



Community Advisory Committee

Martinsville to Indianapolis Section 6

May 12, 2015



Introductions

- FHWA
- INDOT
- Project Team
- CAC members



Old Business

- Meeting summary from January 29, CAC meeting
- I-69 Project Team
- Section 6 2015 Project Schedule



Section 6: Project Team

INDOT/FHWA/HNTB/Lochmueller Group



Sarah Rubin
Project Manager

Kevin Hetrick
Project Manager



LaMar Holliday
Public Involvement
Specialist



Richard Marquis
FHWA Administrator,
Indiana Division

Michelle Allen
FHWA Environmental,
Indiana Division

Eryn Fletcher
FHWA Engineering,
Indiana Division



Bill Wiedelman
Project Manager, HNTB

Tim Miller
Deputy Project Manager,
Lochmueller Group-
Public Involvement

Christine Meador
HNTB- Environmental

Matt Miller
HNTB-Engineering

Kia Gillette
Lochmueller Group-
Environmental



February-April Activities

FEB

- Kickoff Meeting with State and Federal Resource Agencies: Feb 17

FEB

- Public Information Meetings (PIMs): February 23 and 25

FEB

- Review of Public Comments

FEB

- Initiate and conduct scoping process on whether alternatives outside SR37 corridor should be considered

FEB

- Development of baseline traffic information

FEB

- Public Involvement (CAC/SWG/PIM)

FEB

- Gathering Red Flag Data



February-April Activities

FEB

- Initial updates of GIS-related information on resources along SR37 (Steams, wetlands, businesses, developments)

MAR

- Existing and Future Traffic Analysis

MAR

- INDOT/FHWA Coordination

MAR

- Public Comment Review and Consideration

APRIL

- Resource Agency Meeting

APRIL

- Development of Conceptual Alternatives

APRIL

- Screening of Conceptual Alternatives

APRIL

- Draft Purpose and Need



Major Milestone Schedule

Public Information Meetings

- 1st Quarter 2015 ✓
- 2nd Quarter 2015
 - May 18: Center Grove North Middle School
 - May 19: Martinsville High School
- 4th Quarter 2015 **ON SCHEDULE**

Draft Environmental Impact Statement

- 1st Quarter 2017 **ON SCHEDULE**

DEIS Public Hearing

- 2nd Quarter 2017 **ON SCHEDULE**

FEIS/ROD

- 1st Quarter 2018 **ON SCHEDULE**



January 29th Meeting Summary

- What considerations should INDOT/FHWA take into account when determining whether to evaluate alternatives outside the SR37 corridor?



CAC/SWG Comments

Reasons To Consider Alternatives outside the Tier 1 Corridor:

Decision was issued more than 10 years ago and conditions have changed.

Different alternatives could have different economic growth generating potential.

Consideration should be given to moving goods and freight around the country on a regional basis.

Preferred Alternative should have the lowest social impact.

Reasons NOT to Consider Alternatives outside the Tier 1 Corridor:

Similar concerns whether INDOT constructs I-69 on SR 37 or off the existing alignment.

Local communities have planned for I-69 along existing SR 37 (zoning changes and constructing access roads).

The SR 37 corridor may have fewer impacts to farmland and natural resources.

Constructing grade separations on SR 37 will increase safety along the SR 37 route.



Activities Since Last CAC Meeting

- Public Involvement
- Field Work
- Traffic Data
- Agency Coordination
- Draft Purpose and Need
- Conclusion of Scoping Process



PI Activities since Last Meeting

PUBLIC INVOLVEMENT

- **Two Public Information Meetings (PIM)**
 - February 23 at Center Grove High School
 - February 25 at Martinsville High School
- **Association Meetings**
 - Morgan County Economic Development Corporation
 - ASPIRE Johnson County
 - White River Township/Johnson County Fire Department
 - Morgan County MIBOR
- **I-69 Project Office Opened April 1, 2015.**



Project Office

**Location: 7847 Waverly Road,
Martinsville, IN 46151**

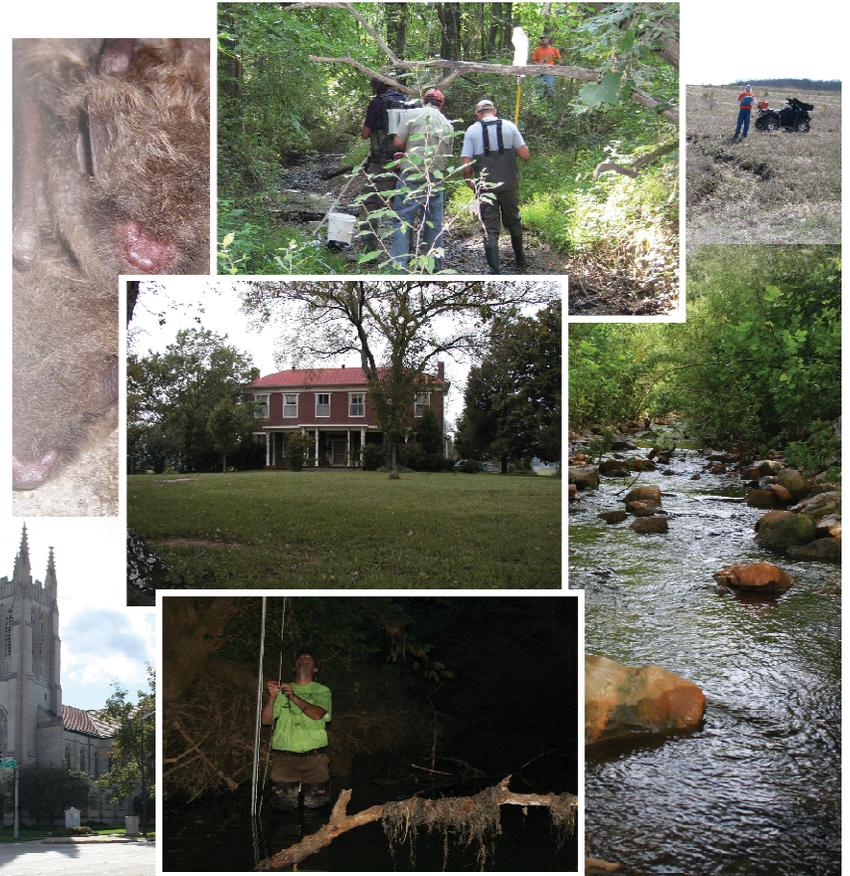
Hours: 9 a.m. - 4 p.m., Monday-Friday

Staff, maps, and other relevant project information is available at the project office.



2015 Fieldwork

- Wetland Identification (May-September)
- Stream Assessments (September-October)
- Endangered Species Surveys (May-August)
- Historic Evaluations (February-July)
- Archaeological Resource Evaluations (September-December)



Traffic and Resource Agency Coordination

- Traffic Modeling Efforts – In Progress
 - Indianapolis MPO Traffic Coordination – Continues
 - Statewide Travel Demand Model Coordination – In Progress
- Resource Agency Coordination
 - State and Federal Resource Agency Coordination – Meeting held on April 30



New Business

- CAC Chairperson discussion
- Draft Purpose and Need
- Description of Scoping Process
- Results of Scoping Process
- Conceptual Alternatives



Purpose of Potential Chairperson

- Single point of contact for internal CAC members
- Coordinate with CAC members outside of formal INDOT/CAC Meetings
- Act as a spokesperson for CAC



Tier 1 Purpose & Need Goals

- 1 Improve the transportation linkage between Evansville & Indianapolis.***
- 2 Improve personal accessibility for SW IN residents.***
- 3 Reduce existing and forecasted traffic congestion on the highway network.
- 4 Reduce traffic safety problems.
- 5 Increase accessibility for SW IN businesses to labor, suppliers, and consumer markets.
- 6 Support sustainable, long-term economic growth (diversity of employer types).
- 7 Support economic development that benefits a wide spectrum of SW IN residents (distribution of economic benefits).
- 8 Facilitate interstate and international movements of freight through the I-69 corridor.***
- 9 Connect I-69 to major intermodal facilities in SW IN.

Note: Core goals are in bold.*



2015 Tier 2 Purpose & Need Goals

Tier 2 Draft Purpose and Need Goals & Performance Measures for Section 6:

1

Improve Transportation Linkage Between Martinsville & Indianapolis

Complete Section 6 of I-69

2

Improve Personal Accessibility in the Section 6 Study Area

- *Travel time between major travel destinations in the Section 6 Study Area*

3

Reduce Future Traffic Congestion on the Highway Network in The Section 6 Study Area

- *Reduction of traffic congestion on area roadways*



2015 Tier 2 Purpose & Need Goals (Continued)

Tier 2 Draft Purpose and Need Goals & Performance Measures for Section 6:

4 Improve Traffic Safety in the Section 6 Study Area

- *Reduction of crashes in the Section 6 Study Area*

5 Support Growth in Economic Activity in the Section 6 Study Area

- *Increases in personal income, total employment, and employment in key industries in Section 6 Study Area.*

6 Facilitate Freight Movements in the Section 6 Study Area

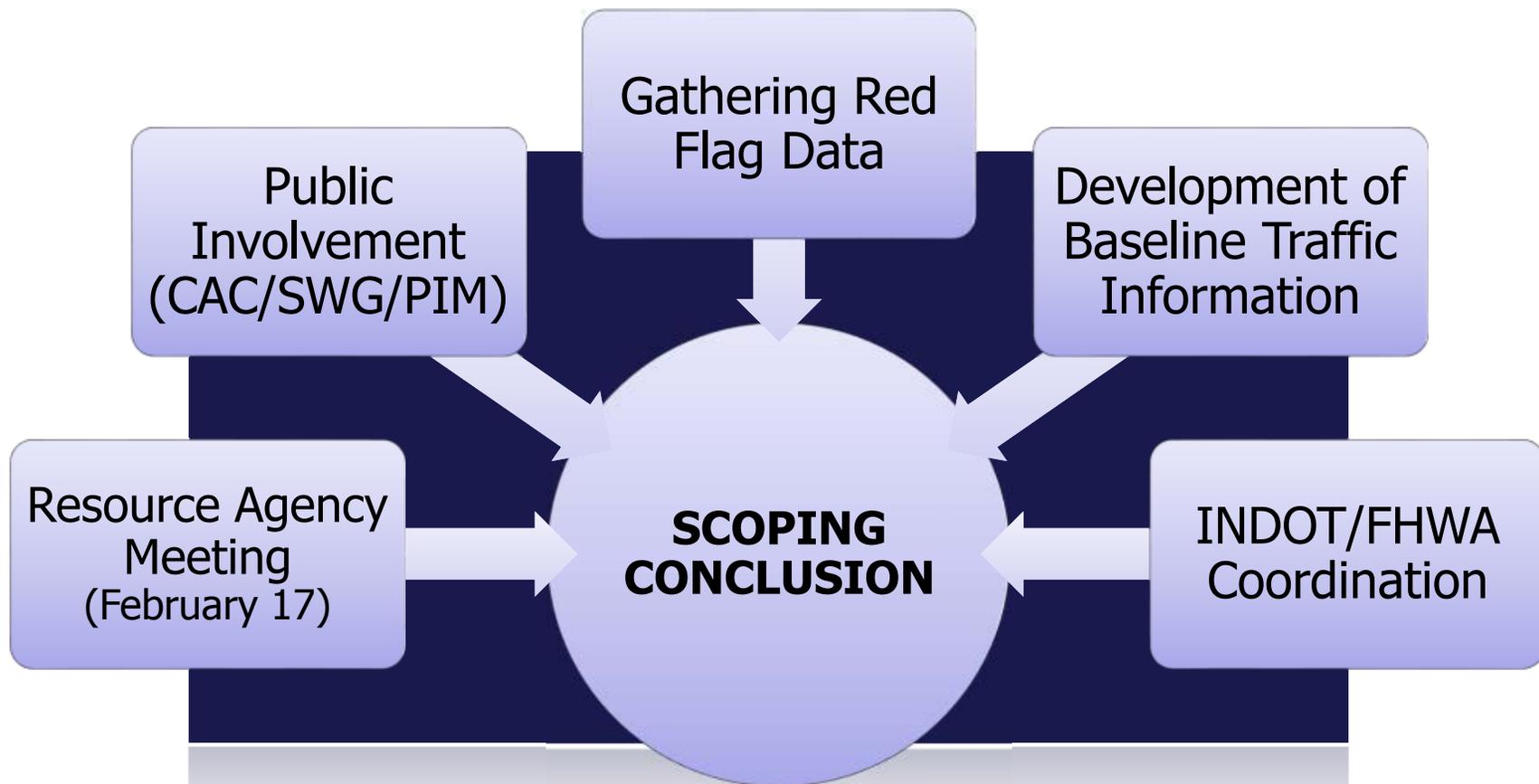
- *Reductions in daily truck vehicle hours of travel (VHT) in the Section 6 Study Area*

7 Support Intermodal Connectivity to Locations in the Section 6 Study Area

- *Travel time between key entry points into the Study Area and major intermodal centers*



Scoping Process Inputs



Public Information Meetings (PIM)

More than 500 people attended the 2 public meetings.

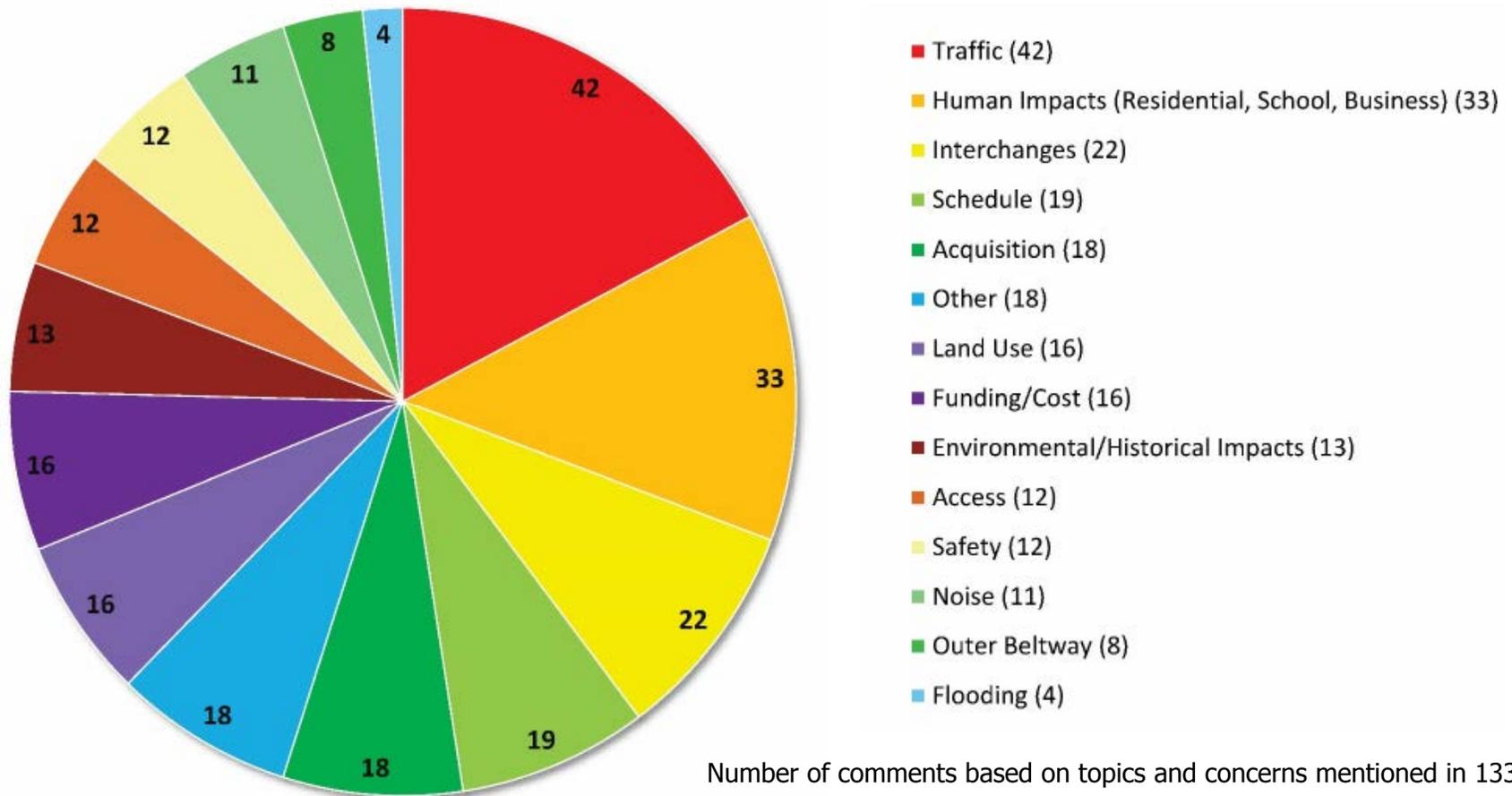
- February 23, 2015 – Center Grove High School
 - 243 Signed In Attendees
- February 25, 2015 – Martinsville High School
 - 326 Signed In Attendees



Comments could be written, spoken to a court reporter, provided at the public comment session and submitted via the project website.

February 23rd and 25th Public Meetings Summary

Suggested Section 6 Considerations

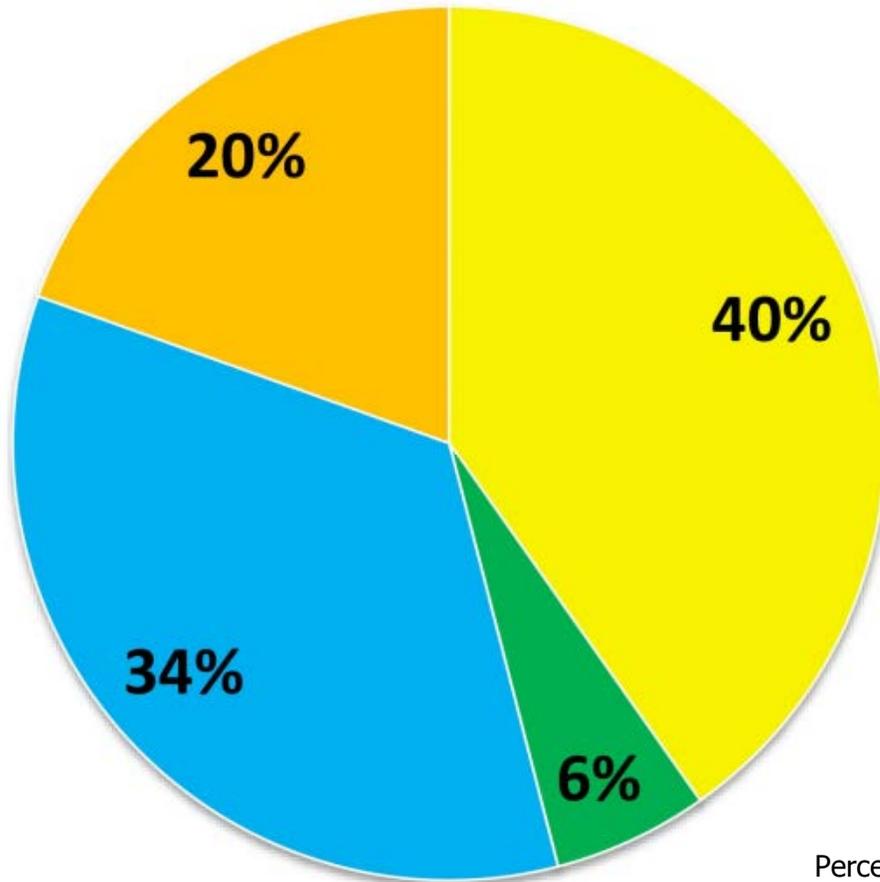


Number of comments based on topics and concerns mentioned in 133 comments received between February 20, 2015 and March 19, 2015.



February 23rd and 25th Public Meetings Summary

Suggested Section 6 Location



- Existing SR 37 Corridor
- Corridor East of Existing SR 37
- Corridor West of Existing SR 37
- Other (Any area except existing SR 37)

Percentages calculated based on route suggestions mentioned in 133 comments received between February 20, 2015 and March 19, 2015.



Scoping Conclusion

CONCLUSION: FHWA/INDOT will consider alternatives outside the Tier 1 Section 6 corridor.

THE CONCLUSION IS BASED ON:

- Potential to Avoid Significant Impacts within the Section 6 Corridor Selected in Tier 1
- Public Information Meeting Comments
- Coordination with Community Advisory Committees and Stakeholder Working Groups



Questions

Scoping Process

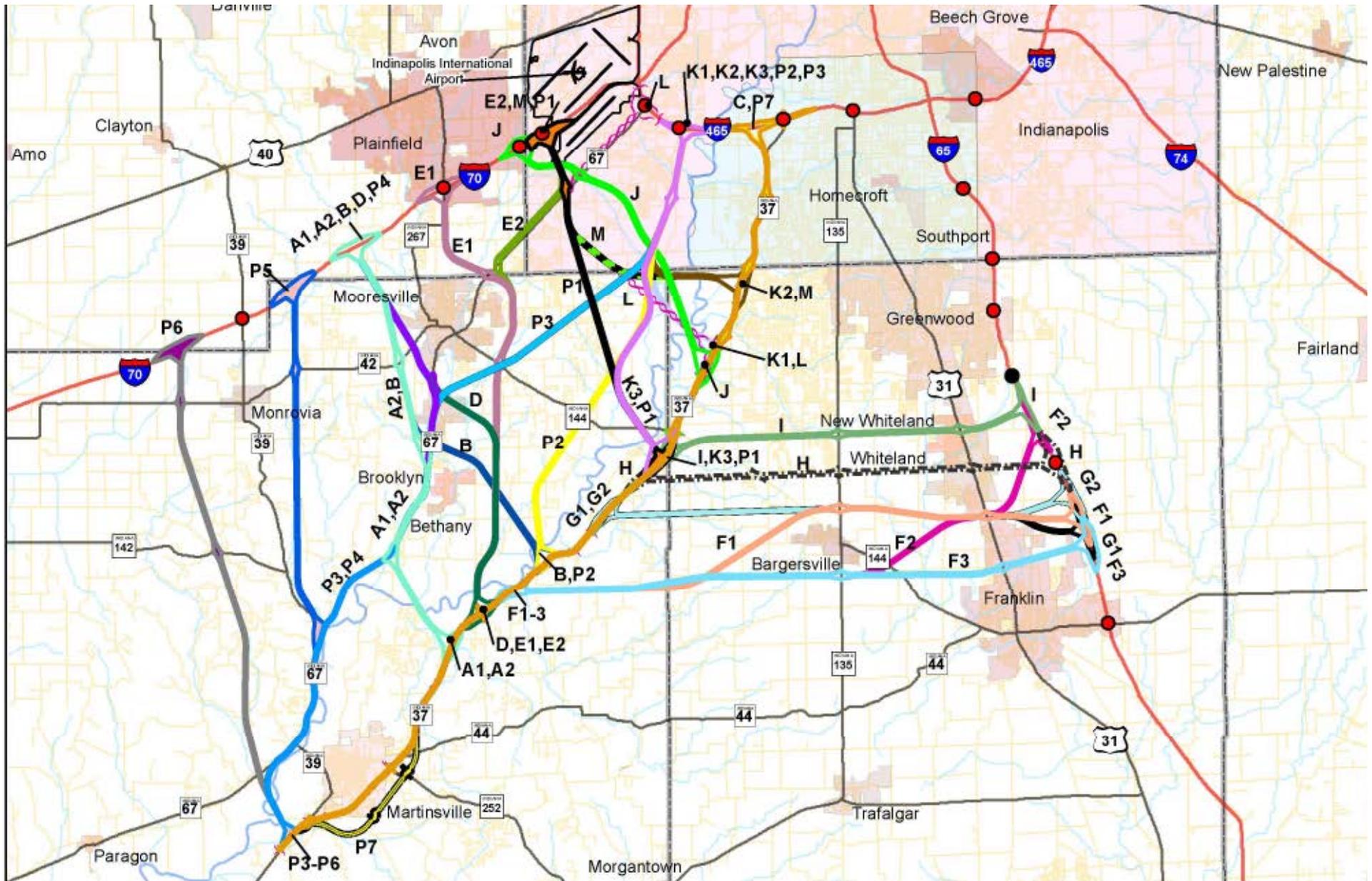


Conceptual Alternative Screening

Overview

- Conceptual Alternative development
- Qualitative screening
- Quantitative evaluation
 - Purpose & need
 - Environmental impacts
 - Cost Considerations
- Evaluation results





Sources: Roads/Highways- INDOT via IndianaMap; Indianapolis Airport, Streams, Counties, Townships, Inc. Places- IndianaMap



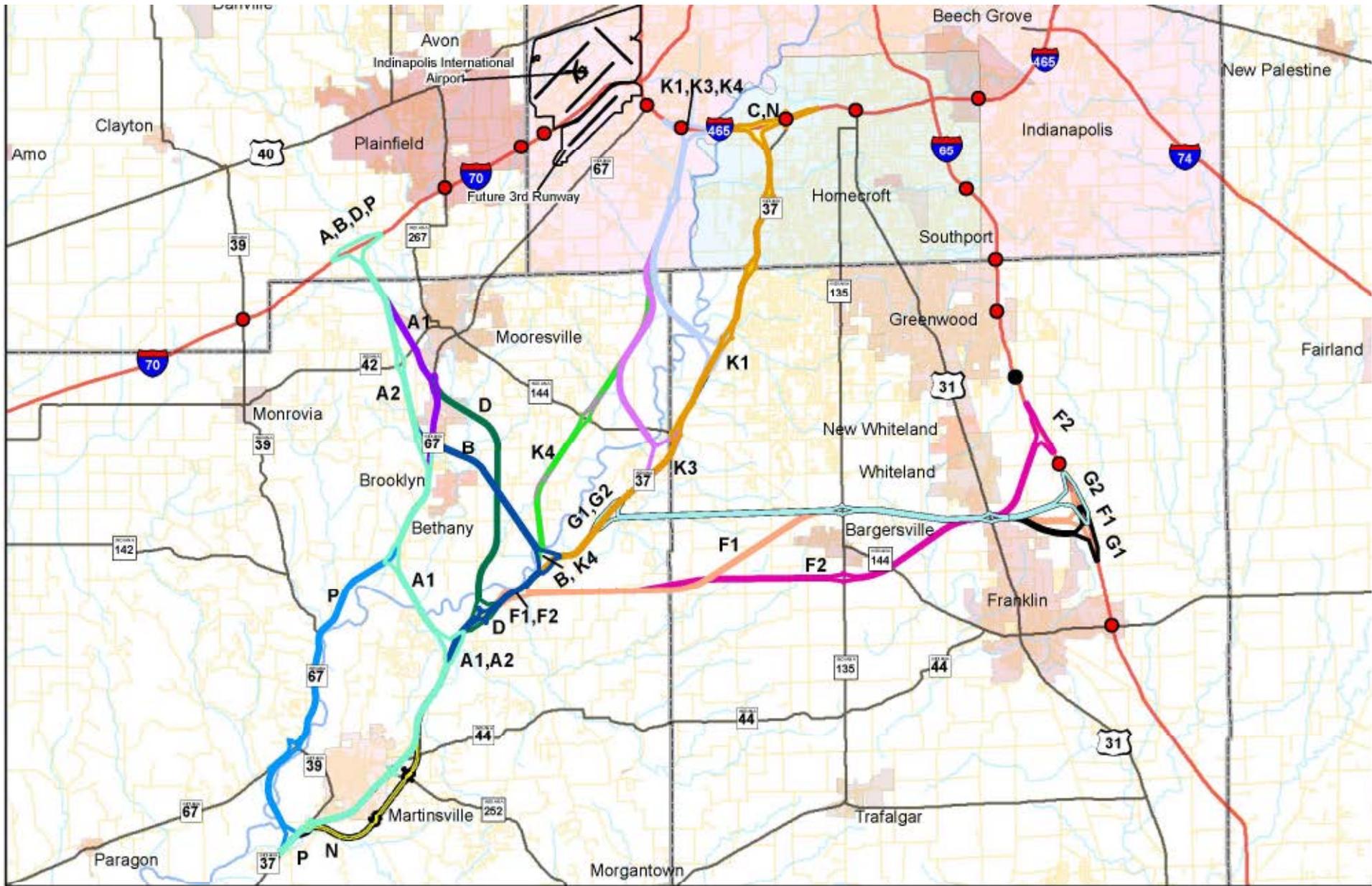
Legend					
	Interstate Highways		Existing Interchanges		Streams
	US and State Highways		Interchange Under Construction		White River
	Local Roads		County Line		Perry Township

I-69 Section 6
Initial Conceptual
Alternatives

Qualitative Screening

- **Advantages/disadvantages identified**
- **Team review of each alternative**
- **Possible reasons for elimination:**
 - Impacts to bat mitigation areas
 - Substantial impacts to developed areas
 - Substantial wooded or hilly terrain
 - Floodway/floodplain construction concerns
 - Anticipated poor/unsafe interchange operation





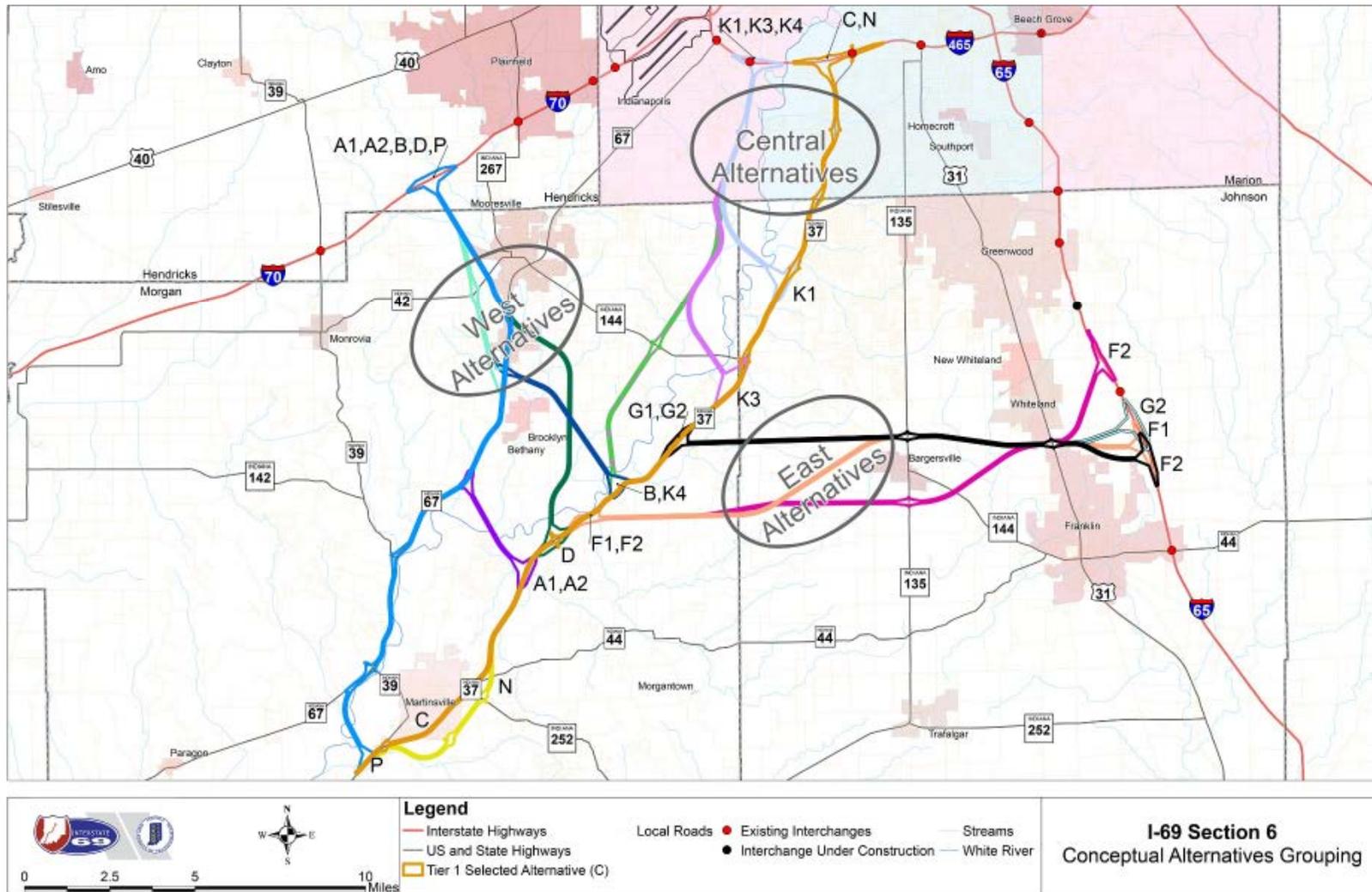
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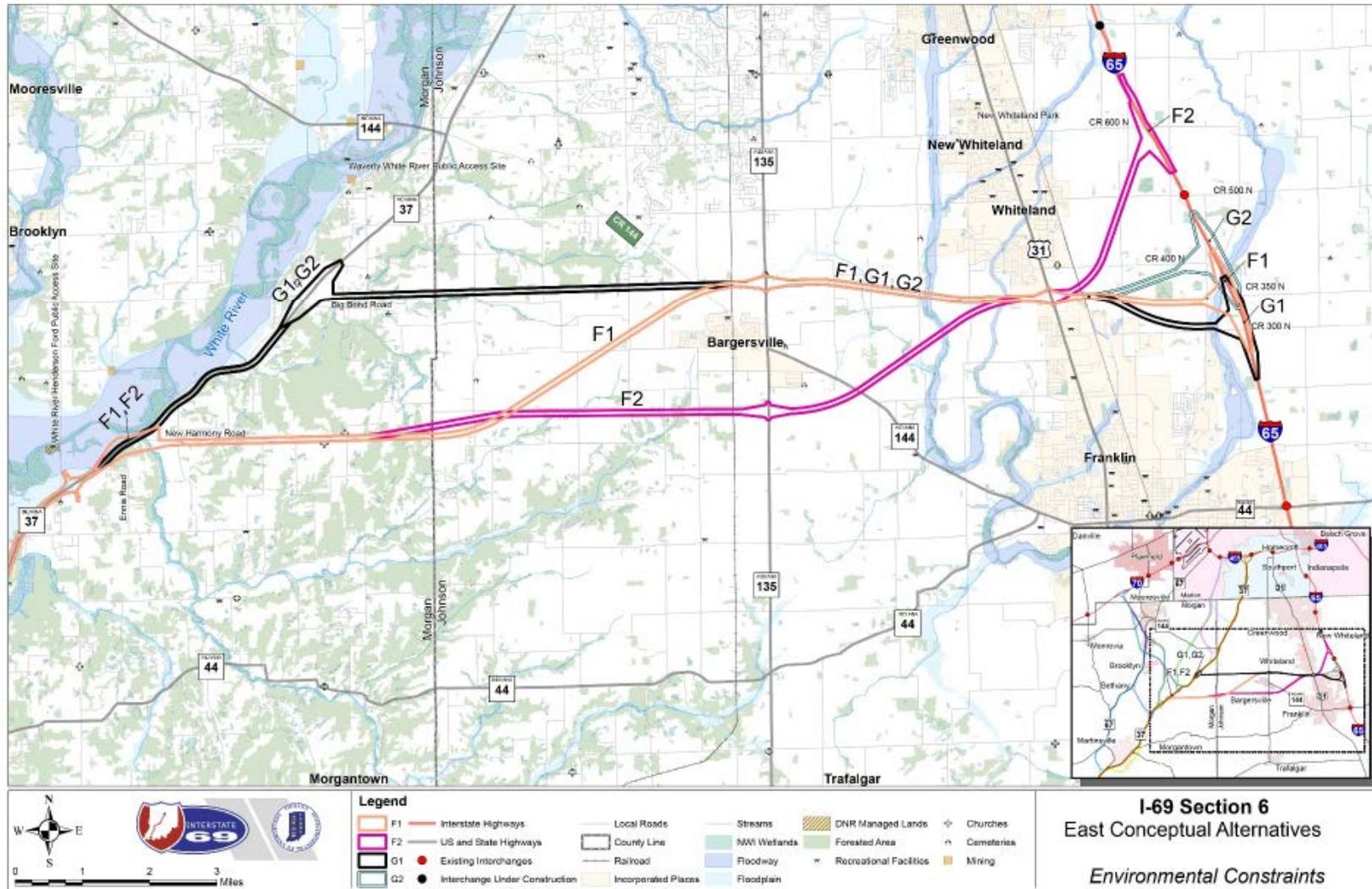
Legend		
Interstate Highways	Existing Interchanges	Streams
US and State Highways	Interchange Under Construction	White River
Local Roads	County Line	Perry Township

I-69 Section 6
Final Conceptual
Alternatives

Conceptual Alternatives Grouping



East Conceptual Alternatives



East Alternatives – Section 6 Conceptual Alternatives

I-69 Section 6 Conceptual Alternatives				
East Alternatives				
Martinsville to I-465 via I-65				
	F1	F2	G1	G2
Purpose and Need Performance Measures				
Reduction in Expected Annual Crashes in the Study Area	280 for East Alternatives			
Reduction in Peak Hour Travel Time:	Current Travel Time:	Reduction in Travel Time for East Alternatives:		
SR 39 to Downtown Indianapolis	51 minutes	7 minutes		
SR 39 to Indianapolis International Airport	40 minutes	4 minutes		
SR 39 to I-69 Northeast	71 minutes	9 minutes		
Comparative Cost Rating (\$ = lowest cost; \$\$\$\$ = highest cost)	\$	\$	\$\$	\$\$
Length of Alternative (Martinsville to I-465)	41 miles	39 miles	42 miles	41 miles
	F1	F2	G1	G2
Impacts to Natural Resources				
National Wetland Inventory (NWI)				
Total Open Waters	8 acres	8 acres	16 acres	13 acres
Wetlands	4 acres	4 acres	4 acres	4 acres
Water Resources				
Stream and River Crossings (Number of Crossings)	179	174	203	212
Stream and River Impacts (Linear Feet)	124,468 ft	119,766 ft	137,923 ft	142,974 ft
Wellhead Protection Area	0 acres	0 acres	0 acres	0 acres
100 Year Floodplain	123 acres	101 acres	108 acres	113 acres
Vegetation/Landcover				
Agricultural	1,018 acres	941 acres	946 acres	983 acres
Forested	171 acres	195 acres	158 acres	164 acres

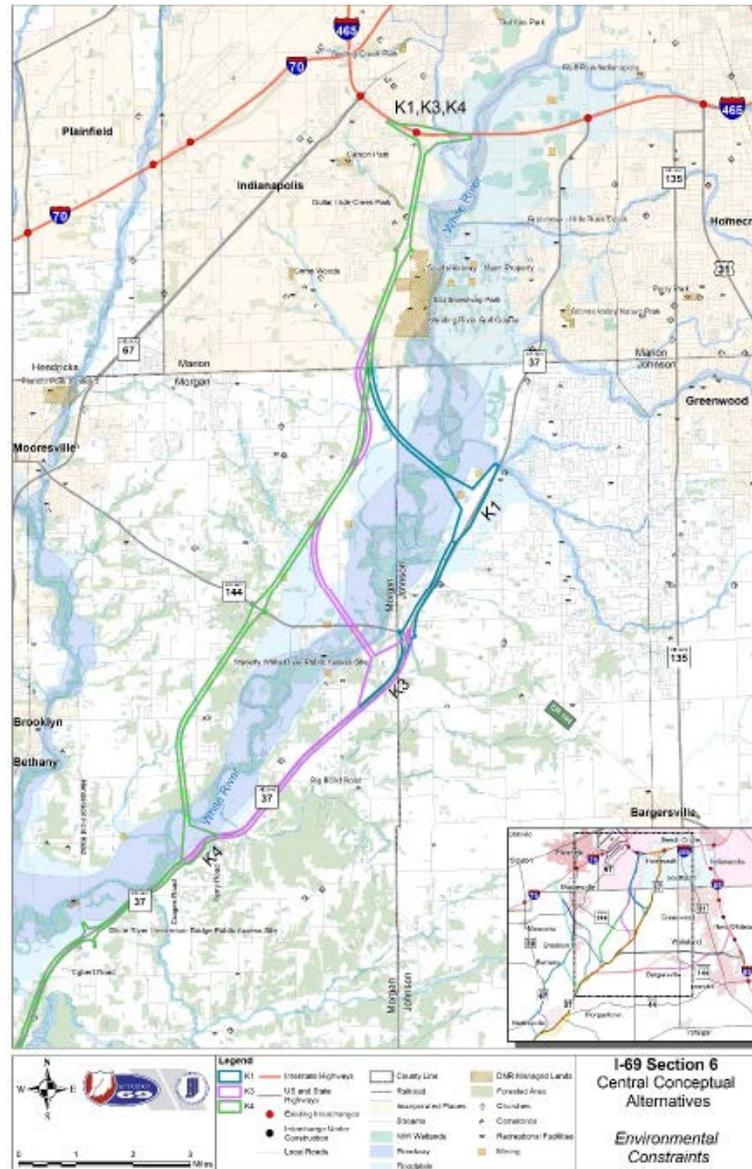


East Alternatives – Section 6 Conceptual Alternatives

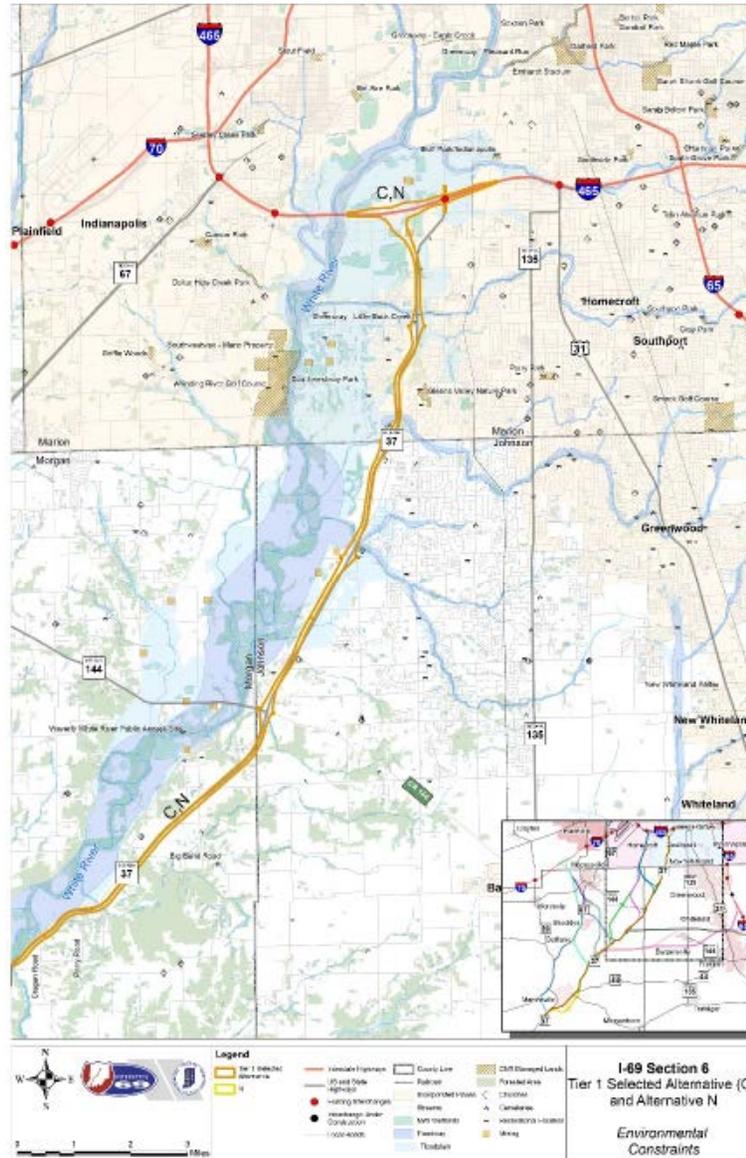
I-69 Section 6 Conceptual Alternatives				
East Alternatives				
Martinsville to I-465 via I-65				
	F1	F2	G1	G2
Recreational Facilities & DNR Managed Lands				
○ May be minimized or avoided if alternative is refined				
● Likely to be impacted				
Facility Name:				
Amos Butler Heron Sanctuary				
Bradford Woods				
Cikana Fish Hatchery	○	○	○	○
Martinsville Golf Course	○	○	○	○
Meyer Nature Preserve				
Sycamore Creek Fishing Area				
Three Rivers Fishing Area				
Whispering Meadows Horse Ranch	○	○	○	○
Total Recreational Facilities & DNR Managed Lands	6 acres	6 acres	6 acres	6 acres
	F1	F2	G1	G2
Impacts to Community Resources				
Residential Parcels Impacted	135	163	216	203
Commerical/Industrial Parcels Impacted	79	84	92	95



Central Conceptual Alternatives



Conceptual Alternative C & N



Central Alternatives – Section 6 Conceptual Alternatives

I-69 Section 6 Conceptual Alternatives					
Central Alternatives					
	Martinsville to I-465 near Mann Road			Martinsville to I-465 via SR 37	
	K1	K3	K4	C	N
Purpose and Need Performance Measures					
Reduction in Expected Annual Crashes in the Study Area	278			344	
Reduction in Peak Hour Travel Time:	Current Travel Time:	Reduction in Travel Time for Central Alternatives:			
SR 39 to Downtown Indianapolis	51 minutes	12 minutes		11 minutes	
SR 39 to Indianapolis International Airport	40 minutes	8 minutes		6 minutes	
SR 39 to I-69 Northeast	71 minutes	12 minutes		13 minutes	
Comparative Cost Rating (\$ = lowest cost; \$\$\$\$\$ = highest cost)	\$\$\$\$\$	\$\$\$\$	\$\$\$\$	\$\$\$\$	\$\$\$\$
Length of Alternative (Martinsville to I-465)	27 miles	27 miles	25 miles	27 miles	28 miles
	K1	K3	K4	C	N
Impacts to Natural Resources					
National Wetland Inventory (NWI)					
Total Open Waters	14 acres	15 acres	13 acres	37 acres	44 acres
Wetlands	23 acres	5 acres	10 acres	5 acres	28 acres
Water Resources					
Stream and River Crossings (Number of Crossings)	212	221	201	198	217
Stream and River Impacts (Linear Feet)	155,190 ft	145,556 ft	136,322 ft	155,090 ft	156,471 ft
Wellhead Protection Area	442 acres	282 acres	207 acres	464 acres	505 acres
100 Year Floodplain	260 acres	207 acres	213 acres	341 acres	318 acres
Vegetation/Landcover					
Agricultural	641 acres	764 acres	735 acres	317 acres	526 acres
Forested	169 acres	204 acres	234 acres	106 acres	143 acres



Central Alternatives – Section 6 Conceptual Alternatives

I-69 Section 6 Conceptual Alternatives					
Central Alternatives					
	Martinsville to I-465 near Mann Road			Martinsville to I-465 via SR 37	
	K1	K3	K4	C	N
Recreational Facilities & DNR Managed Lands					
○ May be minimized or avoided if alternative is refined					
● Likely to be impacted					
Facility Name:					
Amos Butler Heron Sanctuary	●				
Bradford Woods					
Cikana Fish Hatchery	○	○	○	○	○
Martinsville Golf Course	○	○	○	○	○
Meyer Nature Preserve					
Sycamore Creek Fishing Area					
Three Rivers Fishing Area					
Whispering Meadows Horse Ranch	○	○	○	○	○
Total Recreational Facilities & DNR Managed Lands	22 acres	6 acres	2 acres	6 acres	6 acres
	K1	K3	K4	C	N
Impacts to Community Resources					
Residential Parcels Impacted	372	414	332	324	329
Commerical/Industrial Parcels Impacted	133	111	93	224	160



West Conceptual Alternatives



West Alternatives – Section 6 Conceptual Alternatives

I-69 Section 6 Conceptual Alternatives

West Alternatives

Martinsville to I-465 via I-70

	P	A1	A2	B	D
Purpose and Need Performance Measures					
Reduction in Expected Annual Crashes in the Study Area	280 for West Alternatives				
Reduction in Peak Hour Travel Time:	Reduction in Travel Time for West Alternatives:				
SR 39 to Downtown Indianapolis	Current Travel Time:	10 minutes			
SR 39 to Indianapolis International Airport	40 minutes	14 minutes			
SR 39 to I-69 Northeast	71 minutes	9 minutes			
Comparative Cost Rating (\$ = lowest cost; \$\$\$\$ = highest cost)	\$	\$\$	\$\$	\$\$	\$\$
Length of Alternative (Martinsville to I-465)	30 miles	31 miles	30 miles	32 miles	31 miles
Impacts to Natural Resources					
National Wetland Inventory (NWI)					
Total Open Waters	20 acres	14 acres	18 acres	14 acres	15 acres
Wetlands	46 acres	30 acres	30 acres	16 acres	21 acres
Water Resources					
Stream and River Crossings (Number of Crossings)	156	174	175	176	174
Stream and River Impacts (Linear Feet)	116,749 ft	134,136 ft	137,872 ft	129,485 ft	127,332 ft
Wellhead Protection Area	8 acres	11 acres	11 acres	0 acres	38 acres
100 Year Floodplain	112 acres	145 acres	166 acres	151 acres	169 acres
Vegetation/Landcover					
Agricultural	504 acres	630 acres	747 acres	785 acres	826 acres
Forested	214 acres	216 acres	286 acres	187 acres	161 acres



West Alternatives – Section 6 Conceptual Alternatives

I-69 Section 6 Conceptual Alternatives					
West Alternatives					
Martinsville to I-465 via I-70					
	P	A1	A2	B	D
Recreational Facilities & DNR Managed Lands					
○ May be minimized or avoided if alternative is refined					
● Likely to be impacted					
Facility Name:					
Amos Butler Heron Sanctuary					
Bradford Woods	●				
Cikana Fish Hatchery		○	○	○	○
Martinsville Golf Course		○	○	○	○
Meyer Nature Preserve	○	○	○		
Sycamore Creek Fishing Area	○				
Three Rivers Fishing Area	●				
Whispering Meadows Horse Ranch		○	○	○	○
Total Recreational Facilities & DNR Managed Lands	48 acres	10 acres	10 acres	6 acres	6 acres
	P	A1	A2	B	D
Impacts to Community Resources					
Residential Parcels Impacted	208	262	242	171	203
Commerical/Industrial Parcels Impacted	47	129	97	90	99



Quantitative Evaluation Method

1. PURPOSE AND NEED

- Reduce study area crashes
- Reduce travel times from Martinsville to major travel destinations
- Reduce travel under congested conditions
- Reduce truck vehicle hours of travel

2. ENVIRONMENTAL IMPACTS

- Natural resources
Wetlands, water resources, vegetation, Threatened and Endangered Species
- Hazardous materials areas
- Community resources
Recreational facilities, managed lands, historic resources, public facilities, environmental justice
- Property impacts
Number and acres of properties impacted



Quantitative Evaluation Method (Continued)

Cost Considerations

ITEM	UNITS	NOTES
Mainline	Mile	By # of lanes and terrain
Interchanges	each	System vs. service and rural vs. urban
Bridges & Small Structures	SF	Over water, RR or road
Local Overpasses & Signals	Each	Typical overpass length
Major Utilities	LF or Each	Pipelines, towers and known fiber
Land Acquisition	Acre	Average prices for residential, commercial, industrial, agricultural

Significant exclusions: Local access, existing interstate widening, adjacent interchange modifications, environmental mitigation, relocation/damages to property owners, pavement re-use savings and some types of utility relocation cost.



CAC Feedback

- Tier 2 Purpose & Need
- Conceptual Alternatives
- Identification of Minority and low-income populations
- Other Considerations

Comments due by
June 2, 2015



Questions and Discussion





Section 6 Project Office

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www.i69indyevn.org