



## I-69 EVANSVILLE TO INDIANAPOLIS

### I-69 SECTION 3 REEVALUATION STATEMENT SEGMENT 10 – 13 (2)

**I-69**  
**Evansville, IN to Indianapolis, IN**  
Designation Number: 0300379  
Federal Project No.: IN10 (006)

Tier 2 Final Environmental Impact Statement (FHWA-IN-EIS-09-01-F) approved December 3, 2009

Record of Decision approved January 28, 2010

This reevaluation of the Tier 2 Final Environmental Impact Statement (FEIS) was prepared to reflect design changes on Section 3 of the new terrain I-69 highway in Daviess and Greene Counties, Indiana. Section 3 will extend north from US 50 approximately 26 miles to the US 231/SR 58 intersection. The revised design for Section 3 has added additional right-of-way to accommodate a residential relocation, channel grading as part of the hydraulic design, natural channel design stream relocation of a Doan's Creek tributary, barn removal, bridge upgrades, tie into existing right-of-way, and driveway reconstruction. This reevaluation examined the potential impacts on the natural, human, and cultural environments of the revised design for Design Segments 10 through 13 in Section 3. 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 3. Therefore, the Tier 2 FEIS and Record of Decision remain valid.

  
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Federal Highway Administration

9-29-10

Date

  
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Indiana Department of Transportation

8-24-10

Date

## 1. INTRODUCTION

This reevaluation summary examines the additional environmental impacts associated with minor design changes to Section 3 of the new terrain I-69 project for the construction section between US 50 in Daviess County to US 231 in Greene County, Indiana. The I-69 project is a four lane interstate highway on mostly new terrain that will link Evansville, Indiana with Indianapolis, Indiana. The purpose of this reevaluation summary is to examine the additional design changes in design Segments 10-13 within Section 3 and determine the impact on the affected environment after the completion of the Tier 2 Final Environmental Impact Statement (FEIS), title sheet dated December 1, 2009 and Record of Decision (ROD) dated January 28, 2010. The Section 3 FEIS was entered into the Federal Register on December 11, 2009.

The I-69 project extends from Interstate 64 in Gibson County to Interstate 465 in Marion County. The project is being developed in six (6) Sections, which are numbered from south (Section 1) to north (Section 6). Section 3 is approximately 26 miles long and extends north from US 50 just east of Washington to the US 231/SR 58 intersection. Segment 10-13 begins just south of the North Fork Prairie Creek and ends at the US 231 interchange.

This reevaluation summary has been drafted to evaluate the effects of additional right-of-way areas, not discussed in the Tier 2 FEIS, which have been revised from the refined preferred alternative presented in the FEIS and approved in the ROD. The additional permanent and temporary right-of-way areas along the proposed new alignment of I-69 are required for a residential relocation, channel grading as part of the hydraulic design, natural channel design stream relocation of a Doan's Creek tributary, barn removal, bridge upgrades, tie into existing right-of-way, and driveway reconstruction. No new permanent road closures beyond those discussed in Table 5.3-4 in the Tier 2 FEIS will result from the changes identified in this reevaluation summary. The analysis in this reevaluation supports the conclusion that these design changes 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.

## 2. PROJECT DESCRIPTION

### 2.1 Project Description and Area

This reevaluation summary examines the following locations of Section 3 listed from south to north: Daviess CR 450 E, Epsom Lateral, Smothers Creek, Greene CR 200 W, Greene CR 725 S, and US 231 Interchange. These areas are being reexamined because additional right-of-way or a change in right-of-way was required during the final design of Section 3. These right-of-way areas were not discussed in the Tier 2 FEIS or the previous FHWA and INDOT signed reevaluation completed for Segment 10-13. 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 3 discussed in this document are not located within or directly adjacent to any cities or towns. Small towns such as Elnora, Newberry, and Odon are the closest incorporated areas to the additional right-of-way locations. Access points to I-69 throughout Section 3 will be built as interchanges with SR 58 and US 231, as identified in the FEIS.

As disclosed in the FEIS, residential relocations and environmental impacts to stream, wetland, and forest will occur with the implementation of Section 3. Land use in the vicinity of Section 3 includes 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) contains 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 this project was approved in July 2002. The DEIS described resource impacts for each proposed corridor. The Tier 1 FEIS for this project was approved in December 2003. The FEIS documented additional impacts to the natural, human, and cultural environments not covered in the DEIS. The Record of Decision (ROD) for the Tier 1 studies was approved in March 2004.

The Tier 2 studies are intended to determine a specific alignment within the selected corridor. The Tier 2 studies divided the corridor into six sections and a DEIS and FEIS will be prepared for each section. The Tier 2 studies for Section 1, the southernmost Section, and Section 3 have been completed and the Section 2 FEIS and ROD have been issued. The remaining 3 sections are still in progress. The Tier 2 DEIS for Section 3 was approved on January 26, 2009. The DEIS described resource impacts on several spatial scales: corridor, Traffic Analysis Zones (TAZ), county, and region. The Tier 2 FEIS for Section 3 was approved December 3, 2009 (title sheet dated December 1, 2009). The FEIS documented additional impacts to the natural, human, and cultural environments from design changes on the preferred alternative that had occurred since the approval of the DEIS.

## **2.3 Previously Identified Impacts**

Section 3 was divided into five (5) subsections (A-E) during the Tier 2 environmental survey. Impacts to the natural and human environments were examined for each of the segment alternatives, including the refined preferred alternative of Section 3. The environmental document evaluated the impact of the Section 3 subsections across multiple resource categories, such as right-of-way acres, parcels impacted by right-of-way acquisition, streams, wetlands, forest, farmland, relocations, HAZMAT sites, and historic and archaeological resources. The refined preferred alternative was chosen to minimize impacts to these resources. Mitigation for unavoidable impacts is described in the Tier 2 DEIS and FEIS.

The Section 3 refined preferred alternative, as described in the Tier 2 FEIS, will directly impact 1,501 acres of agricultural land. According to Table 5.3-1 in the FEIS, no Section 3 alternative studied, including the refined preferred alternative, had a clear advantage over the others regarding impacts to agricultural land. 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 3.

Within Section 3 for the I-69 project, the Tier 2 DEIS and FEIS document impacts to streams, wetlands, and forests. In Section 3, approximately 69 acres of forest will be directly affected by the refined preferred alternative. In regards to water resource impacts, a total of 7.25 acres of wetlands (2.22 open water; 2.4 emergent; 1.18 scrub/shrub; and 1.45 forested) and a total of 34,620 linear feet of streams are located within the Section 3 refined preferred alternative. These environmental impacts will be mitigated at an approximate 355 acre site located adjacent to West Fork of the White River in Greene County, northwest of the proposed I-69 highway.

The I-69 Section 3 project was also evaluated for impacts to cultural resources. Five (5) above ground properties/districts eligible for or listed on the National Register of Historic Places (NRHP) are located within the Section 3 Area of Potential Effect (APE). On November 7, 2008, FHWA signed a "Section 106 Findings and Determinations: Area of Potential Effect, Eligibility Determinations, Effect Finding" for above-ground properties. Only one (1) property, the McCall Family Farmstead will be adversely impacted by Section 3.

## 2.4 Other Reevaluation Documents

Other reevaluation documents have been completed for additional right-of-way changes at other locations of the Section 3 refined preferred alternative and throughout the I-69 project as final design of the highway is completed. Previously approved reevaluation documents include Section 1, I-64 to C.R. 825 S; Section 3, Early Bridge Contracts; Section 3, Segments 8 & 9; Section 3, Flood Easements; and Section 3, Segment 10-13.

## 2.5 Public Involvement

All parcels not currently in transportation use that are affected by the additional right-of-way areas were previously identified as affected in the FEIS. This reevaluation confirmed that a residential relocation not previously discussed in the FEIS will occur. This residential relocation was requested by the previously affected property owner and a summary of the coordination between the property owner and INDOT can be viewed in Appendix C. Through previous coordination with FHWA as required by *Part I, Section IV, Page 32* in the March 2009 INDOT Public Involvement Manual, it was determined that because the relocation was requested by the property owner, no additional public involvement activities are required (Appendix D). Additionally, no significant environmental impacts were identified during this reevaluation. Therefore, public involvement for this reevaluation is complete.

## 3. DESCRIPTION OF PROJECT CHANGES

This reevaluation focuses on the revised design in Section 3, Segments 10-13. The revised design requires six additional right-of-way acquisition areas within the I-69 corridor totaling approximately 3.39 acres of permanent right-of-way and 2.19 acres of temporary right-of-way for a total of 5.58 acres of total right-of-way (See Maps in Appendix A for locations). The project changes discussed below are listed from south to north.

The first additional right-of-way area is located at Daviess CR 450 E in Segment 10. The FEIS original impact to this parcel included the I-69 mainline and grade separation right-of-way impacting the parcel and the demolition of multiple outbuildings as a result. The residence would not be relocated as shown in the FEIS. The new impact to the parcel will include temporary right-of-way needed to clear the remaining structures on the parcel for a residential relocation not previously discussed in the FEIS. The relocation is a result of a request by the property owner to be relocated as the home is very close to the highway and overpass. Approximately 1.7 acres of right-of-way is needed at this location (See Appendix A). The relocated residence is located within the approved area of potential effect (APE) for Section 3. The residence was not identified as listed or eligible for the National Register of Historic Places (NRHP) in the Section 3 Historic Property Report. Additionally, the relocation planning for this federally-funded project will be 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. Regarding replacement housing, the Section 3FEIS states at page 5-25: "According to the current listings, there is adequate housing available in all price ranges".

The second additional right-of-way area is located at Epsom Lateral in Segment 11. This permanent right-of-way is needed for channel grading as part of the hydraulic design. Approximately 0.7 acre of right-of-way will be needed at this location (See Appendix A).

The third additional right-of-way area is located at Smother's Creek in Segment 11. This permanent right-of-way is needed for channel grading as part of the hydraulic design. Approximately 0.45 acre of right-of-way is needed at this location (See Appendix A).

The fourth reevaluation area is located at the Greene County Road 200 W crossing of an unnamed tributary to First Creek in Segment 13 (Bridge #213). As a result of I-69, the existing bridge crossing will be rehabilitated to improve the load rating. This improvement is needed for local residents as their alternative travel route will no longer be available after the new highway is constructed. Measured from the center of the bridge, project limits will extend no more than 25 feet east and west and 200 feet north and south for a total of 0.56 acres. These limits remain within previously disturbed land currently being used as transportation use and no additional land is expected to be impacted (See Appendix A). This bridge is located within the APE for Section 3. The bridge was not identified as listed or eligible for the NRHP in the Section 3 Historic Property Report. Additionally, the Indiana Historic Bridge Survey completed by Mead & Hunt, Inc in February 2009 was consulted. The Greene County Road 200 W bridge over an unnamed tributary to First Creek (Bridge #213) is not eligible for the NRHP according to *Volume 2, Section 2 Listing of Non-Historic Bridges (Counties G-L)* of this report (See Appendix B).

The fifth additional right-of-way area is located southeast of the Greene County Road 725 S intersection with Base Rd in Segment 13. The right-of-way adjustment on the south side of I-69 was adjusted to accommodate for the natural channel design stream relocation of an unnamed tributary to Doan's Creek and vegetative buffers. The adjustment on the north side is a temporary easement added to remove a shed, which was overhanging the limited access right-of-way. The adjustment on the south side is approximately 0.6 acres of permanent right-of-way and the adjustment on the north side is 0.16 acres of temporary right-of-way for a total of 0.76 acres of right-of-way at this location (See Appendix A). This barn is located within the approved APE for Section 3. The barn was not identified as listed or eligible for the NRHP in the Section 3 Historic Property Report.

The sixth additional right-of-way area is located at the US 231 interchange at the end of Segment 13. The right-of-way on the west side of US 231 is needed to tie into existing right-of-way. The right-of-way on the east side is needed for driveway reconstruction and to avoid land locking an adjacent parcel. The permanent right-of-way on the west side totals 1.08 acres and on the temporary right-of-way on the east side totals 0.33 acres for a total of 1.41 acres at this location (See Appendix A).

#### **4. ENVIRONMENTAL CONSEQUENCES**

The approximately 5.58 acres of additional right-of-way acquisition for Section 3 of I-69 as mentioned above are expected to have minimal environmental consequences compared to the impacts previously documented for Section 3. This revised footprint for Section 3 was reviewed for impacts to the resource categories examined in the existing environmental documentation (i.e. wetlands, streams, farmland, etc.). Because all additional right-of-way areas not currently in transportation use are located directly adjacent to the Section 3 refined preferred alternative, several resource categories were covered by the analysis presented in the Tier 2 FEIS.

Land use in the additional right-of-way areas is predominantly agricultural, forested, and residential. Approximately 1,722 acres of land to be acquired for right-of-way was documented within the Section 3 refined preferred alternative as defined by the FEIS. As a result of the proposed additional right-of-way areas, approximately 5.58 acres of land not within the Section 3 refined preferred alternative was reviewed for environmental impacts. The additional right-of-way areas fall into the FEIS categories of agricultural, undeveloped land, and developed land. Adjacent land uses to the additional right-of-way areas are residential, forest, transportation, and farmland.

According to the FEIS, agricultural land accounts for 1,501 acres, or 87% of the total direct land use impacts within the Section 3 refined preferred alternative. Approximately 1.27 acres of agricultural land will be impacted as a part of these additional right-of-way areas. Planning to reduce the farmland impacts

as stated in the FEIS focused on practices that assisted in avoiding and/or minimizing farmland conversion from uneconomical remnants, or designing alignments to minimize disruption to existing agricultural practices. Only the necessary amount of land needed for making the proposed improvements will be acquired.

According to the FEIS, developed land accounts for 100 acres, or 6% of the total direct land use impacts. Approximately 2.11 acres of land within the additional right-of-way areas are used as residential or existing transportation. This falls under the FEIS category of developed land.

According to the FEIS, upland habitat land which consists of non-wetland forest, herbaceous cover, and scrub/shrub areas account for 110.1 acres, or 6% of the total direct land use impacts. Approximately 2.2 acres of upland habitat is located within the additional right-of-way areas.

In regard to historic resources, the additional right-of-way areas are located inside the approved area of potential effect (APE) for Section 3, and given their location within the Tier 1 corridor and in immediate proximity to the previously reviewed right-of-way, there is no change to the APE (See Appendix A for map). According to the Section 3 Historic Property Report, one above ground property within the Section 3 APE (Scotland Hotel) is listed in the NRHP. As a result of identification and evaluation efforts for Section 3 of the I-69 project, three individual properties and one district were determined eligible for listing in the NRHP. They are as follows: McCall Family Farmstead; Blackmore Store; State Road 257 Bridge over Veale Creek; and Daviess County Home Historic District. Analysis has been completed for the location of the additional right-of-way areas compared to the location of the NRHP listed and eligible resources for potential changes in effects on these resources.

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 3. None of the NRHP listed and eligible properties are located within 1.1 mile of the additional right-of-way areas. Based on the distance from these properties, and the minor changes in the proposed alternative which require the right-of-way changes, it has been determined that there would be no change to the identified effects on historic properties.

<b>Additional R/W Area</b>	<b>Scotland Hotel</b>	<b>McCall Family Farmstead</b>	<b>Blackmore Store</b>	<b>Daviess County Home Historic District</b>	<b>SR 257 Bridge over Veale Creek</b>
Daviess CR 450 E	14.5 miles	1.1 miles	14.5 miles	5.0 miles	9.0 miles
Epsom Lateral	11.4 miles	2.6 miles	11.4 miles	8.7 miles	12.9 miles
Smothers Creek	10.9 miles	3.5 mile	10.9 miles	9.6 miles	13.7 miles
Greene CR 200 W	4.0 miles	10.9 miles	4.0 miles	17.2 miles	21.1 miles
Greene CR 725 S	1.8 miles	12.1 miles	1.8 miles	18.4 miles	22.0 miles
US 231 Interchange	1.1 miles	12.9 miles	1.1 miles	19.3 miles	22.7 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 and the previously completed reevaluation document completed for Segment 10-13. A Phase II investigation was conducted in the area of the Daviess CR 450 E reevaluation area. In a report dated June 9, 2010 Gray & Pape determined that 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. In a report

dated May 4, 2010 Gray & Pape recommended that the Phase II investigation did not yield a site worthy of inclusion in the NRHP. The SHPO concurred with this report in a letter dated June 3, 2010 (Appendix B). 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.

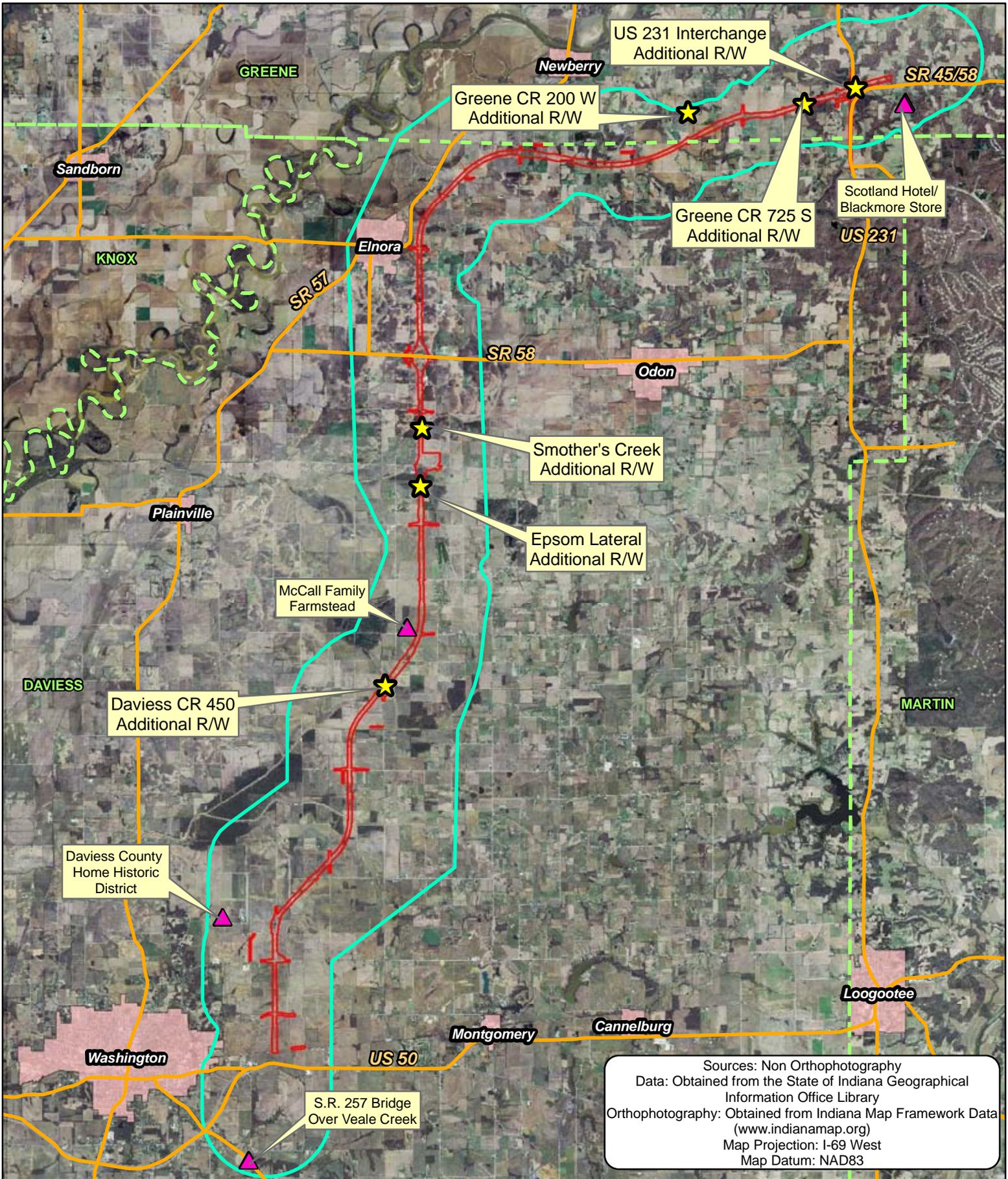
Based on the above information, there is no intention to re-open the Section 106 process due to the following factors: visually, there will essentially be no change with the minor additional right-of-way areas; the determination that no above ground resources listed in or eligible for the NRHP will have any change to its effect finding due to the additional right-of-way areas; and the conclusion that the proposed action of adding approximately 5.58 acres of additional right-of-way within Segment 10-13 will have no change to the effect on archaeological resources. INDOT approved the Phase Ia field reconnaissance report on June 23, 2010. The Phase Ia archaeological report was provided to the Indiana SHPO office on June 29, 2010 for informational purposes (See Appendix B).

## **5. CONCLUSIONS**

In conclusion, the revised design for Section 3 of the I-69 project will result in the conversion of predominantly agricultural and previously disturbed areas. One residential relocation not previously discussed in the FEIS will result from the design changes. As discussed above, this relocation was granted as a result of a request by the property owner. There will be no other notable impacts. 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

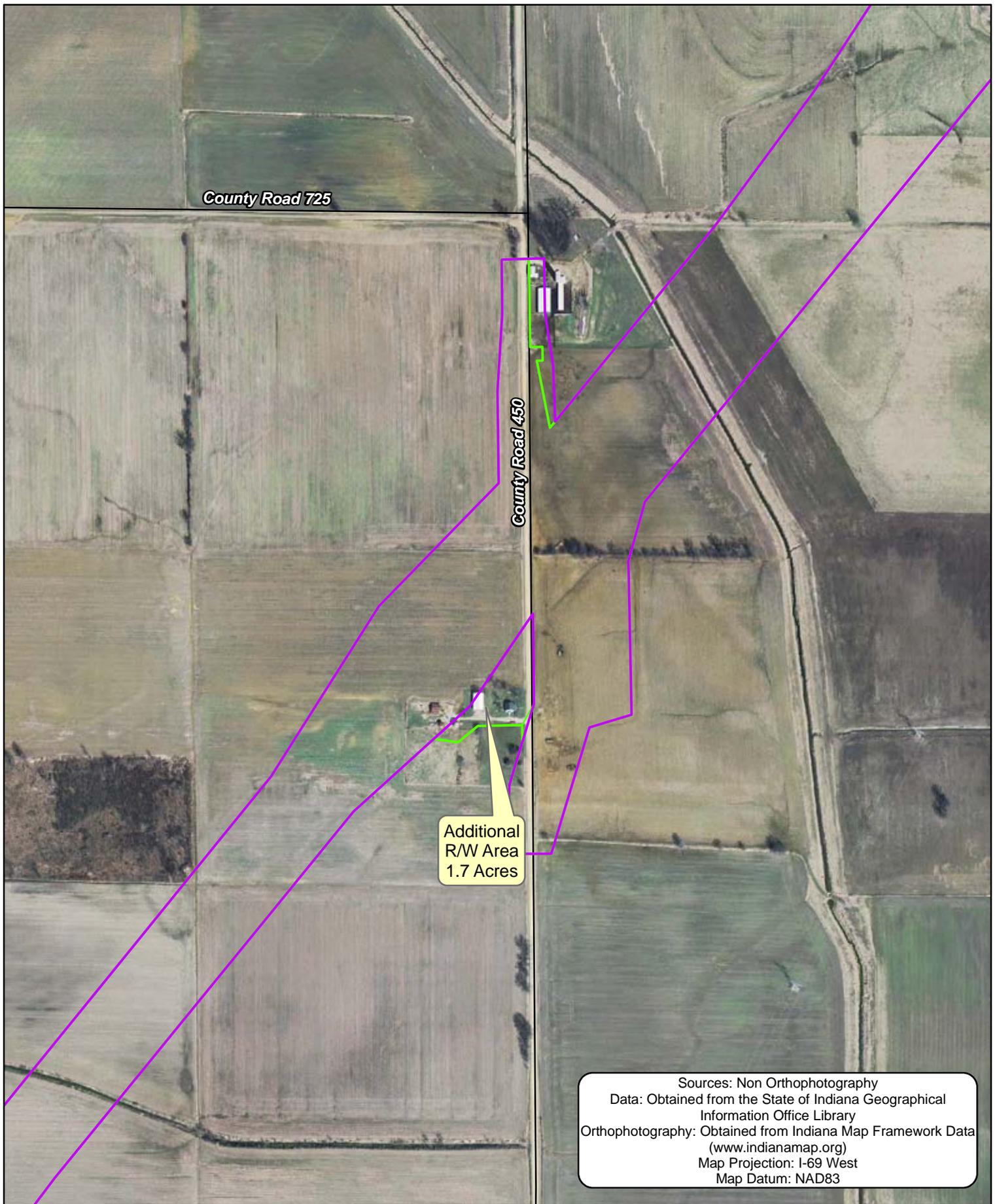
## Graphics



- ▲ Section 3 NRHP Property
- Highway
- - - County Line
- Incorporated Areas
- Section 3 APE
- Section 3 FEIS R/W

Figure 1  
I-69 Section 3  
Segment 10-13 (2)  
Additional Right-of-Way Areas





County Road 725

County Road 450

Additional  
R/W Area  
1.7 Acres

Sources: Non Orthophotography  
 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 2  
 I-69 Section 3 - Segment 10  
 Additional Right-of-Way Area  
 Located at Daviess CR 450 E  
 Shown on 2005 Aerial Photograph

1 inch = 500 feet



- Section 3 FEIS R/W
- Section 3 Final Design R/W

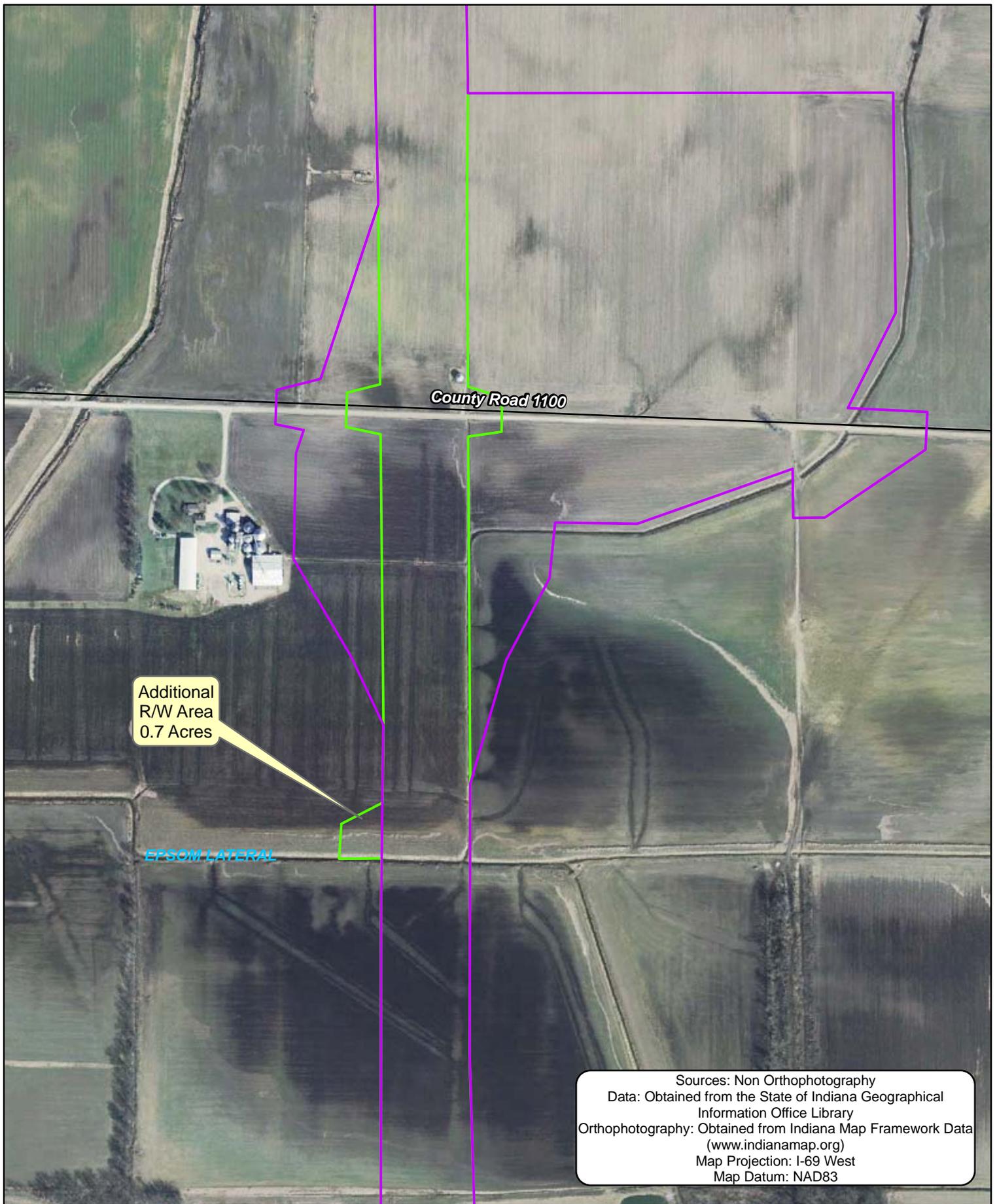


Figure 3  
 I-69 Section 3 - Segment 11  
 Additional Right-of-Way Area  
 Located at Epsom Lateral  
 Shown on 2005 Aerial Photograph

1 inch = 500 feet



- Section 3 FEIS R/W
- Section 3 Final Design R/W

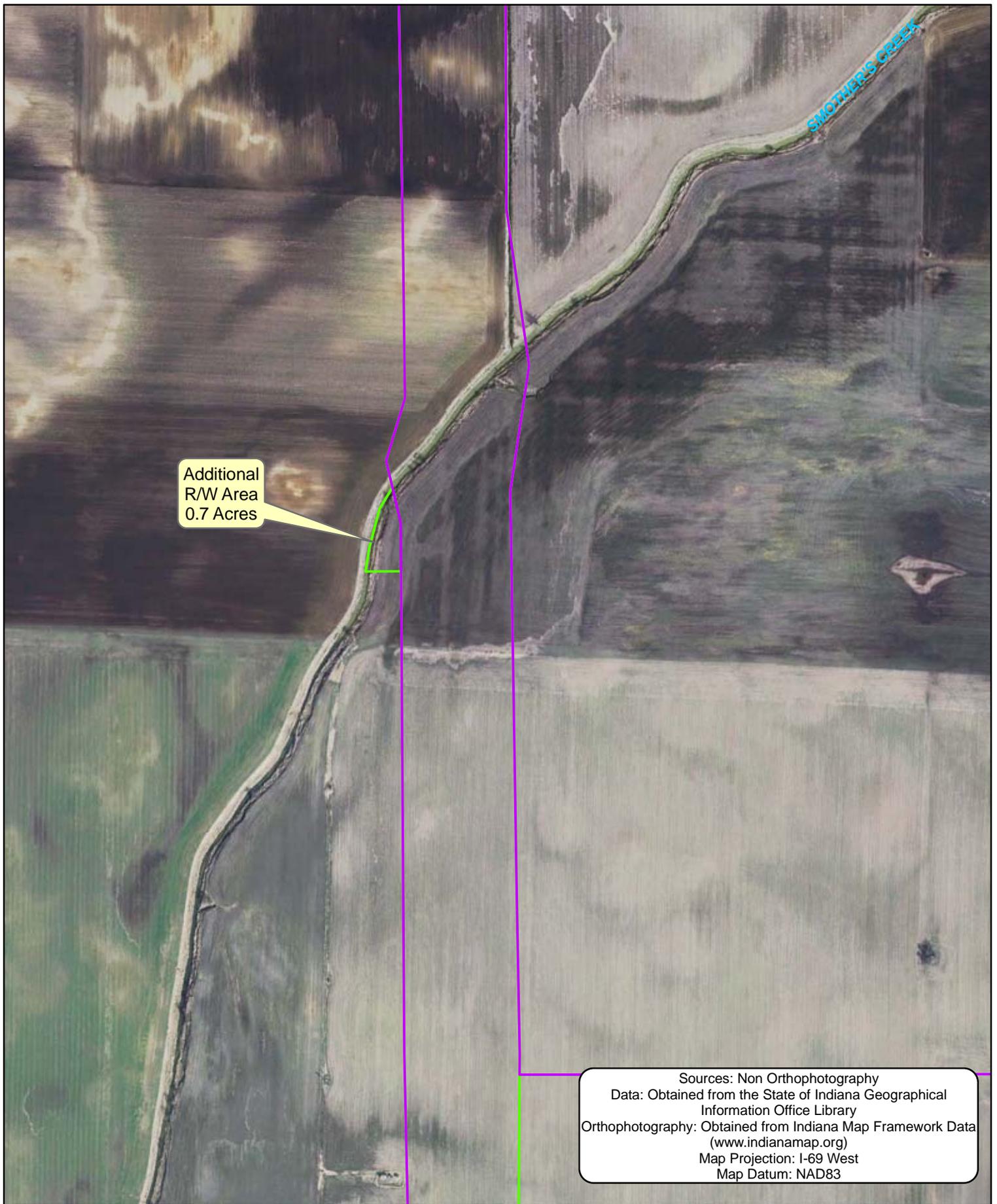


Figure 4  
 I-69 Section 3 - Segment 11  
 Additional Right-of-Way Area  
 Located at Smother's Creek  
 Shown on 2005 Aerial Photograph

1 inch = 400 feet



- Section 3 FEIS R/W
- Section 3 Final Design R/W



Figure 5  
 I-69 Section 3 - Segment 13  
 Reevaluation Area  
 Located at Greene CR 200 W  
 Shown on 2005 Aerial Photograph

1 inch = 600 feet



- Greene CR 200 W Project Limits
- Section 3 FEIS R/W

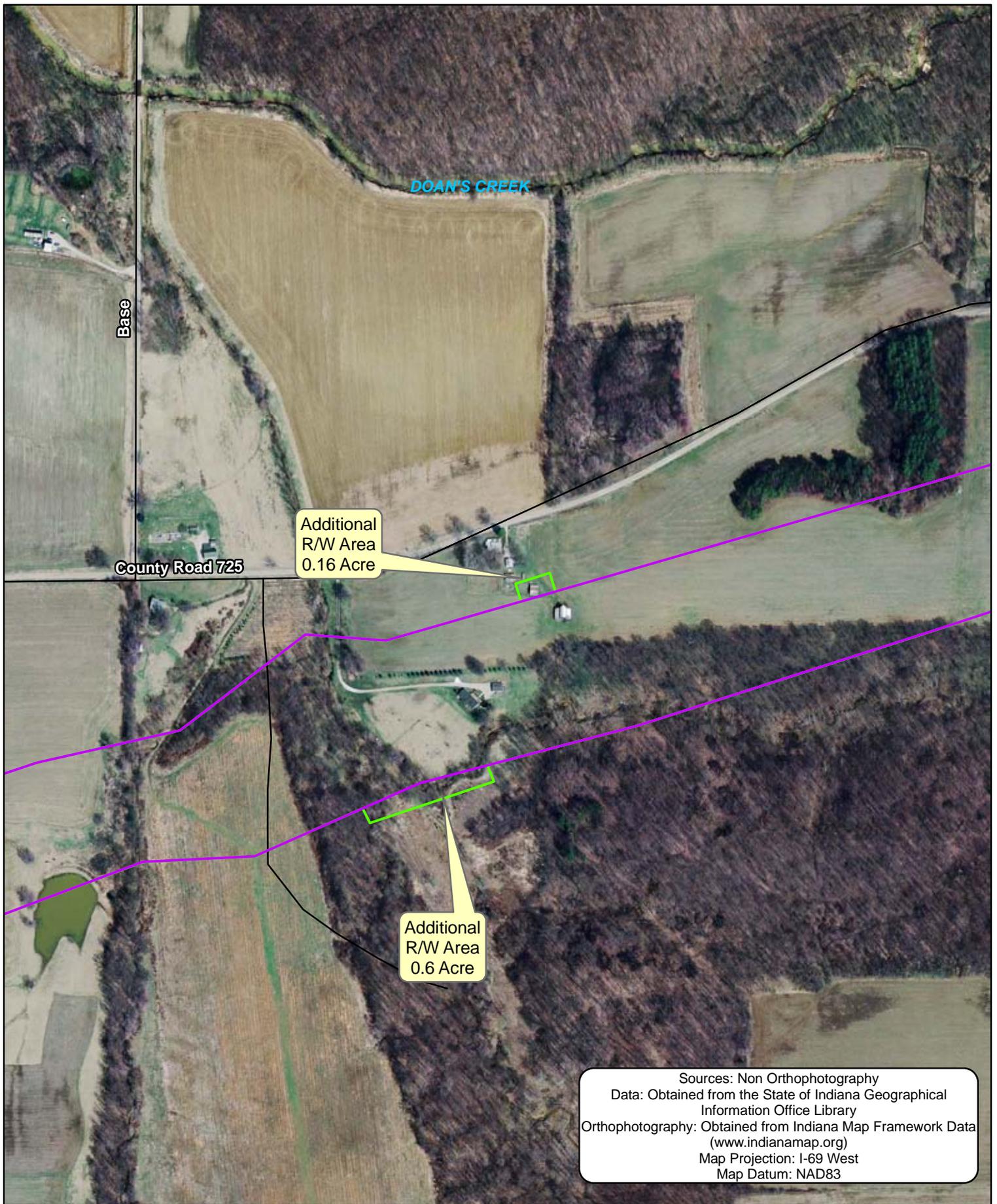


Figure 6  
I-69 Section 3 - Segment 13  
Additional Right-of-Way Area  
Located at Greene CR 725 S  
Shown on 2005 Aerial Photograph

1 inch = 400 feet



- ▭ Section 3 FEIS R/W
- ▭ Section 3 Final Design R/W

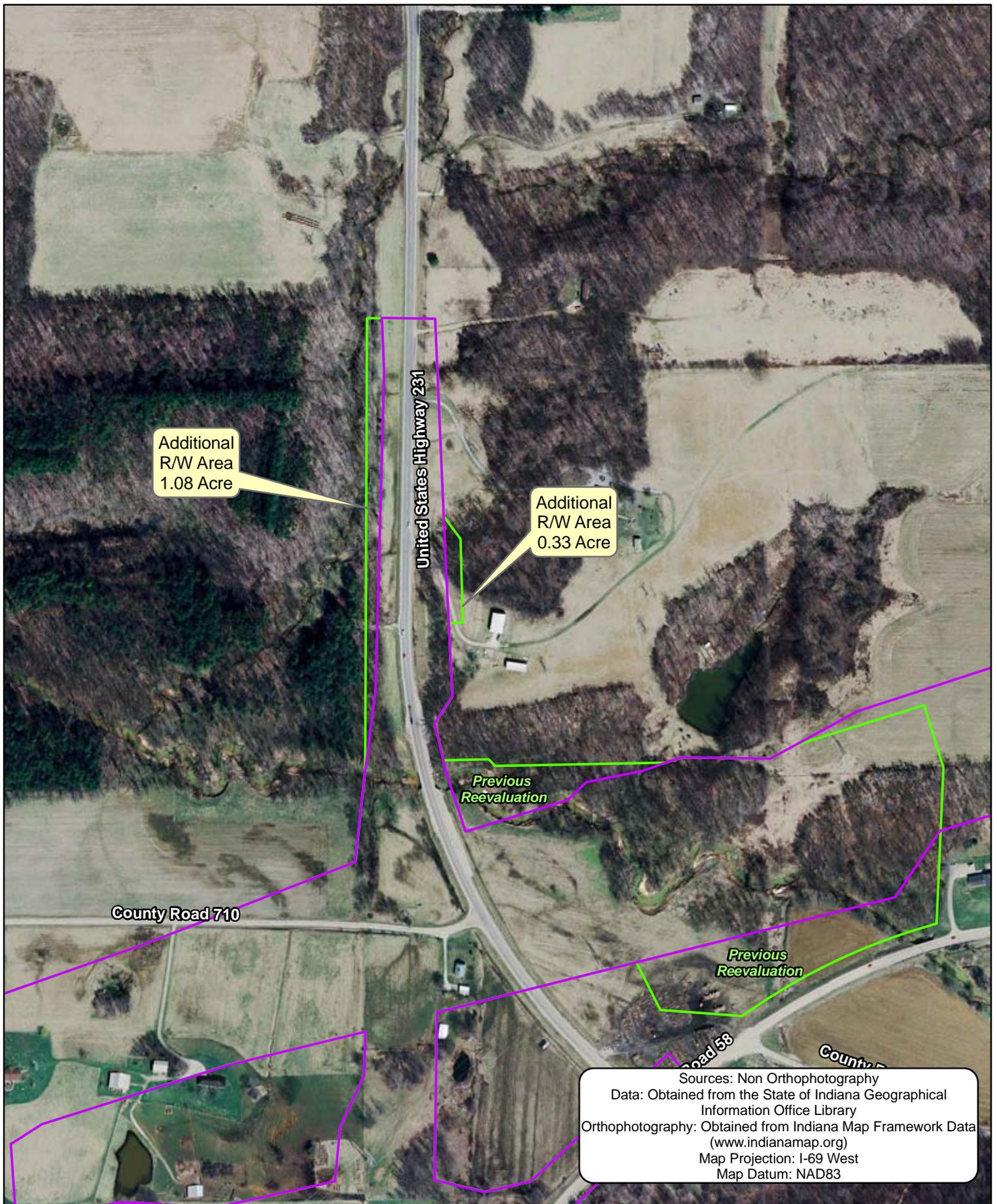


Figure 7  
 I-69 Section 3 - Segment 13  
 Additional Right-of-Way Area  
 Located at US 231 Interchange  
 Shown on 2005 Aerial Photograph

1 inch = 400 feet



- Section 3 FEIS R/W
- Section 3 Final Design R/W

**I-69 Section 3 Segment 10-13 (2) Reevaluation General Photos**



Photo 1: Standing on Daviess CR 450 E looking north at additional r/w area.



Photo 2: Looking east towards Epsom Lateral additional r/w area.



Photo 3: Standing on Greene CR 200 W looking north at reevaluation area



Photo 4: Standing on west side of Greene CR 200 W looking east at bridge to be rehabilitated



Photo 5: Standing near Greene CR 725 S reevaluation area looking north



Photo 6: Standing at CR 725 S reevaluation area on north side of I-69 looking at barn removal area

# Appendix B

## Section 106 Information

# Phase II Archaeological Report Summary

## I-69 Section 3 Additional Right-of-Way Areas

### Design Build Segment 10-13 (2)

#### **ABSTRACT**

Under contract with Bernardin Lochmueller and Associates, Gray & Pape, Inc., conducted Phase II archaeological investigations for Site 12Da1487 located within the I-69 Area of Potential Effects. The site is located approximately 13.0 kilometers north-northeast of the town of Washington, Washington Township, Daviess County, Indiana (of Section 28, T 4 N, R 6 W). The site is located on an upland ridge west of and overlooking Bethel Ditch.

The current study is in compliance with Section 106 of the National Historic Preservation Act, as amended. The goal of the research was to determine if archaeological resources are present and to determine if such resources might be eligible for inclusion in the National Register of Historic Places. Background research and a sites files check were conducted as part of the I-69 Tier 2 Phase Ia investigation for the Section 3 highway project study corridor (Hambacher and Robertson 2009). The reader is referred to that document for a complete discussion of the background research and a cultural overview.

Site 12Da1487 was identified during the Phase Ia archaeological field investigations for the I-69 Section 3 Alternative 3C Area of Potential Effects. This site represents an extensive lithic scatter (41,930 square meters in size) located on a large flat-topped knoll. The site was recommended for Phase II research.

Phase II investigations were conducted between November 1 and December 1, 2009. The limited quantity of cultural features identified at the site, coupled with the paucity in both variety and quantity of artifacts recovered indicate that the intensity of the occupation at the site was limited in scale and diversity. Therefore, it does not appear that Site 12Da1487 meets the minimum requirements for inclusion on the National Register of Historic Places under Criterion D, and Gray & Pape, Inc., recommends that no further investigations be conducted.



Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739  
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June 3, 2010

Shannon Hill  
Historic Resources Specialist  
Bernardin, Lochmueller & Associates, Inc.  
3502 Woodview Trace, Suite 150  
Indianapolis, Indiana 46268

Federal Agency: Federal Highway Administration

Re: Phase II Archaeological Investigations for Site 12Da1487 (Picklesimer and Baltz, 5/04/10) for  
Section 3 of the I-69 Evansville to Indianapolis (Designation # 0300379; DHPA #1352)

Dear Ms. Hill:

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, 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 has conducted an analysis of the materials dated May 10, 2010 and received on May 12, 2010, for the above indicated project in Daviess County, Indiana.

Thank you for providing the Phase II archaeological report for the above project. Based upon the documentation provided to the staff of the Indiana SHPO, it does not appear that those portions of archaeological site 12Da1487 within the above proposed project area contain significant archaeological deposits and no further archaeological investigations appear necessary in those areas. If artifacts from this investigation are to be retained by the landowner, further more detailed analyses according the Indiana Guidebook, in consultation with the DHPA, may be necessary prior to their return, and incorporated into the Phase II archaeological report.

In regards to the Phase II field investigation methodology, we do not have a record that the Division of Historic Preservation and Archaeology was consulted with after the initial mechanical stripping of blocks in regard to the reduction of the number of mechanically stripped block areas from 19 to 8. In regards to the Phase II archaeological report, photographs of representative bifaces, cores, and battered cobbles should be included.

*A copy of the revised 36 C.F.R. Part 800 that went into effect on August 5, 2004, may be found on the Internet at [www.achp.gov](http://www.achp.gov) for your reference. If you have questions about archaeological issues please contact Dr. Rick Jones at (317) 233-0953 or [rjones@dnr.IN.gov](mailto:rjones@dnr.IN.gov). Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA #1352.*

Very truly yours,

James A. Glass, Ph.D.  
Deputy State Historic Preservation Officer

JAG:JRJ:jj

cc: Staffan Peterson, Indiana Department of Transportation



**BERNARDIN · LOCHMUELLER & ASSOCIATES, INC.**

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PHONE 317.222.3880 · TOLL FREE 888.830.6977 · FAX 317.222.3881

**T R A N S M I T T A L**

**DATE:** June 29, 2010

**TO:** State Historic Preservation Officer  
Division of Historic Preservation & Archaeology  
Indiana Department of Natural Resources  
402 W. Washington St., Room W274  
Indianapolis, IN 46204

**ATTENTION:** Ms. Karie Brudis

**WE TRANSMIT:**

Attached     Under Separate Cover     In Accordance With Your Request

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Number of Copies	Date	Description
1	6/9/2010	Addendum to Phase Ia Archaeological Investigations, Section 3 (US 50 to US 231), Additional Reevaluation Areas (DES Number 0300379, DHPA# 1352)

**REMARKS:**

Dear Karie,

Attached please find one copy of the Addendum to Phase Ia Archaeological Investigations, Section 3 (US 50 to US 231), Additional Reevaluation Areas (DES Number 0300379, DHPA# 1352) letter report for your review and comment. Please let me know if you have any questions.

Sincerely,

Bernardin Lochmueller & Associates, Inc.

By: Shannon Hill

Historic Resources Specialist



# GRAY & PAPE, INC.

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Ms. Shannon Hill  
Historic Resources Specialist  
Bernardin, Lochmueller & Associates, Inc.  
3502 Woodview Trace, Suite 150  
Indianapolis, Indiana 46268

## **RE: Addendum to Phase Ia Archaeological Investigations, Section 3 (US 50 to US 231), Additional Reevaluation Areas**

This report includes information on seven small additional reevaluation areas of proposed right-of-way (ROW) within Section 3 and two areas that were surveyed in May 2009, but had not been reported on (Figure 1). The seven areas lie within Segments 10–13. The two previously surveyed areas lie in Segments 8–9. One previously undocumented site, 12Da1591, and one previously recorded site, 12Da1502, were encountered during the 2009 investigations. Site 12Da1502 is primarily historic in nature, and a portion of the site was subjected to Phase II investigations in 2010 (Bryant 2010a).

A total of seven additional areas have been added to the Section 3 ROW, adding a total of 1.57 hectares (ha) (3.88 acres [ac.]) of land. These areas are summarized in Table 1.

The Deferred Rest Area is an expansion of the ROW at the crossing of Epsom Lateral (Figure 2). This is less than an acre in size (0.28 ha [0.70 ac.]) and is predominately spoil from the ditch. This can be seen from the aerial map of the area (see Figure 2).

The Smothers Creek Widening consists of the expansion of the ROW at the Smothers Creek crossing (Figure 3). It is a small area (0.18 ha [0.45 ac.]) that lies completely within the ditch spoil. This disturbed area was not examined.

The Barn Removal Area consists of 0.06 ha (0.16 ac.) of land expanding off of the surveyed ROW (Figure 4). This area lies adjacent to the mapped portion of Site 12Gr1757 in the Phase Ia report (Hambacher and Robertson 2009:228). Shovel tests placed on the east and west sides of the outbuilding to be removed each contained no artifacts. The shovel test on the east side (Figure 5) exhibited no A horizon and limestone gravel mixed into the upper 12 centimeters (cm) (5 inches [in.]) of the profile. The shovel test west of the structure had a shallow, 13-cm (5.1-in.) thick A horizon consisting of a dark yellowish brown (10YR 4/3) clay

to loam above a yellowish brown (10YR 4/6) compact clay subsoil. The area immediately to the east of the Barn Removal Area was surveyed as part of the Malone Mitigation Area (Bryant 2010b).

The Bottomland Expansion Area consists of 0.24 ha (0.60 ac.) of land (Figure 4). It measures approximately 130 by 15 meters (m) [425 by 50 ft.], and the Phase Ia crew covered an additional 15 m (50 ft.) in width during their initial Phase Ia survey (Alice Roberts, personal communication April 2009). Therefore, this area was previously examined.

<b>Area Name</b>	<b>Size In Hectares (Acres)</b>	<b>Coverage</b>	<b>Comments</b>
Deferred Rest Area, Epsom Lateral	0.28 (0.70)	Not Examined	Ditch spoil
Smothers Creek Widening	0.18 (0.45)	Not Examined	Ditch Spoil
Greene CR 725 S (Barn Removal Area)	0.06 (0.16)	Previously Examined	Surveyed as part of original Phase Ia at Site 12Gr1757
Greene CR 725 S (Bottomland Expansion)	0.24 (0.60)	Previously Examined	Surveyed as part of original Phase Ia
US 231 Interchange – East Side	0.13 (0.33)	Walkover	Slope
US 231 Interchange – West Side	0.44 (1.08)	Walkover	Inundated, along creek
Greene CR 200 W (Bridge #213)	0.23 (0.56)	Walkover	Completely within existing road ROW and drainage ditches - disturbed
Total	1.57 (3.88)		

The US 231 Interchange – East Side consists of 0.13 ha (0.33 ac.) of land located on sideslope along a gravel drive (Figure 6). It was examined by walkover at 10- m (33-ft.) intervals.

The US 231 Interchange – West Side consists of 0.44 ha (1.08 ac.) of land adjacent to an area that recently was surveyed (Baltz 2010). This area lies completely in a wetland area adjacent to a creek (Figure 6). Because of the marshy conditions, it was examined by walkover at 10-m (33-ft.) intervals.

Bridge #213 on Greene CR 200 West is a one-lane bridge over an unnamed ditched stream (Figure 7). This bridge is situated north of the project area, but would be used for construction activities. The proposed bridge replacement ROW is 15 m wide and 152 m in length (50 ft. by 500 ft.). This entire area lies within existing disturbed ground, as deep drainage ditches lie on both sides of the county road in the vicinity of the bridge. No survey was necessary at this location.

No sites were identified during the survey of these additional work space areas.

# Indiana Historic Bridge Inventory

## Volume 2: Listing of Historic and Non-Historic Bridges

INDOT CC No. 050108

Report prepared for  
**Indiana Department of  
Transportation**

Report prepared by  
**M&H Architecture, Inc.**

A  company

February 2009

## **2. Listing of Non-Historic Bridges**

This section includes a list of bridges recommended not eligible for listing in the National Register. The list arranges bridges alphabetically by county and numerically by bridge number (state bridges followed by county bridges). Additional identification information includes the NBI number and latitude and longitude coordinates (when available), and bridge subtype (NBI/INDOT code and type), and the survey date, if applicable.

The list includes statements to describe if each bridge is eligible under Criteria A and C. Under each criterion, a bridge may possess significance for multiple rationales as described in the National Register evaluation system.

## Section 2. Listing of Non-Historic Bridges

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**Greene**      **Bridge No. 00203**      **NBI No.2800141**      **Not eligible**  
*Feature Carried:* CO. RD. 730 SOUTH      *Feature Crossed:* SINGER DITCH      302D Simple steel beam  
*Latitude (degrees/minutes)* 38 / 55.1      *Longitude (degrees/minutes)* 087 / 13.7  
*Survey date:* NA

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

**Greene**      **Bridge No. 00204**      **NBI No.2800142**      **Not eligible**  
*Feature Carried:* CO. RD. 800 SOUTH      *Feature Crossed:* BRANCH OF SINGER DITCH      302D Simple steel beam  
*Latitude (degrees/minutes)* 38 / 54.5      *Longitude (degrees/minutes)* 087 / 14.1  
*Survey date:* NA

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

**Greene**      **Bridge No. 00207**      **NBI No.2800145**      **Not eligible**  
*Feature Carried:* CO. RD. 1450 WEST      *Feature Crossed:* BREWER DITCH      302D Simple steel beam  
*Latitude (degrees/minutes)* 38 / 58.7      *Longitude (degrees/minutes)* 087 / 12.9  
*Survey date:* NA

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

**Greene**      **Bridge No. 00213**      **NBI No.2800150**      **Not eligible**  
*Feature Carried:* CO. RD. 200 WEST      *Feature Crossed:* BRANCH FIRST CREEK      302A Encased steel beam  
*Latitude (degrees/minutes)* 38 / 54.8      *Longitude (degrees/minutes)* 086 / 58.7  
*Survey date:* NA

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

**Greene**      **Bridge No. 00229**      **NBI No.2800159**      **Not eligible**  
*Feature Carried:* CO. RD. 50 NORTH      *Feature Crossed:* BUCK CREEK      302D Simple steel beam  
*Latitude (degrees/minutes)* 39 / 01.9      *Longitude (degrees/minutes)* 087 / 06.5  
*Survey date:* NA

This bridge does not appear to possess significance under the National Register evaluation system. No evidence was found during data collection activities to indicate that this bridge is an important example of bridge design, engineering, or construction or that it possesses a significant association with important historical events or trends. As such, it is recommended not eligible under Criteria A and C.

# Appendix C

## Relocated Property Owner Coordination



# INDIANA DEPARTMENT OF TRANSPORTATION

## *Driving Indiana's Economic Growth*

60 N Commercial Park Dr  
PO Box 759  
Washington, Indiana 47501 (812) 254-2831 FAX: (812) 254-9911

**Mitchell E. Daniels, Jr., Governor**  
**Michael W. Reed, Commissioner**

March 15, 2010

To the Family of Phil and Beryl Myers,

Thank you for providing INDOT your thoughts and concerns about the I-69 project. The location of I-69 is the result of a two step process of which Alternative 3-C was approved as the corridor alignment in March 2004. That selection placed I-69 through Daviess County. Over the last few years INDOT has assessed various alternatives. Alternative 1 was identified as the preferred alignment at the March 2009 public hearing. Based on comments received during the public hearing comment period, the Refined Preferred Alternative was recommended in the Final EIS and was approved by the FHWA on January 28, 2010.

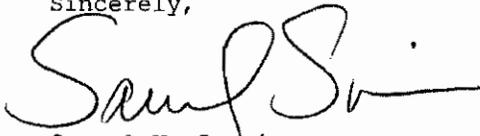
The Refined Preferred Alternative does pass through the Myers' family farm. In an email dated January 28, 2010 the family asked INDOT to take a second look at the opportunities to avoid the well, the cattle operation, related farm structures and the house. Based on your concerns INDOT has made a number of modifications to the project, though the shifting of the alignment as you requested is not one of the modifications. Moving the alignment would require more total acreage to be taken, more farm acreage to be taken, increase the cost of construction, would add two curves to a segment that is straight with the chosen alignment, and increase impacts to neighboring parcels. As well, there are certain design standards for interstates that cannot be attained with your proposed alignment. Therefore, the impacts to Debra's home and the farm structures located on that property cannot be avoided.

However, INDOT has made a number of design modifications within the right of way footprint in the area of the cattle operation. On March 3, 2010, Dave Pluckebaum and Janelle Lemon presented the modifications to you at the feedlot site. The modifications included: adding retaining wall to the overpass side slope to eliminate the impact to the well house; lengthening three bridges over Bethel Ditch to allow cattle to cross under I-69 and the access road; and identifying relocation of the house. Based on the conversation with Phillip, Seth, Denise and Debra at that visit, additional modifications have been made to further reduce the impacts to the cattle operation. The additional modifications include: eliminating the proposed right-of-way take through the feedlot area; moving the cattle opening under the bridges from the west side of Bethel Ditch to the east side of the ditch; and adding temporary right-of-way for the removal of the residential structure. These modifications have been made and will be included in INDOT's offer that you should receive around the first week of April.

Although the overall impacts to the farm are far from desirable for your family, please note that INDOT and the design team have looked extensively at all options. The final design modifications were presented to you on March 3<sup>rd</sup> and the design team was able to include the additional modifications mentioned above as well. Now that the design changes have been finalized, the remaining items of concern should be conveyed during the appraisal/buying process and will be handled accordingly.

We have appointed Dave Pluckebaum as your family's main point of contact on this project. Please notify him of any additional questions or concerns that might arise.

Sincerely,

A handwritten signature in black ink, appearing to read "Sam Sarvis". The signature is fluid and cursive, with a prominent initial "S" and a trailing flourish.

Samuel V. Sarvis  
Deputy Commissioner, Major Program Management  
Indiana Department of Transportation

# Appendix D

## FHWA Public Involvement Coordination

## Elsner, Mike

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**From:** Osadczyk, Janice (FHWA) [Janice.Osadczyk@dot.gov]  
**Sent:** Friday, August 20, 2010 7:59 AM  
**To:** Elsner, Mike  
**Cc:** George, Bren (FHWA)  
**Subject:** RE: I-69, Section 3, Segment 10-13 (2) Reevaluation

Please refer to the public involvement manual in the document, referring to the appropriate area in the manual that requires concurrence with FHWA. We concur that since the landowner requested the revision, and is the only parcel affected, as per the INDOT public involvement manual, no further public involvement is required.

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**From:** Elsner, Mike [mailto:MElsner@blainc.com]  
**Sent:** Thursday, August 19, 2010 3:53 PM  
**To:** Osadczyk, Janice (FHWA)  
**Subject:** I-69, Section 3, Segment 10-13 (2) Reevaluation

Janice,

This e-mail is regarding the Section 3, Segment 10-13(2) reevaluation document that INDOT & FHWA have reviewed. Your initial review concluded that additional public involvement was needed for this reevaluation because of a relocation not previously discussed in the FEIS.

However, the relocation was requested by the previously affected property owner and coordination between INDOT and the property can be summarized in the attached letter.

As discussed on the Section 2 & 3 design coordination conference call on Tuesday, August 17, 2010, no additional public involvement is needed for this reevaluation based on the previous INDOT coordination and request by the property owner to be relocated.

Please confirm that this is the case so we are sure we have the correct understanding before submittal of the final document for review/signature. Thank You.

Michael Elsner  
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