INDIANA DEPARTMENT OF TRANSPORTATION

PUBLIC HEARING

I-69 Evansville to Indianapolis, Indiana

Tier 2 Draft Environmental Impact Statement (DEIS)

Section 3: Washington to Crane NSWC

(US 50 east of Washington to US 231 northwest of Crane NSWC)

March 26, 2009

5:00 PM – 9:00 PM

North Daviess Elementary School, 5498 East Route 58, Elnora, Indiana

PUBLIC HEARING INFORMATION

The purposes of this public hearing are to present the Draft Environmental Impact Statement for the above-referenced project and to obtain public input. Your comments are encouraged and should be submitted in any of the following ways:

- Complete the comment sheet provided.
- Mail comments (using the comment sheet provided or any format of your choice) to:

  Mr. David Pluckebaum
  Section 3 Project Manager
  P.O. Box 8464
  Evansville, IN 47716

- Provide comments through the project website at www.i69indyevn.org.
- Have your statements recorded by the court recorder this evening at the hearing.

The comment period will remain open through June 8, 2009. All comments received during that time will be given the same consideration as those received tonight.

PROJECT DESCRIPTION

This Tier 2 Draft Environmental Impact Statement (DEIS) has been prepared by the Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) for Section 3 of the proposed I-69 Evansville to Indianapolis project. The DEIS recommends a preferred alternative. Upon completion of the Tier 2 study, the Tier 2 Record of Decision (ROD) will be issued specifying the final Tier 2 alignment for this section.

The approximately 26-mile-long, 2,000-foot-wide to one mile wide Section 3 corridor approved in Tier 1 was divided into five subsections for the development and evaluation of alternatives (see Alternatives Considered). These alternatives were evaluated and a single preferred alternative (Alternative 1) was ultimately recommended. Design features proposed for Section 3 are shown in the box below.

- **Approximately 320-foot-wide right-of-way (will vary depending on alignment and terrain).**
- **4-lane roadway—two 12-foot-wide lanes in each direction.**
- **A depressed median with paved inside shoulders.**
- **11-foot-wide outside shoulders (10 feet paved).**
- **Two interchanges - at SR 58 and at US 231.**
- **16 to 19 overpasses and underpasses to maintain the connectivity of the county road system.**
- **Relocation of CR 250E and CR 710S to maintain local access.**
- **Wildlife corridors at the crossings of First Creek and Doans Creek.**

ALTERNATIVES CONSIDERED

Preliminary Screening

After reviewing preliminary input from both the general public and the Citizens' Advisory Committee (CAC), and after reviewing environmental review agency comments, preliminary alternatives were selected for presentation at a public information meeting on January 25, 2005. Design refinements followed, which focused on minimizing environmental impacts and resulted in the consideration of four build alternatives. The resulting alternatives were presented and discussed at a public information meeting on July 27, 2005. These alternatives were divided into five subsections for detailed study and evaluation and are described below.

MAINLINE ALTERNATIVE SUBSECTIONS

- Subsection A – The southernmost subsection begins approximately 1,000 feet north of existing US 50, which is the northern terminus of the Section 2 project, and proceeds in a northerly direction to Daviess County Road 200 North.

- Subsection B - continues north to an east-west line approximately 2,200 feet north of Daviess County Road 800 North. North of Daviess County Road 200 North the project corridor widens from 2,000 feet wide to a maximum width of 6,400 feet before narrowing back to 2,000 feet near Daviess County Road 750 North.

- Subsection C - continues north to an east-west line approximately 1,000 feet north of Daviess County Road 1500 North.

- Subsection D - continues in a northeasterly direction to a north-south line approximately 3,700 feet east of Daviess County Road 900 East. A 6,200 foot long portion of Subsection D near First Creek is only 1,200 feet wide.

- Subsection E - continues east to US 231 in Greene County which is the southern terminus of the Section 4 project.

PREFERRED ALTERNATIVE ALIGNMENT

The identification of the preferred alternative followed a period of public and resource agency comments on alternatives, a detailed analysis of their ability to meet Purpose and Need, their potential impacts on the natural and human environment, and their costs. Each of these are detailed in the DEIS.

Rationale for Selection of Preferred Alternative

The final four build alternative alignments consisted of alternatives within the five sequential subsections of the Section 3 corridor. The preferred alternative is shown on the large exhibit boards on display at this hearing, and in the DEIS document.

The rationale for the preference for a particular alternative within each subsection is summarized on the following page.

Chapter 6 of the Section 3 DEIS, Comparison of Alternatives, describes in detail the rationale for the selection of the preferred alternative alignment

Table 1: Impact Summary, Section 3 Preferred Alternatives	
Subsection A – Preferred is Alternative 3A -3	**Subsection B – Preferred is Alternative 3B-2 MOD**
Construction cost $7 million less. No diagonal splits of farmland. It has a straight alignment instead of a curve. It has a shorter bridge for CR 100N overpass. It requires less fill at CSX Railroad overpass. It requires 2 acres less of right-of-way.	It has the least impacts on the Daviess County Road 500/550 neighborhood. It does not split the neighborhood and it does not isolate the neighborhood from the larger Old Order Amish community located east of the corridor. It has less impact on streams and forests. Construction cost $29 million less than Alt. 3B-3 and $8 million less than Alt. 3B-4. It is shorter.
Subsection C – Preferred is Alternative 3C-3	**Subsection D – Preferred is Alternative 3D-3**
It impacts no wetlands. Oil wells, hazardous material sites, commercial employers, and sensitive environmental areas are avoided. It reduces farm impacts by reducing the number of field splits and eliminating diagonal farm field splits.	It requires fewer residential displacements. It impacts fewer wetland areas. It has fewer impacts on farmland. It has fewer impacts on floodplains. It impacts 10 acres less right-of-way
Subsection E – Preferred is Alternative 3E-1	
It has reduced impacts to Doans Creek. It reduces impacts to large forested areas. It reduces impacts to floodplains.	

INTERCHANGE OPTIONS

Three interchange options are being considered at US 231. The three alternative design options for the US 231 interchange that are being considered are a full diamond interchange (Option 1), a single point interchange (Option 2), and a tight diamond interchange (Option 3). The estimated project cost of a full diamond interchange is $4 million more than a single point interchange and $3 million more than a tight diamond interchange. The right-of-way footprint and impacts for a single point or a tight diamond interchange would be the same. A full diamond interchange provides flexibility to add directional (loop) ramps in the future without extensive reconstruction of the interchange. Such ramps would provide a higher-volume "cloverleaf" design, and would be needed should traffic levels increase significantly in the future.

A full diamond interchange would require 70 more total acres than the other two interchange options. A full diamond interchange would also impact 4.1 more acres of wetlands, have greater impacts on streams, impacts 17 more acres of forests, and would require an additional residential and an additional commercial relocation (a gas station) than the other two interchange options. Note that all impact quantifications presented in the DEIS include the impacts associated with the full diamond interchange which would have the largest footprint. A preferred US 231 interchange will be designated in the FEIS.

LOCAL ACCESS OPTIONS

Various access options are being considered at CR 350N, CR 750N, CR 800N, CR 900N, and CR 1400N.

At CR 350N the options include having an overpass at CR 350N (Option 1), not having an overpass or frontage road at CR 350N (Option 2), or not having an overpass at CR 350N, but providing a frontage road that would connect CR 350N with the overpass at CR 350E (Option 3).

In the area between CR 750N to CR 900N the options include having three overpasses at CR 750N, CR 800N and CR 900N (Option 1); having two overpasses at CR 750N and CR 800N but not at CR 900N (Option 2); and having two overpasses at CR 800N and CR 900N but not at CR 750N, with a frontage road between CR 750N and CR 450E which would have an overpass at I-69 (Option 3).

At CR 1400N the options include having an overpass at CR 1400N (Option 1) or not having an overpass at CR 1400N (Option 2). For both options, grade separations would be provided at CR 1500N and at SR 58, which are one mile to the north and one mile to the south of CR 1400N.

Note that all impact quantifications presented in the DEIS include the impacts associated with all of the potential overpasses included. Local access locations will be determined within the FEIS and will be based on public involvement, resource and local agency comments, and cost.

Table 2: Impact Summary, Section 3 Summary of Key Impacts

Impact Category	Preferred Alternative
Length (in miles)	25.7
Estimated Total Cost Range (Year 2010 dollars, in millions)	$322-$399
Relocations and Land Use Impacts	
Approximate Right-of-Way to be Acquired (in acres)	1,742
Residential Relocations	18
Commercial Relocations[1]	1-2
Church Relocations	0
Billboard Relocations	2
Farmland Required (in acres)	1,488
Local Roads System	
Public Road Crossings of I-69 (overpasses or underpasses)	16 to 19
Public Road Closures	9
Natural Resources	
Floodplain Impacts (in acres)	22.4
Open Water Impacts - Ponds and Lakes (in acres)	4.4
Length of Streams within Construction Limits, in linear feet Perennial Streams Intermittent Streams Ephemeral Streams TOTAL, all stream types	 6,915 12,388 16,572 35,875
Wetlands Impacts (in acres), including Forested Wetlands	10.4

Upland Forest Taken (in acres)	86.2
Core Forest Reduction (in acres)	16.2
Other	
Historic Properties Adversely Affected	1
Hazardous Materials (Potential Sites)	4
[1] *There will be one commercial relocation if a single point or a tight diamond interchange is constructed at US 231 and there will be two commercial relocations if a full diamond interchange is constructed.*	

SUMMARY OF KEY IMPACTS

The key impacts for the Preferred Alternative are listed in Table 6-9 in Chapter 6 of the DEIS and summarized in Table 2. Chapter 6 also provides tables that present, in detail, the potential impacts associated with the Preferred Alternative in comparison with the other build alternatives.

The Preferred Alternative presented in the DEIS includes the provision of local access roads at properties that would otherwise be landlocked by the new highway. Both the costs and impacts of all such local access roads are included in the DEIS cost and impact totals. During final design, a cost-effectiveness evaluation of each of the local access roads will be conducted, and it is possible that some ultimately will not be constructed, but rather the landlocked parcel will be purchased if the cost of the access road would exceed the value of the property to be served. Final decisions on each of the local access roads will not be made until the final design process.

Where the Preferred Alternative crosses CR 800N, it will pass 800 hundred feet from the McCall Family Farmstead. This Historic Farmstead is eligible to be listed on the National Register of Historic Places. The Preferred Alternative for I-69 will not physically impact this historic property in any way, but will create a visual impact from the property that is considered to be an adverse effect.

COST ANALYSIS

Detailed preliminary project cost estimates were prepared for the four Build Alternatives. The following table provides the cost estimate ranges for each of the Build Alternatives. Chapter 6.2.2, Comparison of Costs, provides more detailed information in each of the five subsections. All costs in the table below include costs for a rest area and for a full diamond interchange at US 231.

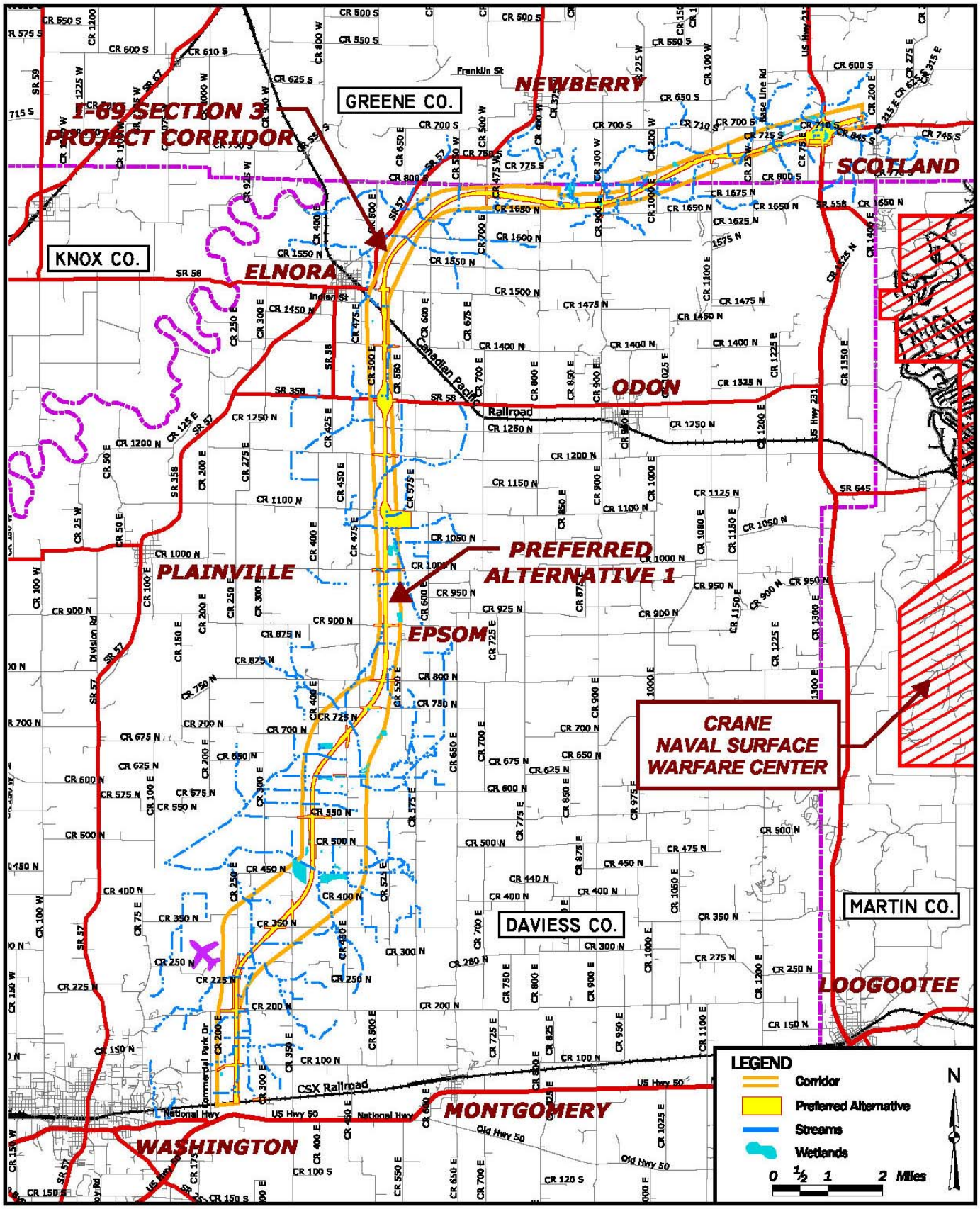
A range of design criteria are being considered for Section 3. The principal variable is the highway median width, which may be from 60 to 84 feet. The cost ranges shown in the table below reflect application of this range of design criteria.

Table 3: Impact Summary, Section 3 Cost Analysis

Cost Estimates (in millions of Year 2010 Dollars)
Totals do not include mitigation costs

	Alternative 1 (Preferred)	Alternative 2	Alternative 3	Alternative 4
Construction	$260.3 - $330.5	$277.6 - $358.8	$268.5 - $345.6	$267.2 - $336.9
Design/Engineering	$11.3 - $13.5	$11.9 - $14.6	$11.6 - $14.1	$11.5 - $13.8
Administration	$19.0 - $23.6	$20.3 - $25.6	$19.7 - $24.7	$19.6 - $24.1
Right-of-Way	$15.9	$15.9	$16.5	$16.1
Utility Relocation	$7.0	$6.8	$7.0	$7.0
Estimated Total	$313.5 - $390.6	$332.5 - $421.6	$323.2 - $407.8	$321.4 - $397.9

Note: Totals may not add due to rounding.


I-69 SECTION 3
PROJECT CORRIDOR
GREENE CO.
KNOX CO.
NEWBERRY
SCOTLAND
ELNORA
ODON
PLAINVILLE
PREFERRED
ALTERNATIVE 1
EPSOM
CRANE
NAVAL SURFACE
WARFARE CENTER
DAVIESS CO.
MARTIN CO.
LOOGOOTEE
MONTGOMERY
WASHINGTON
Canadian Pacific Railroad
CSX Railroad
LEGEND
Corridor
Preferred Alternative
Streams
Wetlands
0 ½ 1 2 Miles
N