access to the remaining commercial business will be shifted from Belmont Avenue to what is currently SR 37/Harding Street and to north Belmont Avenue. Since Reevaluation Statement #3, minor shifts in permanent and temporary right-of-way for driveway reconstruction result in the overall addition of 1.44 acre of new temporary right-of-way and 0.07 acre of new permanent right-of-way. For reference to the design changes see mapping in Appendix A, Page 25.

2.5.4.2 System Interchange

Property acquisition around the I-69/I-465 system interchange and Thompson Road results in the addition of 0.39 acre of temporary right-of-way for building removal. This building removal was previously included in the FEIS and Reevaluation Statement #3. One building on Thompson Road will be retained by the owner resulting in a reduction of 0.07 acre of temporary right-of-way and a reduction in one commercial relocation.

2.5.4.3 Thompson Road

Thompson Road as it approaches the White River from the west currently ends at a private property just east of State Ditch. An additional 0.03 acre of temporary right-of-way will be required for driveway access and 0.87 acre of reacquisition of apparent existing right-of-way will be required to complete the Thompson Road improvements. All of these parcels were previously impacted by the design as RPA as analyzed in the FEIS. For reference to the design changes see mapping in Appendix A, Pages 26, 27, and 30.

A total of 13 residential relocations along Thompson Road east of the White River and west of the system interchange were evaluated in the FEIS and Reevaluation Statement #3. During property acquisition it was determined these relocations would be complete acquisitions and the parcels would be acquired as right-of-way for roadway construction. This results in the 6.68 acres of temporary right-of-way for building removal being converted to permanent right-of-way, as well as the acquisition of an additional 5.89 acres of permanent right-of-way.

2.5.5 Intelligent Transportation System

I-69 Section 6 will include Intelligent Transportation System (ITS) equipment. The original concept for the project was to provide ITS backbone within the corridor consisting of fiber optic conduits and handholes, allowing for future addition of ITS equipment. To expedite implementation of ITS within the corridor, INDOT will install the equipment as part of I-69 Section 6 construction. After installation, the ITS system will also be available during construction for assisted traffic management and handling traffic queues. The additional equipment will include dynamic message sign structures, closed circuit camera towers, and weigh-in-motion sites. Generally, camera towers will be spaced along the corridor to provide continual video coverage of the corridor, particularly at interchanges. The benefits of including ITS equipment in I-69 Section 6 include enhanced mobility, improved safety, and reduced environmental impacts. All proposed ITS improvements will be within the permanent right-of-way and will be documented in two technical memos; one for contracts 1-4 and one for contract 5. The technical memorandums will document planned ITS infrastructure along the Section 6 corridor.

CHAPTER 3 – ENVIRONMENTAL CONSEQUENCES

This section summarizes the environmental resource impacts for Reevaluation Statement #4 in comparison to the FEIS RPA impacts as analyzed in the FEIS. The environmental impacts as reported in the FEIS RPA, impact changes with each reevaluation statement, and a summary of total end to end impacts are shown in **Table 3-1**.

Table 3-1: Environmental Resource Impacts

Impact Criteria	FEIS RPA End-to-End	Reevaluation Smnts. #1 & 2 Total Change	Reevaluation Statement #3 Total Change	Reevaluation Statement #4 Total Change	Cumulative Impacts after Reevaluation Statement #4 End-to-End	Total Change since FEIS End-to-End ⁴
Permanent Right-of-Way (acres)						
Existing Right-of-Way ¹	1,050.0	6.8	14.2	0.1	1,071.1	21.1
New Right-of-Way ²	1,025.0	8.3	-26.4	5.5	1,012.4	-12.6
Total Right-of-Way	2,075.0	15.1	-12.2	5.6	2,083.5	8.5
Temporary Right-of-Way (acres)	0.0	2.0	43.9	5.2	51.1	51.1
Flood Easement	0.0	0.0	13.3	8.0	21.3	21.3
Other/Excess Land	0.0	0.0	8.5	0.0	8.5	8.5
Relocations						
Residential - Single Family Home	142	-3	4	0 ⁵	143	1
Residential - Duplex Unit	8	0	0	0	8	0
Residential - Mobile Home	9	1	0	0	10	1
Residential - Apartment Unit	28	0	0	0	28	0
Business	81	0	4	-2 ⁶	83	2

Impact Criteria	FEIS RPA End-to-End	Reevaluation Smnts. #1 & 2 Total Change	Reevaluation Statement #3 Total Change	Reevaluation Statement #4 Total Change	Cumulative Impacts after Reevaluation Statement #4 End-to-End	Total Change since FEIS End-to-End ⁴
Non-Profit	2	1	0	0	3	1
Religious Facility/School	0	0	1	0	1	1
Fire Station	1	0	0	0	1	0
Total Relocations	271	-1	9	-2	277	6
Section 4(f)						
Park (acres)	0.00	0.00	0.00	0.00	0.00	0.00
Historic or NRHP Eligible (acres)	6.00	0.00	-0.13	0.00	5.87	-0.13
Total Wetland (acres)						
Emergent Wetland	1.90	-0.05	0.09	-0.62	1.32	-0.58
Forested Wetland	1.70	0.02	-0.09	0.00	1.64	-0.06
Scrub/Shrub Wetland	0.39	0.00	0.00	0.00	0.39	0.00
Open Water (Not included in Wetlands)	2.78 ³	0.02	-0.87	0.24	2.16	-0.62
Total Wetland Impacts	3.99	-0.02	0.00	-0.62	3.35	-0.63
Total Stream (linear feet)						
Ephemeral	18,512	-72	888	-180	19,149	636
Intermittent	11,797	-431	-205	0	11,161	-636
Perennial	16,994	145	558	198	17,895	901
Total Stream Impacts	47,303	-358	1243	18	48,206	903

Impact Criteria	FEIS RPA End-to-End	Reevaluation Smnts. #1 & 2 Total Change	Reevaluation Statement #3 Total Change	Reevaluation Statement #4 Total Change	Cumulative Impacts after Reevaluation Statement #4 End-to-End	Total Change since FEIS End-to-End ⁴
Total Natural Stream Impacts	14,069	1,965	254	198	16,485.83	2,416.83
Floodplain/Floodway (acres)						
Floodplain (acres)	458.0	7.1	12.4	14.5	492.1	34.0
Floodway (acres)	0.0	-3.0	2.3	0.2	-0.5	-0.5
Wellhead Protection Areas (acres)	520.0	0.0	18.9	-3.6	535.3	15.3
Agricultural Land (acres)	382.0	-2.5	36.1	-3.18	412.3	30.4
Managed Lands (acres)						
Publicly Owned	3.6	-0.8	0.0	-1.0	1.76	-1.84
Privately Owned	2.6	0.0	0.0	0.0	2.60	0.00
Forest (acres)						
Upland Forest (acres)	156.0	3.1	-1.4	-0.40	157.30	1.30
Core Forest (acres)	11.5	0.0	0.0	0.0	11.50	0.00

1. "Existing Right-of-Way" included in limited access right-of-way in FEIS.

2. "New Right-of-Way" includes local and limited access ROW.

3. Source: Segment Design Consultant Calculations and Segment Calculations.

4. Impact calculations do not include excess land.

5. Includes a reduction in one residential relocation at Smith Valley Road within Design Segment 6.4 and an addition of one relocation on Belmont Avenue within Design Segment 6.4. No changes in residential relocations are anticipated in other Design Segments.

6. Relocations are reduced by one gas station at SR 144 within Design Segment 6.4 and one commercial property along Thompson Road within Design Segment 6.5.

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 six relocations as compared to the RPA in the

FEIS. This net total includes relocations that were not anticipated in the FEIS due to loss of septic systems or access, as well as relocations which were avoided during final design. Below is a summary of changes that have occurred since Reevaluation Statement #3. 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.

There will be no net change in residential relocations resulting from changes in Reevaluation Statement #4 and a reduction of two commercial relocations, as described below. These relocations are due to a more complete understanding of impacts to residential and commercial business properties and structures.

- In Reevaluation Statement #3, it was anticipated that three potential commercial business relocations would be required in the northwest quadrant of the SR 144/I-69 interchange due to impacts to septic fields and that INDOT would continue to coordinate with the affected businesses during final design to minimize impacts. Since that time, it has been determined that one of the commercial relocations, the BP Gas Station, will remain in place, reducing commercial relocations by one. The other two business are still in negotiation and are therefore still potential relocations. See Appendix A, Pages 14-15.
- The second commercial business that will remain is the Stoops Used Truck Center on Thompson Road. See Appendix A, Page 27.
- One additional residential property, Parcel 722, located at 8350 South Belmont Avenue, will be relocated due to impacts to the septic field. See Appendix A, Page 21.
- One additional residential relocation west of SR 37 along Smith Valley Road was anticipated in Reevaluation Statement #3; however, as design has progressed this relocation has been eliminated. See Appendix A, Page 18.

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.

Changes in the proposed limited access, local, and temporary right-of-way in Reevaluation Statement #4 will result in an overall reduction of 3.18 acres of impacts to agricultural lands. This change is a result of acquisition of an additional 0.53 acre of permanent right-of-way and 0.57 acre of temporary right-of-way, and a reduction of 4.28 acres of land in agricultural. The reduction in agricultural land includes 3.48 acres of agricultural land associated with one large parcel due to the elimination of a utility corridor on the east side of proposed I-69 north of Olive Branch. This area will be encumbered with a utility easement. The utility easement will be purchased by the utilities to accommodate the required utility relocation(s) and the property will not be held by the State of Indiana. For reference to the design changes see mapping in Appendix A, Pages 17-18.

Combined with Design Segment 6.1, Design Segments 6.2, 6.3, 6.4, and 6.5 will permanently convert an additional 30.4 acres of agricultural land, predominantly consisting of row crops, to a transportation use. Additionally, no agricultural parcels would be directly impacted by the creation of uneconomic remnant or landlocked parcels.

As impacts to agricultural land has decreased, no re-coordination with NRCS regarding the Form NRCS CPA-106 has been completed. 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 Impact 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 6.2 and 6.3, no feasible and reasonable noise barriers were identified. 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 were solicited in October and November 2019. Based on the feedback received, all six noise barriers were carried forward for implementation. Noise Barriers 8W and 9W will be reevaluated to determine if they can be reduced in length to avoid blocking line of sight to two commercial businesses (adjacent to the Southern Dunes Apartments and at 6430 Belmont Avenue), while still achieving INDOT's noise reduction design goal.

INDOT reviewed and analyzed applicable noise barrier design criteria and site-specific constraints in greater detail as part of advancing the project's engineering design. A safety concern was identified regarding the design of the recommended noise barriers. This concern, which is associated with the Zone of Intrusion (ZOI), will require a gap in Noise Barrier 4S located in Design Segment 6.5 as it crosses Meridian Street. INDOT determined this gap was the best solution to balance several factors, including safety, desire for noise mitigation, and construction costs, as well as operations and maintenance. This change, along with other minor design refinements to address the ZOI criteria, will be addressed in the final design noise assessment.

As noted in Reevaluation Statement #3, the 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, 9WR, and 4S will be completed by the design-build contractor selected for Construction Contract 5 in a separate report. The work by the design-build contractor will include reevaluation of Noise Barriers 8W and 9W, as well as analyzing the gap in Barrier 4S as it crosses the Meridian Street bridge. Both reports will be reviewed and approved by INDOT Environmental Services (ES) and FHWA as appropriate.

3.4 Above Ground Historic Resources

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 signed by 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, approximately 250 feet closer. 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 accordance with Stipulation II.C.1.a of the executed I-69 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. No further review or consultation with respect to the effects of these modifications on aboveground properties is required.

3.4.1 Memorandum of Understanding (MOA) Implementation

As part of the Section 106 consultation process, FHWA, in consultation with the IDNR Division of Historic Preservation and Archaeology - State Historic Preservation Officer (DHPA-SHPO), has determined pursuant to 36 C.F.R. Section 800.5(a) that the I-69 Section 6 Project will have an adverse effect on the Reuben Aldrich Farm and the Southside German Market Gardeners Historic District. As part of the Section 106 consultation process that governs federally funded projects, FHWA, INDOT, and the DHPA-SHPO developed and executed an MOA for the I-69 Evansville to Indianapolis Tier 2 Study: Section 6, SR 39 to I-465 to mitigate adverse effects to above and below ground cultural resources associated with the I-69 project. The following is a summary of MOA measures that have been implemented since Reevaluation Statement #3.

3.4.1.1 Southside German Market Gardeners Historic District

The executed I-69 Section 6 MOA included commitments to implement context sensitive design for the Southside German Market Gardeners Historic District. 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. This information was also included in Reevaluation Statement #3. There have been no changes since then and information included in Reevaluation Statement #4 is for status update only.

The first Advisory Team meeting was held on August 28, 2019. INDOT invited neighborhood property owners and consulting parties to participate in this meeting. Ten property owners and consulting party members were in attendance, including staff from the DHPA-SHPO and the Indianapolis Historic Preservation Commission. The meeting participants were provided a brief project update using information and slides presented at the I-69 Project Update meetings and information from the previous Section 106

discussions. The update included sharing details on the design of the Bluff Road bridge at I-465, preliminary landscaping plans, and the additional proposed demolition of a non-contributing building and garage. The second meeting will occur likely in 2021 and will include the proposed design by the design build contractor.

The MOA included two other mitigation measures: preparation of a National Register of Historic Places (NRHP) nomination application and placement of interpretive signage within the District. INDOT plans to initiate these activities in the summer of 2020 and implementation efforts will be ongoing through project design and construction. In accordance with the MOA, the Advisory Team will convene again at 60 percent design plans. This meeting will likely occur in early 2021.

3.4.1.2 Reuben Aldridge Farm

Per the I-69 Section 6 MOA, INDOT and/or its representatives shall consult with the property owner of the Reuben Aldrich Farm and, if appropriate and given consent by the property owner, will fund and install vegetative screening on this property. If the property owner provides consent for the vegetative screen, the property owner will provide INDOT and/or its contractors with right of entry to the property during mitigation implementation and subsequent monitoring. After the installation of the vegetative screening, maintenance of such screening on private property will be the responsibility of the property owner of the Reuben Aldrich Farm.

At this time, the Reuben Aldridge Farm property owner has indicated they would be amenable to the installation of vegetative screening on their property as part of the I-69 project. Continued coordination with the property owner will occur during 2020. The property is located northwest of the intersection of Old SR 37 and Tunnel Road. The property owner will provide right of entry for the installation of the vegetative screening. If approved by the property owner, the vegetative screening will be installed as part of I-69 Contract R-40853.

3.5 Below Ground Historic Resources

In accordance with Stipulation III.A.6 of the I-69 Section 6 MOA between FHWA and the DHPA-SHPO, project areas extending beyond the archaeological APE shall be subjected to archaeological identification, evaluation, and assessment. Since Reevaluation Statement #3, five archaeological reports have been completed documenting potential impacts associated with new right-of-way and temporary right-of-way for drive access and demolition. These archaeological reports were completed to assess potential impacts associated with design changes identified in Reevaluation Statement #3. The additional areas and parcels requiring analysis were grouped into five separate reports to facilitate construction contract sequencing. Below is a summary of the work completed, including consultation with the DHPA-SHPO.

3.5.1.1 Contract 3 – Group 1

INDOT conducted Phase Ia archaeological surveys for five high-priority parcels within Group 1 of Construction Contract 3 for the I-69 Section 6 corridor. These investigations were a result of the immediate need to demolish extant structures located on these properties as well as examining areas of additional right-of-way not previously surveyed. Therefore, these Phase Ia reconnaissance investigations are an addendum to the I-69 Section 6 (Des. No. 0500430) corridor not covered prior to approval of the FEIS in 2018.

The project area was investigated in general accordance with IDNR, DHPA (2019) Indiana Archaeological Guidelines and the INDOT Indiana Cultural Resources Manual (2018). The survey area was subject to shovel testing and visual walkover of sloped areas and in areas with obvious disturbance. An Indiana Archaeological Short Report was prepared. The Phase Ia archaeological reconnaissance located no archaeological sites within the project area and it is recommended that the project be allowed to proceed as planned.

In accordance with Stipulation II.C.1.a of the executed I-69 Section 6 MOA implemented for this project, INDOT-CRO determined these modifications to be minor and do not have the potential to adversely affect historic properties on January 21, 2020. As such, no further review or consultation with respect to those modifications' effects on aboveground properties is required. Concurrence with this finding was provided by the DHPA-SHPO on January 28, 2020.

3.5.1.2 Contract 3 – Group 2

INDOT conducted Phase Ia archaeological surveys for 91 high-priority parcels within Group 2 of Construction Contract 3 for the I-69 Section 6 corridor. These investigations were a result of the immediate need to demolish extant structures located on these properties as well as examining areas of additional right-of-way not previously surveyed. Therefore, these Phase Ia reconnaissance investigations are an addendum to the I-69 Section 6 (Des. No. 0500430) corridor not covered prior to approval of the FEIS in 2018.

A total of 35.14 ha (86.68 ac) were examined during the course of the reconnaissance surveys. One previously undocumented archaeological site (12MG632) was recorded within Parcel 351, consisting of a nondiagnostic prehistoric isolated find. The site is recommended as ineligible for inclusion in the National Register of Historic Places and no further work is recommended.

In accordance with Stipulation II.C.1.a of the executed I-69 Section 6 MOA implemented for this project, INDOT-CRO determined these modifications to be minor and do not have the potential to adversely affect historic properties on February 12, 2020. As such, no further review or consultation with respect to those modifications' effects on aboveground properties is required. Concurrence with this finding was provided by the DHPA-SHPO on March 2, 2020.

3.5.1.3 Contract 3 – Group 3

INDOT conducted Phase Ia archaeological surveys for nine parcels within Group 3 of Construction Contract 3 for the I-69 Section 6 corridor. The current investigations are an addendum to previously cleared archaeological survey areas within the I-69 Section 6 (Des. No. 0500430) corridor not covered prior to approval of the FEIS in 2018.

The project area was investigated in general accordance with IDNR, DHPA (2019) Indiana Archaeological Guidelines and the INDOT Indiana Cultural Resources Manual (2018). The survey area was subject to shovel testing and visual walkover of sloped areas and in areas with obvious disturbance. An Indiana Archaeological Short Report was prepared. The Phase Ia archaeological reconnaissance has located no archaeological sites within the project area and it is recommended that the project be allowed to proceed as planned.

In accordance with Stipulation II.C.1.a of the executed I-69 Section 6 MOA implemented for this project, INDOT-CRO determined these modifications to be minor and do not have the potential to adversely affect historic properties on February 5, 2020. As such, no further review or consultation with respect to those modifications' effects on aboveground properties is required. Concurrence with this finding was provided by the DHPA-SHPO on February 12, 2020.

3.5.1.4 Contract 4 & 5 – Group 1

INDOT conducted Phase Ia archaeological surveys for ten parcels within Group 1 of Construction Contracts 4 and 5 for the I-69 Section 6 corridor. The current investigations are an addendum to previously cleared archaeological survey areas within the I-69 Section 6 (Des. No. 0500430) corridor not covered prior to approval of the FEIS in 2018.

The project area was investigated in general accordance with IDNR, DHPA (2019) Indiana Archaeological Guidelines and the INDOT Indiana Cultural Resources Manual (2018). The survey area was subject to shovel testing and visual walkover of sloped areas and in areas with obvious disturbance. An Indiana Archaeological Short Report was prepared. The Phase Ia archaeological reconnaissance has located no archaeological sites within the project area and it is recommended that the project be allowed to proceed as planned.

In accordance with Stipulation II.C.1.a of the executed I-69 Section 6 MOA implemented for this project, INDOT-CRO determined these modifications to be minor and do not have the potential to adversely affect historic properties on February 26, 2020. As such, no further review or consultation with respect to those modifications' effects on aboveground properties is required. Concurrence with this finding was provided by the DHPA-SHPO on March 16, 2020.

3.5.1.5 Contract 4 & 5 – Group 2

INDOT conducted Phase Ia archaeological surveys of 57 survey areas within Construction Contracts 4 and 5 of the I-69 Section 6 corridor. These investigations were a result of the need for additional temporary workspace on these properties, as well as the examination of areas of additional right-of-way not previously surveyed. These Phase Ia reconnaissance investigations are an addendum to the I-69 Section 6 (Des. No. 0500430) corridor not covered prior to approval of the FEIS in 2018.

A total of 57 survey areas, measuring a combined 18.84 hectares (46.55 acres) in area, were examined during the course of the reconnaissance surveys. An additional 34 survey areas, with a combined total area of 6.13 hectares (15.15 acres) were not investigated during these surveys due to either obvious disturbances, such as paved roads and parking lots, or because they were located entirely within the shovel test sampling interval of adjacent previously surveyed areas. Three previously undocumented archaeological sites (12JO730, 12MA1064, and 12MA1065) were recorded during the survey. All three sites consist of nondiagnostic prehistoric lithic artifacts in low-density artifact scatters and are determined as ineligible for inclusion in the National Register of Historic Places; no further work is recommended. Additionally, nondiagnostic prehistoric cultural materials were recovered from three previously recorded archaeological sites (12JO42, 12MG565, and 12MG566) and are also determined to be ineligible for inclusion in the National Register of Historic Places; no further work is recommended. Two previously recorded sites (12MA52 and 12MA176) were revisited during the survey; however, no additional cultural materials were identified. As such, the original determinations regarding National Register of Historic Places eligibility are retained, and no further work is recommended. Finally, two other sites were found to have been incorrectly mapped in the Indiana State Historic Architectural and Archaeological Research Database and are situated just outside two of the parcel areas (12JO10 and the Central Canal). Deposits associated with either resource were not identified within the survey areas and no further work is recommended.

In accordance with Stipulation II.C.1.a of the executed I-69 Section 6 MOA implemented for this project, INDOT-CRO determined these modifications to be minor and do not have the potential to adversely affect historic properties on April 21, 2020. As such, no further review or consultation with respect to those modifications' effects on aboveground properties is required. Concurrence with this finding was provided by the DHPA-SHPO on May 28, 2020.

3.5.1.6 Reevaluation Statement #4 Additional Areas

No additional archaeological investigations have yet been undertaken as part of this reevaluation for areas of new or temporary right-of-way outside the archaeological APE; however, coordination with INDOT Cultural Resources Office is underway to complete this evaluation. In accordance with the executed I-69 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 DHPA for approval.

In accordance with the executed I-69 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 permanent and temporary right-of-way for Reevaluation Statement #4 will result in an overall reduction in forested habitat of 0.40 acre. This includes an additional 0.19 acre of permanent right-of-way, 0.58 acre of temporary right-of-way, and a reduction of 1.17 acres of impacts to forested habitat. No additional impacts to core forest over the impacts as reported in Reevaluation Statement #3 will occur. This additional tree clearing will not exceed the threshold for re-initiation of consultation. 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 Reevaluation Statement #3. This includes a reduction of 0.62 acre of emergent wetland and an increase in 0.28 acre of open water due to temporary right-of-way acquisition and filling of a small detention basin. Reduction in wetland impacts include avoidance of three ponds associated with the IDNR Cikana Fish Hatchery. Water resources, including wetlands, are depicted on the mapping found in Appendix C.

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 in Reevaluation Statement #3. 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.

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 18 linear feet greater than the impacts shown in the Reevaluation Statement #3. This includes a reduction of 180 linear feet of UNT 12 to West Fork of Clear Creek, an ephemeral stream, and 5 linear feet of West Fork Clear Creek, a perennial stream, located along the IDNR Cikana Fish Hatchery. Additionally, shifts in right-of-way acquisition around Honey Creek and North Bluff Creek associated with right-of-way acquisition for drainage result in an overall decrease of impacts to Honey Creek by 8 feet and an addition of 211 linear feet of acquisition of North Bluff Creek. No additional permissible impacts are anticipated with these changes. Water resources, including streams, are depicted on the mapping found in Appendix C.

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 in Reevaluation Statement #3. 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.

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 Reevaluation Statement #3, there will be an additional 14.5 acres of floodplain impact primarily due to right-of-way changes along Honey Creek and acquisition along Thompson Road. Additionally, an increase of 0.2 acre of floodway impact will occur primarily due to temporary acquisition of floodway around State Ditch and changes in right-of-way acquisition around Honey Creek. Water resources, including floodplains and floodways, are depicted on the mapping found in Appendix C.

In addition, two flood easements and right-of-way for flooding will be required which were evaluated in Reevaluation Statement #3. Minor changes to the two flood easements and right-of-way for flood storage have been identified as part of this reevaluation. An additional 7.79 acres of property will be acquired as flood easement or excess land along Pleasant Run. An additional 0.25 acre of property, which was identified as temporary right-of-way for building demolition in Reevaluation Statement #3, is included in this evaluation as the flood easement along Crooked Creek. Right-of-way from one parcel along North Bluff Creek between Old SR 37 and proposed I-69 has been reduced by 0.14.

Construction in a Floodway (CIF) permits from IDNR have been applied for with some CIF permits already issued and some still under review. IDNR has issued Construction in a Floodway permits (FW-#) for proposed construction activities associated the following stream crossings and construction activities:

- Design Segment 6.2
 - I-69 Mainline over Clear Creek (FW-30216-0)
 - West Fork Clear Creek at Ozark Fisheries (FW-30279-0)
 - Teeters Road over West Fork Clear Creek (FW-30278-0)
 - I-69 Mainline at Henderson Ford Road (FW-30159-0)
- Design Segment 6.3
 - Cemetery Access / I-69 Mainline for White River (FW-30029-0)
 - Harmony Road over Stotts Creek (FW-30055-0)
- Design Segment 6.4
 - Huggin Hollow Road over Bluff Creek (FW-30044-0)
- Design Segment 6.5
 - I-465 over Lick Creek (FW-30109-0)
 - I-69 over Little Buck Creek (FW-30185-0)
 - I-465 over West Fork White River (FW-301656-0)
 - I-465 over State Ditch (FW-30221-0)
 - I-69 over Orme Ditch (FW-30222-0)

- I-69 over Haueisen Ditch (FW-30218-0)

IDNR is reviewing Construction in a Floodway permit applications for proposed construction activities associated the following activities.

- Segment 6.2
 - I-69 at Ennis Road for White River (FW-30430-0)
- Segment 6.3
 - I-69 Mainline over Crooked Creek (FW-30108-0)
 - I-69 Mainline over Stotts Creek (No number provided yet)
 - White River Bank Stabilization Project (Application still in process)
- Segment 6.4
 - I-69 Mainline/SR144 Interchange over Bluff Creek (FW-30473-0)
 - I-69 Mainline/Access Road over North Bluff Creek (FW-30185-0)
 - I-69 Mainline and Western Access Road over Honey Creek (FW-30500-0)
 - I-69 Mainline over Travis Creek (FW-30431-0)
 - I-69 Mainline and Access Road over Pleasant Run (FW-30277-0)

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 as analyzed in the FEIS, 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 #4 will result in an overall reduction of 0.40 acre of forest impacts. Including Design Segment 6.1, the overall project will result in the addition of 1.3 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 C.

3.9 Section 4(f) Resources

Right-of-way changes will affect the Martinsville Golf Club and the Cikana State Fish Hatchery, but 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 and Cikana State Fish Hatchery were reduced.

In addition to recreational resources, Section 4(f) applies to cultural resources. An individual Section 4(f) evaluation of the Southside German Market Gardeners Historic

District has been completed and mitigation measures are being implemented for adverse effects. For reference see Section 3.4 Above Ground Historic Resources. No other cultural resources are affected.

3.10 Wellhead Protection Area

As part of the I-69 Section 6 FEIS, six Wellhead Protection Areas (WHPAs) were identified in or adjacent to I-69 Section 6 right-of-way. These WHPAs draw groundwater from bedrock (consolidated) and unconsolidated aquifer systems. As part of Reevaluation Statement #4, an overall reduction of 3.61 acres of permanent right-of-way will occur for land within a wellhead protection area and an increase of 4.94 acres for temporary right-of-way will be required from land within a wellhead protection area. During construction of I-69 Section 6, contractors will be required to provide a spill response plan for work completed in the wellhead protection area and no additional impacts are anticipated.

3.11 Managed Lands

As part of the I-69 Section 6 FEIS, it was anticipated that right-of-way acquisition at the IDNR Cikana State Fish Hatchery would be required along the south side of Teeters Road. During final design, this property acquisition has been reduced resulting in a reduction of 1.04 acres of right-of-way from managed lands.

3.12 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 eighteen sites with a recognized environmental concern were investigated. The investigations indicated nine sites with no evidence of impacted soils or groundwater, two sites with no evidence of impacted soils or groundwater that may require additional investigation depending on property acquisition, and seven sites with evidence of impacted soils or groundwater. For a summary of these sites see **Table 3-2**. 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 3-2: 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	Evidence of impacted soil that represents a concern to human health or the environment.

Design Segment	Property	Address	Report Completed	Status / Results
				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.
6.4	Speedway	6100 West Smith Valley Road	Phase I ESA	Additional Phase II LSI work pending property acquisition. Based on studies to date, no evidence of impacted soil that represents a concern to human health or the environment.
6.4	Amoco	9614 SR 144	Phase I ESA	Based on studies to date, no evidence of impacted soil that represents a concern to human health or the environment.
6.4	Johnson Oil Bigfoot/Shel/Circle K	9400 SR 144	Phase II LSI	Additional Phase II LSI work pending property acquisition. No evidence of impacted soil or groundwater that represents a concern to human health or the environment and no further investigation is recommended.
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.
6.4	Shell Bigfoot	1229 North Bluff Road	Phase II LSI	Evidence of impacted soil and groundwater that represents a concern to human health or the environment were noted in the existing right-of-way adjacent to this site. 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 and groundwater.
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.

Design Segment	Property	Address	Report Completed	Status / Results
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.
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.
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. Underground storage tanks will be removed during demolition. 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.
6.5	White River Sediment	White River at I-465	Limited Sediment Sampling	No evidence of impacted soil that represents a concern to human health or the environment.

3.13 Additional Commitments

Commitments included in the FEIS and subsequent reevaluation statements will be adhered to during project development, design, and construction. In addition, 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, one new environmental commitment was 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 DEIS for I-69 Section 6. Therefore, the I-69 Section 6 Tier 2 FEIS and ROD remain valid.