



Reevaluation Statement #5

I-69 Section 6

Construction Contract 5

January 14, 2022



**I-69 SECTION 6 REEVALUATION STATEMENT #5
CONSTRUCTION CONTRACT 5**

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

This fifth 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 Marion County, Indiana. The combined Tier 2 FEIS (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. Reevaluation Statement #4 was approved on July 15, 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 improvement 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 #5 focuses on Design Segment 6.4 and 6.5 within Construction Contract 5. This contract includes the remaining portions of I-69 Section 6 from Fairview Road to I-465 and I-465 from I-70 to I-65. Modifications to interchanges, grade separations, and local roadways are the most substantial changes to the project and are evaluated as part of Reevaluation Statement #5.

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, #3, and #4. It examines the potential impacts on the natural, human, and cultural environments due to the revised design in Design segments 6.4 and 6.5 within Construction Contract 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



January 21, 2022

ES Signature
JERMAINE R
HANNON

 Digitally signed by JERMAINE R
HANNON
Date: 2022.01.26 08:07:13 -05'00'

Date

FHWA Signature

Date

Table of Contents

CHAPTER 1 - INTRODUCTION	4
CHAPTER 2 - PROJECT DESCRIPTION	6
2.1 Project Description and Area	6
2.2 Approved Environmental Documentation	6
2.3 Public Involvement	7
2.3.1 Project Office	8
2.4 Resource Agency Re-Coordination	8
2.5 Description of Project Changes	8
2.5.1 Design Segment 6.4	9
2.5.2 Design Segment 6.5	9
CHAPTER 3 - ENVIRONMENTAL CONSEQUENCES	11
3.1 Social	13
3.2 Farmland	13
3.3 Noise Impact Analysis	14
3.3.1 FEIS and Previous Reevaluations	14
3.3.2 Reevaluation Statement #5	15
3.4 Above Ground Historic Resources	16
3.5 Below Ground Historic Resources	16
3.6 Threatened and Endangered Species	16
3.7 Water Resources	17
3.7.1 Wetlands	17
3.7.2 Streams	18
3.7.3 Floodplains/Floodways	18
3.8 Forest Impacts	19
3.9 Section 4(f) Resources	19
3.10 Wellhead Protection Area	20
3.11 Managed Lands	20
3.12 Hazardous Materials	20
3.13 Additional Commitments	22
CHAPTER 4 - CONCLUSIONS	23

LIST OF FIGURES

Figure 1-1: Project Location Map.....5

LIST OF TABLES

Table 3-1: Environmental Resource Impacts..... 11

Table 3-2: Investigation of Sites with a Recognized Environmental Concern.....21

LIST OF APPENDICES

Appendix A – Reevaluation Statement #5 – Project Design Modifications

Appendix B – Reevaluation Statement #5 – Potential Acquisition and Relocation Mapbook

Appendix C – Resource Mapping – Water Resources Mapbook & Habitat Mapbook

Appendix D – Resource Agency Re-Coordination

Appendix E – Wetland Delineation and Waters Report

Appendix F – Section 106 Documentation

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 Johnson and Marion Counties, Indiana. These design changes have occurred since the approval of the FEIS, Reevaluation Statement #1, Reevaluation Statement #2, Reevaluation Statement #3, and Reevaluation Statement #4. Reevaluation Statement #5 examines the potential impacts on the natural, human, and cultural environments due to the design refinements in Design Segments 6.4 and 6.5 within Construction Contract 5 (See **Figure 1-1**).

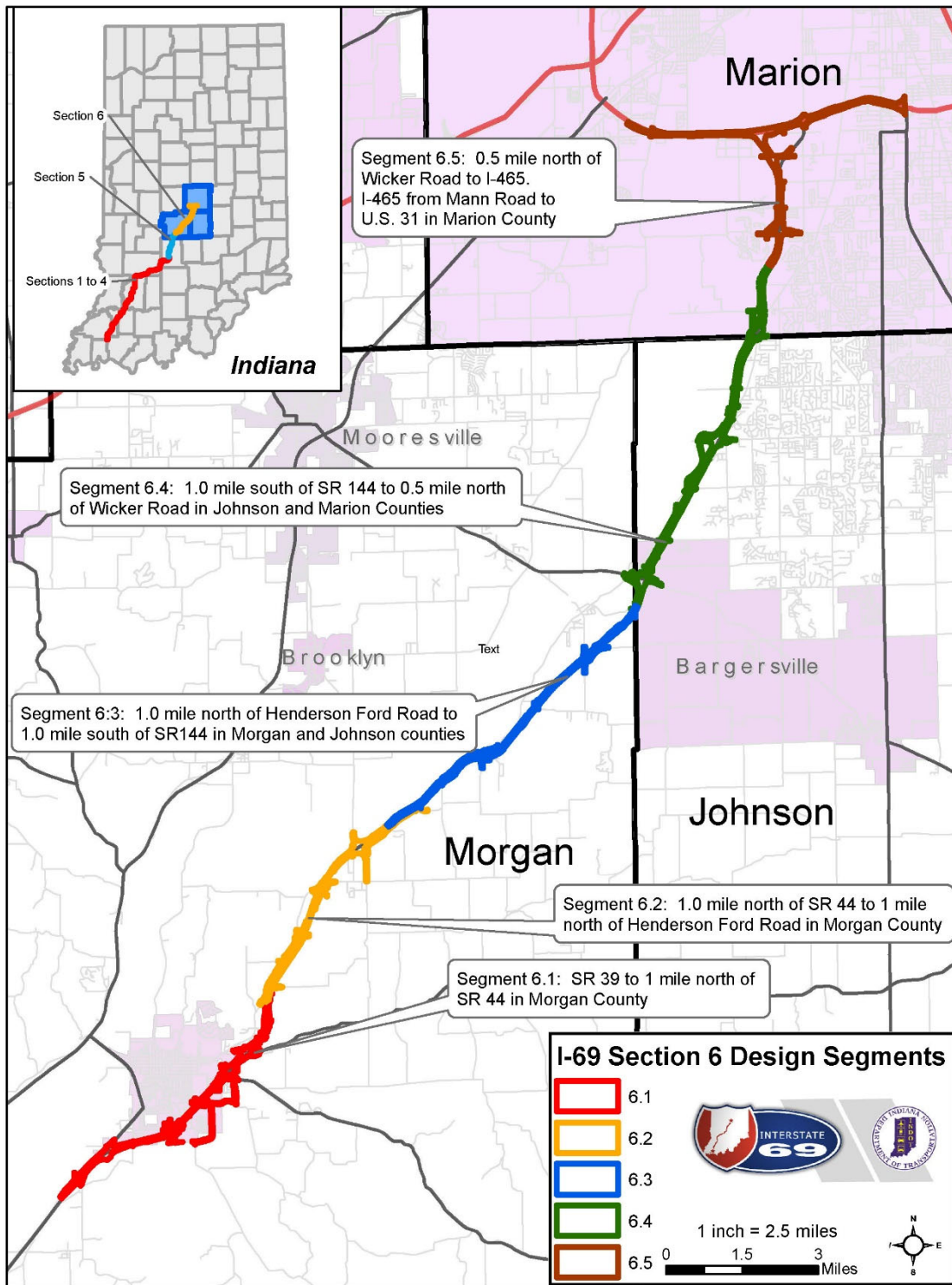
This reevaluation document examines roadway modifications made in post-National Environmental Policy Act (NEPA) efforts to improve the project design and further optimize the project footprint, including minimization of resource impacts where possible. Temporary impacts, such as driveway construction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

The post-NEPA design efforts for Design Segments 6.4 and 6.5 within Construction Contract 5 are summarized in this document. Key changes in impacts since the I-69 Section 6 FEIS/ROD, Reevaluation Statement #1, Reevaluation Statement #2, Reevaluation Statement #3, and Reevaluation Statement #4 include:

- Total new permanent right-of-way is increased by 4.4 acres
- Total temporary right-of-way is increased by 0.1 acre
- Floodplain impacts are increased by 3.1 acres
- Impacts to upland forest habitat are increased by 1.6 acres

The analysis in this Reevaluation Statement #5 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 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 the design segments are shown on Figure 1-1.

Construction Contract 5 covers a portion of Design Segment 6.4 and all of Design Segment 6.5. The limits of Design Segments 6.4 and 6.5 within Construction Contract 5, which are the focus of Reevaluation Statement #5, are described below:

- Design Segment 6.4 within Construction Contract 5: From Fairview Road to one-half mile north of Wicker Road in Johnson and Marion Counties.
- Design Segment 6.5 within Construction Contract 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 within Construction Contract 5 include the remaining portions of I-69 Section 6 from Fairview Road north to I-465 and I-465 from I-70 to I-65. Modifications to interchanges, grade separations, and local roadways are the most substantial changes to the project and are evaluated as part of Reevaluation Statement #5.

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 Environmental Impact Statement (EIS) for I-69 from Evansville to Indianapolis was completed in 2004. The Federal Highway Administration (FHWA) issued a 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 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 on November 9, 2018. Reevaluation Statement #2 was approved on July

30, 2019. Reevaluation Statement #3 was approved on February 4, 2020. Reevaluation Statement #4 was approved on July 15, 2020.

2.3 Public Involvement

Since Reevaluation Statement #4, public involvement activities have shifted toward a more individualized and project update-based outreach approach. Activities include:

- Responding to public inquires 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”. The newsletter is sent weekly via email and text message to the project contact list, which contains over 10,000 email addresses and 2,000 cell phone numbers.
- 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/>.

Public Involvement activities associated with the Reevaluation Statement #5 design refinements are being addressed in the following ways:

- Kitchen Table Meetings: INDOT identified and contacted the property owners alongside the raised median at County Line Road to explain the design refinements. The meetings or telephone conversations took place on April 28-29, 2021. Each property owner was provided a graphic that showed the limits of the raised median.
- Traffic Management Plan Meeting: On December 16, 2021, INDOT conducted its monthly Traffic Management Plan (TMP) meeting. The audience consisted of emergency responders, including the White River Fire Department (Johnson County) and the Decatur Township Fire Department (Marion County) as well as IndyGo. The design refinements were addressed and presented at the meeting. There were no comments on the refinements.
- End of Year Video: A *Marion County I-69 Year in Review* video was produced and published on the project website and associated social media channels on December 16, 2021. The video includes a description of the 2021 accomplishments, a look-ahead towards construction activities in 2022, and a summary of the design refinements outlined in Re-evaluation #5. A postcard notifying nearby property owners, businesses, and stakeholders of the availability

of the *Marion County I-69 Year in Review* video was sent via U.S. Mail on December 15, 2021. The post card contained contact information for questions. The video has been viewed over 3,300 times as of January 10, 2022.

- Stakeholder Meetings: Formal meetings were held with the Indianapolis Metropolitan Police Department (IMPD) and the Indianapolis Fire Department (IFD) on November 22, 2021 via Microsoft Teams. Specifically, the meetings included representatives from the fire station just east of I-69 on Edgewood Avenue. (Station 34). Both IMPD and IFD confirmed they understood that Edgewood access across I-69 would no longer take place. Neither had concerns about the new access travel patterns. Both wanted to confirm that the intersection of Kopetsky Drive and Edgewood Avenue would be improved and INDOT affirmed the project has improvements scheduled as part of the construction plans for that intersection. IFD (station 34) informed INDOT that “speed bumps” were installed along Kopetsky Drive between Edgewood and Epler a few years ago. They will assess whether they will use Kopetsky Drive or Harding Street when traveling north from their station up to Epler Avenue in lieu of Kopetsky Drive. INDOT has provided the speed bump information to the City of Indianapolis. INDOT satisfactorily addressed any questions

2.3.1 Project Office

The I-69 Finish Line project office closed in April 2020 and will not reopen. The most current project information along with contact information is available online at the I-69 Section 6 website: <https://i69finishline.com/>.

2.4 Resource Agency Re-Coordination

Due to the design changes within Construction Contract 5, a re-coordination letter was sent on November 5, 2021 to the U.S. Fish and Wildlife Service (USFWS), Indiana Department of Environmental Management (IDEM), U.S. Army Corps of Engineers (USACE), and the Indiana Department of Natural Resources (IDNR). It was requested that agencies respond by November 19, 2021. No responses were received from IDEM, USACE, or IDNR. USFWS responded on November 8, 2021 requesting that any changes to total project impacts and the mitigation requirements be accurately reflected in Reevaluation Statement #5. Additionally, USFWS noted that tree removal should be completed during the inactive season for bats (October 1st to March 30th). For reference to the re-coordination letter and USFWS’s response see Appendix D.

2.5 Description of Project Changes

The following is a summary of the changes to the project design within Construction Contract 5 since the FEIS/ROD, Reevaluation Statement #1, Reevaluation Statement #2, Reevaluation Statement #3, and Reevaluation Statement #4. Changes are summarized

by design segment. There have been changes to interchanges, grade separations, and local roadways. There are minor changes to right-of-way and resource impacts. 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 Appendix A.

2.5.1 Design Segment 6.4

The following sections summarize the most substantial design changes incorporated into Design Segment 6.4 within Construction Contract 5 since Reevaluation Statement #4.

2.5.1.1 County Line Road

The design of the County Line Road interchange has not changed. However, minor design changes have been made to the design of County Line Road. The shared-use path that was proposed along the south side of the County Line Road has been shifted to the north side of the roadway. A sidewalk was added along the south side of County Line Road due to the relocation of the shared-use path. Eastbound County Line Road was widened to provide a left turn lane to Morris Street. Due to the addition of the left turn lane to Morris Street, the eastern roundabout splitter island along County Line Road was extended east and a concrete center curb was added along County Line Road from the splitter island to Morris Street. These design changes do not result in changes to the proposed limited access, nor do they result in changes to temporary and permanent right-of-way limits or amounts. For reference to the design changes see Appendix A, Page 1.

2.5.2 Design Segment 6.5

The following sections summarize the design changes incorporated into Design Segment 6.5 within Construction Contract 5 since Reevaluation Statement #4.

2.5.2.1 Epler Avenue

Previously, the design had I-69 carried over Epler Avenue via twin bridges. The design has been modified so that Epler Avenue will be carried over I-69 via a single bridge. This change raises the profile of Epler Avenue, but eliminates the need for twin bridges for I-69. This design change does not result in a change to the proposed limited access, nor does it result in changes to temporary and permanent right-of-way limits or amounts. For reference to the design changes see Appendix A, Page 4.

2.5.2.2 Belmont Avenue

Previously, the design closed Belmont Avenue at Edgewood Avenue and removed the existing portion of Belmont Avenue from Edgewood Drive north to Epler Avenue. The design has since changed to realign (or extend compared to the original design) Belmont Avenue from Edgewood Avenue to Epler Avenue to run generally parallel with the I-69 Southbound on-ramp from Epler Avenue. This realignment of Belmont Avenue will shift the existing intersection of Belmont Avenue and Epler Avenue approximately 0.26 mile west. This design change results in an approximately 4.4 acre increase to permanent right-of-way and an approximately 0.1 acre increase to temporary right-of-way. For reference to the design changes see Appendix A, Page 4.

2.5.2.3 Edgewood Avenue

Previously, the design had I-69 carried over Edgewood Avenue via twin bridges. The design has been modified so that Edgewood Avenue dead ends at a proposed cul-de-sac on the east side of I-69 and no longer connects to Belmont Avenue. This change eliminates the need for the twin bridges for I-69. This design change does not result in a change to the proposed limited access, nor does it result in changes to temporary and permanent right-of-way limits or amounts. For reference to the design changes see Appendix A, Page 4.

CHAPTER 3 - ENVIRONMENTAL CONSEQUENCES

This section summarizes the environmental resource impacts for Reevaluation Statement #5 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 showing in **Table 3-1**.

Table 3-1: Environmental Resource Impacts

Impact Criteria	FEIS RPA End-to-End	Reevaluation Statements #1 & #2 Total Change	Reevaluation Statement #3 Total Change	Reevaluation Statement #4 Total Change	Reevaluation Statement #5 Total Change	Cumulative Impacts after Reevaluation Statement #5 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	0.0	1,071.1	21.1
New Right-of-Way ²	1,025.0	8.3	-26.4	5.5	4.4	1,016.8	-8.2
Total Right-of-Way	2,075.0	15.1	-12.2	5.6	4.4	2,087.9	12.9
Temporary Right-of-Way	0.0	2.0	43.9	5.2	0.1	51.2	51.2
Flood Easement	0.0	0.0	13.3	8.0	0.0	21.3	21.3
Other/Excess Land	0.0	0.0	8.5	0.0	0.0	8.5	8.5
Relocations							
Residential – Single Family Home	142	-3	4	0	0	143	1
Residential – Duplex Unit	8	0	0	0	0	8	0
Residential – Mobile Home	9	1	0	0	0	10	1
Residential – Apartment Unit	28	0	0	0	0	28	0
Business	81	0	4	-2	0	83	2
Non-Profit	2	1	0	0	0	3	1
Religious Facility/School	0	0	1	0	0	1	1
Fire Station	1	0	0	0	0	1	0
Total Relocations	271	-1	9	-2	0	277	6

Section 4(f)							
Park (acres)	0.00	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	0.00	5.87	-0.13
Total Wetland (acres)							
Emergent Wetland	1.90	-0.05	0.09	-0.62	0.00	1.32	-0.58
Forested Wetland	1.70	0.02	-0.09	0.00	0.00	1.64	-0.06
Scrub/Shrub Wetland	0.39	0.00	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	0.00	2.16	-0.62
Total Wetland Impacts	3.99	-0.02	0.00	-0.62	0.00	3.35	-0.63
Total Stream (linear feet)							
Ephemeral	18,512	-72	888	-180	0	19,149	636
Intermittent	11,797	-431	-205	0	0	11,161	-636
Perennial	16,994	145	558	198	0	17,895	901
Total Stream Impacts	47,303	-358	1,243	18	0	48,206	903
Total Natural Stream Impacts	14,069	1,965	254	198	0	16,485.83	2,416.83
Floodplain/Floodway (acres)							
Floodplain	458.0	7.1	12.4	14.5	3.1	495.1	37.1
Floodway	0.0	-3.0	2.3	0.2	0.0	0.0	-0.5
Wellhead Protection Areas (acres)	520.0	0.0	18.9	-3.6	0.0	535.3	15.3
Agricultural Land (acres)	382.0	-2.5	36.1	-3.18	0.0	412.3	30.4
Managed Lands (acres)							
Publicly Owned	3.6	-0.8	0.0	-1.0	0.0	1.76	-1.84
Privately Owned	2.6	0.0	0.0	0.0	0.0	2.60	0.00
Forest (acres)							
Upland Forest	156.0	3.1	-1.4	-0.40	1.6	158.9	2.9
Core Forest	11.5	0.0	0.0	0.0	0.0	11.5	0.0

1. "Existing Right-of-Way" included in limited access right-of-way in FEIS.
2. "New Right-of-Way" includes local and limited access right-of-way.
3. Source: Segment Design Consultant Calculations and Segment Calculations.
4. Impact calculations do not include excess land.
5. Some numbers may not add correctly due to rounding

3.1 Social

The changes in Reevaluation Statement #5 have not resulted in a change to the number or type of relocations. Therefore, there is no change to the number or type of relocations since Reevaluation Statement #4. Examining all reevaluations to date (Reevaluation Statements #1 through #5), the total number of relocations end-to-end for all design segments (Design Segments 6.1 through 6.5) has increased by six relocations as compared to the RPA in the FEIS. This net total includes relocations due to loss of septic systems or access, which were not anticipated in the FEIS. Additionally, this net total accounts for the reduction in relocations due to avoidance in final design.

Parcels that were identified as relocations in the FEIS/ROD that remain relocations are depicted as salmon colored dots in Appendix B. Relocations identified in the FEIS/ROD but avoided in final design are depicted as black dots in Appendix B. Relocations added since the approval of the FEIS/ROD are noted as green dots in Appendix B.

The changes in Reevaluation Statement #5 do not result in a change to the impacts to low-income and/or minority populations identified in the FEIS. In addition, a review of the project area within Construction Contract 5 did not identify any new low-income or minority populations that were not previously included in the FEIS.

No changes to the processes and procedures related to property acquisition and relocations as described in the FEIS will occur. All acquisitions and relocations required by this project have been or will be completed in accordance with the Uniform Act and Title VI of the Civil Rights Act.

Kitchen table meetings or KTMs have been on-going with affected property owners. 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. During these meetings, details which may affect property acquisition or unique requirements for relocation are also noted. Where possible, the design has been updated to minimize or avoid impacts on individual properties.

3.2 Farmland

The evaluation of compliance with the Farmland Protection Policy Act (FFPA) uses the Farmland Conversion Impact Rating for Corridor Type Project (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 instruction 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.

The changes in Reevaluation #5 will not result in a change to the impacts to agricultural lands. Therefore, there is no change to the impacts to agricultural lands since Reevaluation #4. As noted in Reevaluation Statement #4, Design Segments 6.1 through 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.

Since the impact to agricultural land has not changed since Reevaluation #4, no recoordination 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 reevaluation of the project's potential impact upon farmland. The project will not have a significant impact to farmland.

3.3 Noise Impact Analysis

3.3.1 FEIS and Previous Reevaluations

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 the 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 (7W, 9E, 8W, 12E, 9W, and 4S) were found to be feasible and reasonable (met design goal and cost effectiveness).

In accordance with the 2017 INDOT 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. At this time it was determined that Noise Barriers 8W and 9W would be reevaluated to determine if they could 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 is associated with the Zone of Intrusion (ZOI), which is the area above and behind a barrier system (i.e. concrete barrier along bridge) where an impacting vehicle or any major part of the system may extend during an impact. Noise Barrier 4S is located in Design Segment 6.5 and was proposed to extend along the south side of the I-465 bridge (Bridge 40) over Meridian Street. However, this would result in Noise Barrier 4S conflicting with the ZOI. Therefore, a gap in Noise Barrier 4S at Bridge 40 is required. 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, was addressed in the addendum to the September 21, 2017 Final Noise Analysis Report (described below).

3.3.2 Reevaluation Statement #5

Of the six noise barriers (7W, 9E, 8W, 12E, 9W, and 4S) within Design Segments 6.4 and 6.5 that were found to be feasible and reasonable in the FEIS, four of those noise barriers (8W, 12E, 9W, and 4S) are located within Construction Contract 5.

An addendum to the September 21, 2017 Final Noise Analysis Report was completed on July 15, 2021. This addendum covered the changes to final design within Construction Contract 5, with the exception of the changes to Belmont Avenue (which is covered under a separate addendum discussed below), and the changes to Noise Barriers 8W, 9W, and 4S (described above). INDOT identified noise receptors that would be exposed to the 2045 design year noise levels approaching or exceeding the FHWA noise abatement criteria. To address the predicted noise impacts, INDOT modeled noise barriers at nine locations with FHWA Traffic Noise Model (TNM) Version 2.5.

The July 15, 2021 addendum determined that noise barriers at four locations (8W, 12E, 9W, and 4S) within Construction Contract 5 were determined to be feasible and reasonable, which are the same locations previously determined feasible and reasonable in the FEIS:

- Noise Barrier 4S – South side of I-465 between Bluff Road and East Street (includes gap at Meridian Street crossing)
- Noise Barrier 8W – West side of I-69 at Wellingshire Boulevard and Southport Road (modified with a reduced length)
- Noise Barrier 9W – West side of I-69 at Belmont Avenue and Banta Road (modified with a reduced length)
- Noise Barrier 12E – East side of I-69 south of Belmont Avenue to Southport Road

The changes to Belmont Avenue were evaluated in a memo dated November 10, 2021. It was determined that no additional noise impact evaluation is required and the conclusions in the July 15, 2021 addendum remain valid.

3.4 Above Ground Historic Resources

The design changes to Belmont Avenue are the only changes that result in an increase to permanent and temporary right-of-way within Reevaluation Statement #5. However, the design changes to Belmont Avenue are located within the previously approved Area of Potential Effects (APE) for I-69 Section 6. No historic above-ground resources were identified in the APE near this location. INDOT on behalf of FHWA, has determined that per Stipulation II.C.1.a of the I-69 Section 6 Memorandum of Agreement (MOA) that project modifications for the extension of Belmont Avenue do not have the potential to cause adverse effects on above ground properties. Therefore, no further review or consultation in respect to the modification's effects on above ground properties is required.

3.5 Below Ground Historic Resources

In accordance with Stipulation III.A.6 of the I-69 Section 6 MOA, project areas extending beyond the archaeological APE shall be subjected to archaeological identification, evaluation, and assessment. Due to the design modification of Belmont Avenue, the project area for the Belmont extension extends beyond the archaeological APE of I-69 Section 6. A Phase Ia archaeological survey was completed for the area of the Belmont extension that extend beyond the archaeological APE of I-69 Section 6. An Indiana Archaeological Short Report was prepared on August 10, 2021 by an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards. No sites were identified within the project area and no further work was recommended. Concurrence with this finding was provided by the IDNR Division of Historic Preservation and Archaeology – State Historic Preservation Officer (DHPA-SHPO) on September 3, 2021. For reference to the Indiana Archaeological Short Report and DHPA-SHPO concurrence see Appendix F.

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.

USFWS responded to re-coordination on November 8, 2021 requesting that any changes to total project impacts and the mitigation requirements be accurately reflected in Reevaluation Statement #5. Additionally, USFWS noted that tree removal should be completed during the inactive season for bats (October 1st to March 30th). For reference to the re-coordination letter and USFWS's response see Appendix D.

The anticipated changes in the proposed permanent and temporary right-of-way for Reevaluation Statement #5 will result in an additional 1.6 acre of impact to forested habitat. No additional impacts to core forest over the impacts as reported in Reevaluation Statement #4 will occur. This additional tree clearing will not exceed the threshold (i.e., 231 acres) 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 minimize impacts 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. The additional right-of-way areas associated with the changes in Reevaluation Statement #5 were reviewed to identify changes to potential wetland impacts. A Wetland Delineation and Waters Report was completed on August 10, 2021 and no additional wetland resources were identified within these areas. Therefore, there are no changes to the impacts to wetlands as a result of Reevaluation Statement #5. For reference to the Wetland Delineation and Waters Report see Appendix E. Water resources, including wetlands, are depicted on the mapping found in Appendix C.

There have been no changes to wetland impacts since Reevaluation Statement #3. Therefore, key details associated with wetland impacts are summarized in Reevaluation Statement #3. The permitting and mitigation application process for the Section 401 Water Quality Certification (WQC) and Section 404 Permit is complete. Permits were

obtained utilizing the FEIS proposed right-of-way. Based on the design changes in Reevaluation Statement #5, permit modifications are not required.

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. The additional right-of-way areas associated with the changes in Reevaluation Statement #5 were reviewed to identify changes to potential stream impacts. A Wetland Delineation and Waters Report was completed on August 10, 2021 and no additional streams were identified within these areas. Therefore, there are no changes to the impacts to streams as a result of Reevaluation Statement #5. For reference to the Wetland Delineation and Waters Report see Appendix E. Water resources, including streams, are depicted on the mapping found in Appendix C.

There have been no changes to stream impacts since Reevaluation Statement #3. Therefore, key details associated with stream impacts are summarized in Reevaluation Statement #3. The permitting and mitigation application process for the Section 401 Water Quality Certification (WQC) and Section 404 Permit is complete. Permits were obtained utilizing the FEIS proposed right-of-way. Based on the design changes in Reevaluation Statement #5, permit modifications are not required.

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 floodplains have occurred due to acquisition of permanent and temporary right-of-way. Compared to the values shown in the Reevaluation Statement #4, there will be an additional 3.1 acres of floodplain impact due to the right-of-way changes associated with Belmont Avenue. There are no changes to floodway impacts as a result of Reevaluation Statement #5. For reference to the Wetland Delineation and Waters Report see Appendix E. Water resources, including floodplains and floodways, are depicted on the mapping found in Appendix C.

Construction in a Floodway (CIF) permits from IDNR have been applied for and issued. IDNR has issued Construction in a Floodway permits (FW-#) for proposed construction activities associated with the following stream crossings and construction activities within Construction Contract 5:

- Design Segment 6.4
 - I-69 Mainline and Access Road over Pleasant Run (FW-30277-0)
- 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)

There are no CIF permit applications for Construction Contract 5 that are currently under review by IDNR.

3.8 Forest Impacts

The Revised 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 permanent and temporary right-of-way for Reevaluation Statement #5 will result in an additional 1.6 acre of impact to forested habitat. No additional impacts to core forest over the impacts as reported in Reevaluation Statement #4 will occur. 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.

USFWS responded to re-coordination on November 8, 2021 requesting that any changes to total project impacts and the mitigation requirements be accurately reflected in Reevaluation Statement #5. Additionally, USFWS noted that tree removal should be completed during the inactive season for bats (October 1st to March 30th). For reference to the re-coordination letter and USFWS's response see Appendix D.

3.9 Section 4(f) Resources

The changes in Reevaluation Statement #5 do not result in a change to the previously documented impacts to Section 4(f) resources. The shared-use path along County Line Road, which is being developed and constructed as part of I-69 Section 6, was not previously identified as a Section 4(f) resource in the FEIS or subsequent reevaluations.

The Indy Greenways Master Plan (May 2014) was reviewed and no potential or planned trails were identified along County Line Road. A review of the Johnson County Trail Master Plan (August 2019) indicates there is a proposed shared-use path along County Line Road from I-69 to Bluff Road. In the Johnson County Trail Master Plan (August 2019), the shared-use path along County Line Road was assigned to Tier 4, which are the lowest priority routes proposed by the plan and would be completed after all other

tiers. Therefore, the proposed shared-use path along County Line Road would not be considered a Section 4(f) resource.

Additionally, the Johnson County Trail Master Plan (August 2019) was developed after the FEIS and preliminary design of I-69 Section 6, which included a shared-use path along County Line Road. As discussed above, I-69 Section 6 will include a shared-use path along the north side of County Line Road and a sidewalk along the south side. Therefore, the design of I-69 Section 6 would not obstruct or inhibit the potential future development of Johnson County's proposed shared-use path along County Line Road.

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. There is no change to the amount of permanent right-of-way acquisition or temporary right-of-way acquisition from land within a wellhead protection area as a result of Reevaluation Statement #5. 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

The changes in Reevaluation Statement #5 do not result in a change to the previously documented impacts to 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 6.4 and 6.5 within Construction Contract 5. A total of thirteen sites with a recognized environmental concern were investigated. The investigations indicated seven sites with no evidence of impacted soils or groundwater and six 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
6.4	Tuchman Cleaners/Marathon	378 Western Blvd	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 Road	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 Street	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 Road	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 Road	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 Road	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 Avenue	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	Ricker's 876 / Amoco	2025 West Southport Road	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 Street	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 W Thompson Road	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 Hardin Street	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

There are no new commitments as a result of Reevaluation Statement #5. Commitments included in the FEIS and subsequent reevaluation statements will be adhered to during project development, design, and construction.

CHAPTER 4 - CONCLUSIONS

The analysis of impacts resulting from design changes incorporated as part of Design Segment 6.4 and 6.5 within Construction Contract 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. The analysis in this reevaluation and previous reevaluations supports the conclusion that the design will not have impacts sufficient enough to require the preparation of a Supplemental Environmental Impact Statement for I-69 Section 6. Therefore, the I-69 Section 6 Tier 2 FEIS and ROD remain valid.