



I-69 EVANSVILLE TO INDIANAPOLIS

I-69 SECTION 2 REEVALUATION STATEMENT SEGMENT 4 & 5

I-69
Evansville, IN to Indianapolis, IN
Designation Number: 0300378
Federal Project No.: IN10 (005)

Tier 2 Final Environmental Impact Statement (FHWA-IN-EIS-10-01-F) approved February 25, 2010

Record of Decision approved April 30, 2010

This reevaluation of the Tier 2 Final Environmental Impact Statement (FEIS) was prepared to reflect design changes on Section 2 of the new terrain I-69 highway in Gibson, Pike, and Daviess Counties, Indiana. Section 2 will extend north from S.R. 64 near Oakland City approximately 29 miles to US 50 near Washington. The revised design for Section 2 within Segments 4 and 5 has added additional right-of-way areas to accommodate: revised right-of-way to even station and offset; transmission tower relocation; connecting highway right-of-way into existing right-of-way; removing existing pavement; roadway tie-in for superelevation purposes; intersection realignment for improved safety; cul-de-sac construction; providing access to adjacent properties; access drive construction; Local Service Road (LSR) modifications; and allowing adequate sight distance. This reevaluation examined the potential impacts on the natural, human, and cultural environments of the revised design for Section 2. The analysis in this reevaluation supports the conclusion that these design changes will not have impacts sufficient to require the preparation of a Supplemental Environmental Impact Statement (SEIS) or an additional Draft Environmental Impact Statement (DEIS) for Section 2. Therefore, the Tier 2 FEIS and Record of Decision remain valid.

Release for Public Involvement

B12
OES Initials

12-7-10
Date

Approval

[Signature]
OES Signature

12-28-10
Date

[Signature]
FHWA Signature

1-6-11
Date

1. INTRODUCTION

The I-69 Evansville to Indianapolis project, which extends from Interstate 64 in Gibson County to Interstate 465 in Marion County, is being developed in six (6) Sections of independent utility. These sections are numbered from south (Section 1) to north (Section 6). Section 2 is approximately 29 miles long and extends north from SR 64 just west of Oakland City to US 50 just south of Washington.

The purpose of this reevaluation document is to examine minor right-of-way changes required for the final design within Design Segments 4 and 5 for Section 2 and to determine whether these right-of-way changes cause impacts to the affected environment beyond the impacts documented in the Section 2 Final Environmental Impact Statement (Section 2 FEIS) approved February 25, 2010, and Section 2 Tier 2 Record of Decision (ROD) dated April 30, 2010. The Notice of Availability for the Section 2 FEIS was published in the Federal Register on March 5, 2010.

This reevaluation document has been drafted to evaluate the environmental impacts of additional right-of-way areas not discussed in the Tier 2 FEIS as part of the Refined Preferred Alternative presented in the Section 2 FEIS. The additional permanent and temporary right-of-way areas along the alignment approved in the Section 2 ROD are required to accommodate the following features required by the final design:

- revised right-of-way to even station and offset;
- transmission tower relocation;
- connect highway right-of-way into existing right-of-way;
- remove existing pavement;
- roadway tie-in for superelevation purposes;
- intersection realignment for improved safety;
- cul-de-sac construction;
- provide access to adjacent properties;
- access drive construction;
- Local Service Roads (LSR) modifications; and
- allow adequate sight distance.

The analysis of the impacts from these final design elements supports the conclusion that implementation of these changes in the right-of-way needed as a result of the final design elements will not cause significant environmental impacts that were not evaluated in the Section 2 FEIS, and that the right-of-way modifications required by the final design offer no new information or circumstances relevant to environmental concerns bearing on the proposed action or its impacts which will result in significant environmental impacts that were not discussed in the Section 2 FEIS.

2. PROJECT DESCRIPTION

2.1 Project Description and Area

This reevaluation document examines final design changes to the right-of-way at the following general locations of Section 2 listed from south to north:

- Design Segments 3-4 Breakpoint;
- Pike County Road 400 N;
- State Road 356;
- North of Pike County Road 475 N;
- Pike County Road 550 N intersection with Pike County Road 200 E;
- North Pike Interchange;
- Pike County Road 650 N;
- Pike County Road 725 N;

- Pike County Road 750 N;
- Pike County Road 425 E

These areas are being reexamined because the need for additional right-of-way or a change in right-of-way was identified during the final design of Section 2. These right-of-way impacts were not addressed in the Tier 2 Section 2 FEIS or ROD. A complete description of why the additional right-of-way is required can be found below in the *Description of Project Changes* section of this document.

The reevaluation areas of Section 2 discussed in this document are not located within or directly adjacent to any cities or towns. Access points to I-69 throughout Section 2, as approved in the ROD, will be built as interchanges with SR 61/56, North Pike County (deferred construction), South Daviess County (deferred construction), and US 50. As disclosed in the Section 2 FEIS, residential relocations and environmental impacts to streams, wetland, and forest will occur during the construction of Section 2. Land uses in the vicinity of Section 2 include developed land, residential, wetland habitat, water (ponds), upland habitat, forested areas, and agricultural land. Dominant crops in the vicinity are corn, wheat, and soybeans.

2.2 Approved Environmental Documentation

The environmental review process for the I-69 project (Evansville to Indianapolis) is being conducted in two tiers. The Tier 1 environmental studies provided the information needed to select a corridor for I-69 between Evansville and Indianapolis. The Tier 1 DEIS for the Evansville to Indianapolis project was approved in July 2002. The DEIS described resource impacts for each proposed corridor. The Tier 1 FEIS was approved in December 2003. The Tier 1 FEIS documented impacts analyzed in the DEIS and additional impacts to the natural, human, and cultural environments not analyzed in the DEIS. The Record of Decision (ROD) for the Tier 1 project was approved in March 2004.

The Tier 2 studies focus on identifying and analyzing alternative alignments within the corridor approved in Tier 1. For each of the six sections identified and approved in the Tier 1 FEIS and ROD, a Tier 2 DEIS and FEIS has/will be prepared. The Tier 2 NEPA studies for Section 1 (the southernmost section), Section 2, and Section 3 have been completed; a Tier 2 DEIS for Section 4 was issued in July 2010. Studies in Sections 5 and 6 are still in progress. The Tier 2 DEIS for Section 2 was approved on April 27, 2009. The Tier 2 FEIS for Section 2 was approved February 25, 2010, and the Section 2 ROD issued on April 30, 2010. The FEIS documented impacts analyzed in the DEIS and additional impacts to the natural, human, and cultural environments from design changes to the preferred alternative since the approval of the DEIS.

2.3 Previously Identified Impacts

Section 2 was divided into nine (9) subsections during the Tier 2 environmental analysis. Impacts to the natural and human environments were examined for each of the subsection alternatives, including the Refined Preferred Alternative. The FEIS evaluated the impacts of the subsection alternatives across multiple resource categories, including right-of-way acres, parcels impacted by right-of-way acquisition, streams, wetlands, forest, farmland, relocations, HAZMAT sites, and historic and archaeological resources. Minimization of impacts to these resources was considered during the selection of the Refined Preferred Alternative. Mitigation for unavoidable impacts is described in the Section 2 FEIS.

The Section 2 FEIS states that the Refined Preferred Alternative will directly impact 1,113 acres of agricultural land (see Table 5.3-1). Agricultural impacts, in the form of permanent conversion of farmland to non-farmland use, will not be mitigated by the creation of new farmland elsewhere. Minimization of the unavoidable impacts to farmland occurred during the development of alternatives for Section 2.

The Section 2 FEIS documents impacts to streams, wetlands, and forests. In Section 2, approximately 227.4 acres of forest (including forested wetlands) are located within the right-of-way of the Refined Preferred Alternative (FEIS Table 5.20-5). A total of 28.89 acres of wetland impacts (4.91 open water; 6.62 emergent; 0.55 scrub/shrub; 16.13 forested; and 0.68 aquatic bed) are documented in the FEIS (FEIS Tables 5.19-4a and 5.19-5). The Refined Preferred Alternative has stream impacts of 65,181 linear feet, as shown in the FEIS Table 5.19-6. These environmental impacts will be mitigated at various mitigation sites located in the vicinity of the Patoka River, Flat Creek, East Fork White River, West Fork White River, and Veale Creek.

The I-69 Section 2 project was also evaluated for impacts to cultural resources. Four (4) above ground properties/districts eligible for or listed on the National Register of Historic Places (NRHP) are located within the Section 2 Area of Potential Effect (APE). On December 15, 2008, FHWA signed a "Section 106 Findings and Determinations: Area of Potential Effect, Eligibility Determinations, Effect Finding" for above-ground properties. The Patoka Bridges Historic District will be adversely impacted by the Section 2 project. On September 20, 2010 the FHWA re-issued the Section 2 finding of adverse effect after a change to the Section 2 APE for above-ground resources occurred due to floodplain easements along at the East Fork White River. The APE for above ground resources was modified. However, there is no change to the effects finding as a result of this APE modification. The revised APE for above-ground resources in Section 2 is depicted in Appendix A, Figure 1.

2.4 Other Reevaluation Documents

Other reevaluation documents will be prepared as required for additional right-of-way changes at other locations of the Section 2 Refined Preferred Alternative as final design of Section 2 is completed. In addition, reevaluation documents have been prepared in other sections of the I-69 project. Previously approved reevaluation documents include: Section 1, I-64 to C.R. 825 S; Section 2, Design Segments 1 and 1A; Section 2, Design Segments 2 and 3; Section 2, Flood Easements; Section 3, Early Bridge Contracts; Section 3, Design Segments 8 & 9; Section 3, Design Segments 10-13; Section 3, Design Segments 10-13(2); Section 3, Flood Easements; and Section 3 Flood Easements Addendum. All previously approved reevaluations can be found on the I-69 project website <http://www.i69indyevn.org/>.

2.5 Public Involvement

The final design for Segments 4 and 5 of Section 2 affects fourteen parcels not previously impacted by the Refined Preferred Alternative analyzed in the FEIS. Of these previously unaffected parcels, a total of three property owners not previously impacted by the FEIS right-of-way are now impacted by the final design right-of-way.

Through previous coordination with FHWA, as required by *Part 1, Section IV, Page 32-33* in the INDOT and FHWA approved Public Involvement Manual (approved March 25, 2009 and title sheet dated April 1, 2009), it was determined that additional public involvement activities were required based on the impact to previously unaffected property owners. A legal notice advertising this reevaluation document was placed in the *Petersburg Press Dispatch* on December 8, 2010 (See Appendix D). On December 8, 2010 the reevaluation document was posted to the I-69 project website and a copy was made available for viewing at the INDOT Washington Project Office. The public was afforded 15 days to comment on the reevaluation. No comments were received from the public within the 15 day comment period.

3. DESCRIPTION OF PROJECT CHANGES

This reevaluation focuses on changes to the right-of-way resulting from the final design in Section 2, Design Segments 4 and 5. The Refined Preferred Alternative in the Section 2 FEIS directly impacts approximately 1,702 acres of land. Implementation of the Segments 4 and 5 final design will result in impacts to approximately 24.11 additional acres for permanent right-of-way, 1.1 acres of temporary right-

of-way, and 1.72 acres of temporary easement (total, 26.93 acres) not previously addressed in the FEIS (See Maps in Appendix A for locations). With the implementation of the Segments 4 and 5 final design, approximately 15.95 acres of right-of-way analyzed in the FEIS will no longer be impacted by the Section 2 project. Figure 1 in Appendix A shows the entire Section 2 project, including each location where this evaluation addresses the modified right-of-way. Figure 2 in Appendix A shows Design Segments 4 and 5, along with each location where this reevaluation addresses modifications to the right-of-way. The right-of-way changes discussed below are listed from south to north.

- **Breakpoint between Design Segments 3 and 4 (See Figure 3 in Appendix A, with continuation onto Figure 4).** – The final design requires minor right-of-way changes on the north and south side of the highway at this location to even station and offset, which results in right-of-way lines that follow parallel with the roadway. On the north side of the highway south of Pike County Road 400 N a total of approximately 0.52 acre of permanent right-of-way is required. Land use within this 0.52 acre area consists of 0.32 acre of agricultural land, and 0.2 acre of upland habitat. On the south side of the highway south of Pike County Road 400 N approximately 0.91 acre of permanent right-of-way is required. Land use within this 0.91 acre area consists of 0.11 acre of agricultural land, 0.78 acre upland habitat, and 0.02 acre of existing transportation. A total of approximately 1.43 acres of additional right-of-way is required at the Design Segment 3 breakpoint location in Segment 4.
- **Pike County Road 400 N in Segment 4 (See Figure 4 in Appendix A).** – There are three final design changes to the right-of-way in this area that require additional right-of-way. A total of approximately 4.58 acres of permanent right-of-way is required at the County Road 400 N location.
 - A. The Pike County Road 400 N Connector Road with Pike County Road 175 E was modified to tie into existing county right-of-way. A total of approximately 1.03 acres of permanent right-of-way is required at this location. Land uses within this area consist of 0.54 acre of agricultural land, 0.15 acre of upland habitat, and 0.34 acre of existing transportation.
 - B. This additional right-of-way area is required because of a transmission tower relocation. The current location of the tower is on the edge of the limited access right-of-way. The tower will be relocated to the west outside of the limited access right-of-way of the mainline highway. A total of approximately 3.17 acres of permanent right-of-way is required at this location. Land uses within this area consist of 2.78 acres of agricultural land, 0.01 acre of upland habitat, and 0.38 acre of existing transportation.
 - C. This additional right-of-way area is required to even station and offset, which results in right-of-way lines that follow parallel with the roadway. A total of approximately 0.38 acre of permanent right-of-way is required at these locations. Land uses within these areas consist of 0.31 acre of agricultural land and 0.07 acre of upland habitat.
- **State Road 356 in Segment 4 (See Figure 5 in Appendix A).** – There are five final design changes in this area requiring additional right-of-way. A total of approximately 3.1 acre of permanent right-of-way, 0.29 acre of temporary right-of-way, and 1.72 acre of temporary easement (total 5.11 acres of additional right-of-way) is required at the State Road 356 location. As a result of the design changes at the State Road 356 area approximately 1.74 acres of right-of-way analyzed in the FEIS will not be impacted due to the below referenced design changes.
 - A. Approximately 1.72 acres of temporary easement is required for pavement removal along County Road 475 N and Jasper Street. Land uses within these areas consist of 0.18 acre of agricultural land and 1.54 acre of developed land.

- B. Approximately 1.38 acres of permanent right-of-way and 0.25 acres of temporary right-of-way (total 1.63 acres) is required along State Road 356 to accommodate roadway tie-in for superelevation¹ transition purposes. This transition will create superelevation to allow a driver to negotiate the curve at a higher speed than would otherwise be comfortable. Land uses within these areas consist of 0.16 acre of agricultural land, 0.01 acre stream, 0.67 acre transportation, and 0.79 acre residential. The superelevation change at these locations will no longer impact approximately 1.3 acres of right-of-way analyzed in the FEIS.
- C. Approximately 0.85 acre of permanent right-of-way and 0.04 acre of temporary right-of-way (total 0.89 acre) is required to improve the State Road 356 connector road with Pike County Road 475 N. The final design realigned this road to form a perpendicular intersection angle for better safety. All locations labeled as (C) in Figure 5 of Appendix A are affected by this change. Land uses within these areas consist of 0.86 acre of agricultural land, 0.02 acre of existing transportation, and 0.01 acre of residential land.
- D. Approximately 0.52 acre of permanent right-of-way is required along Jasper Street on the west side of the highway to accommodate cul-de-sac construction not analyzed in the FEIS. Jasper Street on the west side of the highway was listed as a road closure in the FEIS; however the cul-de-sac and associated right-of-way were not designed at that time. Land uses within these areas consist of 0.49 acre of agricultural land and 0.03 acre of existing transportation.
- E. Approximately 0.35 acre of permanent right-of-way is required to accommodate even station offset. Land uses within these areas consist of 0.29 acre of agricultural land and 0.06 acre of upland habitat.
- **North of Pike County Road 475 N in Segment 4 (See Figure 6 in Appendix A).** – The final design requires minor right-of-way changes on the east and west side of the highway at this location to even station and offset, which results in right-of-way lines that follow parallel with the roadway. A total of approximately 0.7 acre of additional right-of-way is required at these locations. On the east side of the highway a total of approximately 0.02 acre of permanent right-of-way is required. Land use within this 0.02 acre area consists entirely of upland habitat. On the west side of the highway approximately 0.68 acre of permanent right-of-way is required. Land uses within this 0.68 acre area consist of 0.46 acre of agricultural land, 0.09 acre residential, and 0.13 acre of upland habitat. As a result of the design changes at this area approximately 0.87 acre of right-of-way analyzed in the FEIS will not be impacted.
 - **Near Pike County Road 550 N intersection with Pike County Road 200 E (See Figure 7 in Appendix A).** – The final design requires minor right-of-way changes on the east and west side of the highway near this location to even station and offset, which results in right-of-way lines that follow parallel with the roadway. A total of approximately 0.96 acre of additional right-of-way is required at these locations. Located on the east side of the highway a total of approximately 0.52 acre of permanent right-of-way is required. Land use within this 0.52 acre area consists entirely of

¹ “Superelevation” refers to the tilt in a curved roadway which allows a driver to safely negotiate a curve at a higher speed than would otherwise be possible. In a superelevated curve, the roadway edge with the longer curved surface is higher than the roadway edge with the shorter curved surface. Superelevation and side friction work together to offset the outward pull of the vehicle as it traverses the horizontal curve. It is necessary to establish a limiting value of superelevation rate, *emax*, based on the operational characteristics of the facility. Values of *emax* used by INDOT are discussed in Section 43-3.0 of the INDOT Design Manual.

agricultural land. Located on the west side of the highway approximately 0.44 acre of permanent right-of-way is required. Land uses within this 0.44 acre area consist entirely of agricultural land.

- **North Pike Interchange in Segment 4 (See Figure 8 in Appendix A).** – There are three final design changes in this area requiring additional right-of-way. A total of approximately 3.79 acres of additional right-of-way is required at these locations. LSR-11 and the approximate 7.82 acres associated with it were eliminated at this location based on discussions with the property owner during right-of-way acquisition process. LSR-11 was intended to serve two otherwise landlocked parcels. Eliminating LSR-11 will result in two landlocked parcels which will either be purchased as excess land or retained by the existing property owner. An additional 0.06 acre of right-of-way analyzed in the FEIS will be eliminated as a result of superelevation changes.
 - A. Approximately 0.21 acre of permanent right-of-way is required at this location to accommodate even station offset. Land use within this 0.21 acre area consists entirely of agricultural land.
 - B. A total of approximately 3.2 acres of permanent right-of-way is required at these locations for proper super elevation transition on the curve and to improve access to the adjacent properties. Land uses within this 3.2 acre area consist of 1.19 acre of agricultural land, 0.12 acre residential, 1.16 acre of upland habitat, 0.67 acre of existing transportation, and 0.06 acre of wetlands. No residential relocations will occur as a result of the impact to approximately 0.12 acre of residential land.
 - C. Approximately 0.38 acre of temporary right-of-way is required at this location to accommodate building removal within the right-of-way. Land use within this 0.38 acre area is entirely residential. The building being removed at location (C) is a barn. The structure is located both inside and outside of the permanent right-of-way needed for the design change described in item (B) above. The temporary right-of-way is needed to remove the portion located outside of the permanent right-of-way. This structure was not identified as being demolished in the FEIS because the right-of-way developed for the FEIS did not affect the structure. The structure is located within the previously-approved APE for Section 2 and was not identified as listed or eligible for the NRHP in the Section 2 Historic Property Report.
- **North Pike Interchange in Segment 4 (See Figure 9 in Appendix A).** – There are three final design changes to the right-of-way in this area requiring approximately 1.59 acres of additional right-of-way.
 - A. Approximately 1.14 acre of permanent right-of-way is required at these locations to accommodate to even station and offset, which results in right-of-way lines that follow parallel with the roadway. Land uses within these 1.14 acre areas consist of 0.22 acre of agricultural land, 0.23 acre residential, 0.64 acre upland habitat, 0.01 acre stream, and 0.04 acre wetlands. No residential relocations will occur as a result of the impact to approximately 0.23 acre of residential land.
 - B. Approximately 0.05 acre of temporary right-of-way is required at this location for residential driveway reconstruction. Land use within the 0.05 acre area consists entirely of residential land.
 - C. Approximately 0.4 acre of permanent right-of-way is required at this location in order to construct a 50' radius cul-de-sac not analyzed in the FEIS and to provide access to an

- otherwise landlocked parcel. County Road 275 E on the north side of the highway was listed as a road closure in the FEIS; however the cul-de-sac and associated right-of-way were not designed at that time. Land uses within these areas consist of 0.39 acre of upland habitat and 0.01 acre of residential land. No residential relocations will occur as a result of the impact to approximately 0.01 acre of residential land.
- **North Pike Interchange in Segment 4 (See Figure 10 in Appendix A).** – There are two final design changes to the right-of-way in this area totaling approximately 0.14 acre of additional right-of-way.
 - A. Approximately 0.1 acre of permanent right-of-way is required at this location to even station and offset, which results in right-of-way lines that follow parallel with the roadway. Land uses within this 0.1 acre area consist of 0.02 acre commercial, 0.06 acre upland habitat, and 0.02 acre transportation.
 - B. Approximately 0.04 acre of temporary right-of-way is required at this location for building removal of a residence. Land use within this 0.04 acre area consists entirely of residential. This residential relocation was not listed in the FEIS. The residence was not impacted by the DEIS right-of-way. During the development of the FEIS Refined Preferred Alternative, the right-of-way expanded at this location. The residence is located almost entirely within the Refined Preferred Alternative but was not listed as a residential relocation in the FEIS.
 - **Pike County Road 650 N in Segment 4 and 5 (See Figure 11 in Appendix A).** – There are five final design changes in this area requiring additional right-of-way. A total of approximately 3.87 acres of permanent right-of-way and 0.26 acre of temporary right-of-way is required at these locations. LSR-14 and the approximate 0.72 acre impact associated with it were eliminated at this location. Three parcels would have benefited from the LSR. The LSR was eliminated because the proposed mainline highway right-of-way took one of the benefiting parcels in its entirety, access will be provided to another parcel via County Road 650 N, and the other benefiting parcel was determined to be an uneconomical remnant. The uneconomic remnant will either be purchased by INDOT or retained by the landowner. No residences are affected by the elimination of the LSR. An additional approximately 0.36 acre of right-of-way analyzed in the FEIS was reduced at area (B) as a result of the refined design described below.
 - A. Approximately 0.23 acre of permanent right-of-way is required at this location for construction of the County Road 650 N overpass. Land uses within this 0.23 acre consist of 0.21 acre of upland habitat and 0.02 acre of existing transportation.
 - B. Approximately 0.8 acre of permanent right-of-way is required at this location for refined curve alignment of LSR-13. Land uses within this 0.8 acre area consist of 0.12 acre of agricultural land, 0.12 acre residential, and 0.56 acre of upland habitat.
 - C. Approximately 0.26 acre of temporary right-of-way and 0.78 acre of permanent right-of-way is required at this location (1.03 acre total) for construction of an access drive to an adjacent property. Land use within the 0.26 acre area is entirely residential. Land uses within the 0.78 acre area consist of 0.07 acre of upland habitat and 0.71 acre of residential land. No residential relocations will occur as a result of the impact to approximately 0.97 acre of residential land.

- D. Approximately 1.08 acre of permanent right-of-way is required at this location due to revised construction limits along County Road 650 N due to changes to superelevation to allow a driver to safely negotiate the curve at a higher speed than would otherwise be comfortable, as well as providing proper sight distances. Land uses within the 1.08 acre area consist of 0.44 acre agricultural land, 0.11 acre upland habitat, 0.16 acre residential, and 0.37 acre existing transportation. No residential relocations will occur as a result of the impact to approximately 0.16 acre of residential land.
- E. Approximately 0.98 acre of permanent right-of-way is required at this location to provide adequate drainage for LSR-13.75. LSR-13.75 and the justification for the LSR were analyzed in the FEIS. Right-of-way associated with the cul-de-sac was evaluated during the engineering assessment completed for the FEIS. The right-of-way associated with the cul-de-sac and LSR were revised to provide adequate drainage. Land uses within this 0.98 acre area consist of 0.59 acre of agricultural land, 0.05 acre residential land, 0.29 acre upland habitat, and 0.05 acre wetlands. No residential relocations will occur as a result of the impact to approximately 0.05 acre of residential land.
- **Pike County Road 725 N in Segment 5 (See Figure 12 in Appendix A).** – There are three final design changes requiring additional right-of-way in this area. A total of approximately 1.47 acres of permanent right-of-way is required at these locations.
 - A. Approximately 0.46 acre of permanent right-of-way is required at this location for construction of the County Road 725 N connector road with County Road 350 E. Land uses within this 0.46 acre area consist of 0.28 acre of agricultural land and 0.18 acre of existing transportation use.
 - B. Approximately 0.95 acre of permanent right-of-way is required at these locations for cul-de-sac construction and for proper drainage at the cul-de-sacs. Land uses within this 0.95 acre area consist of 0.82 acre of agricultural land, 0.04 acre stream, and 0.09 acre existing transportation.
 - C. Approximately 0.06 acre of permanent right-of-way is required at this location to accommodate even station and offset, which results in right-of-way lines that follow parallel with the roadway. Land use within this 0.06 acre area consists entirely of agricultural land.
 - **Pike County Road 750 N in Segment 5 (See Figure 13 in Appendix A).** – There are three final design changes to the right-of-way in this area totaling approximately 1.68 acres of right-of-way (1.60 acres of additional permanent right-of-way and 0.08 acre of temporary right-of-way).
 - A. Approximately 0.76 acre of permanent right-of-way is required at this location to accommodate construction of the County Road 750 N overpass. Land uses within this 0.76 acre area consist of 0.53 acre of agricultural land and 0.23 acre existing transportation use.
 - B. Approximately 0.08 acre of temporary right-of-way is required at this location for residential driveway construction. Land use within this 0.08 acre area consists entirely of residential land. No residential relocations will occur as a result of the impact to approximately 0.08 acre of residential land.

- C. Approximately 0.84 acres of permanent right-of-way is required at these locations to accommodate even station offset. Land uses within this 0.84 acre area consist of 0.61 acre of agricultural land, 0.22 acre of upland habitat, and 0.01 acre of stream.
- **Pike County Road 425 E in Segment 5 (See Figure 14 and 15 in Appendix A).** – The final design requires minor right-of-way changes on the east and west side of the highway at this location. Additional right-of-way is required because the final design construction limits required for the White River south overflow bridge extend outside of the FEIS Refined Preferred right-of-way and to even station and offset, which results in right-of-way lines that follow parallel with the roadway. A total of approximately 1.35 acres of additional right-of-way is required at these locations. Located on the east side of the highway a total of approximately 0.49 acre of permanent right-of-way is required. Land uses within this 0.49 acre area consist of 0.27 acre agricultural land, 0.15 acre upland habitat, and 0.07 acre stream. Located on the west side of the highway approximately 0.86 acre of permanent right-of-way is required. Land use within this 0.86 acre area consists entirely of agricultural land. During the final design, approximately 2.34 acres of right-of-way analyzed in the FEIS are no longer impacted as a result of the final design changes described above. LSR-16 and the approximate 1.94 acres associated with it (located approximately 0.3 miles west of I-69) were eliminated because the parcel of land benefiting from the LSR will not be landlocked because accommodations were taken into account during the design to allow adequate clearance under the I-69 White River bridge for the owner to access the remainder of the property west of I-69 (See Figure 15 in Appendix A).

4. ENVIRONMENTAL CONSEQUENCES

The total additional 26.93 acres of right-of-way within Design Segments 4 and 5 of I-69, Section 2 not analyzed in the FEIS or ROD described above will not result in a significant increase to impacts previously analyzed for Section 2. A total of approximately 15.95 acres of right-of-way analyzed in the FEIS will no longer be acquired, and therefore will not be impacted by the project. The net increase of final design right-of-way is approximately 10.98 acres (26.93 acres not previously analyzed minus 15.95 acres no longer impacted). This revised footprint for Section 2 was reviewed for impacts to the resource categories examined in the existing environmental documentation (i.e. wetlands, forest, streams, farmland, etc.).

Land use in the additional right-of-way areas is predominantly agriculture and existing transportation use. The FEIS shows approximately 1,702 acres of land to be acquired for right-of-way for the Section 2 Refined Preferred Alternative (See Table 5.3-1). These additional approximately 26.93 acres of land not within the Section 2 Refined Preferred Alternative were reviewed for environmental impacts. The additional right-of-way areas include agricultural, upland habitat, streams, wetlands, and developed land (which includes residential, commercial, and transportation uses). Adjacent land uses to the additional right-of-way areas are residential, forest, transportation, and farmland.

According to the FEIS Table 5.3-1, agricultural land accounts for 1,113 acres, or 65% of the total direct land use impacts within the Section 2 Refined Preferred Alternative. Approximately 13.66 acres of agricultural land will be impacted within this additional right-of-way. This will not result in a significant increase in the impacts previously analyzed in the FEIS. Planning to reduce the farmland impacts in the FEIS and final design focused on avoiding and/or minimizing the creation of uneconomic remnants, or designing alignments to minimize disruption to existing agricultural practices. A total of approximately 12.0 acres of agricultural land analyzed in the FEIS will no longer be acquired, and therefore will not be impacted by the project. The net increase of final design right-of-way impacts on agricultural land is approximately 1.66 acres (13.66 acres not previously analyzed minus 12.0 acres no longer impacted).

According to the FEIS Table 5.3-1, developed land accounts for 180.9 acres, or 11% of the total direct land use impacts. Approximately 7.7 acres of land within the additional right-of-way areas are used as residential, commercial, or existing transportation. This falls under the FEIS category of developed land. This will not result in a significant increase in the impacts analyzed in the FEIS. A total of approximately 0.88 acre of developed land analyzed in the FEIS will no longer be acquired, and therefore will not be impacted by the project. The net increase of final design right-of-way impacts on developed land is approximately 6.82 acres (7.7 acres not previously analyzed minus 0.88 acre no longer impacted).

According to the FEIS Table 5.3-1, upland habitat land (which consists of non-wetland forest, herbaceous cover, and scrub/shrub areas) accounts for 354 acres, or 21% of the total direct land use impacts. Approximately 5.28 acres of upland habitat² is located within the additional right-of-way areas. This will not result in a significant increase in the impacts analyzed in the FEIS. Table 7-1 in the FEIS states that INDOT and FHWA will mitigate upland forests impacted by Section 2 at a ratio of 3:1. Multiple sites have been secured for this mitigation effort. Additional mitigation measures beyond commitments in the FEIS are not anticipated as a result of the above described upland habitat impacts. A total of approximately 2.98 acres of upland habitat analyzed in the FEIS will no longer be acquired, and therefore will not be impacted by right-of-way. The net increase of final design right-of-way impacts on upland habitat is approximately 2.3 acres (5.28 acres not previously analyzed minus 2.98 acres no longer impacted).

According to the FEIS Table 5.3-1, wetlands account for 26.6 acres, or 2% of the total direct land use impacts. Approximately 0.15 acre of wetlands [0.01 acre Palustrine Scrub/Shrub (PSS); 0.04 acre of Palustrine Emergent (PEM); and 0.1 of Palustrine Unconsolidated Bottom (PUB)] are located within the additional right-of-way areas. This will not result in a significant increase in the impacts analyzed in the FEIS. Table 7-1 in the FEIS states that INDOT and FHWA will replace wetlands impacted by Section 2 in accordance with INDOT's Wetlands Memorandum of Understanding (MOU). Sites have been secured and mitigation construction is underway in advance of highway construction. The wetland impacts as a result of the final design right-of-way will be mitigated at the ratios described in the MOU and FEIS. Additional mitigation measures beyond commitments in the FEIS will not be required as a result of the above described 0.15 acre of impact to wetlands. A total of approximately 0.06 acre of Palustrine Aquatic Bed (PAB) wetland analyzed in the FEIS will no longer be acquired, and therefore will not be impacted by right-of-way. The net increase of final design right-of-way impacts on wetlands is approximately 0.09 acre (0.15 acre not previously analyzed minus 0.06 acre no longer impacted).

According to the FEIS Table 5.3-1, streams account for 15.1 acres, or 1 % of the total direct land use impacts. Approximately 0.14 acre of streams is located within the additional right-of-way areas. This will not result in a significant increase in the impacts analyzed in the FEIS. All stream impacts will be mitigated at a 1:1 ratio according to the FEIS (See FEIS p. 7-48). Sites have been secured and mitigation construction is underway in advance of highway construction. Additional mitigation measures beyond commitments in the FEIS will not be required as a result of the above described 0.14 acre of impact to streams. A total of approximately 0.03 acre of streams analyzed in the FEIS will no longer be acquired, and therefore will not be impacted by right-of-way. The net increase of final design right-of-way impacts on streams is approximately 0.11 acre (0.14 acre not previously analyzed minus 0.03 acre no longer impacted).

² The net forest impacts in Section 2 for the final design right-of-way will not increase from those documented in the Section 2 Tier 2 Biological Assessment and FEIS. Annual reporting to the United States Fish & Wildlife Service (USFWS) addresses the current state of forest impacts. Any changes not evaluated in the Tier 2 Biological Assessment and FEIS are addressed during this ongoing coordination.

In regard to above ground historic resources, the additional right-of-way areas are located inside the approved area of potential effect (APE) for Section 2; thus, these added right-of-way areas require no change to the above-ground APE (See Appendix A, Figure 1). According to the Section 2 Historic Property Report and the revised 800.11(e), one above ground property within the Section 2 APE (Patoka Bridges Historic District) is listed in the National Register of Historic Places (NRHP). As a result of identification and evaluation efforts for Section 2 of the I-69 project, three individual properties were determined eligible for listing in the NRHP. They are as follows: Thomas C. Singleton Round Barn, Chapman-Allison Farmstead, and State Road 257 Bridge over Veale Creek. Analysis of the location of the additional right-of-way areas compared to the location of the NRHP listed and eligible resources and potential changes in effects on these resources has been completed.

In summary, Table 1 below details the distance from each additional right-of-way area to the specified NRHP listed and eligible properties within Section 2. The closest final design additional right-of-way area in Segments 4 and 5 is located approximately 3.6 miles from a NRHP eligible or listed resource (Pike C.R. 425 E is 3.6 miles from the Thomas C. Singleton Round Barn). Therefore, based on the previous effect findings for the above mentioned NRHP resources, the distance of the additional right-of-way areas from the NRHP resources, and the minor changes in the proposed alternative, it has been determined that there would be no change to the identified effects on historic properties.

Table 1: Additional Right-of-Way distance from NRHP property				
Additional R/W Area	Patoka Bridges Historic District	Thomas C. Singleton Round Barn	Chapman-Allison Farmstead	State Road 257 Bridge over Veale Creek
Design Segment 3 Breakpoint	7.9 miles	8.2 miles	9.9 miles	12.6 miles
Pike C.R. 400 N	8.3 miles	7.8 miles	9.5 miles	12.1 miles
State Road 356	9.0 miles	7.2 miles	8.8 miles	11.5 miles
North of Pike C.R. 475 N	9.4 miles	6.8 miles	8.4 miles	11.0 miles
Pike C.R. 550 N / C.R. 200 E	9.9 miles	6.2 miles	7.9 miles	10.6 miles
North Pike Interchange (1)	10.6 miles	5.6 miles	7.2 miles	9.8 miles
North Pike Interchange (2)	10.7 miles	5.5 miles	7.2 miles	9.8 miles
North Pike Interchange (3)	10.3 miles	5.7 miles	7.5 miles	10.1 miles
Pike C.R. 650 N	11.1 miles	5.1 miles	6.7 miles	9.4 miles
Pike C.R. 725 N	12.0 miles	4.3 miles	5.8 miles	8.4 miles
Pike C.R. 750 N	12.4 miles	4.0 miles	5.4 miles	8.1 miles
Pike C.R. 425 E	12.8 miles	3.6 miles	5.0 miles	7.6 miles

In regard to archaeological resources, a Phase Ia field reconnaissance was conducted by Gray & Pape, Inc. for areas located outside of the original surveyed preferred alternative. In a report dated December 3, 2010 Gray & Pape determined that no archaeological resources were identified during their survey. INDOT approved the Phase Ia field reconnaissance report on December 8, 2010. The Phase Ia archaeological report was provided to the Indiana SHPO office on December 8, 2010 for comment (See Appendix B for letter). In a letter dated December 13, 2010, the SHPO concurred with the findings of the archaeological report (See Appendix B for letter). Based on the investigation and SHPO concurrence, it has been determined that there would be no change to the potential effects on archaeological resources from the additional right-of-way areas (See Appendix C for Phase Ia summary).

Based on the above information, there is no intention to re-open the Section 106 process due to the following factors: all design changes occur within the previously approved APE; visually, there will essentially be no change due to the minor additional right-of-way areas; the determination that no change

to the effect finding will occur to the previously identified above ground resources listed in or eligible for the NRHP due to the additional right-of-way areas; and the conclusion that the proposed action of adding approximately 26.93 acres of additional final design right-of-way within Segments 4 and 5 will have no change to the effect on archaeological resources.

As a result of the final design and during appraising and buying activities, three residential relocations not listed in the FEIS will occur as discussed above and as shown in Figures 5 and 10 in Appendix A. All property owners are aware of the relocations through appraising and buying activities and the three properties have been purchased by INDOT. As this is a federally-funded project all relocations are completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended, 49 CFR (Code of Federal Regulations) 24, and Title VI of the Civil Rights Act of 1968.

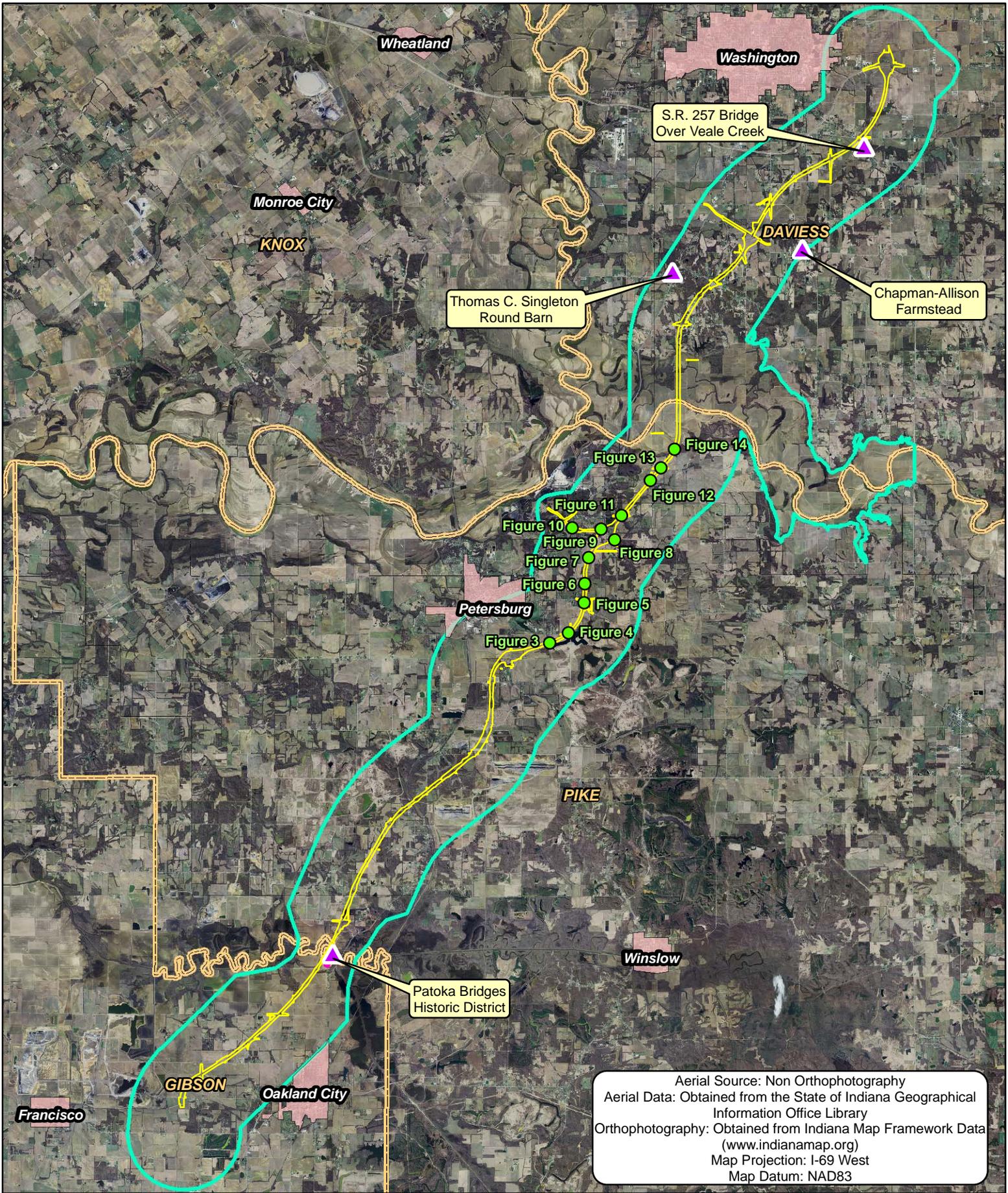
As shown in the attached maps and as discussed above, the final design no longer impacts approximately 15.95 acres of right-of-way analyzed in the FEIS.

5. CONCLUSIONS

In conclusion, the final design for Segments 4 and 5 of Section 2 of the I-69 project will result in the use of additional land for the project's right-of-way. This additional land consists predominantly of agricultural and previously disturbed areas. There will be no other notable impacts resulting from the increased right-of-way. Therefore, the revised design will not result in significant environmental impacts that were not evaluated in the EIS nor is there new information or circumstances relevant to environmental concerns bearing on the proposed action or its impacts which will result in significant environmental impacts not discussed in the EIS.

Appendix A

Graphics

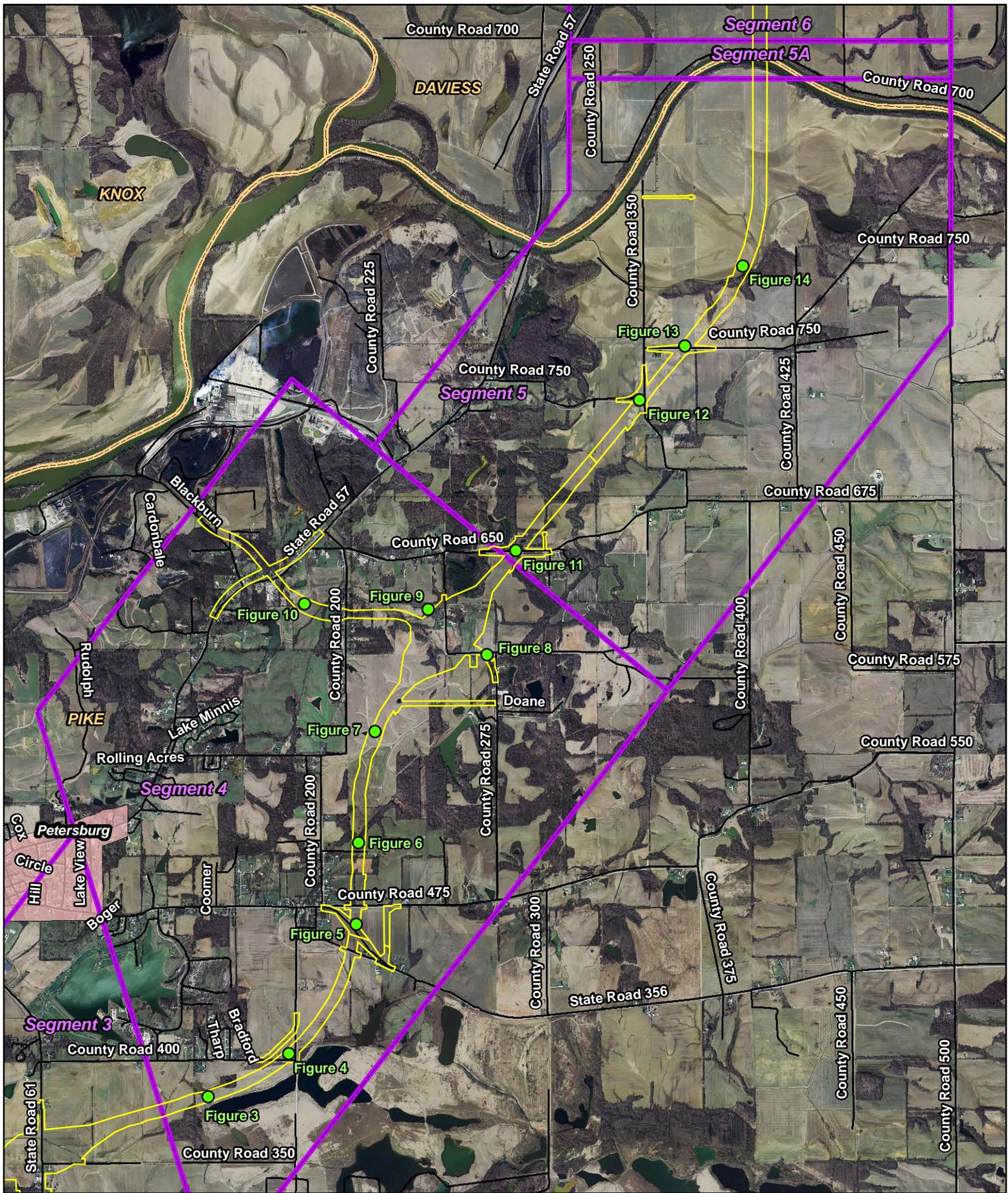


Aerial Source: Non Orthophotography
 Aerial Data: Obtained from the State of Indiana Geographical Information Office Library
 Orthophotography: Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: I-69 West
 Map Datum: NAD83

- ▲ Section 2 NRHP Resource
- Segment 4 & 5 Reevaluation Areas
- ▭ Section 2 FEIS Refined Preferred ROW
- ▭ Section 2 Historic APE
- ▭ County Line

Figure 1
 I-69 Section 2
 Segment 4 and 5
 Shown on 2005 Aerial
 Final Design Additional Right-of-Way

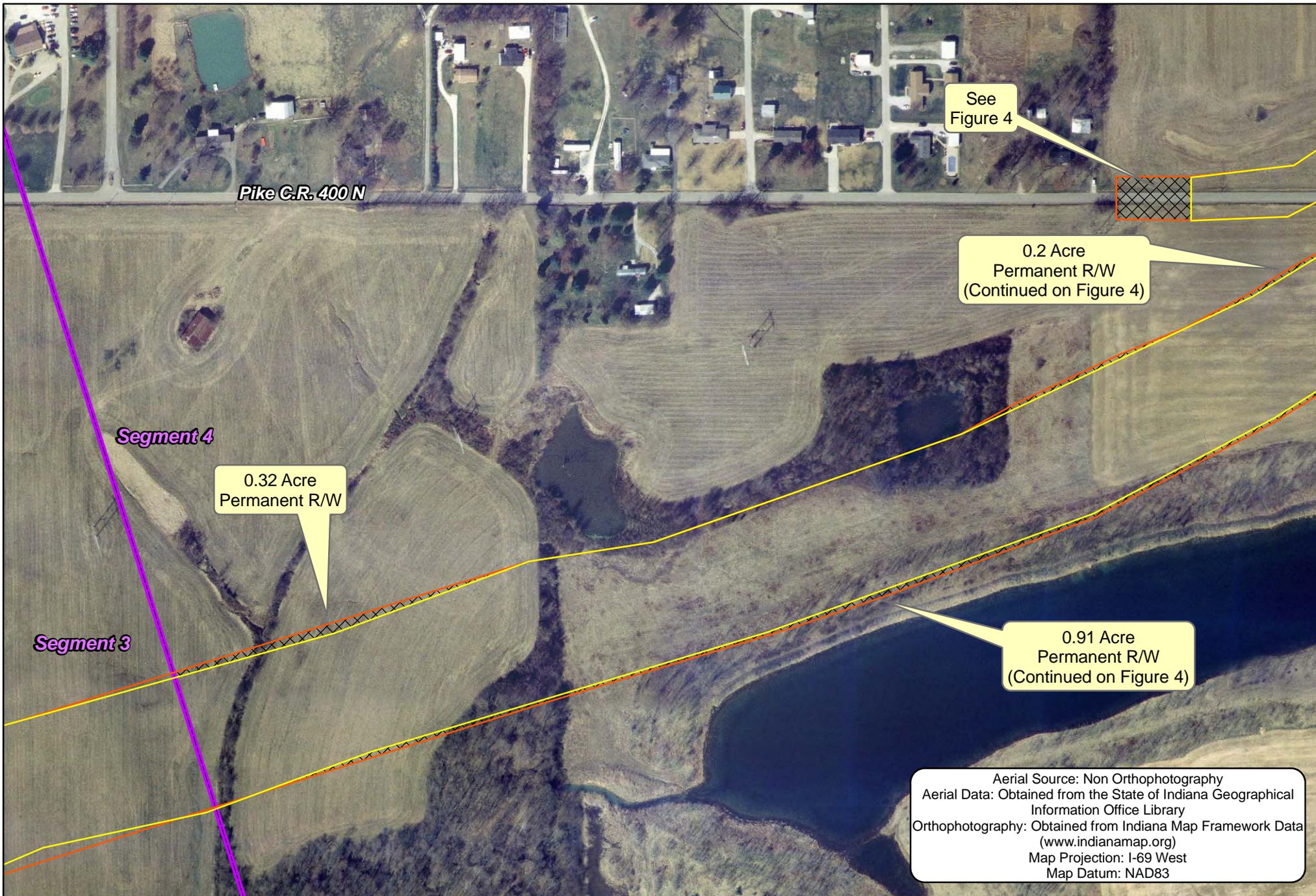




- Segment 4 & 5 Reevaluation Areas
- Section 2 FEIS Refined Preferred ROW
- I-69 Design Segment Breaks
- County Line

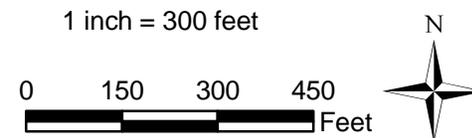
Figure 2
 I-69 Section 2
 Segment 4 and 5
 Shown on 2005 Aerial
 Final Design Additional Right-of-Way

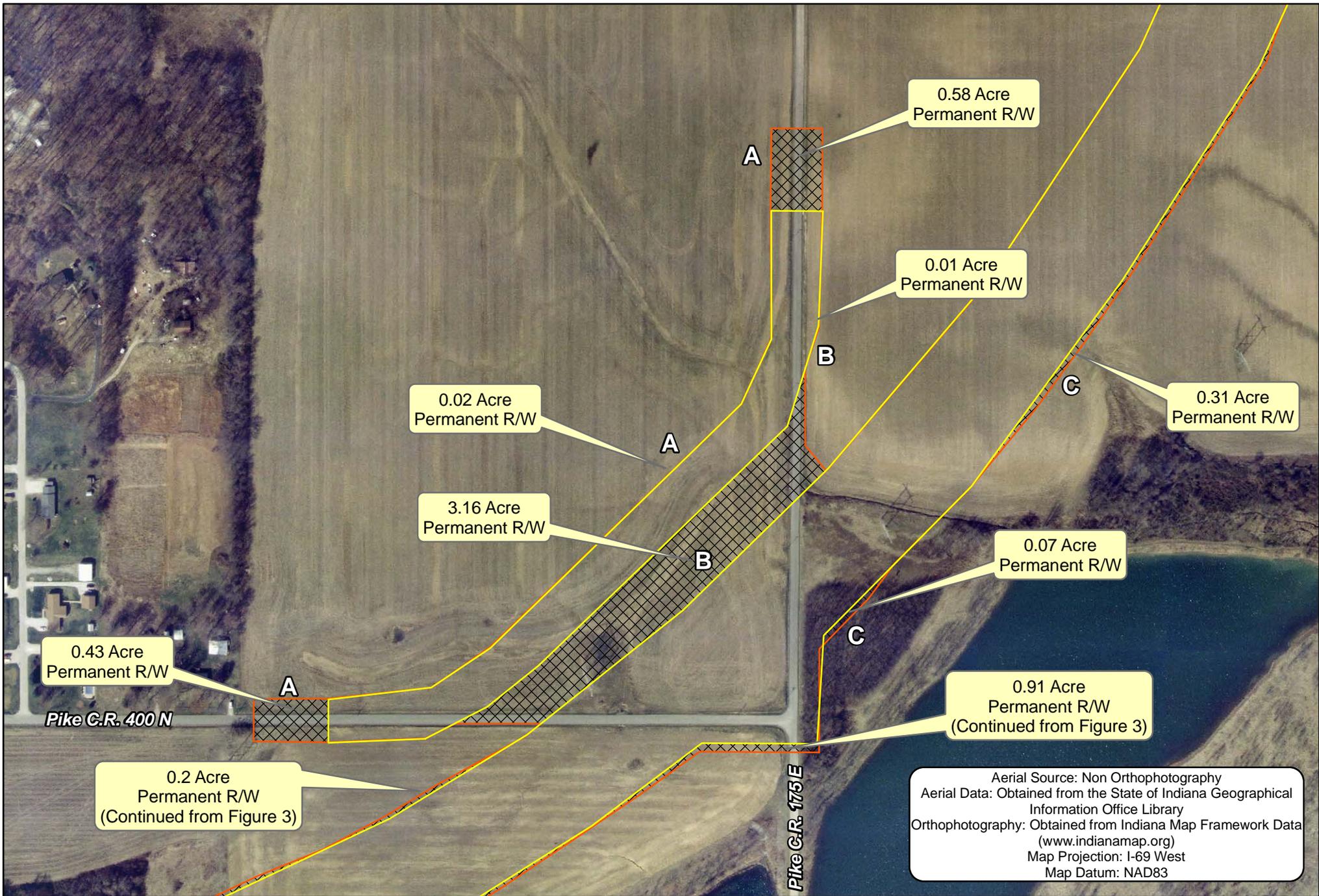




- Section 2 FEIS Refined Preferred R/W
- Section 2 Final Design R/W
- Segment 4 & 5 Reevaluation Area
- Section 2 Design Segments

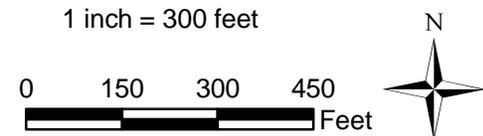
Figure 3
 I-69 Section 2
 Segment 4 & 5
 Right-of-Way Changes
 Shown on 2009 Aerial Photo

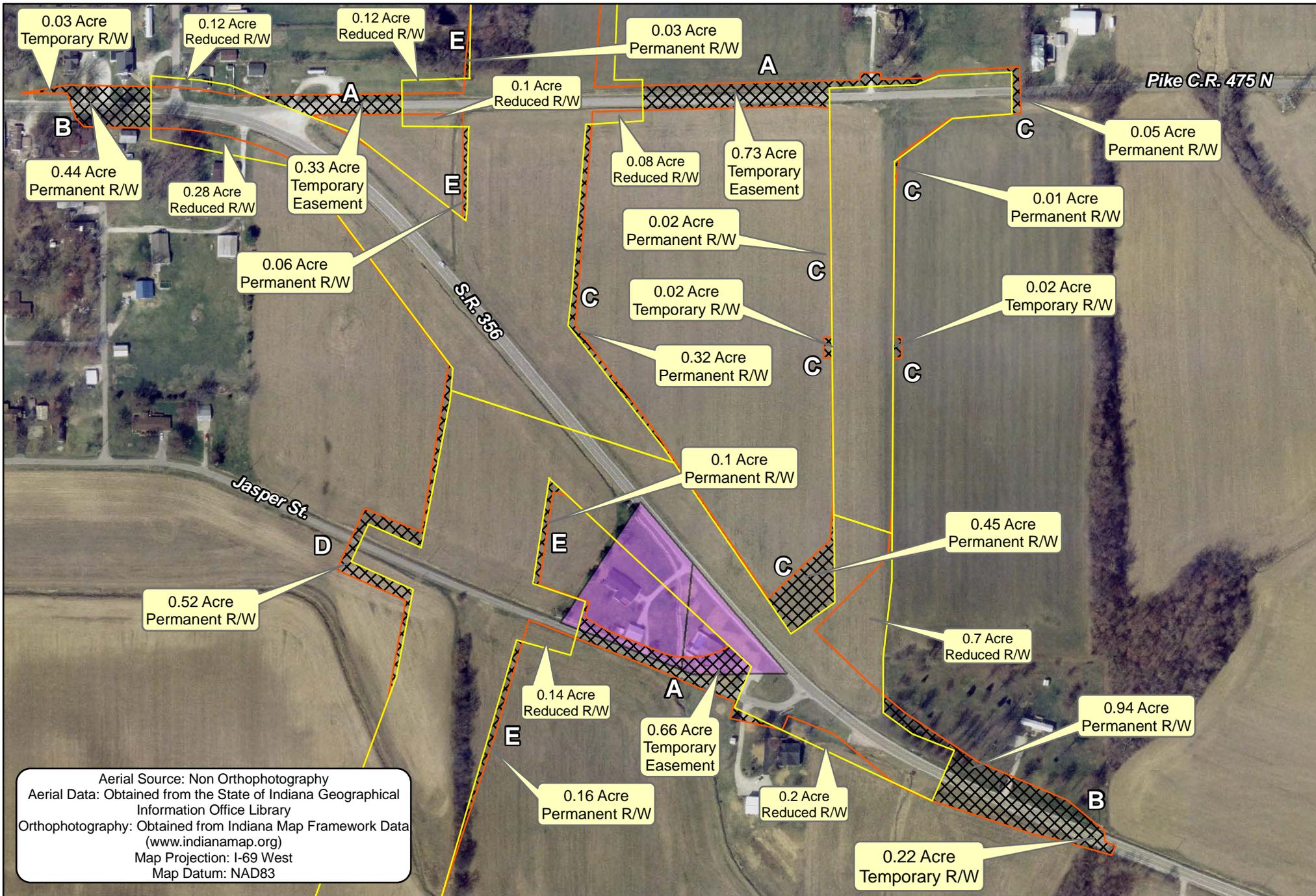




- Section 2 FEIS Refined Preferred R/W
- Section 2 Final Design R/W
- Segment 4 & 5 Reevaluation Area

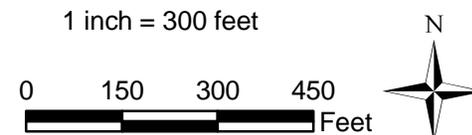
Figure 4
 I-69 Section 2
 Segment 4 & 5
 Right-of-Way Changes
 Shown on 2009 Aerial Photo

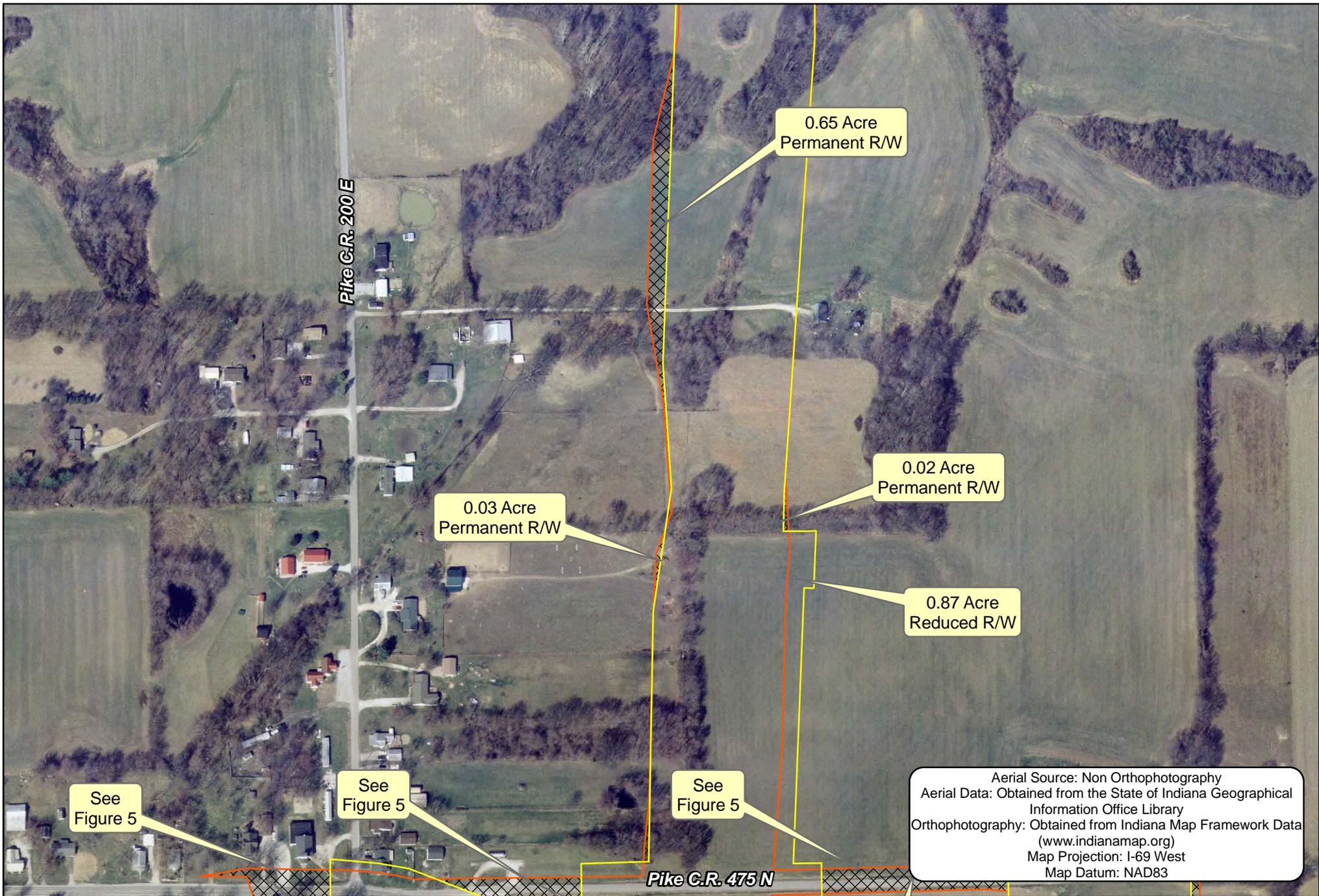




- Section 2 FEIS Refined Preferred R/W
- Section 2 Final Design R/W
- Segment 4 & 5 Reevaluation Area
- Relocations Not Identified In FEIS

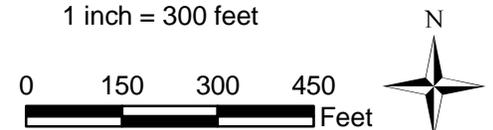
Figure 5
 I-69 Section 2
 Segment 4 & 5
 Right-of-Way Changes
 Shown on 2009 Aerial Photo

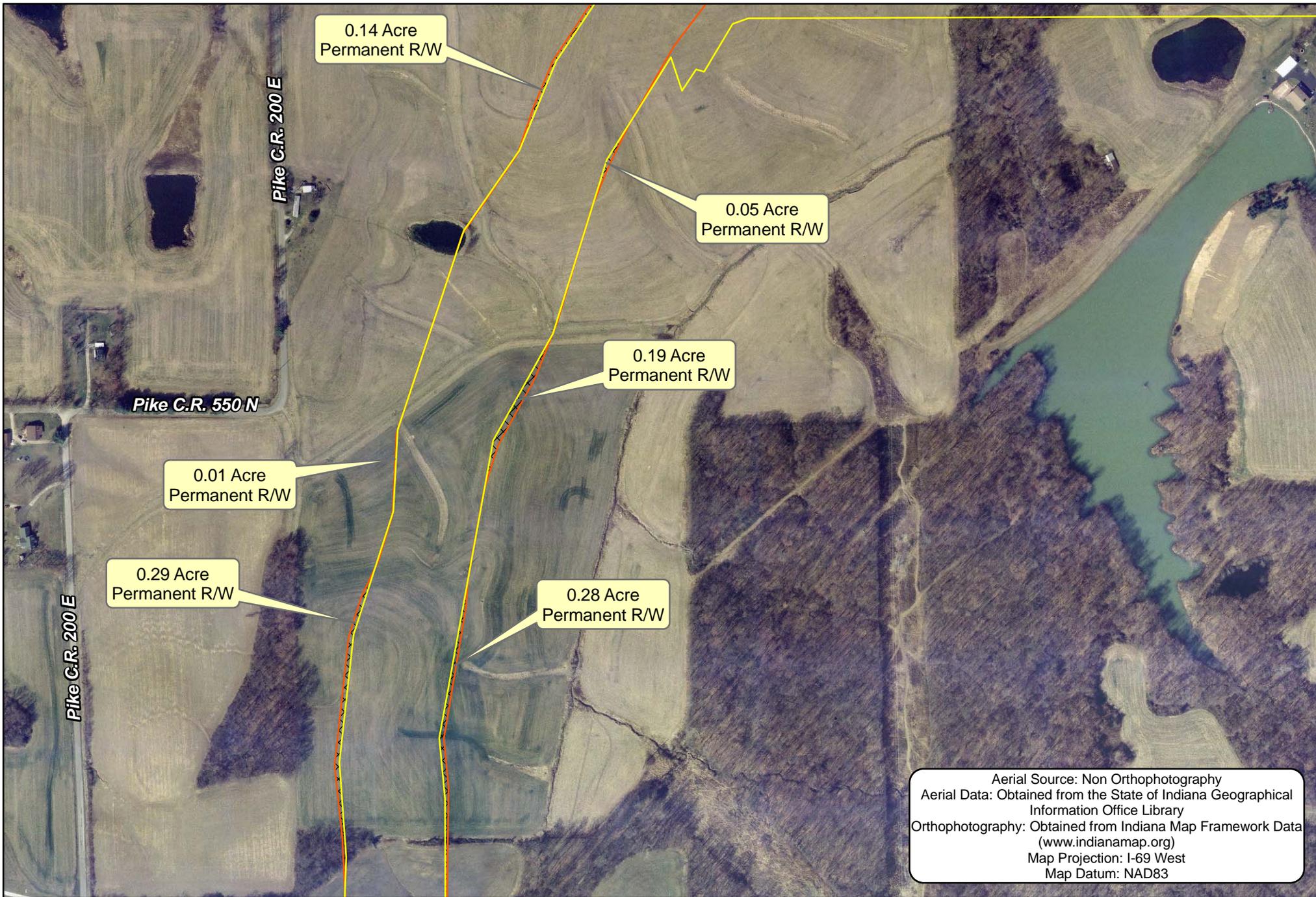




- Section 2 FEIS Refined Preferred R/W
- Section 2 Final Design R/W
- Segment 4 & 5 Reevaluation Area

Figure 6
 I-69 Section 2
 Segment 4 & 5
 Right-of-Way Changes
 Shown on 2009 Aerial Photo





Aerial Source: Non Orthophotography
 Aerial Data: Obtained from the State of Indiana Geographical Information Office Library
 Orthophotography: Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: I-69 West
 Map Datum: NAD83

- Section 2 FEIS Refined Preferred R/W
- Section 2 Final Design R/W
- Segment 4 & 5 Reevaluation Area

Figure 7
 I-69 Section 2
 Segment 4 & 5
 Right-of-Way Changes
 Shown on 2009 Aerial Photo

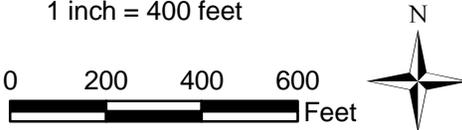
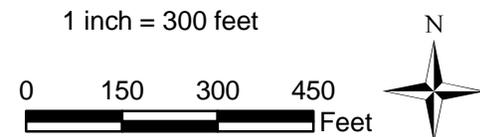
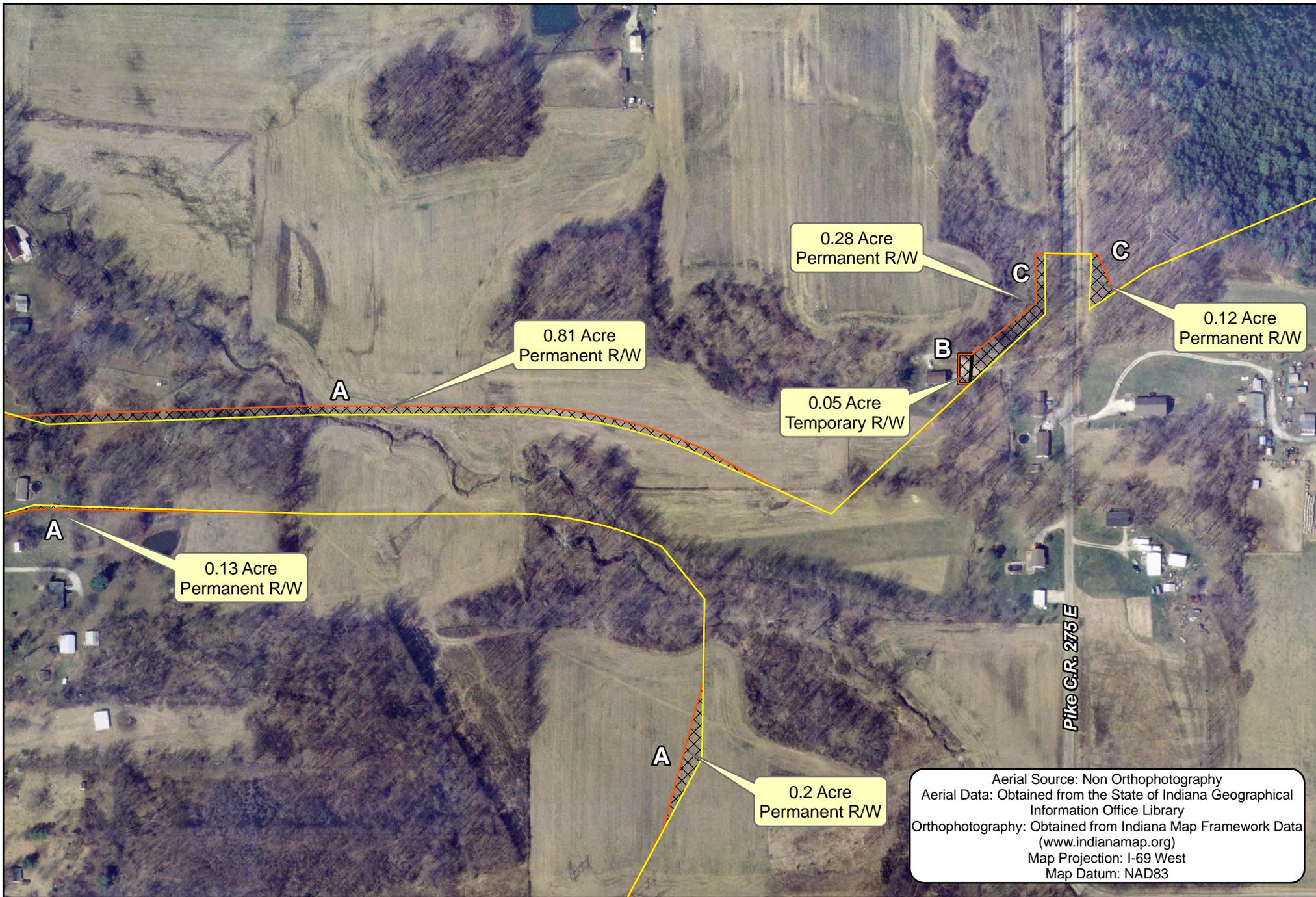




Figure 8
 I-69 Section 2
 Segment 4 & 5
 Right-of-Way Changes
 Shown on 2009 Aerial Photo

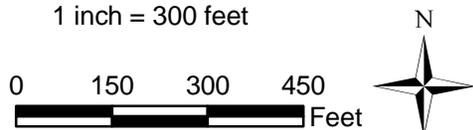


- Section 2 FEIS Refined Preferred R/W
- Section 2 Final Design R/W
- Segment 4 & 5 Reevaluation Area

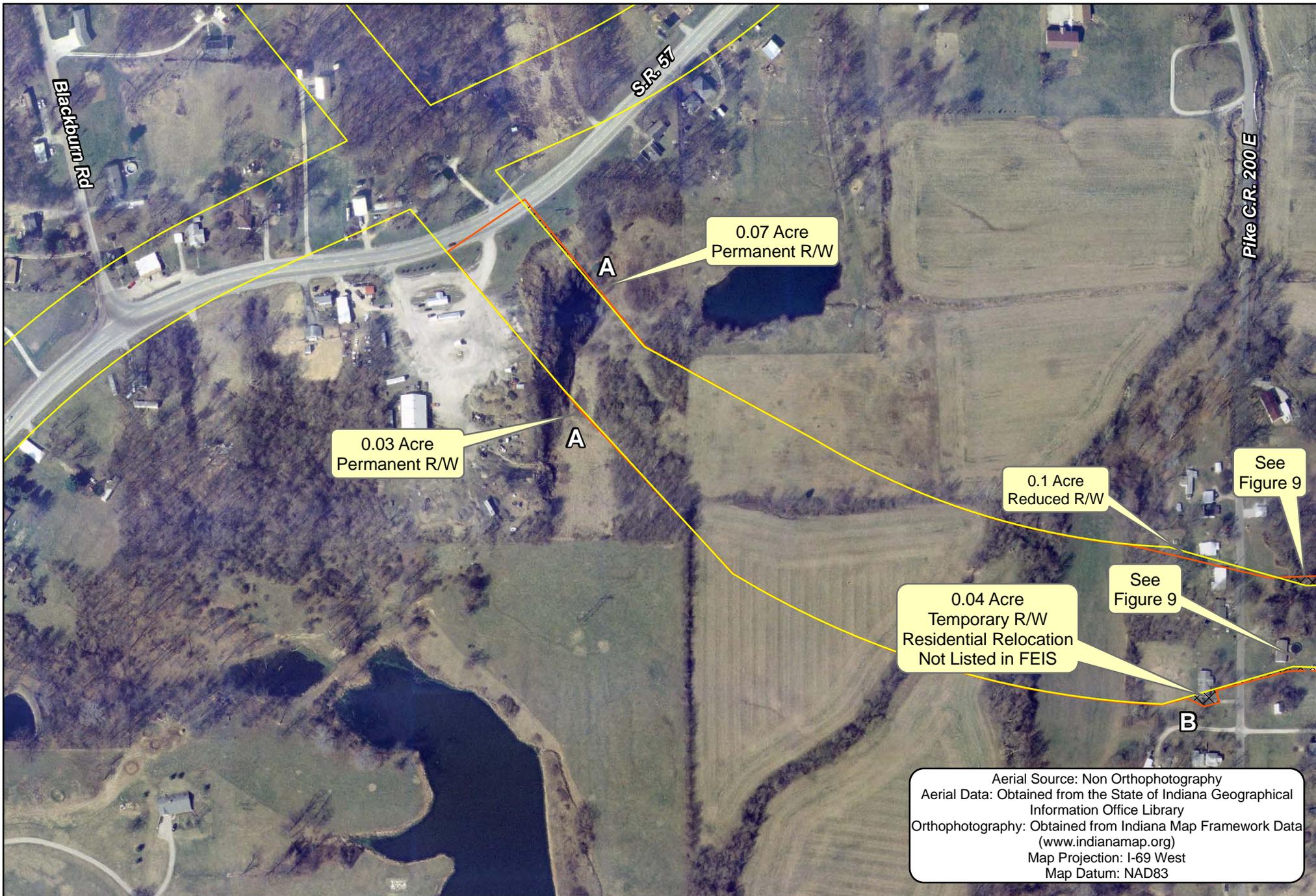


Aerial Source: Non Orthophotography
 Aerial Data: Obtained from the State of Indiana Geographical Information Office Library
 Orthophotography: Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: I-69 West
 Map Datum: NAD83

Figure 9
 I-69 Section 2
 Segment 4 & 5
 Right-of-Way Changes
 Shown on 2009 Aerial Photo

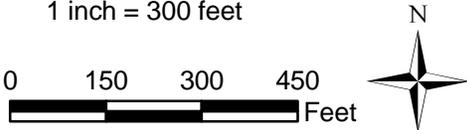


- Section 2 FEIS Refined Preferred R/W
- Section 2 Final Design R/W
- Segment 4 & 5 Reevaluation Area

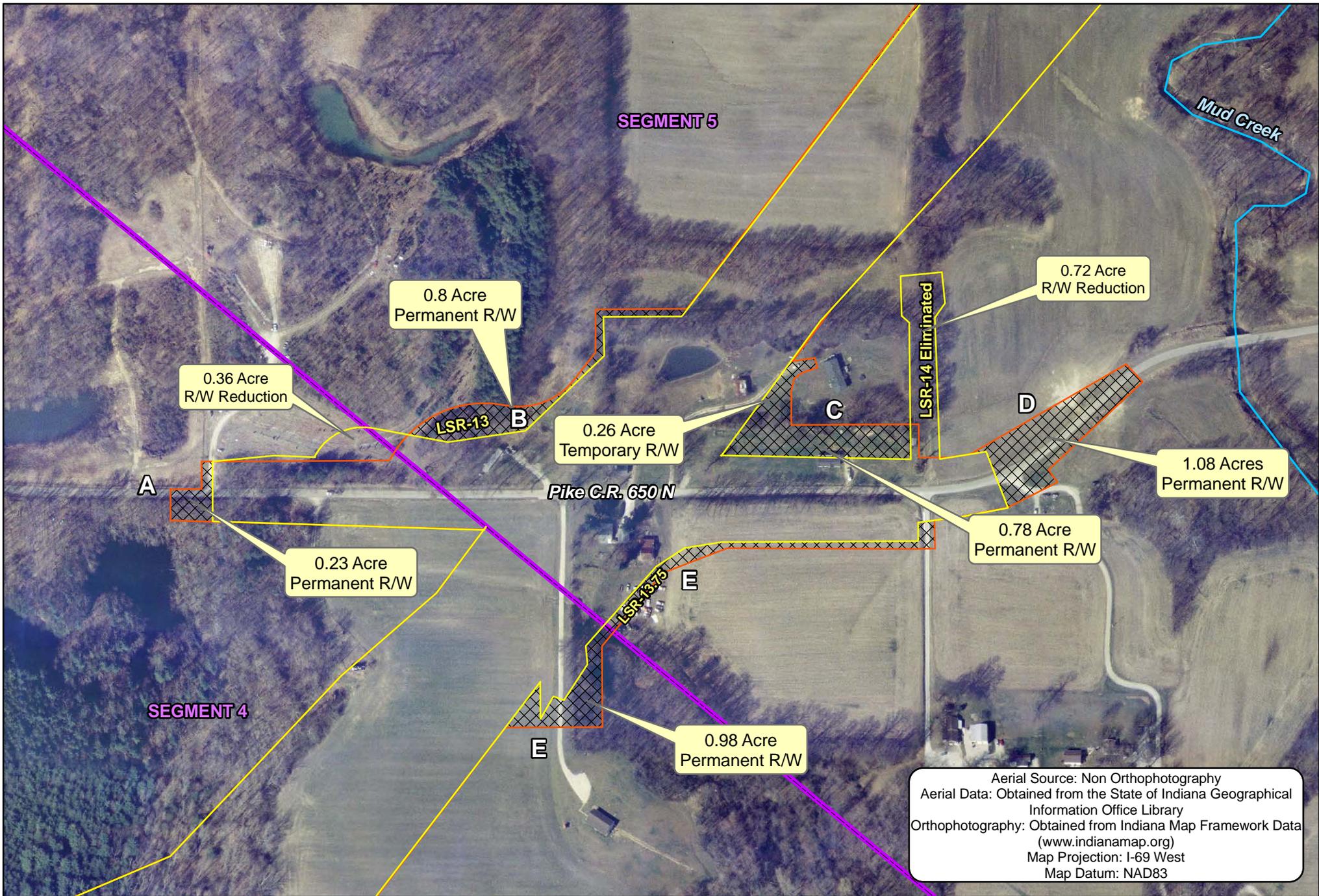


- Section 2 FEIS Refined Preferred R/W
- Section 2 Final Design R/W
- Segment 4 & 5 Reevaluation Area

Figure 10
 I-69 Section 2
 Segment 4 & 5
 Right-of-Way Changes
 Shown on 2009 Aerial Photo

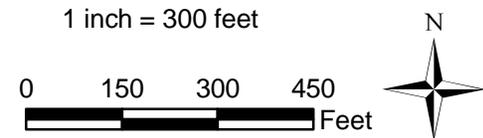


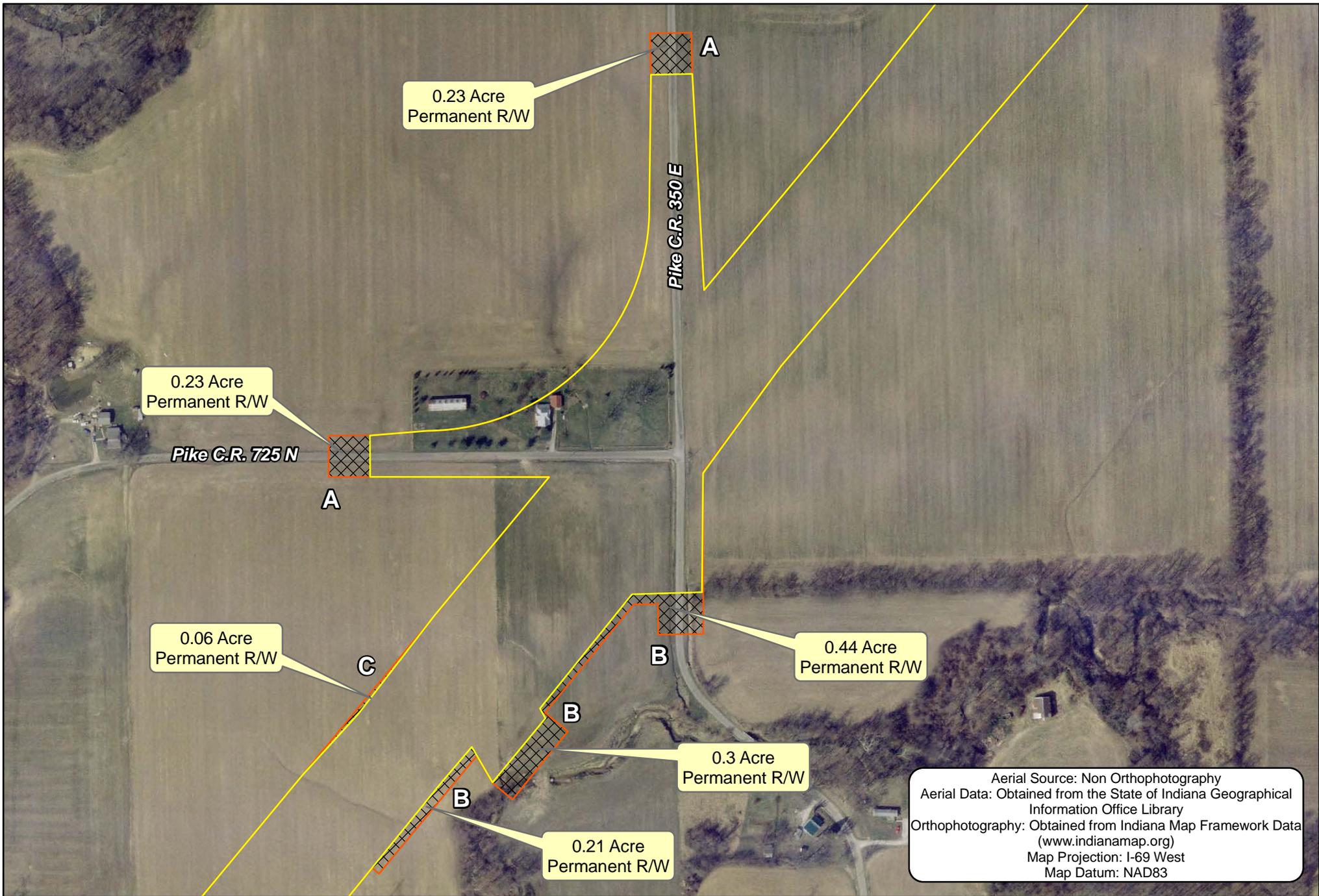
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 Map Projection: I-69 West
 Map Datum: NAD83



- Section 2 FEIS Refined Preferred R/W
- Section 2 Final Design R/W
- Segment 4 & 5 Reevaluation Area
- Section 2 Design Segments

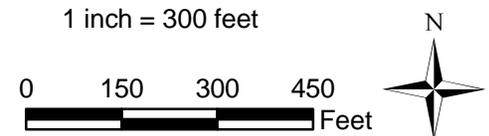
Figure 11
 I-69 Section 2
 Segment 4 & 5
 Right-of-Way Changes
 Shown on 2009 Aerial Photo





- Section 2 FEIS Refined Preferred R/W
- Section 2 Final Design R/W
- Segment 4 & 5 Reevaluation Area

Figure 12
 I-69 Section 2
 Segment 4 & 5
 Right-of-Way Changes
 Shown on 2009 Aerial Photo



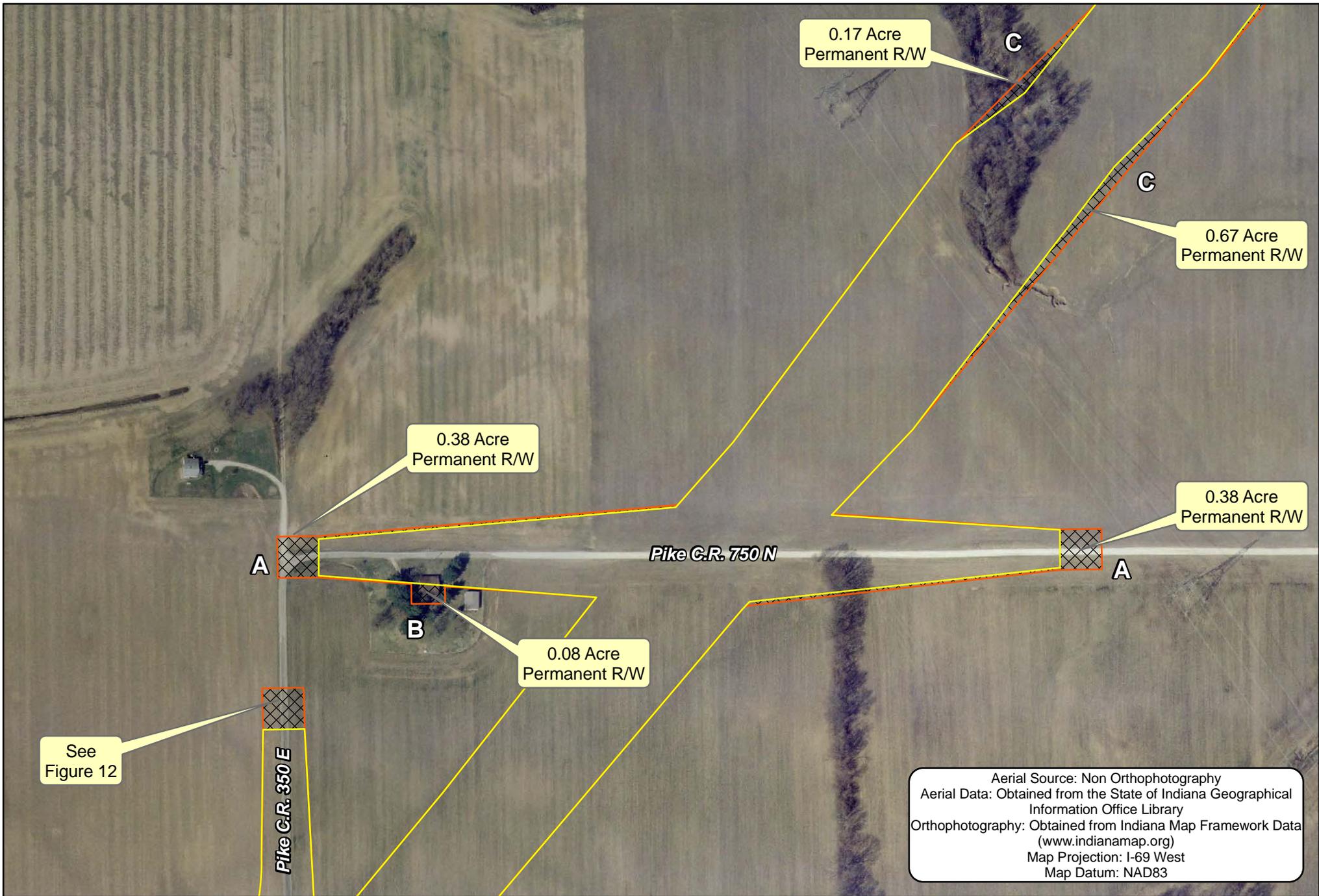
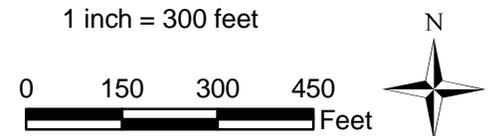
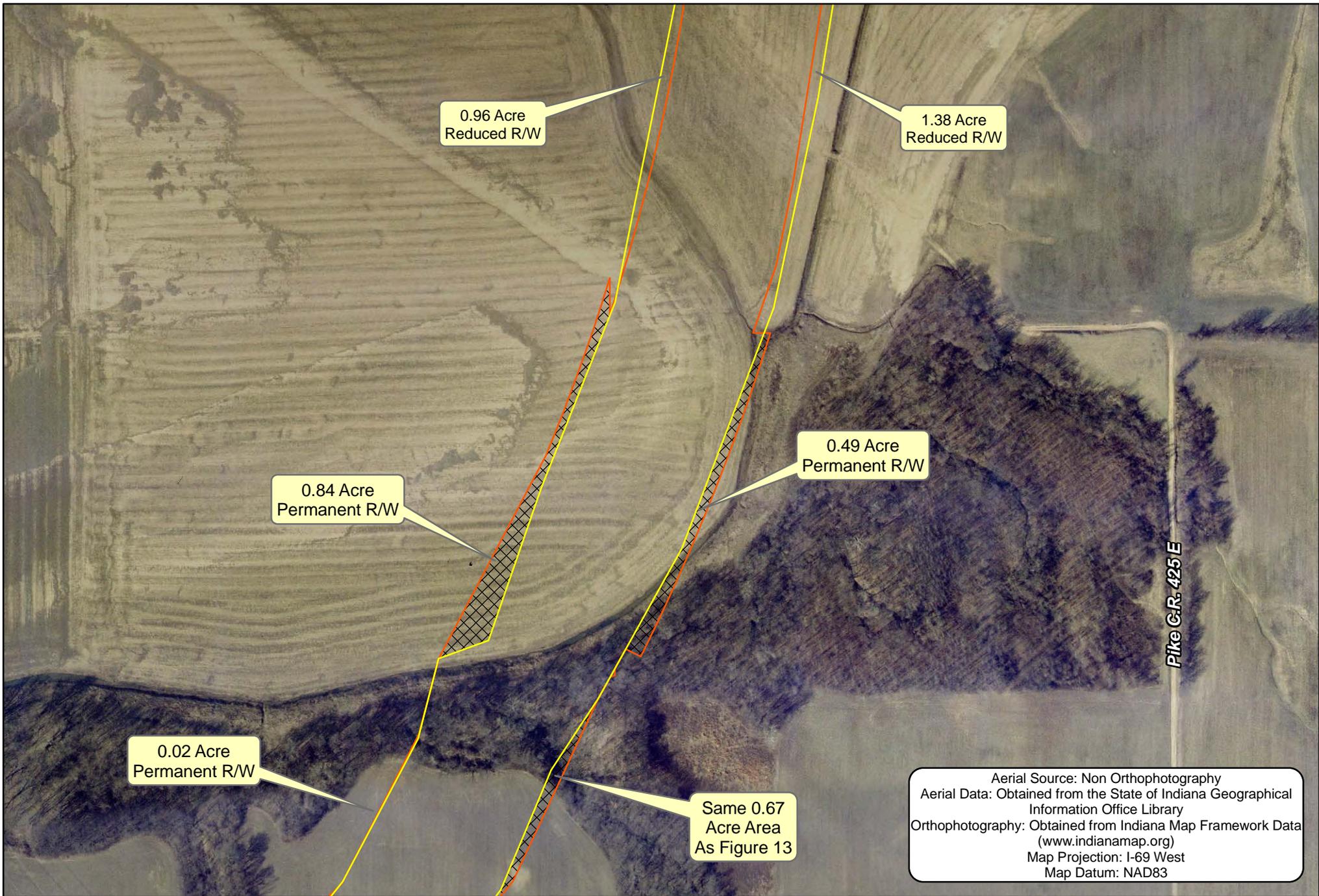


Figure 13
 I-69 Section 2
 Segment 4 & 5
 Right-of-Way Changes
 Shown on 2009 Aerial Photo

- Section 2 FEIS Refined Preferred R/W
- Section 2 Final Design R/W
- Segment 4 & 5 Reevaluation Area





- Section 2 FEIS Refined Preferred R/W
- Section 2 Final Design R/W
- Segment 4 & 5 Reevaluation Area

Figure 14
 I-69 Section 2
 Segment 4 & 5
 Right-of-Way Changes
 Shown on 2009 Aerial Photo

1 inch = 300 feet

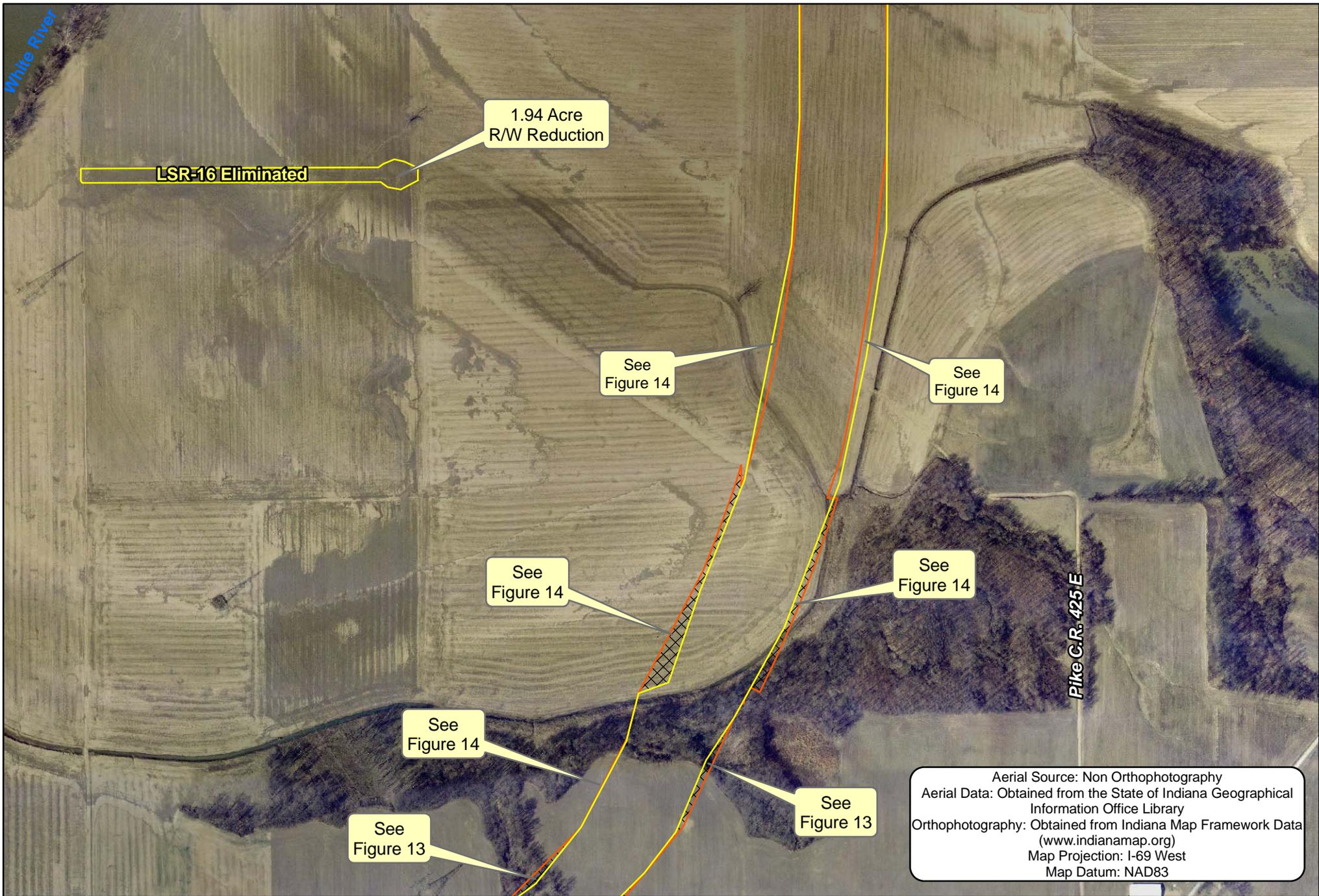
0

150

300

450

Feet



- Section 2 FEIS Refined Preferred R/W
- Section 2 Final Design R/W
- Segment 4 & 5 Reevaluation Area

Figure 15
 I-69 Section 2
 Segment 4 & 5
 Right-of-Way Changes
 Shown on 2009 Aerial Photo

1 inch = 500 feet

0 250 500 750

Feet

Appendix B
Informational Letter to SHPO
&
SHPO Response



BERNARDIN • LOCHMUELLER & ASSOCIATES, INC.

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December 7, 2010

James A. Glass, Director
Division of Historic Preservation and Archaeology
402 W. Washington Street, Room W274
Indianapolis, Indiana 46204-2739

RE: Additional information on Section 106 resources for the I-69 Section 2 additional right-of-way reevaluation areas – Design Segment 4 & 5 located in Pike County, Indiana.
DES #: 0300378 Project #: IN10 (005)
DHPA #: 1351 BLA Project #: 103-0001-1PL

Dear Mr. Glass,

On behalf of the Indiana Department of Transportation, the attached information is being provided for your review, showing that the adjustment in the original I-69 Section 2 Refined Preferred Alternative right-of-way described herein does not modify the effect on historic properties. The final design for Section 2 within Segments 4 and 5 have added additional right-of-way areas to accommodate revised right-of-way revised right-of-way to even station and offset; transmission tower relocation; connect highway right-of-way into existing right-of-way; remove existing pavement; roadway tie-in for superelevation purposes; intersection realignment for improved safety; cul-de-sac construction; provide access to adjacent properties; access drive construction; Local Service Roads (LSR) modifications; and allow adequate sight distance (See Appendix A). These final design areas total approximately 24.11 additional acres of permanent right-of-way, 1.1 acres of temporary right-of-way, and 1.72 acres of temporary easement for a total of approximately 26.93 acres of total right-of-way not examined in the Section 2 Final Environmental Impact Statement (FEIS).

More specifically, the following locations of Section 2 additional right-of-way reevaluation areas are listed from south to north:

- 1) Breakpoint between Design Segments 3 and 4 (Segment 4 – Figure 3 in Appendix A): The final design requires minor right-of-way changes on the north and south side of the highway at this location to even station and offset, which results in right-of-way lines that follow parallel with the roadway. On the north side of the highway south of Pike County Road 400 N a total of approximately 0.52 acre of permanent right-of-way is required. On the south side of the highway south of Pike County Road 400 N approximately 0.91 acre of permanent right-of-way is required. A total of approximately 1.43 acres of additional right-of-way is required at these locations.

- 2) Pike County Road 400 N (Segment 4 – Figure 4 in Appendix A): There are three final design changes to the right-of-way in this area that require additional right-of-way. A total of approximately 4.58 acres of permanent right-of-way is required at the County Road 400 N location.
 - A. The Pike County Road 400 N Connector Road with Pike County Road 175 E was modified to tie into existing county right-of-way. A total of approximately 1.03 acres of permanent right-of-way is required at this location.
 - B. This additional right-of-way area is required because of a transmission tower relocation. A total of approximately 3.17 acres of permanent right-of-way is required at this location.
 - C. This additional right-of-way area is required to even station and offset. A total of approximately 0.38 acre of permanent right-of-way is required at these locations.

- 3) State Road 356 (Segment 4 – Figure 5 in Appendix A): There are five final design changes in this area requiring additional right-of-way. A total of approximately 5.11 acres of additional right-of-way is required at the State Road 356 location. As a result of the design changes at the State Road 356 area approximately 1.74 acres of right-of-way analyzed in the FEIS will not be impacted due to the below referenced design changes.
 - A. Approximately 1.72 acres of temporary easement is required for pavement removal along County Road 475 N and Jasper Street.
 - B. Approximately 1.38 acres of permanent right-of-way and 0.25 acre of temporary right-of-way (total 1.63 acres) is required along State Road 356 to accommodate roadway tie-in for superelevation transition purposes. The superelevation change at these locations will no longer impact approximately 1.3 acres of right-of-way analyzed in the FEIS. “Superelevation” refers to the tilt in a curved roadway which allows a driver to safely negotiate a curve at a higher speed than would otherwise be possible.
 - C. Approximately 0.85 acre of permanent right-of-way and 0.04 acre of temporary right-of-way (total 0.89 acre) is required to improve the State Road 356 connector road with Pike County Road 475 N. The final design realigned this road to form a perpendicular intersection angle for better safety. All locations labeled as (C) in Figure 5 of Appendix A are affected by this change.
 - D. Approximately 0.52 acre of permanent right-of-way is required along Jasper Street on the west side of the highway to accommodate cul-de-sac construction not analyzed in the FEIS. Jasper Street on the west side of the highway was listed as a road closure in the FEIS; however the cul-de-sac and associated right-of-way were not evaluated during the engineering assessment completed for the FEIS.
 - E. Approximately 0.35 acre of permanent right-of-way is required to even station and offset.

- 4) North of Pike County Road 475 N (Segment 4 – Figure 6 in Appendix A): The final design requires minor right-of-way changes on the east and west side of the highway at this location to even station offset. A total of approximately 0.7 acre of additional right-of-

way is required at these locations. As a result of the design changes at this area approximately 0.87 acre of right-of-way analyzed in the FEIS will not be impacted.

- 5) Near Pike County Road 550 N intersection with Pike County Road 200 (Segment 4 – Figure 7 in Appendix A): The final design requires minor right-of-way changes on the east and west sides of the highway near this location to even station and offset. A total of approximately 0.96 acre of additional right-of-way is required at these locations.
- 6) North Pike Interchange 1 (Segment 4 – Figure 8 in Appendix A): There are three final design changes in this area requiring additional right-of-way. A total of approximately 3.79 acres of additional right-of-way is required at these locations. LSR-11 and the approximate 7.82 acres associated with it were eliminated at this location. An additional 0.06 acre of right-of-way analyzed in the FEIS will be eliminated as a result of superelevation changes.
 - A. Approximately 0.21 acre of permanent right-of-way is required at this location to accommodate even station and offset.
 - B. A total of approximately 3.2 acres of permanent right-of-way is required at these locations for proper superelevation transition on the curve and to improve access to the adjacent properties.
 - C. Approximately 0.38 acre of temporary right-of-way is required at this location to accommodate building removal within the right-of-way. The building being removed at location (C) is a barn. The structure is located both inside and outside of the right-of-way. Temporary right-of-way required for demolition of structures was not analyzed in the FEIS. The temporary right-of-way is needed to remove the portion located outside of the right-of-way. This structure was not identified as being demolished in the FEIS because the right-of-way developed for the FEIS did not affect the structure. The structure is located within the previously-approved APE for Section 2 and was not identified as listed or eligible for the NRHP in the Section 2 Historic Property Report.
- 7) North Pike Interchange 2 (Segment 4 – Figure 9 in Appendix A): There are three final design changes to the right-of-way in this area requiring approximately 1.59 acres of additional right-of-way.
 - A. Approximately 1.14 acre of permanent right-of-way is required at these locations to even station and offset.
 - B. Approximately 0.05 acre of temporary right-of-way is required at this location for residential driveway reconstruction.
 - C. Approximately 0.4 acre of permanent right-of-way is required at this location in order to construct a 50' radius cul-de-sac not analyzed in the FEIS and to provide access to an otherwise landlocked parcel. County Road 275 E on the north side of the highway was listed as a road closure in the FEIS; however the cul-de-sac and

associated right-of-way were not evaluated during the engineering assessment completed for the FEIS.

- 8) North Pike Interchange 3 (Segment 4 – Figure 10 in Appendix A): There are two final design changes to the right-of-way in this area totaling approximately 0.14 acre of additional right-of-way.
 - A. Approximately 0.1 acre of permanent right-of-way is required at this location to even station and offset.
 - B. Approximately 0.04 acre of temporary right-of-way is required at this location for building removal of a residence. The structure is located both inside and outside of the right-of-way. Temporary right-of-way required for demolition of the structures was not analyzed in the FEIS. The temporary right-of-way is needed to remove the portion located outside of the right-of-way. This structure was not identified as being demolished in the FEIS because the right-of-way developed for the FEIS did not affect the structure. The structure is located within the previously-approved APE for Section 2 and was not identified as listed or eligible for the NRHP in the Section 2 Historic Property Report.

- 9) Pike County Road 650 N (Segment 4 and 5 – Figure 11 in Appendix A): There are five final design changes in this area requiring additional right-of-way. A total of approximately 3.87 acres of permanent right-of-way and 0.26 acre of temporary right-of-way is required at these locations. LSR-14 and the approximate 0.72 acre impact associated with it were eliminated at this location. The LSR was eliminated because the proposed mainline highway right-of-way took one of the benefiting parcels in its entirety, access will be provided to another parcel via County Road 650 N, and the other benefiting parcel was determined to be an uneconomical remnant. No residences are affected by the elimination of the LSR. An additional approximately 0.36 acre of right-of-way analyzed in the FEIS was reduced at area (B) as a result of the refined design described below.
 - A. Approximately 0.23 acre of permanent right-of-way is required at this location for construction of the County Road 650 N overpass.
 - B. Approximately 0.8 acre of permanent right-of-way is required at this location for refined curve alignment of LSR-13.
 - C. Approximately 0.26 acre of temporary right-of-way and 0.78 acre of permanent right-of-way is required at this location (1.03 acre total) for construction of an access drive to an adjacent property.
 - D. Approximately 1.08 acre of permanent right-of-way is required at this location due to revised construction limits along County Road 650 N due to changes to superelevation, as well as providing proper sight distances.
 - E. Approximately 0.98 acre of permanent right-of-way is required at this location to provide adequate drainage for LSR-13.75.

- 10) Pike County Road 725 N (Segment 5 – Figure 12 in Appendix A): There are three final design changes requiring additional right-of-way in this area. A total of approximately 1.47 acres of permanent right-of-way is required at these locations.
 - A. Approximately 0.46 acre of permanent right-of-way is required at these locations for construction of the County Road 725 N connector road with County Road 350 E.
 - B. Approximately 0.95 acre of permanent right-of-way is required at these locations for cul-de-sac construction and for proper drainage at the cul-de-sacs.
 - C. Approximately 0.06 acre of permanent right-of-way is required at this location to even station and offset.

- 11) Pike County Road 750 N (Segment 5 – Figure 13 in Appendix A): There are three final design changes to the right-of-way in this area totaling approximately 1.68 acres of right-of-way (1.60 acres of additional permanent right-of-way and 0.08 acre of temporary right-of-way).
 - A. Approximately 0.76 acre of permanent right-of-way is required at this location to accommodate construction of the County Road 750 N overpass.
 - B. Approximately 0.08 acre of temporary right-of-way is required at this location for driveway construction.
 - C. Approximately 0.84 acres of permanent right-of-way is required at these locations to even station and offset.

- 12) Pike County Road 425 E (Segment 5 – Figure 14 and 15 in Appendix A): The final design requires minor right-of-way changes on the east and west sides of the highway at this location. Additional right-of-way is required because the final design construction limits required for the White River south overflow bridge extend outside of the FEIS Refined Preferred right-of-way and to even station and offset. A total of approximately 1.35 acres of additional right-of-way is required at these locations. During the final design, approximately 2.34 acres of right-of-way analyzed in the FEIS are no longer impacted as a result of the final design changes described above. LSR-16 and the approximate 1.94 acres associated with it (located approximately 0.3 miles west of I-69) were eliminated because the parcel of land benefiting from the LSR will not be landlocked because accommodations were taken into account during the design to allow adequate clearance under the I-69 White River bridge for the owner to access the remainder of the property west of I-69

The Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) have reviewed potential modifications resulting from the additional right-of-way areas and determined no change to the original finding of “adverse effect” identified in the Tier 2 FEIS dated February 25, 2010. Therefore, based on this determination, FHWA does not intend to reopen the Section 106 process on the I-69 Section 2 project for the above mentioned areas for the following reasons: visually, there will essentially be no change with the minor additional right-of-way areas;

the determination that no above ground resources found to be listed in or eligible for the National Register of Historic Places (NRHP) during the I-69 studies will have any change to its effect finding due to the additional right-of-way areas; and the conclusion that the proposed action of adding approximately 26.93 acres of additional final design right-of-way within Segment 4 and 5 will have no change to the effect on archaeological resources (see below).

The Section 2 Tier 2 Historic Property Report, dated October 18, 2005 concluded that four above ground resources eligible for or listed in the NRHP are located within the Section 2 APE (See Appendix A). On December 15, 2008 the FHWA in consultation with the Indiana SHPO determined that Section 2 of the I-69 project will have an adverse effect (See Appendix B). On September 20, 2010 the FHWA re-issued the Section 2 finding of adverse effect after a change to the Section 2 APE occurred at the East Fork White River. The APE for above ground resources will not be modified and there will be no change to the adverse effect finding as a result of these additional right-of-way areas.

The attached maps identify that the location of the additional right-of-way areas are within the previously documented above ground resource APE for Section 2 of the I-69 project (See Appendix A). The approved APE for Section 2 above ground resources is identified to be generally 1.0 mile beyond the typically 2,000-foot wide study corridor. General exceptions to this APE occur throughout Section 2 as defined in the Historic Property Report and at the East Fork White River.

The attached maps show that both the additional right-of-way areas and the original alignment have similar overall impacts to above ground resources for Section 2. The closest final design additional right-of-way area in Segments 4 and 5 is located approximately 3.6 miles from a NRHP eligible or listed above ground resource (See Table 1 in Appendix C).

In regard to archaeological resources, a Phase Ia field reconnaissance was conducted by Gray & Pape, Inc. for areas located outside of the original surveyed preferred alternative. In a report dated December 3, 2010 Gray & Pape determined that no new no archaeological resources identified during their survey are considered eligible for the NRHP, and no further archaeological investigations for the above mentioned additional areas are needed (See Archaeological Report). Based on these surveys, it has been determined that there would be no change to the potential effects on archaeological resources from the additional right-of-way areas.

If any human remains are encountered at any point in the project, all work in the area will immediately cease and any burials will be reported to IDNR/DHPA within two business days in accordance with IC 14-21 and 312 IAC 21.

Please review this letter and attached Archaeological Report and provide comments. INDOT and FHWA are proceeding with the approval of the reevaluation document to the original Tier 2 FEIS without modification of the previous Section 106 findings based on this information. If you should have any questions regarding this reevaluation information, please contact me at 812-479-6200 or via email at melsner@blainc.com.

Sincerely,

A handwritten signature in black ink that reads "Michael Elsner". The signature is written in a cursive, slightly slanted style.

Michael Elsner
Environmental Scientist
Bernardin • Lochmueller and Associates, Inc.

Enclosures: Appendix A – Graphics
Appendix B – Section 2 Effect Finding
Appendix C – Table 1: Additional R/W Area Proximity to NRHP Properties

Archaeology Report

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhpa@dnr.IN.gov



December 13, 2010

Michael Elsner
Environmental Scientist
Bernardin, Lochmueller & Associates, Inc.
6200 Vogel Road
Evansville, Indiana 47715-4006

Federal Agency: Federal Highway Administration

Re: Additional information on Section 106 resources for the I-69 Section 2 additional right-of-way reevaluation areas - Design Segment 4 & 5, including an addendum to phase Ia archaeological investigations (Baltz, 12/7/10) (Des. No. 0300378; DHPA No. 1351)

Dear Mr. Elsner:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has conducted an analysis of the materials submitted with your cover letter dated December 8, 2010 and received on December 9, 2010, for the above-indicated project in Pike County, Indiana.

Based upon the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places within the above proposed project areas.

In regards to the Phase Ia archaeological report, please note that the U.S.G.S. 7.5' quadrangle names for the project areas were not identified. These must be included in all archaeological reports submitted.

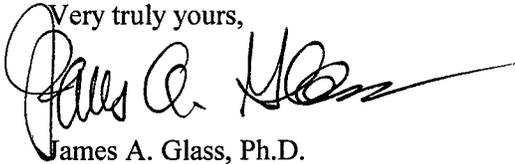
If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations.

Your December 8 cover letter says that FHWA and the Indiana Department of Transportation ("INDOT") "have reviewed potential modifications resulting from the additional right-of-way areas and determined no change to the original finding of 'adverse effect' identified in the Tier 2 FEIS dated February 25, 2010" and that, "based on this determination, FHWA does not intend to reopen the Section 106 process on the I-69 Section 2 project for the above mentioned areas" Later, your letter also announced that "[t]he APE for above ground resources will not be modified," and, still later, it requested "that the attached be reviewed to address only archaeological sites evaluated under this Phase IA Addendum." In light of these insights into FHWA and INDOT's perception of the procedural

posture of the Section 106 review of this part of I-69 Section 2, we will not be commenting on the information in this submission with respect to above-ground historic properties.

If you have questions about archaeological issues, please contact Dr. Rick Jones at (317) 233-0953 or rjones@dnr.IN.gov. If you have questions about buildings or structures, please contact John Carr at (317) 233-1949 or jcarr@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please continue to refer to DHPA No 1351.

Very truly yours,



James A. Glass, Ph.D.

Deputy State Historic Preservation Officer

JAG:JRJ:JLC:jlc

emc: Michelle Allen, Indiana Division, Federal Highway Administration
Staffan Peterson, Cultural Resources Section, Office of Environmental Services, Indiana Department of Transportation
Mary Kennedy, Cultural Resources Section, Office of Environmental Services, Indiana Department of Transportation
Shaun Miller, Cultural Resources Section, Office of Environmental Services, Indiana Department of Transportation
Jason DuPont, P.E., Bernardin, Lochmueller & Associates, Inc.
Michael Elsner, Bernardin, Lochmueller & Associates, Inc.
Beth McCord, Gray & Pape, Inc.
Linda Weintraut, Ph.D., Weintraut & Associates, Inc.

Appendix C

Phase 1a Archaeological Report Summary

I-69 CORRIDOR TIER 2 STUDIES
Evansville to Indianapolis
Addendum to Phase Ia Archaeological Investigations
Section 2 (SR 64 to US 50)
Reevaluation Group 4, Segments 4 and 5,
Pike County, Indiana
INDOT Designation Number 0300378

December 3, 2010



Prepared by

Gray & Pape, Inc.
101 W. Kirkwood, Suite 207
Bloomington, Indiana 47404

Prepared for

Federal Highway Administration and
Indiana Department of Transportation



**Addendum to Phase Ia Archaeological Investigations
Section 2 (SR 64 to US 50)
Reevaluation Group 4, Segments 4 and 5
Pike County, Indiana
I-69 Corridor Tier 2 Studies
Evansville to Indianapolis
DES. No. 0300378**

Lead Agency: FHWA

Prepared For:

**Indiana Department of Transportation
Indiana Government Center North, N642
Indianapolis, Indiana 46204**

Prepared By:

**Christopher J. Baltz
Gray & Pape, Inc.
101 West Kirkwood, Suite 207
Bloomington, Indiana 47404**



**Beth McCord
Principal Investigator
December 3, 2010**

Gray & Pape Project No. 09-43502

3.0 CONCLUSIONS AND RECOMMENDATIONS

Phase Ia survey of the Section 2, Reevaluation Group 4, Segments 4 and 5 was conducted at various times in September, October, and November 2010. Much of the additional ROW was found to lie in previously disturbed contexts or on slope greater than 20%. These areas were investigated by means of walkover examination. Ground surface visibility in the cultivated and harvested fields was 30–90%. The Phase Ia survey employed surface reconnaissance within the cultivated fields and shovel testing in the woods, yards, and pastures. No archaeological sites were identified during the survey. The portions of the project reported on in this addendum will have no effect on historic properties.

Appendix D

Public Involvement Coordination



Public Involvement Memo I-69, Section 2, Segment 4 and 5 Reevaluation November 30, 2010

The purpose of this reevaluation is to examine minor right-of-way changes required for the final design within design Segment 4 and 5 in Section 2 that have occurred since the approval of the Tier 2 Final Environmental Impact Statement (FEIS) and Record of Decision (ROD). Segment 4 begins where Segment 3 ends approximately 0.6 mile east of State Road 61 and extends north ending at Pike County Road 650 N for a total of 3.5 miles. Segment 5 begins where Segment 4 ends and stops approximately 350 feet south of the East Fork White River for a total of 2.8 miles.

The revised design in Segment 4 and 5 totals approximately 24.12 additional acres for permanent right-of-way, 1.09 acres of temporary right-of-way, and 1.72 acres of temporary easement for a total of 26.93 acres (13.64 acres of agricultural land, 7.72 acres of developed land, 5.28 acres of upland habitat, 0.14 acre of stream, and 0.15 acre of wetlands). As required by *Part 1, Section IV, Page 32-33* in the INDOT and FHWA approved Public Involvement Manual (approved March 25, 2009 and title sheet dated April 1, 2009), this memo has been drafted to document whether further public involvement activities are required.

The Segment 4 and 5 reevaluation examines the following locations of Section 2 listed from south to north as seen in the attached maps: Design Segment 3 Breakpoint; Pike County Road 400 N; State Road 356; North of Pike County Road 475 N; Pike County Road 550 N intersection with Pike County Road 200 E; North Pike Interchange; Pike County Road 650 N; Pike County Road 725 N; Pike County Road 750 N; and Pike County Road 425 E. The additional permanent and temporary right-of-way areas along the proposed new alignment of I-69 are required to accommodate: revised right-of-way for even station offset; transmission tower relocation; tie highway right-of-way into existing right-of-way; remove existing pavement; cul-de-sac construction; improve access to adjacent properties; drive construction; Local Service Roads (LSR) modifications; allow adequate sight distance; incidental construction.

No new permanent road closures not discussed in Table 5.3-4 in the Tier 2 FEIS will result from the changes identified in the reevaluation. The final design for Segments 4 and 5 of Section 2 affects fourteen parcels not previously impacted by the Refined Preferred Alternative analyzed in the FEIS. Of these previously unaffected parcels, a total of three property owners not previously impacted by the FEIS right-of-way are now impacted by the final design right-of-way. The owners of all parcels are aware of the impacts of the final design right-of-way to their properties through INDOT and/or those acting on behalf coordination to purchase the right-of-way.

All additional right-of-way areas are located within the previously approved area of potential effect (APE) and no change to the Section 2 findings of effect on historic properties will occur. A Phase 1a Archaeological Investigation was conducted for all of the additional right-of-way areas. No resources eligible for the National Register of Historic Places (NRHP) were found during this investigation. Three of the above mentioned additional right-of-way areas are required for building removal. Multiple outbuildings are located partially within the limited access right-of-way and temporary right-of-way is required to demolish the buildings. All of these buildings were previously identified as being demolished in the FEIS. None of the buildings are eligible for or listed in the NRHP.

Through previous coordination with FHWA as required by *Part 1, Section IV, Page 32-33* in the INDOT and FHWA approved Public Involvement Manual (approved March 25, 2009 and title sheet dated April 1, 2009), it was determined that additional public involvement activities are required for this reevaluation based on the impact to previously unaffected property owners. The reevaluation will be reviewed and released for public involvement by INDOT. A legal notice advertising the reevaluation document will be placed in the *Press Dispatch in Petersburg* and *Washington Times Herald*. The reevaluation will also be posted to the I-69 Project website during the comment period. The public will be afforded 15 days to comment on the reevaluation. After the 15 day comment period has ended, the reevaluation will be updated to reflect any public comments and will be submitted for final signature.

Public Notice

The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) have completed a reevaluation of areas for Section 2 within Design Segments 4 and 5 of the I-69 project from SR 64 near Oakland City in Gibson County to US 50 near Washington in Daviess County. The I-69 project is a four lane interstate highway on mostly new terrain that will link Evansville, Indiana with Indianapolis, Indiana. The Section 2 Tier 2 Final Environmental Impact Statement (FEIS) was approved on February 25, 2010 and its Notice of Availability published in the Federal Register on March 5, 2010. The Section 2 Record of Decision (ROD) was approved on April 30, 2010. Since the publication of the above documents, final design refinements to the right-of-way have been identified within Segments 4 and 5 and are summarized in a reevaluation document.

Segment 4 begins where Segment 3 ends, approximately 0.6 mile east of State Road 61, and extends north ending at Pike County Road 650 N for a total of 3.5 miles. Segment 5 begins where Segment 4 ends and stops approximately 350 feet south of the East Fork White River for a total of 2.8 miles. The revised design in Segments 4 and 5 adds approximately 24.12 additional acres for permanent right-of-way, 1.09 acres of temporary right-of-way, and 1.72 acres of temporary easement for a total of 26.93 acres to the total right-of-way analyzed in the Section 2 FEIS.

The final design right-of-way changes occur at the following general locations listed from south to north: Design Segments 3-4 Breakpoint; Pike County Road 400 N; State Road 356; North of Pike County Road 475 N; Pike County Road 550 N intersection with Pike County Road 200 E; North Pike Interchange; Pike County Road 650 N; Pike County Road 725 N; Pike County Road 750 N; and Pike County Road 425 E. The additional permanent and temporary right-of-way areas along the proposed new alignment of I-69 are required to accommodate: revised right-of-way to even station and offset; transmission tower relocation; tying highway right-of-way into existing right-of-way; removing existing pavement; cul-de-sac construction; improving access to adjacent properties; drive construction; Local Service Roads (LSR) modifications; providing adequate sight distance; incidental construction.

The environmental impacts on all right-of-way areas have been considered and are documented in the reevaluation document. The additional right-of-way areas resulting from the final design will not have significant impacts on the natural and human environments. The analysis presented in the reevaluation confirms that the final design for Section 2, Design Segments 4 and 5 do not require the preparation of a Supplemental Environmental Impact Statement (SEIS) or an additional Draft Environmental Impact Statement (DEIS).

The reevaluation document is available for review and public comment on the I-69 project website at www.i69indyevn.org and in the INDOT Washington Project Office. Questions or comments pertaining to Section 2 or other parts of the project may also be directed to the project website. The views of the public on the reevaluation are being sought. Please reply no later than December 23, 2010. Please reply to the contact listed below.

David Pluckebaum
INDOT Washington Project Office
60 North Commercial Park Drive
P.O. Box 522
Washington, IN 47501
Phone: 812-254-2831

To The Press Dispatch (35-1132684)Dr.
Petersburg, Indiana 47567

Bernardin, Lochmueller & Associates, Inc.
Pike County, Indiana

PUBLISHER'S CLAIM

COMPUTATION OF CHARGES

82 lines at .4709 cents per line	\$38.61
Additional charges for notices containing rule or tabular work (50 percent of above amount)	0.00
Charge for extra proofs of publication (\$1.00 for each proof in excess of two).....	0.00
TOTAL AMOUNT OF CLAIM	\$38.61

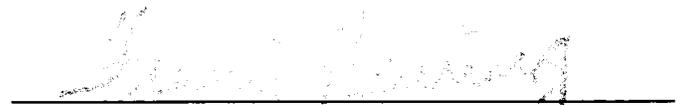
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Width of single column in picas 6.5.....Size of type 8 point
Number of insertions 1

Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper 1 time(s). The dates of publication being as follows: December 8, 2010.

Date: December 8, 2010



Publisher

PUBLIC NOTICE

The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) have completed a reevaluation of areas for Section 2 within Design Segments 4 and 5 of the I-69 project from SR 64 near Oakland City in Gibson County to US 50 near Washington in Daviess County. The I-69 project is a four lane interstate highway on mostly new terrain that will link Evansville, Indiana with Indianapolis, Indiana. The Section 2 Tier 2 Final Environmental Impact Statement (FEIS) was approved on February 25, 2010 and its Notice of Availability published in the Federal Register on March 5, 2010. The Section 2 Record of Decision (ROD) was approved on April 30, 2010. Since the publication of the above documents, final design refinements to the right-of-way have been identified within Segments 4 and 5 and are summarized in a reevaluation document.

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The final design right-of-way changes occur at the following general locations listed from south to north: Design Segments 3-4 Breakpoint; Pike County Road 400 N; State Road 356; North of Pike County Road 475 N; Pike County Road 550 N intersection with Pike County Road 200 E; North Pike Interchange; Pike County Road 650 N; Pike County Road 725 N; Pike County Road 750 N; and Pike County Road 425 E. The additional permanent and temporary right-of-way areas along the proposed new alignment of I-69 are required to accommodate: revised right-of-way to even station and offset; transmission tower relocation; tying highway right-of-way into existing right-of-way; removing existing pavement; cul-de-sac construction; improving access to adjacent properties; drive construction; Local Service Roads (LSR) modifications; providing adequate sight distance; incidental construction.

The environmental impacts on all right-of-way areas have been considered and are documented in the reevaluation document. The additional right-of-way areas resulting from the final design will not have significant impacts on the natural and human environments. The analysis presented in the reevaluation confirms that the final design for Section 2, Design Segments 4 and 5 do not require the preparation of a Supplemental Environmental Impact Statement (SEIS) or an additional Draft Environmental Impact Statement (DEIS).

The reevaluation document is available for review and public comment on the I-69 project website at www.i69indyevn.org and in the INDOT Washington Project Office. Questions or comments pertaining to Section 2 or other parts of the project may also be directed to the project website. The views of the public on the reevaluation are being sought. Please reply no later than December 23, 2010. Please reply to the contact listed below.

David Pluckebaum
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P.O. Box 522
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Phone: 812-254-2831
(December 8, 2010)