



AGENDA

Section 6 Public Meeting
Center Grove North Middle School
May 18, 2015

- I. 5:30 pm: Doors open to the public
- II. 5:30 – 8 pm: Stations open to speak with project representatives
- III. 6:30 – 6:45 pm: Welcome Presentation
- IV. 6:45 – 8 pm: Public Comment Period
- V. 8 pm: Conclusion of the Public Meeting



AGENDA

Section 6 Public Meeting
Martinsville Community High School
May 19, 2015

- I. 5:30 pm: Doors open to the public
- II. 5:30 – 8 pm: Stations open to speak with project representatives
- III. 6:30 – 6:45 pm: Welcome Presentation
- IV. 6:45 – 8 pm: Public Comment Period
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Station Descriptions

Station 1: Purpose and Need

A Purpose and Need Statement is a core component of a transportation project. This station will explain the draft goals and performance measures that will be utilized in the screening process. The alternative selection process will also be discussed at this station.

Station 2: Conceptual Alternatives

Conceptual alternatives were developed using both existing information and public input gathered at the February public meetings. Visitors at this station will learn about the location of the conceptual alternatives linking Martinsville with Indianapolis.

Station 3: East Alternatives

The East Alternatives link Martinsville with Indianapolis at I-465 via I-65. Visitors at this station will learn about the location and information of each of the conceptual alternatives that connect Martinsville to I-465 via I-65.

Station 4: Central Alternatives

The Central Alternatives utilize a portion or all of existing SR 37. Visitors at this station will learn about the location and information of each of the conceptual alternatives that utilize existing SR 37.

Station 5: West Alternatives

The West Alternatives connect Martinsville to I-465 via I-70. Visitors at this station will learn about the location and information of each of the conceptual alternatives that connect to I-70 near the airport.

Station 6: Project Schedule

Learn about the overall process for developing a project from planning to construction. You can also find out information about major project milestones and learn about the Section 5 construction updates.

Station 7: Public Comment

This station is your “one stop shop” for public input. You can submit a formal statement to a court reporter, fill out a comment form, sign up for the Section 6 mailing list, learn about the project website address, and speak with project staff members about the project. All comments and suggestions will be reviewed by the Project Team.



FACT SHEET
for Tier 2, Section 6 (Martinsville to Indianapolis)
of the I-69 Evansville to Indianapolis Project

May 18, 2015

Environmental

1. The Federal Highway Administration (FHWA) issued a Notice of Intent to resume the environmental studies for I-69, Section 6 in October 2014. The environmental study begins with a Notice of Intent (NOI) and concludes with a Record of Decision (ROD).
2. Notice of Survey letters were sent to property owners near the SR37 corridor in February 2015. Receipt of a Notice of Survey letter does not indicate a property will be impacted by the project. The intent is to notify project landowners that project staff may be near or on private property for the purpose of data collection.
3. Limited field work near SR 37 began in March 2015. Field work will intensify in May and continue during the summer months. Field staff will begin assessing natural environmental characteristics, such as possible historic properties, wetlands, development patterns, and waterways. All field staff will be wearing a brightly colored vest, regardless of time of day. Field staff will also carry project identification at all times.
4. The environmental studies will be part of an Environment Impact Statement (EIS). An EIS is a decision-making document that describes the process of assessing benefits and impacts of a proposed project. The document will include the consideration of reasonable alternatives, potential impacts and benefits, and the estimated cost.
5. The Section 6 draft Purpose and Need is available for review and comment in the Project Documents folder of the Section 6 I-69 website. The link to the Section 6 Project Documents folder is the following: <http://www.in.gov/indot/projects/i69/2343.htm>



Alternatives

6. The environmental studies for I-69 have followed a tiered (phased) process. In 2004, the Tier (Phase) 1 Environmental Impact Statement (EIS) determined that I-69 should be constructed between Evansville and Indianapolis and identified a preferred corridor. The entire corridor was divided into 6 sections of independent utility. Tier (Phase) 2 environmental studies are required to consider both the Tier 1 goals and Tier 2 goals that consider more local needs.
7. The 2004 Tier 1 ROD selected a corridor that utilized the existing SR 37 corridor between Martinsville and Indianapolis. The Tier 1 ROD allows INDOT to consider alternatives outside the selected corridor in an effort to avoid significant impacts. During the first quarter of 2015, FHWA and INDOT conducted a scoping process to determine if alternatives outside the existing SR 37 corridor should be considered when evaluating alternatives. INDOT concluded that additional alternatives outside the corridor selected in 2004 will be evaluated. Upgrading existing SR 37 to an interstate will be considered throughout the environmental study process.
8. A 2,000 foot corridor is a study area that was identified in the Tier 1 Environmental Impact Statement. The 2,000 foot corridor is **not** the proposed right of way limits but is a general area which an alternative may be constructed. The Section 6 Conceptual Alternative preliminary impact assessments are based on a 400 foot footprint. The footprint will be refined as additional information becomes available.
9. Conceptual Alternatives are available for review and comment in the Project Documents folder of the Section 6 I-69 website. The link to the Section 6 Project Documents folder is the following: <http://www.in.gov/indot/projects/i69/2343.htm>

Schedule/Budget

10. Indiana Department of Transportation (INDOT) has not yet identified funding for construction of Section 6.
11. Section 6 will not be tolled.
12. A Section 6 construction schedule has not yet been established, but environmental studies for Section 6 Tier 2 are anticipated to take 2-3 years, which began October 2014.



Public Involvement

13. INDOT hosted public information meetings on February 23rd and 25th to solicit public input on whether alternatives outside the SR 37 corridor should be considered. Feedback from the meeting is being considered and evaluated during the development of the project's Purpose and Need Statement and conceptual alternatives.
14. As a commitment to its public outreach, INDOT has established a Stakeholder Working Group (SWG) and two Community Advisory Committees (CAC) for the Section 6 project. The SWG consists of technical staff from local municipalities whereas the CAC consists of members of a variety of organizations; such as Chambers of Commerce, staff from cities and counties, and representatives from local units of government. The SWG and CACs first met in January. The SWG and CAC also met in May to review the draft Purpose and Need and begin to review and discuss conceptual alternatives.
15. INDOT is hosting a second round of Public Information Meetings on May 18th at Center Grove North Middle School and on May 19th at Martinsville High School. The purpose of the meetings is to present a draft Purpose and Need Statement and conceptual alternatives.

Section 6 Office and Information

16. INDOT opened a Section 6 Project Office on April 6, 2015 at 7847 Waverly Road, Martinsville, IN. The phone number is (317) 881-6408. The office is open Monday – Friday from 9 am to 4 pm and will be closed on state holidays. INDOT and its project representatives staff the project office. The public can also email project representatives at section6pm@indot.in.gov.
17. Additional information on the project can be obtained at www.i69indyevn.org.



DRAFT PURPOSE AND NEED

EXECUTIVE SUMMARY

This document describes the purpose and need and the project goals for Section 6 of the Tier 2 I-69, Evansville to Indianapolis Study. Section 6 begins south of the SR 39 / SR 37 interchange in Martinsville, and continues northward to I-465 in Indianapolis. This section is approximately 26 miles long. The corridor selected in Tier 1 for Section 6 is located in Morgan, Johnson, and Marion counties.

The purpose and need of a project establishes the basis for developing a range of reasonable alternatives in an EIS and assists with the identification and eventual selection of a preferred alternative. It describes the transportation and transportation-related needs which a project is designed to address. It also provides performance measures which assess the relative ability of alternatives to address the project needs. A preferred alternative is determined by assessing the relative costs and impacts of alternatives, as well as their relative ability to satisfy the purpose and need. The overall purpose and need for this project was established in the I-69 Tier 1, Indianapolis to Evansville project. This Tier 2 purpose and need applies the Tier 1 purpose and need goals to needs within the Section 6 project area.

For Purpose and Need analysis, the Section 6 Study Area includes Hendricks, Morgan, Johnson, and Marion counties. The Study Area is centered on SR 37, which is the corridor selected in Tier 1 for Section 6 of I-69. Along SR 37 there is dense development through Martinsville. From the north side of Martinsville, SR 37 enters a region characterized mainly by the natural rural environment of Morgan and Johnson counties. There is some residential and commercial development south of Marion County in Johnson County. In Marion County, there generally is high density development continuing until SR 37 intersects I-465.

This Draft Purpose and Need Statement describes the goals of Section 6, explains how these goals were determined, and introduces the performance measures that will be used to evaluate alternatives. This draft Purpose and Need Statement contains the following six sections. The first five parallel the five sections of Chapter 2—Purpose and Need in the Tier 1 Final Environmental Impact Statement (FEIS). The sixth section describes how this purpose and need, along with other considerations, supports the consideration of Section 6 alternatives which may be outside of the corridor selected in Tier 1.

- **Section 2.1—Statement of Purpose and Need** contains the Statement of Purpose and Need for Section 6 of the Tier 2 EIS.
- **Section 2.2—Transportation Plans and Policies** describes federal, state, and local policies used to determine the Purpose and Need for Section 6. State and federal policies are described in less detail than in the Tier 1 FEIS, to which the reader is referred for further information. Local plans and policies that pertain to Section 6 are summarized, and are described in detail in the Purpose and Need Appendix.
- **Section 2.3—Needs Assessment** describes the local needs that have been identified during the scoping process for Section 6.
- **Section 2.4—Public and Agency Input** summarizes how public and agency input is used to determine the Purpose and Need.



- ***Section 2.5—Project Goals and Performance Measures*** identifies the local goals, describes how they support the overall project goals identified in Tier 1, and presents the performance measures that will be used to evaluate the relative ability of alternatives to achieve these goals.
- ***Section 2.6—Consideration of Alternatives Outside of Tier 1 Corridor*** describes how this statement of purpose and need, along with other factors, supports consideration of Section 6 alternatives outside of the corridor selected in Tier 1.

This draft document is provided for public and agency input. The Purpose and Need included in the Section 6 DEIS will take into account, as appropriate, that input.

I-69 Section 6 Conceptual Alternatives Evaluation¹



Alternative:	West Alternatives					Central Alternatives					East Alternatives				
	Martinsville to I-465 via I-70					Martinsville to I-465 near Mann Road			Martinsville to I-465 via SR 37		Martinsville to I-465 via I-65				
	P	A1	A2	B	D	K1	K3	K4	C	N	F1	F2	G1	G2	
Purpose and Need Performance Measures															
Regional Traffic Safety															
Reduction in Expected Annual Crashes in the Study Area	280					278			344		280				
Reduction in Peak Hour Travel Time															
<u>Travel Time Savings Beginning and End:</u>	<u>Current Travel Time:</u>		<u>Reduction in Travel Time (See Note for Explanation)²:</u>												
SR 39 to Downtown Indianapolis	51 minutes		10 minutes					12 minutes		11 minutes		7 minutes			
SR 39 to Indianapolis International Airport	40 minutes		14 minutes					8 minutes		6 minutes		4 minutes			
SR 39 to I-69 Northeast	71 minutes		9 minutes					12 minutes		13 minutes		9 minutes			
Regional Traffic Congestion Reduction															
Reduction in Daily Vehicle-Miles Traveled (VMT) under Level of Service (LOS) E or F	No Improvement					Congestion Reduction			Congestion Reduction		No Improvement				
Regional Truck Travel															
Daily Hours of Truck Travel Saved	570 hours					6,659 hours			6,319 hours		213 hours				
I-69 Indianapolis to Evansville Tier 1 EIS															
Relationship to Tier 1 Environmental Impact Statement (EIS)	Similar Alternative Eliminated ³	Not Studied					Similar Alternatives Eliminated ⁴			Preferred Alternative ⁵	Not Studied ⁶	Not Studied ⁷			
Comparative Cost															
Comparative Cost Rating (\$ = lowest cost; \$\$\$\$ = highest cost)	\$	\$\$	\$\$	\$\$	\$\$	\$\$\$\$	\$\$\$\$	\$\$\$\$	\$\$\$\$	\$\$\$\$	\$	\$	\$\$	\$\$	
National Highway System Expansion															
Added Highway Lane-Miles ⁸	31 lane-miles	33 lane-miles	41 lane-miles	45 lane-miles	49 lane-miles	31 lane-miles	54 lane-miles	73 lane-miles	8 lane-miles	27 lane-miles	71 lane-miles	72 lane-miles	57 lane-miles	55 lane-miles	
Length of Alternative (Martinsville to I-465)															
New Terrain Freeway	8 miles	8 miles	10 miles	11 miles	12 miles	7 miles	14 miles	18 miles	1 miles	6 miles	18 miles	18 miles	14 miles	14 miles	
Existing State Road Improved to Freeway Standards	12 miles	13 miles	10 miles	11 miles	9 miles	20 miles	13 miles	7 miles	26 miles	22 miles	10 miles	10 miles	14 miles	14 miles	
Utilize Existing Interstate	10 miles	10 miles	10 miles	10 miles	10 miles	0 miles	0 miles	0 miles	0 miles	0 miles	13 miles	11 miles	14 miles	13 miles	
Total	30 miles	31 miles	30 miles	32 miles	31 miles	27 miles	27 miles	25 miles	27 miles	28 miles	41 miles	39 miles	42 miles	41 miles	
Impacts to Natural Resources															
National Wetland Inventory (NWI)															
Open Waters (acres)															
Open Waters (excluding quarry pits and fish hatchery ponds)	20 acres	13 acres	17 acres	13 acres	14 acres	9 acres	11 acres	13 acres	6 acres	11 acres	7 acres	7 acres	15 acres	12 acres	
Quarry Pits and Fish Hatchery Ponds ⁹	0 acres	1 acres	1 acres	1 acres	1 acres	5 acres	4 acres	< 1 acre	31 acres	33 acres	1 acres	1 acres	1 acres	1 acres	
Wetlands (acres)	46 acres	30 acres	30 acres	16 acres	21 acres	23 acres	5 acres	10 acres	5 acres	28 acres	4 acres	4 acres	4 acres	4 acres	
Total Wetlands and Open Waters (acres)	66 acres	44 acres	48 acres	30 acres	36 acres	37 acres	20 acres	23 acres	42 acres	72 acres	12 acres	12 acres	20 acres	17 acres	
Water Resources															
Stream and River Crossings (number of crossings)	156	174	175	176	174	212	221	201	198	217	179	174	203	212	
Stream and River Impacts (linear feet)	116,749 ft	134,136 ft	137,872 ft	129,485 ft	127,332 ft	155,190 ft	145,556 ft	136,322 ft	155,090 ft	156,471 ft	124,468 ft	119,766 ft	137,923 ft	142,974 ft	
Wellhead Protection Area (acres)	8 acres	11 acres	11 acres	0 acres	38 acres	442 acres	282 acres	207 acres	464 acres	505 acres	0 acres	0 acres	0 acres	0 acres	
Floodway (acres)	270 acres	156 acres	156 acres	218 acres	167 acres	152 acres	86 acres	165 acres	65 acres	150 acres	120 acres	80 acres	64 acres	77 acres	
100 Year Floodplain (acres) Excludes Floodway	112 acres	145 acres	166 acres	151 acres	169 acres	260 acres	207 acres	213 acres	341 acres	318 acres	123 acres	101 acres	108 acres	113 acres	
Vegetation/Landcover															
Agricultural (acres)	504 acres	630 acres	747 acres	785 acres	826 acres	641 acres	764 acres	735 acres	317 acres	526 acres	1,018 acres	941 acres	946 acres	983 acres	
Forested (acres)	214 acres	216 acres	286 acres	187 acres	161 acres	169 acres	204 acres	234 acres	106 acres	143 acres	171 acres	195 acres	158 acres	164 acres	
Threatened and Endangered Species															
Recorded Threatened and Endangered Species (number of sites) ¹⁰	3	9	9	3	5	14	7	2	10	10	5	5	8	8	

I-69 Section 6 Conceptual Alternatives Evaluation¹



Alternative:	West Alternatives					Central Alternatives					East Alternatives			
	Martinsville to I-465 via I-70					Martinsville to I-465 near Mann Road			Martinsville to I-465 via SR 37		Martinsville to I-465 via I-65			
	P	A1	A2	B	D	K1	K3	K4	C	N	F1	F2	G1	G2
Impacts to Community Resources														
Recreational Facilities & DNR Managed Lands														
● Likely to be impacted, ○ Impacts may be minimized or avoided if alternative is refined														
Facility Name:														
Amos Butler Heron Sanctuary ¹¹	●					●								
Bradford Woods	●													
Cikana Fish Hatchery		○	○	○	○	○	○	○	○	○	○	○	○	○
Martinsville Golf Course ¹²		○	○	○	○	○	○	○	○	○	○	○	○	○
Meyer Nature Preserve	○	○	○											
Sycamore Creek Fishing Area	○													
Three Rivers Fishing Area	●													
Whispering Meadows Horse Ranch ¹²		○	○	○	○	○	○	○	○	○	○	○	○	○
Total Recreational Facilities & DNR Managed Lands (number)	4	4	4	3	3	4	3	3	3	3	3	3	3	3
Total Recreational Facilities & DNR Managed Lands (acres)	48 acres	10 acres	10 acres	6 acres	6 acres	22 acres	6 acres	2 acres	6 acres	6 acres	6 acres	6 acres	6 acres	6 acres
Total Trails (feet)	0 ft	0 ft	0 ft	0 ft	0 ft	0 ft	0 ft	0 ft	745 ft ¹³	745 ft ¹³	0 ft	0 ft	0 ft	0 ft
Historic Resources - Potential Section 4(f) Resources														
No properties or historic districts listed on National Register of Historic Places were found.														
Facilities¹⁴														
School properties (acres) ¹⁵	0 acres	10 acres	10 acres	10 acres	10 acres	10 acres	10 acres	10 acres	10 acres	0 acres	10 acres	10 acres	10 acres	10 acres
Religious Facilities (number)	0	2	2	3	2	4	4	4	3	2	3	3	3	3
Religious Facility Properties (acres)	2 acres	7 acres	7 acres	6 acres	4 acres	11 acres	7 acres	8 acres	11 acres	9 acres	9 acres	9 acres	9 acres	9 acres
Cemeteries (number)	0	0	0	0	1	0	0	0	0	0	1	1	0	0
Environmental Justice														
Census Tracts with Low Income Status/Total Traversed Census Tracts	2/6	2/6	2/6	2/7	2/7	2/12	2/11	2/9	2/9	1/8	2/9	2/8	2/7	2/8
Census Blocks with Minority Status/Total Traversed Census Blocks	5/12	5/14	5/14	5/13	5/11	5/22	4/20	4/17	4/16	4/16	4/15	3/12	4/13	4/15
Property Acquisition														
Number of Parcels Impacted														
Residential Zoning	208	262	242	171	203	372	414	332	324	329	135	163	216	203
Commercial Zoning	45	129	97	90	99	133	111	93	188	126	79	84	92	95
Industrial Zoning	2	0	0	0	0	0	0	0	36	34	0	0	0	0
Agricultural Zoning	152 ¹⁶	158	158	168	151	258	267	212	169	188 ¹⁶	230	222	191	217
Total	407	549	497	429	453	763	792	637	717	677	444	469	499	515
Acres of Property Impacted														
Residential Zoning	125 acres	164 acres	188 acres	151 acres	131 acres	275 acres	323 acres	293 acres	237 acres	236 acres	134 acres	178 acres	186 acres	204 acres
Commercial Zoning	47 acres	99 acres	94 acres	50 acres	81 acres	76 acres	70 acres	44 acres	143 acres	122 acres	35 acres	37 acres	52 acres	57 acres
Industrial Zoning	21 acres	0 acres	0 acres	0 acres	0 acres	0 acres	0 acres	0 acres	154 acres	154 acres	0 acres	0 acres	0 acres	0 acres
Agricultural Zoning	611 acres	737 acres	873 acres	907 acres	900 acres	866 acres	875 acres	821 acres	434 acres	675 acres	1,156 acres	1,055 acres	1,065 acres	1,086 acres
Total	804 acres	1,000 acres	1,155 acres	1,108 acres	1,112 acres	1,217 acres	1,268 acres	1,158 acres	968 acres	1,187 acres	1,325 acres	1,270 acres	1,303 acres	1,347 acres

Notes

1. Impacts identified based on a 400 ft footprint for all alternatives. Impact assessments will be refined and minimized during future study phases.

2. Travel Times based on shortest path chosen by typical driver, not necessarily using I-69. For example, for the East Alternatives, the travel time savings to the Indianapolis International Airport are due to reduced traffic on SR 67.

3. Alternative 5A was eliminated due to impacts to the Hoosier National Forest and Blue Springs Cavern, outside the Section 6 study area. A later hybrid alternative (4/5a) was eliminated due to impacts to Bradford Woods. Values for resources reflect current conditions, and may differ from Tier 1 values.

4. Alternatives using the Mann Road corridor were studied in Tier 1 EIS and not preferred due to potential impacts to wetlands, existing freeway interchange operation, Southwestway Park, and Indianapolis International Airport access, as well as potential conflicts with the Marion County Comprehensive Plan. Values for resources reflect current conditions, and may differ from Tier 1 values.

5. Tier 1 Preferred Alternative.

6. Similar to Tier 1 Preferred Alternative.

7. Alternatives that connect to I-65 were not studied in Tier 1 EIS.

8. Includes new freeway and removal of existing lane-miles of state roads.

9. Approximately 1 acre of impact to Cikana Fish Hatchery ponds. The remaining is an impact to quarry pits.

10. Recorded threatened and endangered species locations are confidential and cannot be disclosed.

11. Managed lands facility location is confidential and cannot be disclosed.

12. Recreational facilities that are not publicly owned.

13. Little Buck Trail is a planned trail near Southport Road and SR 37.

14. Impacts to school properties and religious facilities may be avoided or minimized if alternatives are refined.

15. For alternatives that impact 10 acres of Martinsville High School property there are no school buildings impacted.

16. Due to incomplete county parcel data, the agricultural count of parcels near SR 37/SR 39 interchange in Martinsville is estimated. However, the acreage is valid.