



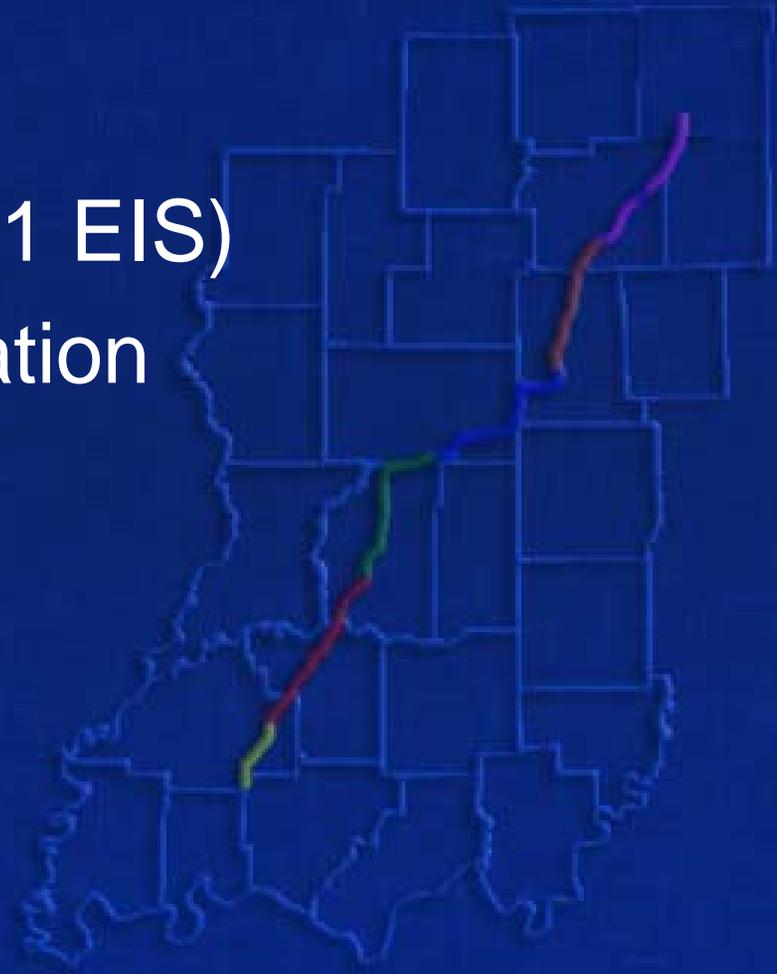
Community Advisory Committee
October 27, 2004

I-69 Evansville to Indianapolis
Tier 2 Studies
Section 2 – Oakland City to Washington



Today's Topics

- How we got here (Tier 1 EIS)
- Project Team Organization
- NEPA EIS Process
- CAC Input
- Next Steps



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Statement of Purpose and Need

The purpose of the I-69, Evansville to Indianapolis Project is to provide an improved transportation link between Evansville and Indianapolis that

- Strengthens the transportation network in SW Indiana
- Supports economic development in SW Indiana
- Completes the Indiana portion of the National I-69 project

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Tier 1 Final EIS & ROD

- Decisions made on a **corridor**—
 - Exact alignment to be determined in Tier 2
 - Corridor is generally 2,000 feet in width
 - Wider or narrower in some places
 - Final alignment of highway will be approximately 240 – 470 feet wide

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Tier 1 Final EIS & ROD

- FEIS determined which alternatives were reasonable, or practicable
 - Reasonable alternatives had high level of performance on project goals
 - Alternatives differed greatly on levels of performance
 - Best performing (3B and 3C) performed 2 – 3 times better than poorest performing (Alternative 1)
 - Reasonable alternatives had acceptable level of environmental impacts
 - ALL alternatives had environmental impacts
 - Some alternatives had **unacceptable** impacts upon **key resources**

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Tier 1 Final EIS & ROD

Alternative 3C chosen – it best satisfied project purposes with acceptable level of impacts



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Alternative 3C – Performance on Project Goals

- Performed high on all three core goals & highest of all alternatives on three economic development goals.
- In SW Indiana, increases personal income by \$173 million annually; adds 4,600 permanent jobs to economy.
- Results in 40,000 fewer auto-related injuries over 20 years.
- Reduces travel time between Indianapolis & Evansville by 27 minutes, saving \$1.1 billion in driver time & vehicle operating costs over 20 year period.
- Provides additional 37,000 Hoosiers 30-minute access to major urban areas.

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Alternative 3C - Environmental Impacts (Among Reasonable Alternatives)

- **Lowest wetland impacts**
- **Lowest farmland impacts**
- **Lowest floodplain impacts**
- **Avoids many sensitive natural areas, including**
 - Tincher Special Area of Hoosier National Forest
 - Garrison Chapel Valley
 - Beanblossom Bottoms

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Tier 1 Mitigation Package

- **Forest Mitigation**—Save/create 3 forest acres for each acre used; not required by law.
- **Wetlands Mitigation**—Replace wetlands at 2:1 and 3:1 ratio = significant increase in wetlands acres in Study Area.
- **Community Planning**—Assist planning in towns, cities, counties affected by I-69.
- **Historic Resource Survey**—Update surveys in counties along corridor.
- **T & E Species Conservation**—Extensive measures for Indiana bat and bald eagle.

Mitigation measures total value (Tier 1 FEIS) = \$77.1 million

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Tier 2 6 Corridor Sections

142-mile Evansville to Indianapolis project is divided into six sections.

Each section will be independently studied during next 18 – 36 months.



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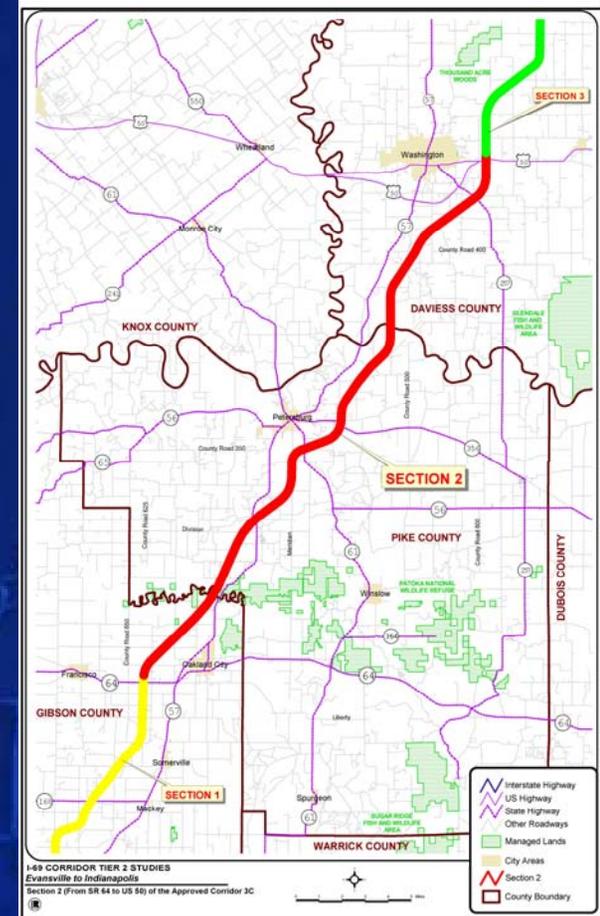
Tier 2—Section 2

Section 2 of the approved corridor...

- Is about 28 miles long
- Begins at SR 64 west of Oakland City
- Continues northward past Petersburg to US 50 east of Washington

Major tasks for Section 2 include . . .

- Environmental studies, analysis, and documentation
- Preliminary design including interchange locations & configurations



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Tier 2—Section 2 (cont.)

Section 2 encounters . . .

- Agricultural and rural residential lands
- Some forest and wetland areas including Patoka River National Wildlife Refuge area
- Crossings of the Patoka River, East Fork – White River, and numerous creeks

Benefits of Section 2 include . . .

- Improved access and reduced travel time between Evansville, Bloomington and Indianapolis
- Congestion relief on local roads
- Improved access to local industries, jobs, services

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Tier 2—Section 2 (cont.)

Section 2 tasks completed or nearly completed include . . .

- Identifying property owners within / adjacent to the project corridor
- Surveying the area for endangered Indiana bats & Eastern Fantail Mussel
- Identifying historic cultural resources

Section 2 tasks ahead include . . .

- Additional environmental research and analysis, including noise, air quality, ecological, archaeological, wetlands & HAZMAT studies
- Completion of NEPA documents (Draft EIS, Final EIS, and Record of Decision)
- Completion of preliminary plans and Engineers Report

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Tier 2—Section 2 (cont.)

Public involvement activities, initiated and planned, include:

- Project office in Petersburg, open from 8 a.m. – 5 p.m. weekdays, to provide current information and receive input
- Open House introducing office and personnel to public (held June 30, '04)
- Community Advisory Committee
- Project Web Site
- Newsletters and Information Brochures
- Community and government representative small group meetings
- Public meetings at key stages in the study process
- Public hearing when draft environmental document is published

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Project Team Organization



INDOT

Project Management Consultant
Bernardin Lochmueller & Associates (BLA)
Kent Ahrenholtz – Project Manager

Environmental and Engineering
Assessment Consultants (EEACs)
(One consultant team for each of 6
Sections of Independent Utility)

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Section 2 EEAC

Section 2 Prime Consultant
Hannum Wagle & Cline Engineering (HWC)
Randy Hancock – Deputy Project Manager

Jacobs Civil Inc. (JCI)
Randy Perkinson
Project Manager

**Environmental Solutions
and Innovations (ESI)**

**Ecological Specialists
Inc. (ESI)**

**Quality Environmental
Professionals Inc. (QEPI)**

**Archaeological Consultants
Services, Inc. (ASC Group)**



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NEPA EIS Process Step 1

- ✓ Issue Notice of Intent
- ✓ Issue Early Coordination Letter
- ✓ Begin Field Studies
 - ✓ Indiana Bat
 - Plant Species
 - Eastern Fanshell Mussel
 - Animal and Bird Studies
 - ✓ Historic Properties
 - ✓ Land Use

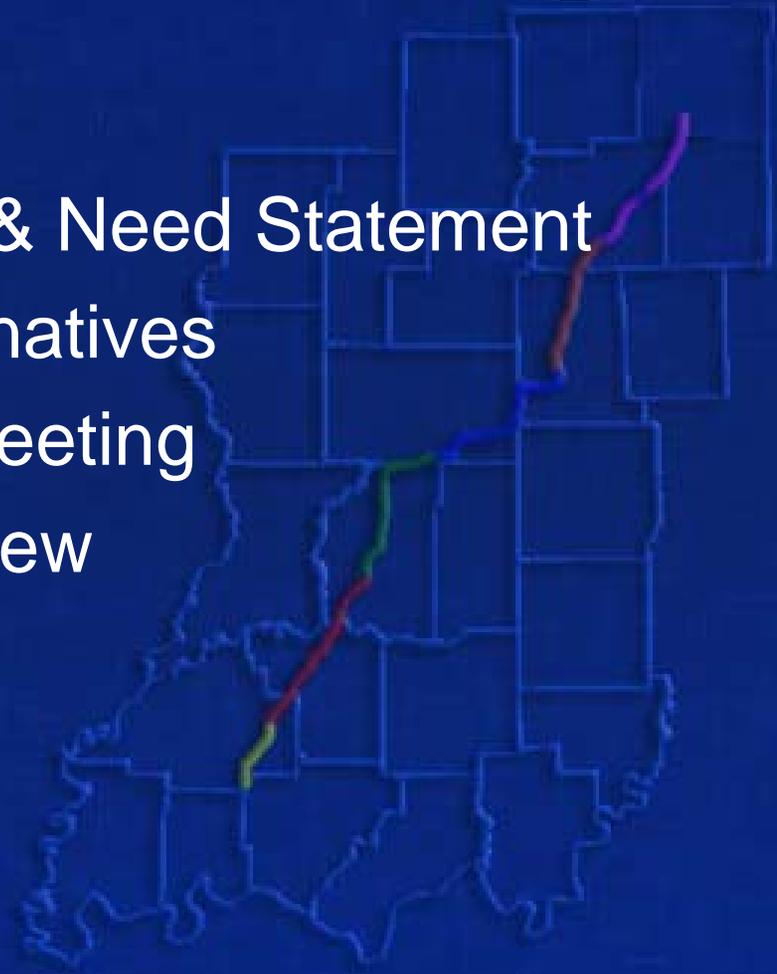


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NEPA EIS Process Step 2

- ✓ Develop Project Purpose & Need Statement
- Develop Preliminary Alternatives
- Hold Public Information Meeting
- Conduct Interagency Review



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NEPA EIS Process Step 3

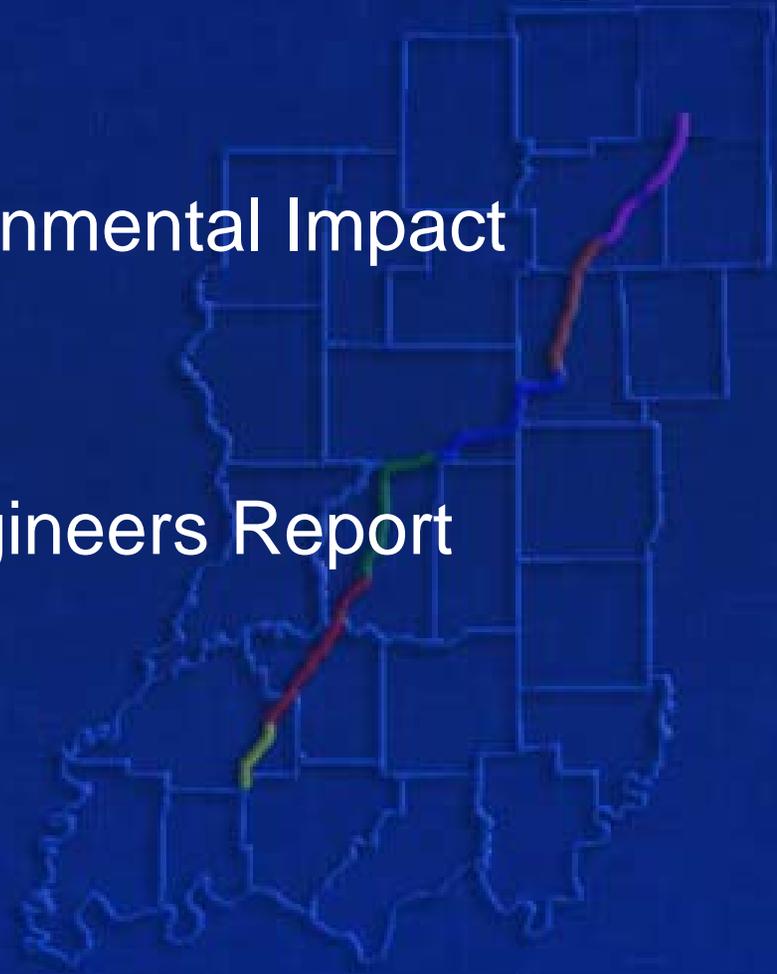
- Analyze and screen Preliminary Alternatives
- Preliminary determination of Preferred Alternative
- Hold Public Information Meeting (Screening/Preferred Alt.)
- Conduct Interagency Review

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NEPA EIS Process Step 4

- Complete the Draft Environmental Impact Statement (DEIS)
- Hold Public Hearing
- Complete Preliminary Engineers Report



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NEPA EIS Process Step 5

- Prepare responses to substantive DEIS comments
- Identify Preferred Alternative if not done in DEIS
- Identify mitigation requirements
- Conduct interagency review

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NEPA EIS Process Step 6

- Complete a Final Environmental Impact Statement (FEIS) that will recommend a preferred Interstate highway alignment within the approved Tier 1 corridor, including interchange and grade separation locations.

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EIS Process - Step 6

- Prepare responses to substantive FEIS comments
- Complete the Record of Decision (ROD)
- Complete Final Engineers Report

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What is a CAC?

A CAC is a group of **stakeholder representatives** brought together during development of a transportation project. A **stakeholder** has an interest in or is impacted by the project.

CACs provide a **forum** for community representatives to...

- Learn about the project
- Serve as eyes and ears of the community
- Discuss project issues
- Ultimately, provide project information to the public and receive public input in a two-way communication process

Although FHWA and INDOT will maintain ultimate authority over decisions regarding the project, CACs will serve an important advisory role to INDOT and the Project Team.

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Why Are CACs Useful?

A CAC is a place where participants...

- Share perspectives on certain issues and explore them in depth.
- Become educated on technical issues.
- Serve as resources to the general public, providing project information and clarification on issues of interest.

CACs are a part of INDOT's **commitment to public participation** in the transportation decision-making process.

CACs help community stakeholders **preserve and enhance the environment** by making suggestions for implementing a **context sensitive design** approach for project development.

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How were CAC Members Selected?

FHWA has published guidelines for public involvement that includes CAC development information. With the guidelines as reference, the I-69 Project Management Team selected CAC members based on two primary goals:

- 1) Bringing together a representative cross-section of the affected community
- 2) Limiting the number of members to maximize meeting productivity

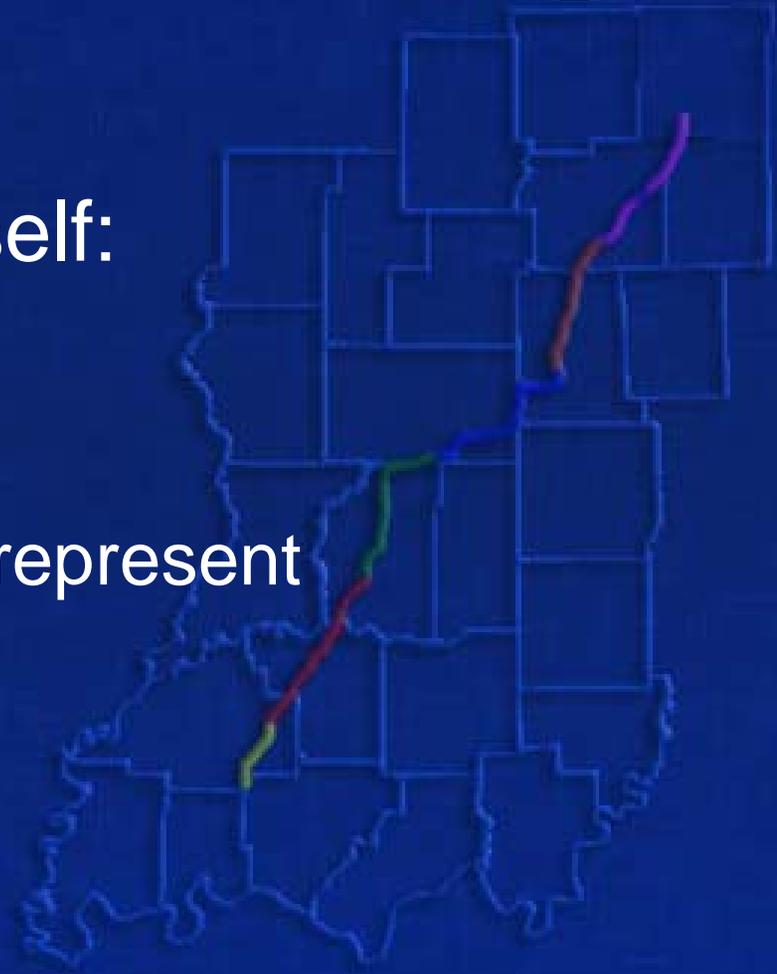
To be a CAC members, a person must represent a group of project stakeholders. CAC members need not have an in-depth knowledge of the project, but a general understanding of the project is encouraged.

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Introductions

- Please introduce yourself:
 - Name
 - Where you live
 - What organization you represent



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The CAC Process

The CAC will **meet periodically** to share project related information, including **input needed for analyses of potential environmental impacts**. Members will also have the opportunity to suggest **Context Sensitive Solutions**—landscaping, lighting, signage, etc.—for preserving the area’s aesthetic qualities and enhancing those of the Interstate. In addition, the meetings will be designed to help CAC members develop **insight into the transportation planning process**.

Each CAC meeting will be led by the project manager who will—

- Prepare agendas
- Arrange meeting locations
- Prepare and circulate meeting minutes

Dates, times and locations of all meetings will be established by the CAC members and the project manager.

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- Input from CAC will be used as we develop the Tier 2 Study.
- Meeting minutes will be posted on web site and available at project office
- Meeting activity reports will be included as part of the NEPA documentation
- Information from these meetings will assist agency officials who are responsible for final decisions

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Finally, REMEMBER—



A key responsibility of CAC membership is serving as a community resource. CAC members should share the information discussed at each meeting with the organizations and communities they represent, thereby increasing public understanding of and involvement with the project.

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Tier 2—Section 2 Contacts

For project information, or to provide input, please visit or call the project office:

Hannum, Wagle & Cline / Jacobs Civil

804 South Industrial Park Drive

P.O. Box 97

Petersburg, IN 47567

Ph. 812-354-3462 Fx. 812-354-3513

www.i69indyevn.org

Randy Perkinson, PE – Project Manager

Randy Hancock, PE – Deputy Project Manager

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CAC Discussion

Help us list issues and concerns that your group or organization has about I-69

- Access to I-69
- Access across I-69
- Air Quality
- Noise
- School Bus Routes
- Emergency Services
- Agricultural impacts
- Rural residential issues
- Environmental impacts
- Historic or Archaeological Sites
- Emergency Services
- Other issues or concerns

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