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## **CHAPTER 11 – COMMENTS, COORDINATION, AND PUBLIC INVOLVEMENT**

Substantive changes made to this chapter since the Draft Environmental Impact Statement (DEIS) was published are as follows:

- Information has been added to **Section 11.1** regarding the ninth and tenth Community Advisory Committee (CAC) and Stakeholder Working Group (SWG) meetings.
- Information regarding the publication of the DEIS and public hearings has been added.
- Information has been added to describe the Refined Preferred Alternative (RPA) public information meetings.
- The title of **Section 11.2** has been changed from “Major Themes” to “Summary of Major Comments” and all items previously placed under **Section 11.2** have been moved to **Section 11.2.1**.
- The title of **Section 11.2.1** has been changed to “Issues Raised Prior to the DEIS”.
- A misstatement in the DEIS that an Ohio Street interchange was included in Tier 1 Preferred Alternative 3C has been corrected in **Section 11.2.1.3**.
- **Section 11.2.2**, Comments on the DEIS has been added.
- **Section 11.2.3**, Comments on the RPA has been added.
- **Table 11-1** has been updated to include meetings since the release of the DEIS.
- Information about three additional CAC meetings has been added to **Section 11.3.2**.
- Information about three additional SWG meetings has been added to **Section 11.3.3**.
- The title of **Section 11.3.4** has been changed to “Public Information Meetings and Public Hearings” and information has been updated.
- **Table 11-2** has been revised to include the number of project office visitors and the number of comments following the DEIS public hearings and the RPA project update meetings.
- **Table 11-3** has been updated to include resource agency meetings following the publication of the DEIS, and information has been added about additional resource agency meetings.



## **11.1 Introduction**

FHWA and INDOT have implemented an extensive public and agency involvement process in developing this FEIS. The process is structured to inform stakeholders, learn of project issues and concerns, provide information about the project and issues to be resolved, and to provide opportunities for input as decisions are being made. A range of opportunities and methods have been used to involve the public and to streamline coordination with agencies. The process and results are described in this chapter.

**Chapter 1, Introduction** describes the background of this I-69 Section 6 Tier 2 FEIS, including preparation of the Tier 1 EIS for the I-69 Evansville to Indianapolis project and the completion of Tier 2 studies for the other five I-69 sections. As described in **Section 1.3.1**, the initial Notice of Intent (NOI) announcing the initiation of Tier 2 studies for I-69 Section 6 was published in the Federal Register on April 29, 2004.

I-69 Section 6 activities commenced with the publication of the initial NOI but were minimized in 2006 as INDOT focused on NEPA and construction activities in Sections 1 through 5. Once Sections 1, 2, and 3 were open to traffic, Section 4 was under construction, and the Section 5 Record of Decision (ROD) was issued, planning resumed for Section 6 activities. A second NOI was issued on October 15, 2014, announcing that studies were resuming.<sup>1</sup> All relevant public and agency involvement is described in this chapter, but the primary focus is the period of greatest project activity, commencing in November of 2014.

As described in this chapter, information sharing and dialogue with stakeholders and agencies has been continuous since the project was reinitiated in 2014. Through various means, public and agency input has been sought in conjunction with key milestones as this Tier 2 study advanced. The primary elements of this process are described below.

### **1. I-69 Section 6 Project Office**

The initial project office for I-69 Section 6 was located at 7550 South Meridian Street in Indianapolis between 2005 and 2009. After restarting the project development process in October 2014, INDOT opened the current I-69 Section 6 project office near Waverly, at 7847 Waverly Road, Martinsville in April 2015. The project office has provided the public with an opportunity to speak with project representatives and to obtain current information about the project. Members of the public were also encouraged to submit comment forms to project representatives at the project office or via the project website at [www.i69indyevn.org](http://www.i69indyevn.org). The project office remained open throughout the development of the FEIS. For further information on the project office see **Section 11.3.7**.

### **2. State and Federal Resource Agency Coordination**

An initial meeting was held August 12, 2004, to update resource agencies on the status of the six Tier 2 studies and to introduce project team members. Since then, meetings have been

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<sup>1</sup> Notice of Intent published October 15, 2014, Federal Register, Vol. 79, No. 199, pp. 61926-7.



held throughout the project development process to share information, solicit input, and to ensure that all regulatory requirements are being met. **Section 11.4.2** provides a listing of these meetings since the October 2014 Section 6 NOI, including dates, attendees, and discussion topics. **Appendix F** lists the agency meetings held prior to the 2014 NOI.

### 3. Community Advisory Committees (CACs) and Stakeholder Working Group (SWG)

Community Advisory Committees (CACs) and a Stakeholder Working Group (SWG) were formed in January 2015 to support the I-69 Section 6 DEIS process. Members of CAC South and CAC North represent local business, local government, and the community in the south and north portions of the corridor. The SWG consists of representatives of local government, including planners and engineers, from throughout the project area. CAC and SWG meetings have been held quarterly during the project development process. These committees were briefed prior to all public meetings, including public information meetings (PIMs), public hearings, project update meetings, and release of documents so they could provide early input, answer questions, and distribute information to their constituents. Details regarding CAC and SWG activities are provided in **Section 11.3.2** and **Section 11.3.3**, respectively.

### 4. Public Information Meetings (PIM)

Four sets of public information meetings were held in 2015 and 2016 to share project information and solicit feedback. The first set of meetings was held in February 2015 to introduce and present the scope of the I-69 Section 6 project. Subsequent public information meetings were held in May 2015; November/December 2015; and April 2016 to present information and gather input as the I-69 Section 6 alternatives were narrowed to those analyzed in this FEIS. Each meeting included an open house with displays and a formal presentation followed by a public comment session. Project staff interacted one-on-one with the public at each meeting. **Chapter 3, Alternatives** describes the alternatives development process. Details regarding the public information meetings are provided in **Section 11.3.4**.

### 5. Public Outreach and Presentations

In addition to the meetings noted above, the project team has engaged the public through outreach to various groups and individuals. The project team has made presentations to a wide variety of private and public groups including neighborhood organizations, business groups such as the Chamber of Commerce, and individual stakeholders or property owners. The project development process has been a highly public and participative process in which over 200 meetings have been held with individuals and organizations. A listing of these meetings with date, participant, and purpose is provided in **Table 11-1**.

### 6. Public Outreach in Compliance with Executive Order 12898

In addition to the public meetings and public outreach, the project team engaged in targeted public involvement to address the requirement for full and fair participation of all persons, including low-income or minority individuals, in the decision-making process. As part of these efforts, the project team contacted over 40 community-based organizations, agencies, and managers of facilities containing a larger percentage of rental units to assess the presence of potential minority or low-income populations, concerns of these populations, and effective



approach to meaningfully involve them in the I-69 Section 6 project development process. The feedback received from these preliminary outreach efforts was used to guide the environmental justice analysis and further outreach. The project team conducted targeted outreach to directly engage potentially affected minority or low-income communities and community-based organizations which represent or advocate on behalf of those populations. These efforts included distribution of surveys to residents and community-based organizations that represent, serve, or advocate on behalf of minority or low-income populations. Community meetings were held in areas identified as having elevated concentrations of minority or low-income populations. The feedback from the survey and community meetings has been and will continue to be used to evaluate the potential for disproportionately high and adverse impacts to minority or low-income populations. For additional reference to these efforts, see **Section 5.8**.

## **7. Public Hearings on the DEIS**

Two public hearings were held, one on Thursday, April 6, 2017, at Perry Meridian High School, and another on Monday, April 10, 2017, at Martinsville High School. The hearings allowed the public to review displays depicting the preferred alternative identified in the DEIS and provide their verbal or written comments. Project staff were available to meet one-on-one with the public to explain how the preferred alternative was developed and to note input. INDOT's Real Estate staff was also present to answer questions regarding the appraisal, acquisition, and relocation process.

## **8. Refined Preferred Alternative Project Update Meetings**

Three project update meetings were held to present the Refined Preferred Alternative (RPA) and to solicit input. The meetings were held Tuesday, September 12, 2017, at Martinsville High School, Wednesday September 13, 2017, at Perry Meridian High School, and Thursday, September 14, 2017, at Center Grove High School. Attendance was 273, 188, and 166 people, respectively, at these public meetings. Comments on the RPA were requested through September 29, 2017. These comments and responses are provided in **Volume III, Comments and Responses**, of this FEIS.

## **11.2 Summary of Comments**

Public and resource agency comments received during the public comment period after the DEIS was issued are provided in **Volume III, Comments and Responses** of this FEIS. **Section 11.2.1** summarizes comments prior to the issuance of the DEIS, **Section 11.2.2** summarizes comments on the DEIS and INDOT responses, and **Section 11.2.3** summarizes comments on the RPA.

### **11.2.1 Comments Prior to the DEIS**

Four major themes were identified as primary concerns to the public and resource agencies during the project development process. These are the affirmation of the Tier 1 selected corridor,



local access and circulation, the construction timetable for I-69 Section 6, and planned treatment of the I-465/SR 37 interchange area. These themes are described below.

### **11.2.1.1 Affirmation of the Tier 1 Selected Corridor**

As discussed in **Section 1.2.3**, the Tier 1 FEIS identified Alternative 3C, which used the SR 37 corridor from Martinsville to the vicinity of I-465, as the preferred alternative for I-69 Section 6. However, the Record of Decision (ROD) for Tier 1 permits the consideration of alternatives outside the SR 37 corridor in Tier 2 to avoid significant impacts within the selected corridor. The evaluation of potential alternatives outside the SR 37 corridor for I-69 Section 6 was noted in the NOI published on October 15, 2014, to advise the public and resource agencies that Tier 2 studies for I-69 Section 6 were resuming.

During the project development process, alternatives outside of the SR 37 corridor of Alternative 3C were evaluated and screened as described in **Chapter 3, Alternatives**. A total of 27 initial conceptual alternatives were developed through input from resource agencies and the public. These were screened to 14 conceptual alternatives, then 5 reasonable alternatives before the original 3C alternative was reaffirmed as the preferred corridor.

Comments from resources agencies, the CACs and SWG, and the public were used to define and screen alternatives. This process was the primary focus of public information meetings held in 2015 and 2016. A series of three screening reports<sup>2</sup> were prepared and released in conjunction with the public meetings, and a formal comment period was provided each time to provide an opportunity for input. See **Sections 3.3** and **3.4** for a description of the screening process for conceptual alternatives and preliminary alternatives, respectively.

The decision to use the Alternative C corridor (existing SR 37) was largely supported by the resources agencies, the CACs, SWG, and the public. While the public involvement process under NEPA is not a “vote” with the most popular alternative(s) being advanced, there was considerable support for Alternative C throughout the project development process. This is reflected in resource agency and public comments received during and shortly after each public information meeting.<sup>3</sup>

### **11.2.1.2 Local Access and Connectivity**

Access to I-69 and maintaining the connectivity of local roadways is a significant theme for both the urban and rural portions of I-69 Section 6. Emergency responders, business owners, area residents, and others have voiced concerns about road closings, grade separations, and

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<sup>2</sup> *Conceptual Alternatives Evaluation Report for I-69 Section 6, May 18, 2015. See Appendix CC. Preliminary Alternatives Selection Report for I-69 Section 6, June 30, 2015. See Appendix DD. Preliminary Alternatives Screening Report for I-69 Section 6, March 29, 2016. See Appendix EE.*

<sup>3</sup> *See Appendix E, “Public Comment Summary” of Preliminary Alternatives Screening Report for I-69 Section 6.*



interchange locations. The need to restrict access to the interstate system to designated interchanges can result in the severance and closure of local public roads, rerouting of local roads, and construction of new local service roads, thereby requiring motorists to change familiar travel patterns and find new routes to destinations. The change in travel patterns related to road closings could result in longer trips and slower response times for emergency responders.

Grade separations and road closures proposed in the project development process were shared with resources agencies, CACs, SWG, and the public to elicit comments and recommendations. Comments on grade separations and road closures are summarized below.

**Ohio Street Interchange.** The City of Martinsville and the public stated strong support for interchange access at Ohio Street during the project development process and in their written comments following public information meetings. A potential interchange was not shown at this location in the Tier 1 preferred alternative. Martinsville stated its support to provide better access to the downtown area and local businesses.

**Grand Valley Boulevard Grade Separation.** Multiple comments from the public, CACs, SWG, and local government indicated the need for a crossing of I-69 in the vicinity of Grand Valley Boulevard, to include provisions for pedestrians. Currently, pedestrians cross SR 37 at this location to reach commercial areas on the east side of the roadway. Additionally, the City of Martinsville and Martinsville School Corporation expressed support for an overpass with Grand Valley Boulevard going over I-69 instead of an underpass.

**SR 44 / 252 Split Diamond Interchange.** Some residents expressed support for both SR 44 and SR 252, as access to both state roads is necessary to serve communities east and west of I-69. The Washington Township Fire Department also expressed a desire for the interchange at SR 44. The station uses SR 44 as its primary access to Martinsville and to existing SR 37. Loss of access at SR 44 could increase response time for EMS providers.

**Teeters Road Grade Separation.** Teeters Road serves Martinsville Country Club, rural residences, and farms west of SR 37. Property owners west of SR 37 and Teeters Road expressed a desire for a grade separation at this location, instead of road closure, in order to avoid long detours. A potential grade separation was shown at this location in the Tier 1 preferred alternative. This grade separation was also supported by the Morgan County Engineer.

**Henderson Ford Road Interchange.** Morgan County expressed support for an interchange at Henderson Ford Road instead of at Egbert Road. In a meeting on July 21, 2015, multiple CAC members also advocated an interchange at Henderson Ford Road. They pointed out that without this interchange, residents would have to travel six miles south to SR 44 or 10 miles north to SR 144 to access I-69.

**Waverly Road Grade Separation.** A grade separation was proposed for either Waverly or Whiteland Road to provide access to Waverly and Whiteland and maintain an east-west link across I-69. EMS providers and Mooresville School Corporation preferred a grade separation at Waverly Road since it provides a more direct route to Haggard Estates, located southeast of the



SR 37/Waverly Road intersection. Access at Waverly Road over Whiteland Road was also supported by the public.

**Southport Road Interchange Capacity.** Many residents that live along Southport Road in the Southern Dunes subdivision and subdivisions east of SR 37 expressed concern regarding increased traffic at approaches to the proposed Southport Road interchange. The SR 37 and Southport Road area is heavily developed with multiple residential and commercial developments. The existing roadway experiences high traffic volumes and congestion.

#### 11.2.1.3 Construction Timetable

The public, CACs and SWG members, and local government officials have commented that completion of I-69 Section 5 will result in higher traffic levels on SR 37 between Martinsville and Indianapolis. The completion of previous sections has resulted in a perception of increased traffic, particularly truck traffic, entering Martinsville. Increased use of existing SR 37 has been a safety concern expressed by the public and local government. A frequent question at public meetings was now that the location of the corridor is confirmed, how soon will this project be constructed?

The construction timetable has also been a concern for people with property that may be impacted. Due to the passage of time, many property owners, business owners, and local officials have described a state of uncertainty regarding how the project will impact their property and future development. Officials indicated that some local development, particularly in Martinsville and Morgan County, has been on hold since the first NOI, awaiting a decision on the preferred alternative and a better definition of impacts.

#### 11.2.1.4 I-465/SR 37 Interchange Area

The I-465/SR 37 interchange area includes the existing interchange and extends through the state and local roadway network. Existing land use along SR 37 from Southport Road north to I-465 includes residential, commercial, and industrial development, including specialized businesses that cater to the trucking industry. These businesses are strategically located in this area due to heavy truck traffic along these roadways. Examples of these specialized businesses include M & K Truck Centers, Indy South, Rush Truck Center, and TMC Transportation.

Businesses in the I-465 interchange area have provided comments that stress the importance of maintaining efficient access within the interchange area. In addition to access, signage would be an important component to the ultimate interchange design. Comments also included the importance of minimizing impacts through the heavily developed commercial and industrial area around this interchange. Local commuters have commented on the congested conditions at I-465/SR 37 in the morning and evening peak travel times and the desire to address the existing condition. Some businesses have commented on the need to include improvements and/or additional capacity along I-465 and along existing SR 37.



## 11.2.2 Comments on the DEIS

During and subsequent to the comment period on the DEIS, over 400 comments were received. Many were related to topics described in **Section 11.2.1**. Formal comments were received from two federal agencies, three state agencies, six local government units, and 150 individuals and private organizations. All substantive comments on the DEIS are tabulated, along with INDOT responses, are provided in **Volume III, Part A** of this FEIS. The original comment containing the full text of all substantive comments made on the DEIS are provided in **Volume III, Part B** of this FEIS.

Five general themes were identified in the comments on the DEIS: local access and connectivity, environmental issues, highway noise, right of way and relocations, and the Southport Road interchange configuration. Comments in each of these themes are summarized below.

### 11.2.2.1 Local Access and Connectivity

More comments were received on local access and connectivity than on any other topic. Input from the public, agencies, and government representatives that impacted key decisions on the RPA are summarized below.

**Burton Lane.** Input from the public and the results of INDOT’s value engineering study resulted in the elimination of the Burton Lane overpass in the RPA. Access to Burton Lane on the north and south sides of the interstate will be available via the Ohio Street and SR 39 interchanges, respectively. Eliminating the overpass results in six fewer commercial and five fewer residential relocations, as well as avoiding the relocation of the Martinsville Baptist Tabernacle Church and Christian School.

**Ohio Street Interchange.** Input from local government, businesses, and the public requesting consideration for modifications to the Ohio Street interchange resulted in changes that will minimize the number of commercial relocations, particularly in the northwest and southeast quadrants. These changes (including retaining walls) reduce the number of relocations in the Spring Valley and Sun Valley Mobile Home Parks west of SR 37 from 30 to 1.

Other modifications in the vicinity of the Ohio Street interchange and the existing development on the east side of SR 37 were made in response to input from local government, business owners, and the public. They include eliminating a proposed local service road between Mahalasville Road and Southview Drive, realigning Commercial Boulevard, and providing a new roadway (Artesian Avenue) extending east from Mahalasville Road then north to Grand Valley Boulevard near Walmart. Artesian Avenue avoids existing development and eliminates 11 commercial and five residential relocations.

**Grand Valley Boulevard.** Additional relocations were avoided with adjustments to the Grand Valley Boulevard overpass and alignment between Walmart and Cramertown Loop.



**Big Bend Road.** The Big Bend Road overpass was eliminated in the RPA, largely in response to comments from nearby property owners. Overpasses at Perry Road and Waverly Road will provide connectivity across I-69.

**SR 144 Interchange.** Modifications to the SR 144 interchange and local service roads were made in response to comments regarding access to the Waverly Branch of the Morgan County Public Library and loss of connectivity resulting from the closure of portions of Huggin Hollow Road. The modified SR 144 interchange configuration in the RPA also avoids relocating two service stations. Huggin Hollow Road has been extended south to connect to Old SR 37 west of the SR 144 interchange, allowing more than 50 residences to avoid being left on a dead-end road.

**Smith Valley Road Interchange.** Modifications to the intersections at the Smith Valley Road interchange, as well as the nearby intersection to the east with Mullinix Road, were made in response to public input supporting the use of roundabout intersections over signalized intersections. Comments from the public identified roundabout intersections as a more effective treatment to manage congestion, which already exists at the Mullinix Road intersection with Smith Valley Road.

**Southport Road Interchange.** The DEIS did not identify a preferred layout for the Southport Road interchange, deferring the decision until after the public hearing and comment period. Input from the public and agencies, including local business owners and the City of Indianapolis, led to the decision to select Alternative C4B, which avoided total relocation of Aspen Lakes apartments.

#### 11.2.2.2 Water Quality Issues

Water quality issues were raised by many groups including state and federal agencies, local officials, and public individuals and organizations. Other comments regarding environmental issues were provided primarily by the state and federal agencies. Key decisions in response to those comments are identified in this section.

**Wellhead Protection Areas.** Interest in impacts to Wellhead Protection Areas (WHPAs) and groundwater resources were raised by state and federal resource agencies, local officials, and public individuals and organizations. INDOT will work with administrators of impacted WHPAs to address WHPA requirements for groundwater protection during and after construction.

INDOT commits to including Indiana American Water – Johnson County, as well as other water utilities which control wellhead protection areas crossed by I-69 Section 6, in the development of the Hazardous Materials Response Plan and will include each utility on the list of recipients. In addition to standard spill protection practices required as part of the INDOT Standard Specifications, the Hazardous Materials Spill Response plan will include protocols for daily inspection of chemical tanks; no overnight storage of large equipment; no re-fueling of any equipment; no dumpsters; no concrete wash-out areas; and no fertilizer, pesticide, or herbicide application within the wellhead protection areas.



**Stormwater Management.** State and federal resource agencies raised broader issues pertaining to stormwater management. The Indiana Department of Environmental Management requested that INDOT hold contractors accountable for reduction of direct impacts to water resources by ensuring that borrow and waste disposal sites are regulated. INDOT will incorporate special provisions in the construction contracts to provide additional limitations on the locations of borrow and waste disposal sites.

INDOT will address specific design measures related to stormwater management during the design process rather than the environmental study phase. These measures will be incorporated into the Stormwater Pollution Prevention Plan (SWPPP) and submitted to IDEM for review and approval during the permitting process. The construction contracts will require qualified stormwater inspectors be engaged to insure the SWPPP is implemented per the approved permit.

**Stream Impacts.** State and federal agencies provided comments pertaining to impacts to streams, especially stream realignments. Natural stream channel relocations will be minimized during design, and mitigation measures will be implemented where relocations cannot be avoided.

**Marlin Water Treatment Plant.** Indiana American Water provided comments on accessing the Marlin Water Treatment Plant in Johnson County. A proposed local service road has been realigned in the RPA to be adjacent to I-69, eliminating an “S-curve” and reducing the traffic past the entrance to the Marlin Water Treatment Facility. INDOT committed to maintaining access to the Indiana American Water facilities at all times during and after construction.

**Flooding.** The public expressed concern that flooding problems may be increased due to the construction of I-69. Drainage details have not yet been defined, but INDOT will use current design standards and is committed to avoid contributing to any existing drainage problems. Unfortunately, most flooding issues identified are on existing local roads, outside the I-69 construction area.

### 11.2.2.3 Wildlife Crossings

The Indiana Department of Natural Resources Division of Fish and Wildlife and United States Department of Interior expressed support for the development of wildlife crossings throughout the I-69 Section 6 project area. They requested that INDOT evaluate wildlife crossings in the design of new bridges and culverts. INDOT committed to maintain the existing wildlife passages provided by SR 37 and other existing roadways.

### 11.2.2.4 Noise

Comments were received from many property owners regarding the location of noise barriers. **Section 5.10** of the FEIS provides details on the proposed noise barrier locations for the RPA. Noise barriers at these locations were determined to be potentially reasonable and feasible in accordance with the 2017 INDOT Traffic Noise Analysis Procedure Manual.



Noise barrier locations identified in the FEIS will be confirmed during the design phase. Other locations may warrant further investigation once specific survey and design information is available. During the design phase, INDOT will conduct public meetings specifically to discuss noise wall locations and solicit feedback on whether noise walls should be constructed.

#### 11.2.2.5 Right of Way and Relocations

Multiple comments from the public pertain to potential relocations, right of way impacts, and modified access to specific properties. Engineering adjustments were made at many locations in the RPA to reduce the number of relocations required for I-69 Section 6. These reductions are summarized in **Section 5.2** of this FEIS. Determination of property relocations, exact right of way impacts, and property access will be finalized in the design phase of the project.

#### 11.2.3 Comments on the Refined Preferred Alternative

The RPA was prepared after review of comments received on the DEIS, with many design revisions that addressed the comments. INDOT took a series of steps to provide the public with an opportunity to review these revisions prior to completion of the FEIS/ROD. INDOT published maps of the RPA on the I-69 Section 6 website, displayed the RPA graphics in the I-69 Section 6 project office, held a CAC/SWG meeting to present and discuss the RPA, and held a public meeting at three locations in the project corridor at three different times to review the RPA.

Comments were accepted on the RPA after the public meetings. Fifty-six comments were submitted as well as numerous inquiries regarding changes to individual properties. Many comments related to topics described in **Section 11.2.1** and **Section 11.2.2**. All substantive comments on the RPA are tabulated, along with INDOT responses, in **Volume III, Part A** of this FEIS. The original text of all substantive comments is provided in **Volume III, Part B** of this FEIS.

Three general themes were identified in the comments on the RPA and the DEIS: local access and connectivity, highway noise, and right of way and relocations. Additional comments were received regarding availability of maps, schedule, funding, and drainage. Some comments complimented or thanked INDOT for listening and responding to public comments.

##### 11.2.3.1 Local Access and Connectivity

Many comments on the RPA were related to local access and connectivity. Topics included increased traffic volumes on local roadways, improvements required for local roadways and intersections, access to and from I-69 (particularly between SR 144 and Henderson Ford Road where there are no interchanges), and the function of new local roadways. Local roadway improvements outside the I-69 project area, including resurfacing, widening, and intersection improvements, are not planned as part of this project. INDOT will continue discussions regarding access and local roadway improvements with local officials, but it remains the



responsibility of local jurisdictions to provide adequate local roads. INDOT will continue to coordinate with city and county officials to define improvements which would be constructed as separate local projects.

### **11.2.3.2 Noise**

Comments were received from many property owners regarding the location of noise barriers. **Section 5.10** of the FEIS provides details on the proposed noise barrier locations for the RPA. Noise barriers at these locations were determined to be potentially reasonable and feasible in accordance with the 2017 INDOT Traffic Noise Analysis Procedure Manual.

Noise barrier locations identified in the FEIS will be confirmed during the design phase. Other locations may warrant further investigation once specific survey and design information is available. During the design phase, INDOT will conduct public meetings specifically to discuss noise wall locations and solicit feedback from benefitted property owners and tenants on whether noise walls should be constructed.

### **11.2.3.3 Right of Way and Relocations**

Multiple comments were received regarding potential relocations, right of way impacts, and modified access to specific properties. Engineering adjustments were made at many locations in the RPA to reduce the number of relocations required for I-69 Section 6. These reductions are summarized in **Section 5.2** of this FEIS. Determination of property relocations, right of way impacts, and property access will be finalized in the design phase of the project.

INDOT will conduct one-on-one meetings, called “kitchen table meetings” with property owners to be relocated. The purpose of the meetings will be to gain additional information on each parcel to be acquired. Unknown impacts, such as those to septic systems or drinking water wells, and any special considerations for each property will be identified. Kitchen table meetings are intended to provide transparency to the project development and property acquisition process.

## **11.3 Public and Community Outreach**

A range of approaches and tools have been used by FHWA, INDOT, and the project team to conduct public and community outreach in the I-69 Section 6 project area. These include direct outreach to individuals, groups, and agencies; meetings and coordination with the I-69 Section 6 community advisory committee and stakeholder working group; holding of public information meetings; development of public information communication tools; and maintenance of a project office. Each of these public and community outreach components is described below.

### 11.3.1 Outreach Activities

Numerous outreach activities have been conducted to provide I-69 Section 6 project information to the public to foster project understanding, identify issues, and solicit comments. These activities are described below. Details regarding the date, location, and purpose of these outreach activities are provided in **Table 11-1**.

- 1. Outreach meetings with community, business, and civic groups.** INDOT attended various local meetings to introduce the project or to update stakeholders on studies being conducted. These groups include local businesses, Economic Development Corporations, Chambers of Commerce, Boards of Realtors, and emergency responders. These meetings have helped identify community issues and have served as a forum for addressing local questions. Through these meetings, project team members were able to gather information useful in determining local needs and community impacts.
- 2. Local government outreach meetings.** These meetings were conducted to ensure awareness of the project status and to allow opportunity for local government input. Public officials were briefed on the latest project information to allow them to better understand the process of the studies and relay opportunities for public input to their constituencies. See **Table 11-1** for a listing of government outreach meetings. In addition, see **Appendix O** for local government agency correspondence.
- 3. Expert Land Use Panel.** An expert land use panel was established to assist in forecasting future development patterns in the design year (year 2045 for I-69 Section 6) with and without I-69. See **Figure 11-1**.

This information was used in the development and refinement of alternatives to provide optimum access to growing areas while minimizing impacts to future growth patterns. The I-69 Section 6 land use panel was comprised of local professionals familiar with development activity in the communities served by I-69. Members are involved in the public development approval process or in the development of major residential or commercial areas and included representatives of city and county planning and zoning departments, real estate professionals, and economic development groups. The expert land use panel held meetings on September 29, 2015, and February 29, 2016.

**Figure 11-1: Land Use Panel Meeting**





Table 11-1: I-69 Section 6 Outreach Activities (as of September 15, 2017)

Date of Meeting	Participating Business, Agency, or Group	Purpose of Meeting
<b>2014</b>		
10-27	Martinsville Blue Ribbon Panel	I-69 Section 5 and Section 6 update
12-18	Indianapolis Regional Transportation Council (IRTC) / Indianapolis Metropolitan Planning Organization (MPO)	Introduction of I-69 Section 6
12-18	Indianapolis MPO	Modeling coordination
<b>2015</b>		
1-6	Johnson County Development Corp.	History of I-69 and project update
1-12	Martinsville Blue Ribbon Panel	Project update
1-13	Indiana Department of Natural Resources – Division of Historic Preservation (IDNR- DHPA)	Historic and archaeological resources methodology
1-16	Martinsville Chamber of Commerce (COC)	I-69 Section 6 project update
1-19	Morgan County Regional Electric Membership Cooperative (REMC) Utilities	Employee project update Section 5
1-19	Martinsville United Methodist Church	Project update and right of way discussion
1-29	CAC/ SWG meeting #1	Initiation of groups, discussion of goals and considerations to go outside the corridor
2-2	Town of Bargersville / City of Greenwood	Project Update
2-17	Resource Agencies	Update on I-69 Section 6, project scoping and alternatives outside of the corridor
2-23	Public Meeting at Center Grove High School	Public scoping meeting
2-25	Public Meeting at Martinsville High School	Public scoping meeting
2-27	WFIU Public Radio	Project update
3-2	US Fish and Wildlife Service	Mist netting history, guidelines, and proposed site discussion
3-19	Indianapolis MPO	Travel Demand Modeling coordination meeting
3-23	Morgan County Economic Development Corporation (EDC)	Project update
4-9	White River Township Fire Department	Activities associated with White River Township Fire Department and potential impacts to station and service coordination meeting
4-22	Indianapolis MPO	Travel demand modeling coordination meeting
4-23	Aspire Johnson County	Project update
4-29	U.S. Army Corps of Engineers/ Indiana Department of Environmental Management	Wetland meeting on field survey methodologies and Documentation
4-30	Resource Agencies	I-69 Resource Agency meeting on Purpose & Need and Conceptual Alternatives
5-7	Metropolitan Indianapolis Board of Realtors (MIBOR)	Project update
5-12	CAC/SWG meeting #2	Project update
5-14	IDNR- DHPA	Bus tour of potentially historic properties



# I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

## Section 6—Final Environmental Impact Statement

Date of Meeting	Participating Business, Agency, or Group	Purpose of Meeting
5-18	Public Meeting at Center Grove High School	Draft Purpose and Need Statement and Conceptual Alternatives
5-19	Public Meeting at Martinsville High School	Draft Purpose and Need Statement and Conceptual Alternatives
5-20	IRTC	Project update
5-26	Indianapolis MPO	Travel demand modeling coordination
6-3	IN Damage Prevention Council	Project update
6-9	Mapletown Utilities Annual meeting	Project update
6-17	Indiana Chamber of Commerce (Hoosier Voices)	Project update
6-29	Indy MPO	Freight study
6-30	Media Briefing	Preliminary Alternative Selection Report
7-21	CAC/SWG meeting #3	Project update
8-11	Valley Heights/Summer Ridge Neighborhood	Project update
8-11	IDNR	Site visit and impacts to Cikana Fish Hatchery
8-12	Citizens Energy Group	Project update and utility discussion
8-13	Southside MIBOR	Project update
8-18	Foxcliff North neighborhood	Project update
8-19	Indianapolis MPO	Project update
8-20	Indianapolis Power and Light Company (IPL)	Utilities project update
8-26	Mallow Run Winery	Project update
9-17	Mooresville COC	Project update
9-29	Land Use Panel meeting	Conducted an activity to allocate 2045 employment and population growth for the no-build scenario
10-14	IRTC Technical Committee meeting	Project update
10-26	Martinsville Blue Ribbon Committee	Project update
10-28	IRTC Policy Committee meeting	Project update
11-5	Indianapolis Business Booster	Project update
11-10	Greenwood Chamber of Commerce	Project update
11-30	CAC/SWG meeting #4 & media briefing	Preliminary Alternative updates
11-30	Public Meeting at Perry Meridian High School	Preliminary Alternative updates
12-2	Public Meeting at Mooresville High School	Preliminary Alternative updates
12-3	Public Meeting at Martinsville High School	Preliminary Alternative updates
12-7	Consulting Party meeting	Historic Resources Consulting Party meeting
12-15	Rotary Club of Franklin	Project update
<b>2016</b>		
1-15	Decatur Township H.S. I-69 Section 6 presentation (students)	Student presentation of pros/cons of I-69 Section 6 going through Decatur Township to INDOT and State Legislator
1-26	Link Observatory	Potential impacts to the observatory discussion



Date of Meeting	Participating Business, Agency, or Group	Purpose of Meeting
2-5	Hoosier Energy	Utility coordination
2-10	Community Collaborative for the Future of Martinsville	Potential impacts to the observatory discussion
2-29	Land Use Panel meeting	Conducted an activity to allocate 2045 employment and population growth the build scenario
3-8	Purdue Road School presentation	Project update
3-22	Indianapolis COC Transportation, Infrastructure & Environmental Council	Project update
3-29	CAC/SWG meeting #5	Reasonable alternative Screening
3-29	Media briefing	Reasonable alternative update
4-4	Public Meeting at Perry Meridian High School	Reasonable alternative screening and update
4-5	Public Meeting at Martinsville High School	Reasonable alternative screening and update
4-11	Various Utilities	Utility coordination meeting
4-13	City of Indianapolis	Project update
4-14	Franklin Chamber of Commerce	Project update
4-18	Governors Pointe Neighborhood Association Meeting	Project update and reasonable alternatives screening discussion
4-19	Various Utilities	Utility Coordination Meeting
4-20	Resource agencies	Reasonable Alternative Screening discussion
4-21	IDNR- DHPA	Historic property eligibility
4-26	JC Ellis Inc.	Utility Coordination
4-27	Indianapolis Department of Public Works (DPW)	Project update
4-28	City of Martinsville	Access and design preferences for Martinsville
4-29	Cornerstone	Potential impacts to facilities discussion
5-2	Johnson County Engineering Department	Local access and preferences discussion
5-2	Johnson County Commissioner	Local access and preferences discussion
5-2	Johnson County Planning	Local access and preferences discussion
5-2	Perry Township Schools	Local access meeting
5-2	IDNR- DHPA	Effects to historic properties and site visit
5-4	Various School Corporations and Emergency Management Services (EMS)	School and EMS Open House
5-4	White River Township Fire Department	Project update
5-5	Meeting with a private subdivision developer	Potential impacts to sewage treatment system discussion
5-5	Resource agencies	Bus Tour of Corridor
5-6	Morgan County Commissioner	Project update and comments
5-9	Indianapolis Metropolitan Police Department	Local access and preferences discussion
5-9	City of Martinsville	Local access and preferences discussion
5-9	Indianapolis Fire Department	Local access and preferences discussion



# I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

## Section 6—Final Environmental Impact Statement

Date of Meeting	Participating Business, Agency, or Group	Purpose of Meeting
5-10	Wakefield West HOA	Project update
5-11	Indianapolis MPO Technical Committee	Project update
5-12	Prince of Peace Church	Local access and preferences discussion
5-17	Morgan County Highway Department	Local access and preferences discussion
5-18	Indiana Department of Environmental Management	Groundwater and wellhead protection areas
5-25	Foxcliff North Neighborhood Association	Project update
5-25	IRTC	Project update
5-26	Washington Township Fire Department	Potential impact to fire station
5-31	U.S. Fish & Wildlife Service	Mitigation, bat mist netting bridge/structure protocol
6-2	Mooresville School Corporation	Local access and preferences discussion
6-3	Spring Valley Mobile Home Park	Project update and determination of potential additional outreach
6-3	Southwest IN Chamber of Commerce	Project update
6-3	Indianapolis Parks Department	Project update/impacts to trails
6-6	Greenwood Rotary Club	Project update
6-8	Town of Bargersville	Project update
6-8	Greenwood Mobile Home Park	Project update and determination of potential additional outreach
6-14	Mapletum Utilities annual meeting	Project update
6-14	Indiana Builders Association	Project update
6-21	Indianapolis Public Library	Project update
6-28	CAC/SWG meeting #2	Project update
7-12	I-465 businesses	Potential property impacts
7-14	Farm Bureau	Local access
7-20	Westminster Village	Project update
8-1	Citizens Energy Group	Utility coordination
8-2	Indianapolis DPW	Stormwater coordination meeting
8-4	Morgan County	Stormwater coordination meeting
8-4	Johnson County	Stormwater coordination meeting
8-4	City of Greenwood	Stormwater coordination meeting
8-4	City of Martinsville	Stormwater coordination meeting
8-8	Town of Bargersville	Stormwater coordination meeting
8-15	Public Meeting at Perry Meridian High School	Real Estate Open House
8-16	Public Meeting at Martinsville High School	Real Estate Open House
8-16	Hanson Aggregates	Impacts to quarry operations
8-17	Consulting Party	Historic Resources Consulting Party meeting
8-18	Grandview Health and Rehabilitation	Project update
8-24	American Freight Furniture	Project impacts to operations



Date of Meeting	Participating Business, Agency, or Group	Purpose of Meeting
8-31	Aspen Lakes Apartment Complex	Project update
9-7	Martinsville business owner	Project update
9-7	Martinsville car dealership	Project update
9-8	Village Pantry (Martinsville)	Project update
9-14	Baptist Tabernacle Church	Project update
8-16	Hanson Aggregates	Impacts to quarry operations
9-27	CAC/SWG meeting #7	Project update
9-28	AeroVision Committee presentation	Project update
10-3	Plaza Drive Condo Associations meeting	Project update
11-15	Neighborhood Gatherings	Project Update
11-16	Neighborhood Gatherings	Project Update
11-17	Neighborhood Gatherings	Project Update
12-12	CAC/SWG meeting #8	Project update
12-14	White River Township Fire Department	Project update
12-15	Walgreens representative	Project update
12-19	BP gas station representative	Project update
12-21	Martinsville mayor	Project update
<b>2017</b>		
3-14	CAC/SWG #9	Project Update – public hearing
4-6	Public Hearing at Perry Meridian High School	Draft Environmental Impact Statement and Preferred Alternative
4-10	Public Hearing at Martinsville High School	Draft Environmental Impact Statement and Preferred Alternative
4-13	INDOT Greenfield District Meeting	Project update
4-13	Hanson Aggregates	Project update
4-13	IU Health	Project update
4-18	Martinsville Rotary	Project update
4-19	Johnson County Development Corporation	Project update
4-20	White River Township Fire Department	Project update
4-21	Centerstone Behavioral Health Clinic	Property impact
4-24	Decatur Township Civil Council	Project update
5-1	Rose & Walker Supply	Project update
5-3	American Freight Furniture	Project update
5-3	White River Township Fire Department	Project update
5-5	I-69 Regional Summit	Project update
5-10	Flying J (Brad Alsup)	Project update
5-10	Riverdale Farms (Butch Sutton)	Project update
5-10	Indianapolis MPO Technical Committee	Project update
5-17	Jennifer Sadler (Realtor)	Property update



<b>Date of Meeting</b>	<b>Participating Business, Agency, or Group</b>	<b>Purpose of Meeting</b>
5-17	Ronald Bowden (Commercial Property @ Southport Road & SR 37)	Property update
5-18	Morgan County Engineer/Morgan County Commissioner	Project update
5-22	Center Grove Baseball Fields (Jeff Sauter)	Property update
5-24	Indianapolis MPO Policy Committee	Project update
5-26	Ronald Bowden (Commercial Property @ Southport Road & SR 37)	Property update
6-2	Hoosier Energy	Project update
6-2	Midland Atlantic Properties	Property update
6-5	Johnson County Development Corporation	Project update
6-5	Home Bank	Project update
6-13	Mapletum Utilities	Project update
6-14	Indianapolis MPO Technical & Policy Committees	Project update
6-14	Wellhead Protection Local Planning	Project update
6-15	CAC/SWG 2 <sup>nd</sup> Quarter Meeting	Project update
6-22	Indianapolis Southside Business Booster	Project update
7-18	BMO Harris Bank	Project update
7-19	Mayor of Martinsville (Shannon Kohl)	Project update
7-24	Kenny Hale – Morgan County Drainage	FEMA properties/project update
7-25	Martinsville Chamber of Commerce	Bike/pedestrian planning
7-26	ITE/LTAP	Public involvement
8-2	Martinsville Fire Department	Project update
8-8	BLN on behalf of Morgan County	Plans update on sewer project
8-9	Indianapolis MPO Technical Committee	Project update
8-14	Circle K/Cushman & Wakefield	Project update
8-23	Indianapolis MPO Policy Committee	Project update
9-6	McCarty Mulch	Project update
9-12	CAC/SWG 3 <sup>rd</sup> Quarter Meeting	Project update – Refined Preferred Alternative
9-12	Public Meeting at Martinsville High School	Refined Preferred Alternative
9-13	Public Meeting at Perry Meridian High School	Refined Preferred Alternative
9-14	Public Meeting at Center Grove High School	Refined Preferred Alternative

**11.3.2 Community Advisory Committees (CACs)**

The CACs for I-69 Section 6 were organized in January 2015 in the form of two groups based on area represented. Their purpose was to provide information to the project team and to facilitate communication between project team members and representatives of potentially affected/key constituent groups in the project area. CAC South is composed of stakeholders from Martinsville



and Morgan County. CAC North includes stakeholders from Johnson, Hendricks, and Marion counties, including the City of Indianapolis. Committee members include local elected officials, major employers, logistics and transportation companies, civil organizations, school corporations, emergency responders, neighborhood organizations, and business organizations.

Prior to the publication of the DEIS, 16 meetings were held (eight each for CAC North, CAC South, and Stakeholder Working Group). At those meetings, committee members learned details of the project and provided feedback on community access, local needs, alternatives, and the identification of sensitive communities, including low income and minority populations. Most meetings were held in the conference room of the Morgan County Division of Family Resources (DFR), adjacent to the I-69 Section 6 project office. Three additional combined CAC North, CAC South, and SWG meetings were held following the DEIS to gather additional information after the public was able to review the preferred alternative and the RPA. **See Figure 11-2.** At the first CAC meeting on January 29, 2015, INDOT gave a presentation describing the role and expectations of CAC members, the status of I-69 from Evansville to Indianapolis, the scope of the I-69 Section 6 project, the project development process, the alternatives screening criteria, and the public involvement process. This was followed by a question and answer session.

The second CAC meeting was held on May 12, 2015. It began with an overall project review. INDOT presented a schedule of activities for 2015, including public involvement activities, fieldwork, traffic forecasting, and resource agency coordination. The results of the scoping process were described, and there was a group discussion of the initial conceptual alternatives. Input from the CACs at this meeting assisted the project team in developing preliminary alternatives for continued study. INDOT asked that members help identify communities with low income and minority populations in the project area.

The third meeting was held On July 21, 2015, at Southland Community Church near SR 37 and Smith Valley Road as a combined meeting of the North CAC, South CAC, and SWG. The project team led committee members in breakout sessions to review access options for the preliminary alternatives to determine whether proposed interchanges or grade separations should be added or eliminated.

The fourth meeting was also a combined CAC North, CAC South, and SWG meeting. It was held at Perry Meridian High School prior to the November 30, 2015, public information meeting. Committee members were updated on modifications to the preliminary alternatives and

**Figure 11-2: Community Advisory Meeting**





preliminary performance measures before the information was presented at the public information meetings. Members were asked to solicit comments from members of their represented groups or agencies by the public comment deadline of December 18, 2015.

The fifth meeting, also a combined CAC/SWG meeting, was held on March 29, 2016, just prior to the release of the *Preliminary Alternative Screening Report* (see **Appendix EE**) on the same day. This report affirmed the selection of SR 37 (Tier 1 Alternative 3C) as the preferred corridor for I-69 Section 6. This information was presented at public information meetings held on April 4 and April 5, 2016.

The sixth meeting of the CACs was held on June 28, 2016, as a combined meeting of the CACs and SWG. INDOT gave an update on the project, including a presentation on refinements to Alternatives C1, C2, and C3 to be carried forward in the DEIS. An update was provided regarding project communications, including distribution of a Business Needs Survey, Notice of Survey letter, social media presence, and special outreach meetings with low-income and minority communities.

The seventh meeting of the CACs was held on September 27, 2016, as a combined meeting of the CAC and SWG. INDOT provided an update on the overall project schedule, including a presentation on Environmental Justice (EJ) and the Section 106 process. Meetings to reach out to both EJ communities and the Southside German Market Gardeners Historic District were scheduled for the third quarter 2016. INDOT noted that an on-line survey for community leaders and residents was administered to individuals who live or work within EJ communities. Upcoming activities for fall 2016 were presented to CAC/SWG members. A question and answer session was held at the conclusion of the formal presentation.

The eighth meeting of the CACs was held on December 12, 2016, as a combined meeting of the CACs and SWG. INDOT gave an update on the project, including a presentation on additional refinements to Alternatives C1, C2, and C3 carried forward in the DEIS. An update was provided regarding project communications, including neighborhood gatherings for minority and low-income populations. A meeting was also held with residents of the Southside German Market Historic District. An update from the mitigation site tour with resource agency members was provided. Finally, next steps regarding publishing the I-69 Section 6 Draft EIS were discussed. A question and answer session followed the formal presentation.

The ninth meeting of the CACs was held on March 14, 2017, as a combined meeting with the SWG. INDOT gave a project update, including information on the two public hearings to be held on the north and south ends of the project. This update included a preview of the April public hearing presentations. The review included details on outreach efforts to date, graphic displays to be used at the hearings, project mileage, interchanges, underpasses and overpasses, travel lanes, and I-69 Section 6 key decision areas. A question and answer session followed.

The tenth meeting of the CAC was held on June 15, 2017, as a combined meeting of the CAC and SWG. INDOT provided information about the Community Crossing funding program, as well as proposed I-69 Section 6 pedestrian and bicycle connectivity criteria. Information was



provided on the INDOT kitchen table meeting process. Kitchen table meetings are one-on-one discussions with property owners directly impacted by the project.

The eleventh meeting of the CACs was held on September 12, 2017, as a combined meeting of the CACs and SWG. INDOT provided a preview of the Refined Preferred Alternative presentation to be given at three public meetings on September 12, 13, and 14 at three locations along the corridor. Information on interstate business and directional signage as well as INDOT's noise policy was also provided. All CAC meeting summaries are provided on the project website at <http://www.in.gov/indot/projects/i69/2489.htm>, as well as in **Appendix B**.

### 11.3.3 Stakeholder Working Group

INDOT extended invitations to local government agencies in Hendricks, Johnson, Marion, and Morgan counties to become members of a SWG for I-69 Section 6. Representatives included city and county engineers, street superintendents, Metropolitan Planning Organizations, public works departments, and transit operators. SWG members were afforded an opportunity to stay informed regarding progress on I-69 Section 6 studies and to provide early and timely input to the process.

Regular quarterly meetings were held with the SWG during the development of the I-69 Section 6 DEIS. The meetings coincided with the CAC North and CAC South meetings, and many of the meetings were held jointly. These meetings continued through the development of the FEIS. The dates of the quarterly SWG meetings are shown in **Table 11-1**.

Input from participating agencies received as part of the SWG meetings, as well as written comments, have been reviewed and incorporated as applicable into this FEIS. SWG meeting materials and summaries are provided in **Appendix B**. Examples of participating agency input received as part of these meetings include:

- Feedback on initial, conceptual, and preliminary Alternatives;
- Proposed interchange locations and grade separations and how they will impact local traffic flow;
- Updates regarding the Indianapolis MPO Travel Demand Model (TDM);
- Local improvement projects that will be needed to accommodate traffic flow once I-69 is open to traffic.

### 11.3.4 Public Information Meetings and Public Hearings

Five sets of public information meetings were held for I-69 Section 6, beginning in February of 2015 with a set of meetings to reintroduce the project and gather input on the definition of initial conceptual alternatives. Four additional sets of meetings were held in 2015 through 2017 to allow the public to comment during the alternatives screening process. At least two meetings were held each time at locations in the north and south portions of the corridor. Public information meeting transcripts are provided in **Appendix X**.

Each meeting included a formal presentation by INDOT staff and an open house with handouts and exhibits, where the public could talk one-on-one with project team members. Members of the public were encouraged to comment publicly following the INDOT presentation or to provide written comments during or after the meeting. Each public information meeting was preceded by a media briefing, to inform the public of the meeting schedule and as another opportunity to share key project information. See **Figure 11-3**.

Public information meetings were held to present the project scoping process on February 23, 2015, at Center Grove High School and on February 25, 2015, at Martinsville High School. INDOT sought public comment on the project study area, the evaluation of alternatives outside the SR 37 corridor, and other topics that should be considered during the study. Six stations were set up to provide project information and allow attendees to speak individually with project representatives. See **Figure 11-4**.

At this meeting, members of the public were invited to draw alternative alignments for I-69 Section 6 which they felt would warrant investigation. A comment period was set for February 23, 2015, to March 12, 2015, to provide written input. Comments could be submitted and considered at any point during the project. The intent of the comment period was to provide a window for the public to submit feedback for INDOT consideration regarding a specific project deliverable.

A second set of public information meetings was held on May 18, 2015, at Center Grove North Middle School and on May 19, 2015, at Martinsville High School. These public meetings were held to present a draft Purpose and Need Statement, introduce 27 initial conceptual alternatives, present 14 conceptual

**Figure 11-3: INDOT Briefing Local Media**



**Figure 11-4: Public Information Meeting at Martinsville High School**



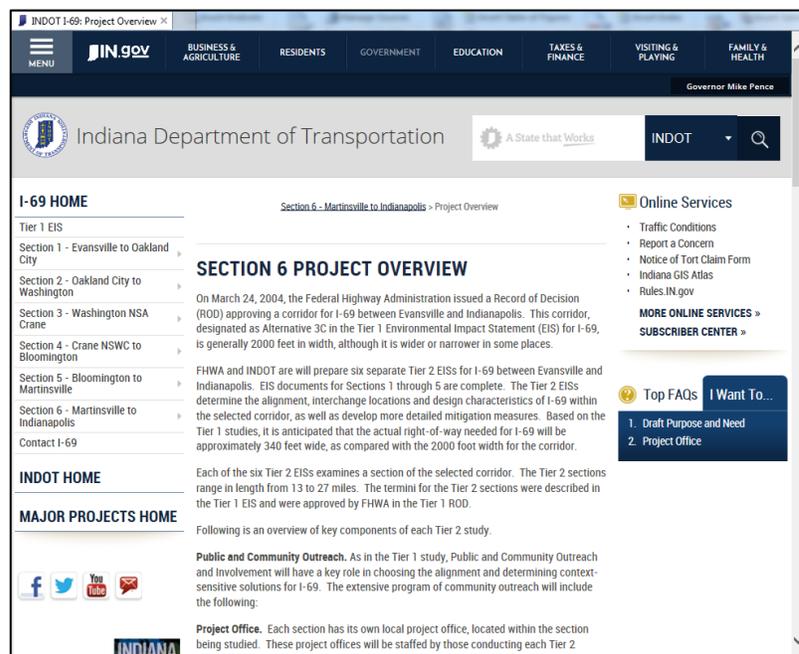


alternatives recommended for further study, and receive public input. The initial conceptual alternatives were grouped into east, central, and west, with a station provided for each alternative grouping. Meeting attendees were encouraged to provide feedback to the project team, and permanent markers were available for individuals to physically mark on the displays to modify proposed alternatives or draw new ones. A formal presentation and opportunity for public comment followed the open house. A comment period was set for May 18, 2015, to June 2, 2015, to provide written comments.

A third set of public information meetings was held on November 30, 2015, at Perry Meridian High School; December 2, 2015, at Mooresville High School; and December 3, 2015, at Martinsville High School. The purpose of these meetings was to present the five preliminary alternative routes under consideration, with associated performance measures. Following a format similar to other public information meetings, INDOT held an open house at the beginning of the meeting, made a formal presentation, then provided an opportunity for public comment. See **Figure 11-5**. A comment period was set for November 30, 2015, to December 17, 2015, to provide written comments.

A fourth set of public information meetings was held on April 4, 2016, at Center Grove Middle School and on April 5, 2016, at Martinsville High School. At this meeting, performance and impact measures for the preliminary alternatives were presented, with the recommendation that the SR 37 route (Alternative C) be advanced to the DEIS. Three alignment alternatives (C1, C2 and C3) were displayed to represent mainline, interchange and local service road options for I-69 Section 6. As with previous public meetings, an open house was conducted at the start of each meeting, with a presentation by INDOT staff and an opportunity for public comment, and an opportunity was provided to submit written comments during or after the meeting. A comment period was set for April 4, 2016, to April 29, 2016, to provide written comments. Input from this meeting was considered in the development of a fourth alignment alternative, Alternative C4, as a hybrid of Alternatives C1, C2, and C3. See **Section 3.7**.

**Figure 11-5: Image of I-69 Section 6 Website**



Public hearings were held on April 6, 2017, at Perry Meridian High School and on April 10, 2017, at Martinsville High School. The public hearings allowed the public to review displays



depicting the preferred alternative identified in the DEIS and provide verbal or written comments. Project staff members were available to meet one-on-one with the public to describe how the preferred alternative was developed and to receive input. INDOT real estate staff were available to describe INDOT property acquisition and relocation policies.

Project update meetings were conducted on September 12, 2017, September 13, 2017, and September 14, 2017, at Martinsville High School, Perry Meridian High School, and Center Grove High School, respectively. INDOT presented the RPA using a series of slides. Maps of the RPA presented at the meetings were available for public review in the project office and on the project website. Comments on the RPA were requested by September 29, 2017. See **Volume III, Comments and Responses** of this FEIS for a listing of these comments and responses.

#### 11.3.4.5 Neighborhood Gatherings

Five neighborhood gatherings were held between November 15 and 17, 2016, in Marion, Johnson, and Morgan counties. The purpose of these meetings was to provide minority and/or low-income populations an opportunity to meet with INDOT representatives about the project, provide feedback, and obtain answers to questions. Neighborhood gatherings were announced via the residential survey mailed to households within block groups with elevated minority or low-income populations, and in the transmittal letter for the community organization survey. INDOT announced their intent to hold neighborhood gatherings to the CACs and SWG on September 27, 2016, and issued a press release on November 9, 2016, announcing the neighborhood gatherings. A total of 116 individuals signed in to these meetings. See **Section 5.8.4.3** for more information.

### 11.3.5 Public Information Communication Tools

In addition to providing information directly in public, stakeholder, and advisory committee meetings, various means have been used to allow interested parties to review current information and stay informed about the I-69 Section 6 project. These include a project website, project newsletter, a project email listserv, and social media, as described in this section.

#### 11.3.5.1 I-69 Project Website

The official I-69 project website ([www.i69indyevn.org](http://www.i69indyevn.org)) was established at the outset of the I-69 Tier 1 Study. Environmental documents, maps and other project-related information can be found at that site about each Tier 2 section of the I-69 project. The I-69 Section 6 section includes a project overview, maps, project updates and news, project documents, Community Advisory Committees, Media Room, Comment Form, and FAQs sections. See **Figure 11-5**.

The I-69 Section 6 project page within the website contains a “Contact I-69” section for project office locations and phone numbers. The “Project Overview” section provides a brief history of the project and key components of the Tier 2 I-69 Section 6 study. The “Maps” section includes map displays associated with each major milestone. The “Project Updates and News” section



includes press releases, presentation materials, meeting request forms and project newsletters. The “Project Documents” section provides major documents.

A CAC section includes a membership roster, roles of CAC and SWG members, meeting summaries, and presentations. The “Media Room” section provides news releases, media press kits, and a project newsletter. A “Comment Form” section allows individuals to submit comments electronically or be added to the project mailing list. An “FAQ” (frequently asked questions) section provides official statements on key study issues and responses to commonly asked questions.

### 11.3.5.2 Newsletter

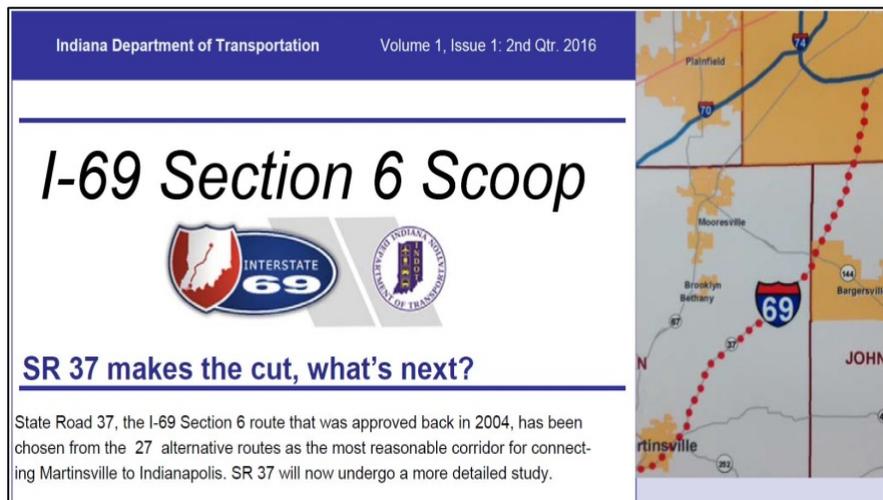
INDOT began issuing quarterly project newsletters, titled “The Section 6 Scoop,” for I-69 Section 6 in 2016. The first quarter newsletter described the selection of Alternative C as the only preliminary alternative advanced for detailed analysis in the I-69 Section 6 DEIS. An overall major milestone schedule for the project was included. The second quarter newsletter announced

INDOT plans to host a real estate open house to provide an opportunity for property owners to speak with staff of the INDOT Real Estate Department.

A summary of an open house held with local emergency responders and school corporations was included. Six newsletters were issued as the DEIS and FEIS were being prepared. The newsletters are available on the project

web site, <http://www.in.gov/indot/projects/i69/2344.htm>. See Figure 11-6.

Figure 11-6: Example of I-69 Section 6 Newsletter



### 11.3.6 Social Media

In the second quarter of 2016 I-69 Section 6 Facebook and Twitter accounts were developed and launched. Updated project information, meeting announcements, and other project-related facts and information are shared on the social media sites. These are located on Twitter at @i69Section6 and Facebook at I-69 Section 6. In September 2017, the I-69 Section 6 Facebook



account had more than 1,000 followers and the I-69 Twitter account has had more than 12,000 touch points.

11.3.7 Project Office

To make access to information and opportunities to comment on the I-69 Section 6 project more convenient for the public, a project office was established in April 2015 at 7847 Waverly Road, Martinsville, Indiana 46151. Project office hours are 9:00 am to 4:00 pm, and it is located near the middle of the I-69 Section 6 corridor.

The project office is located just west of the intersection of Waverly Road and SR 37 in the Waverly Professional Centre. The project office experienced an increase in visitor traffic in the days following each set of public information meetings as people who were unable to attend the meetings visited to obtain handouts and review maps. Others who attended the meetings visited the office with additional questions or issues. There was a noticeable increase in project office visitors immediately following the publication of the DEIS and notice of public hearings. After the public hearings, the number of office visitors per week returned to more typical numbers per week. See Table 11-2 for a summary of visits to the project office.

Table 11-2: I-69 Section 6 Project Office Visits and Public Comments (as of September 15, 2017)

Type of Contact	Number of Comments
General Office Visits	1408
Comments associated with public meetings including verbal, written, email, and web comments	
Public Information Meeting 1	168
Public Information Meeting 2	134
Public Information Meeting 3	995
Public Information Meeting 4	317
Public Hearings	411
Refined Preferred Alternative Meetings	56

Project office visitors and attendees at the public meetings were offered the opportunity to sign up for email updates. As of September 2017, INDOT had compiled more than 5,300 email addresses used to send project updates, meeting notifications, and other project-related information.

The project office has been used to host CAC meetings, SWG meetings, and other coordination meetings. The presence of a local project office has promoted a sense of openness and continued dialogue with community members.



## 11.4 Agency Review and Coordination

The “Indiana Streamlined EIS Procedures” as approved by FHWA, Indiana Division, are being followed for formal coordination with the environmental resource agencies. The purpose is to establish a coordinated planning and project development process for major transportation projects in Indiana. These procedures include publishing an NOI and early and ongoing coordination with environmental resource agencies. The involvement of environmental resource agencies in the scoping and development of the project for I-69 Section 6 is described in this section.

### 11.4.1 Notice of Intent (NOI)

The original NOI for I-69 Section 6 published on April 29, 2004, stated that a scoping process would be initiated that would include “appropriate resource agencies.” It further stated that the resource agencies and the public would have opportunities for input during the scoping process and throughout the development of the proposed project. The second NOI published on October 15, 2014, established a scoping process to determine whether to consider alternatives outside the selected Tier 1 corridor. The NOI also confirmed that an alternative using SR 37, within the Tier 1 approved corridor, would be included in the Tier 2 EIS for I-69 Section 6.<sup>4</sup> See **Section 1.3.1** for additional detail.

### 11.4.2 Agency Coordination

Early coordination was undertaken with regulatory agencies through submittal of materials to the agencies prior to the first agency coordination meeting in February 2005. The materials included project brochures for each of the six sections of I-69, a project area map showing the six sections, and a discussion paper concerning purpose and need, the no-build scenario, and the approach to alternatives analysis. See **Appendix F** for outreach prior to the October 2014 NOI for I-69 Section 6.

Meetings were held at key intervals to accomplish project goals that include: development of a Purpose and Need Statement, identification of environmental features and existing conditions in the project area, selection of reasonable alternatives for detailed analysis in the DEIS, and recommendation of a preferred alternative. Key agency coordination meetings are discussed in this section and summarized in **Table 11-3** at the end of this section. Meetings and coordination specific to the Section 106 consultation process for historic resources are not included below. Information related to the Section 106 consultation process is included in **Section 5.13** and **Appendix M**.

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<sup>4</sup> The Notice of Intent published in the Oct. 15, 2014, Federal Register, which announced the resumption of studies in I-69 Section 6, provides that alternatives already considered within the Tier 1 approved corridor (SR 37) will remain under consideration.



#### 11.4.2.1 Meetings Involving I-69 Section 6

Meetings with resource agencies since the October 2014 issuance of the NOI for I-69 Section 6 are summarized in **Table 11-3**, and described below. Meetings before the 2014 NOI are described in **Appendix F**.

**Resource Agency Scoping Meeting/Webinar February 17, 2015:** The purpose of this meeting was to review and receive resource agency comments on I-69 Section 6 purpose and need and preliminary alternatives. Agencies represented, in addition to FHWA and INDOT, were USEPA Region 5, IDNR-DHPA, IDEM, USFWS, Indiana Geological Survey, and USACE. The discussion focused primarily on the local goals that compose the I-69 Section 6 Purpose and Need Statement. IDNR-DHPA and IDNR-Division of Fish and Wildlife provided written comments on the 2007 version of the Alternatives Analysis and Screening Report.

- The IDNR-DHPA letter, received March 12, 2015, offered no comments on the I-69 Section 6 draft purpose and need. However, the letter referenced that there are significant cultural resources within and near the SR 37 corridor as identified in previous studies, and IDNR-DHPA did not have any recommendations for an alternative alignment.
- The IDNR Division of Fish and Wildlife, received on March 17, 2015, offered comments regarding the preliminary alternative corridors outside of the Tier 1 corridor, and possible impacts. IDNR-DFW stated that the key to any proposal is to avoid as much habitat impact as possible, and all alternative need to be fully investigated, particularly in light of the impacts that were considered “acceptable” in I-69 Sections 1 through 5.
- The USEPA Region 5 letter, dated March 19, 2015, stated that INDOT/FHWA should clearly document all relevant factors that compelled FHWA/INDOT to consider alternatives outside of the Tier 1 corridor.
- The IDEM-OWQ email, dated March 19, 2015, recommended that the study analysis avoids the portion of southeast Hendricks and southwest Marion counties due to the presence of significant Indiana bat, upland forest, and stream mitigation properties in that area. These mitigation areas were developed by INDOT, Indianapolis Airport Authority and other agencies in support of multiple projects in the vicinity. Additionally, IDEM recommended avoiding the heavily forested deep ravine area south of SR 42 between SR 67 and SR 39.
- **USFWS Meeting March 2, 2015:** The purpose of this meeting was to discuss I-69 Section 6 mist netting guidelines, site locations, and schedule. Bat mitigation focus areas were discussed.
- **USACE and IDEM Wetland and Streams Methodology Meeting April 29, 2015:** The purpose of this meeting was to discuss wetland and stream identification and assessment methodologies to be used for I-69 Section 6.



**Table 11-3: I-69 Section 6 Meetings with Resource Agencies**

Date	Attendees (in addition to FHWA and INDOT)	Purpose
2-17-15	USEPA Region 5 IDNR IDEM USFWS Indiana Geological Survey USACE	<ul style="list-style-type: none"> <li>• Purpose and Need and Preliminary Alternatives</li> </ul>
3-2-15	USACE	<ul style="list-style-type: none"> <li>• Bat mitigation</li> </ul>
4-29-15	IDEM USACE	<ul style="list-style-type: none"> <li>• Wetland and stream identification and assessment methodologies</li> </ul>
4-30-15	USEPA USFWS USACE IDEM IDNR	<ul style="list-style-type: none"> <li>• Draft Purpose and Need for I-69 Section 6</li> <li>• Project Update</li> </ul>
8-11-16	IDNR Cikana Fish Hatchery	<ul style="list-style-type: none"> <li>• Potential impacts to fish hatchery</li> </ul>
4-20-16	USEPA Region 5 USACE USFWS IDEM IDNR	<ul style="list-style-type: none"> <li>• Project update and review of Reasonable Alternatives</li> </ul>
5-5-16	USEPA Region 5 USACE USFWS IDEM IDNR	<ul style="list-style-type: none"> <li>• Tour of SR 37 Corridor and Reasonable Alternatives</li> </ul>
5-18-16	IDEM Groundwater	<ul style="list-style-type: none"> <li>• Review of groundwater impacts and wellhead protection areas</li> </ul>
5-31-16	USFWS	<ul style="list-style-type: none"> <li>• Mitigation and mitigation sites</li> </ul>
11-9-16 11-10-16	USEPA Region 5 USACE USFWS IDEM IDNR	<ul style="list-style-type: none"> <li>• Review of potential mitigation sites</li> </ul>
4-19-17	USACE IDEM IDNR Indiana Geological Survey	<ul style="list-style-type: none"> <li>• Update on DEIS and solicit feedback on Preferred Alternative C4</li> </ul>

Date	Attendees (in addition to FHWA and INDOT)	Purpose
6-27-17	USEPA Region 5 USACE IDEM IDNR-SHPO	<ul style="list-style-type: none"> <li>Review INDOT/FHWA Draft responses to formal comments submitted by state and federal agencies</li> </ul>
8-14-17	USEPA Region 5 IDNR-SHPO IDNR USACE IDEM USFWS	<ul style="list-style-type: none"> <li>Review the Refined Preferred Alternative and differences from the Preferred Alternative C4</li> <li>Discuss project funding and schedule</li> <li>Discuss kitchen table meetings and the acquisition process</li> </ul>

Note: See **Appendix F** for outreach to resource agencies between 2004 and 2014.

**Resource Agency Coordination Meeting/Webinar April 30, 2015:** The purpose of this meeting was to review the draft purpose and need for I-69 Section 6, share what has taken place during the scoping process, share the public feedback from information meetings, discuss conceptual alternatives, and the use of eNEPA. eNEPA is an electronic FHWA document review tool developed as part of their “Everyday Counts” initiative.

**IDNR Cikana Fish Hatchery Meeting August 11, 2016:** The purpose of this meeting was to discuss the I-69 Section 6 project and potential impacts to the Cikana Fish Hatchery.

**Resource Agency Coordination Meeting April 20, 2016:** The purpose of this meeting was to provide an overall update to the status of I-69 Section 6 to resource agencies and provide opportunity for comments. Discussions involved a brief history of how INDOT developed and eliminated alternatives to retain Alternatives C1, C2, and C3.

**Resource Agency Bus Tour May 5, 2016:** The purpose of this meeting was to meet and tour in the field the proposed corridor for I-69 Section 6. See **Figure 11-7**. Environmental

**Figure 11-7: Resource Agency Bus Tour**





resources, access treatments, design options, and/or interchange configurations were discussed. Written comments provided by the resource agencies following the bus tour are summarized below.

- The USEPA Region 5 letter, dated May 12, 2016, recommended that the DEIS provide adequate discussion and justification for the elimination of any component that has the potential for fewer impacts to wetlands and streams, forest land/wildlife habitat and/or environmental justice communities.
- The IDEM-OWQ email, dated May 13, 2016, recommended that investigations continue into ways to further avoid and minimize impacts to water resources. Interchange, local service roads and utility corridor configurations should be developed to minimize impacts to wetlands, streams, and riparian corridors. Bridge designs should be evaluated for wildlife passage. At the proposed New Harmony Road crossing over Stotts Creek, the existing embankment is severely eroded and unstable, and IDEM recommended the bridge be constructed on a different alignment that better matches the existing stream conditions and that stream stabilization measures occur here. IDEM also recommended consideration of an additional alternative for access to Twin Branch Road via a connection from Teeters Road to Twin Branch Road.
- The IDNR Division of Fish and Wildlife letter, dated on May 17, 2016, recommended that alignments or portions of alignments be selected that avoid and minimize impacts upon natural resources (e.g. streams, wetlands, riparian areas, woods) to the greatest extent possible. Of particular concern are impacts upon Indiana and northern long-eared bats, both species are known to occur along the project corridor, particularly at some of the streams. Avoidance and minimization of impacts to these species should play a critical role in selecting the final alternative. In addition, the design of stream crossing must include consideration of fish and wildlife passage. Any new or modified structure must not create conditions that are less favorable for pass under the structure compared to the current conditions. Wherever possible, bridges should be used for stream crossings rather than culverts. If culverts must be used, they recommend a three-sided structure. The Division of Fish and Wildlife prefers that the access road around Cikana Fish Hatchery be excluded from the selected alternative to reduce potential impacts to the property that may result from even a slight increase of nearby local traffic.
- The IDNR-DHPA letter, dated May 11, 2016, indicated that the Southside German Market Gardeners Historic District was the aboveground property most likely to incur adverse effects from the alignments, especially the contributing house at 4401 Bluff Road. The letter also indicated the setting of Marion County Bridge No. 4315F on Bluff Road over Pleasant Run Creek may potentially be adversely affected depending on how tall a new bridge on I-69 would stand and how close it would be to the historic bridge. In addition, if large trees bordering the Travis Hills Historic District were to be removed, the setting likely would be affected. More detailed information would be required about the nature of the improvements along Stones Crossing Road to determine if the effect would be adverse. They requested more precise information about the proximity of the historic properties and size and description of proposed construction.



**IDEM Groundwater Meeting May 18, 2016:** The purpose of this meeting was to discuss the I-69 Section 6 project and potential impacts to groundwater, specifically public water wells and wellhead protection areas.

**USFWS Meeting May 31, 2016:** The purpose of this meeting was to discuss I-69 Section 6 mitigation focus areas and possible mitigation sites. The need for mist netting in 2016 and bridge/structure inspection protocol were also discussed.

**Resource Agency Mitigation Site Tour November 9 and 10, 2016:** The purpose of this tour was to visit twelve potential mitigation sites with representatives from IDNR, IDEM, USFWS, USEPA, and USACE. INDOT identified these properties to mitigate for I-69 Section 6 impacts to wetlands, streams, and forests. INDOT provided an update on the Biological Assessment being prepared for the project. A general project update was also provided by INDOT. A packet of information was prepared for each mitigation site. The packet contained the following materials:

- Site Form
- Conceptual Plan
- Photographs
- Natural Resource Map
- USGS Topography Stream Map
- Hydric Soils Map
- Soils Key

INDOT provided a table showing Section 6 mitigation property acres with a conceptual plan for each proposed mitigation site. A map was included as an attachment for agencies with the meeting summary. Resource agency representatives were encouraged to ask questions and provide suggestions or modifications for sites. The goal of the mitigation tour was to work collaboratively with resource agencies to develop the best mitigation sites to minimize impacts resulting from the project.

**Resource Agency DEIS Meeting April 19, 2017:** The purpose of the meeting was to update the resource agencies on the I-69 Section 6 DEIS and Preferred Alternative C4. Resource agency input on Preferred Alternative C4 is summarized in the bullets below.

- USEPA asked questions relating to noise in the area around Stones Crossing Road. INDOT confirmed a noise wall was planned and that feasible and reasonable criteria had been met, noting that public involvement would need to be completed before a final determination is made. USEPA requested clarification on whether “voting” by affected property owners and residents is a component of INDOT’s noise wall policy. USEPA was informed that affected parties are contacted by mail regarding whether they favor noise wall construction.



- IDEM provided comments regarding the Alternative C4B Southport Road interchange option and its distance to the existing wellhead in the northeast quadrant of the interchange. Coordination with Citizen’s Energy Group has confirmed that the right of way for that option would be no closer than 100 feet from the wellhead.
- IDEM provided comments about the distance of impacts along I-465 associated with the construction of the I-69 interchange at I-465. The configuration in the DEIS would have impacts between approximately Bluff Road to the east and Mann Road to the west.
- USEPA asked a question about the number of face-to-face meetings requested by environmental justice communities in response to the mailings to impacted property owners. No such meetings were requested.
- IDEM asked if impacting a mobile home was considered a relocation. It was told that is the case. IDEM also asked if impacts to vacant apartment units were considered relocations and learned that they are.

**Resource Agency Comment/Response Meeting June 27, 2017:** The purpose of the meeting was to review the draft responses to formal comments submitted by state and federal agencies on the I-69 Section 6 DEIS. Agency input is summarized below.

- IDNR-SHPO confirmed the project’s effects finding in the DEIS and that the IDNR-SHPO formal comments did not repeat previously submitted comment letters.
- US Department of Interior (DOI) was not able to attend but FHWA reviewed DOI comments and confirmed that DOI did not object to the individual 4(f) finding.
- USEPA requested additional details in the FEIS regarding the Clean Water Act Section 404 permitting process. USEPA also requested clarification on the use of regional or individual permits in the FEIS.
- IDEM requested that the FEIS include better metrics describing the determination of the preferred mainline profile options M2 versus M3, and confirmed with INDOT that the determination of the preferred mainline option would be identified in the FEIS/ROD. Additional comments were provided regarding potential impacts to wellheads and other water resources.
- IDNR Division of Fish and Wildlife questioned how the project would mitigate wildlife vehicle collisions and requested that the FEIS include expanded responses to its wildlife passages comments on the DEIS.

**Resource Agency Refined Preferred Alternative Meeting August 14, 2017:** The purpose of the meeting was to review and discuss with the state and federal resource agencies the differences between the Preferred Alternative C4 identified in the DEIS and the Refined Preferred Alternative (RPA) to be presented in the FEIS/ROD. Additional topics included a



description and review of the responses to agency comments on the DEIS. A summary of the meeting is provided below.

- Details on project funding, schedule, kitchen table meetings, the acquisition process, and shoulder design were provided by INDOT.
- INDOT confirmed that detention drainage basins would be utilized at Southport Road. INDOT also confirmed that Citizen’s Energy Group, the well operator in northeast quadrant of the interchange, is satisfied that project’s right of way will be at a sufficient distance from the wellfield.
- The Buck Creek bridges will have sufficient span to accommodate both the creek and bike/pedestrian trail. The trail will be of appropriate size to serve as a wildlife crossing as well.
- INDOT reviewed the responses to comments. IDNR stated their preference to have additional wildlife crossings along the corridor. IDNR also requested to expand the response regarding runoff of bridges directly into channels. These responses are in **Volume III, Comments and Responses**, Part A, State Agency Comments (AS) Section of this FEIS.
- INDOT confirmed the Final Wetlands and Stream Reports will be provided to the agencies for review prior to issuance of the FEIS/ROD.

### 11.5 Summary

The I-69 Section 6 project has maintained a high level of participation in public involvement from its inception. The October 13, 2014, Notice of Intent reinitiated the project and established a robust public involvement program with targeted outreach, a new location for the project office, a new social media platform, and a full time INDOT Public Information Officer. INDOT established Community Advisory Committees, a Stakeholder Working Group, and Land Use Panels. INDOT conducted multiple public meetings along the corridor at six different project milestones, and had more than 4,500 people attend the meetings. The result of this extensive public involvement program is a Refined Preferred Alternative that incorporates comments and suggestions from a wide range of stakeholders.