I-69 SECTION 2 REEVALUATION STATEMENT
SEGMENT 1 & 1A

I-69
Evansville, IN to Indianapolis, IN
Designation Number: 0300378
Federal Project No.: IN10 (005)

Tier 2 Final Environmental Impact Statement (FHWA-IN-EIS-10-01-F) approved February 25, 2010

Record of Decision approved April 30, 2010

This reevaluation of the Tier 2 Final Environmental Impact Statement (FEIS) was prepared to reflect design changes on Section 2 of the new terrain I-69 highway in Gibson, Pike, and Daviess Counties, Indiana. Section 2 will extend north from S.R. 64 near Oakland City approximately 29 miles to US 50 near Washington. The revised design for Section 2 within Segments 1 and 1A have added additional right-of-way areas to accommodate tying into Section 1 proposed right-of-way, storm water detention, elimination of a local service road, cul-de-sac construction, tying into existing right-of-way, building removal, adding a local service road, avoid a small remainder parcel, spill containment, mitigation/landlocked land, and adding an access road to perform maintenance on the Patoka River bridge. This reevaluation examined the potential impacts on the natural, human, and cultural environments of the revised design for Section 2. The analysis in this reevaluation supports the conclusion that these design changes will not have impacts sufficient to require the preparation of a Supplemental Environmental Impact Statement (SEIS) or an additional Draft Environmental Impact Statement (DEIS) for Section 2. Therefore, the Tier 2 FEIS and Record of Decision remain valid.

Federal Highway Administration Date
10-06-10

Indiana Department of Transportation Date
4-30-10
1. INTRODUCTION
This reevaluation summary examines the additional environmental impacts associated with minor design changes to Section 2 of the new terrain I-69 project for the construction section between SR 64 near Oakland City in Gibson County to US 50 near Washington in Daviess County, Indiana. The I-69 project is a four lane interstate highway on mostly new terrain that will link Evansville, Indiana with Indianapolis, Indiana. The purpose of this reevaluation summary is to examine minor right-of-way changes required for the final design within design Segment 1 and 1A within Section 2 and determine the impact on the affected environment after the completion of the Tier 2 Final Environmental Impact Statement (FEIS), title sheet dated February 25, 2010 and Record of Decision (ROD) dated April 30, 2010. The Section 2 FEIS was entered into the Federal Register on March 5, 2010.

The I-69 project extends from Interstate 64 in Gibson County to Interstate 465 in Marion County. The project is being developed in six (6) Sections, which are numbered from south (Section 1) to north (Section 6). Section 2 is approximately 29 miles long and extends north from SR 64 just west of Oakland City to US 50 just south of Washington.

This reevaluation summary has been drafted to evaluate the effects of additional right-of-way areas, not discussed in the Tier 2 FEIS, which have been revised from the refined preferred alternative presented in the FEIS and approved in the ROD. The additional permanent and temporary right-of-way areas along the proposed new alignment of I-69 are required to accommodate tying into Section 1 proposed right-of-way, storm water detention, elimination of a local service road (LSR), cul-de-sac construction, existing bridge upgrade, tying into existing right-of-way, building removal, adding a local service road, avoid a small remainder parcel, spill containment, mitigation/landlocked land, and adding an access road to perform maintenance on the Patoka River bridge. No new permanent road closures beyond those discussed in Table 5.3-4 in the Tier 2 FEIS will result from the changes identified in this reevaluation summary. The analysis in this reevaluation supports the conclusion that these design changes will not result in significant environmental impacts that were not evaluated in the EIS nor is there new information or circumstances relevant to environmental concerns bearing on the proposed action or its impacts which will result in significant environmental impacts not discussed in the EIS.

2. PROJECT DESCRIPTION
   2.1 Project Description and Area
This reevaluation summary examines the following locations of Section 2 listed from south to north: I-69, Section 1 and 2 breakpoint; CSX railroad, LSR-1; Gibson County Road 125 S; Gibson County Road 125 S bridge over West Fork Keg Creek; Gibson County Road 950 E; Gibson County Road 50 S; north of Gibson County Road 50 S; Gibson County Road 1050 E; Gibson County Road 000 N; Gibson County Road 50 N; Miller Bridge Road; Gibson County Road 150 N; North of Gibson County Road 150 N; and Pike County Road 300 W.

These areas are being reexamined because additional right-of-way or a change in right-of-way was required during the final design of Section 2. These right-of-way areas were not discussed in the Tier 2 FEIS or ROD. A complete description of why the additional right-of-way is required can be found below in the Description of Project Changes section of this document.

The reevaluation areas of Section 2 discussed in this document are not located within or directly adjacent to any cities or towns. Access points to I-69 throughout Section 2 as identified in the ROD will be built as interchanges with SR 61/56, North Pike County (deferred construction), South Daviess County (deferred construction), and US 50. As disclosed in the FEIS, residential relocations and environmental impacts to stream, wetland, and forest will occur during the construction of Section 2. Land use in the
vicinity of Section 2 includes developed land, residential, wetland habitat, water (ponds), upland habitat, forested areas, and agricultural land. Dominant crops in the vicinity are corn, wheat, and soybeans.

2.2 Approved Environmental Documentation
The environmental review process for the I-69 project (Evansville to Indianapolis) contains two tiers. The Tier 1 environmental studies provided the information needed to select a corridor for I-69 between Evansville and Indianapolis. The Tier 1 DEIS for this project was approved in July 2002. The DEIS described resource impacts for each proposed corridor. The Tier 1 FEIS for this project was approved in December 2003. The FEIS documented additional impacts to the natural, human, and cultural environments not covered in the DEIS. The Record of Decision (ROD) for the Tier 1 studies was approved in March 2004.

The Tier 2 studies are intended to determine a specific alignment within the selected corridor. The Tier 2 studies divided the corridor into six sections and a DEIS and FEIS will be prepared for each section. The Tier 2 studies for Section 1, the southernmost Section, Section 2, and Section 3 have been completed while the remaining 3 sections are still in progress. The Tier 2 DEIS for Section 2 was approved on January 26, 2009. The DEIS described resource impacts on several spatial scales: corridor, Traffic Analysis Zones (TAZ), county, and region. The Tier 2 FEIS for Section 2 was approved February 25, 2010. The FEIS documented additional impacts to the natural, human, and cultural environments from design changes on the preferred alternative that had occurred since the approval of the DEIS.

2.3 Previously Identified Impacts
Section 2 was divided into nine (9) subsections during the Tier 2 environmental survey. Impacts to the natural and human environments were examined for each of the segment alternatives, including the refined preferred alternative of Section 2. The environmental document evaluated the impact of the Section 2 subsections across multiple resource categories, such as right-of-way acres, parcels impacted by right-of-way acquisition, streams, wetlands, forest, farmland, relocations, HAZMAT sites, and historic and archaeological resources. The refined preferred alternative was chosen to minimize impacts to these resources. Mitigation for unavoidable impacts is described in the Tier 2 DEIS and FEIS.

The Section 2 refined preferred alternative as stated in the Tier 2 FEIS will directly impact 1,113 acres of agricultural land. According to Table 5.3-1 in the FEIS, no Section 2 alternative studied, including the refined preferred alternative, had a clear advantage over the others regarding impacts to agricultural land. Agricultural impacts in the form of permanent conversion of farmland to non-farmland use will not be mitigated by the creation of new farmland elsewhere. Minimization of the unavoidable impacts to farmland occurred during the development of alternatives for Section 2.

Within Section 2 for the I-69 project, the Tier 2 DEIS and FEIS document impacts to streams, wetlands, and forests. In Section 2, approximately 227.4 acres of forest (including wetland forest) are located within the refined preferred alternative. In regards to water resource impacts, a total of 28.89 acres (4.91 open water; 6.62 emergent; 0.55 scrub/shrub; 16.13 forested; and 0.68 aquatic bed), and streams totaling 65,181 linear feet are located within the Section 2 refined preferred alternative. These environmental impacts will be mitigated at various mitigation sites located in the vicinity of the Patoka River, Flat Creek, East Fork White River, West Fork White River, and Veale Creek.

The I-69 Section 2 project was also evaluated for impacts to cultural resources. Four (4) above ground properties/districts eligible for or listed on the National Register of Historic Places (NRHP) are located within the Section 2 Area of Potential Effect (APE). On December 15, 2008, FHWA signed a “Section 106 Findings and Determinations: Area of Potential Effect, Eligibility Determinations, Effect Finding”
for above-ground properties. The Patoka Bridges Historic District will be adversely impacted by Section 2.

2.4 Other Reevaluation Documents
Other reevaluation documents will be completed for additional right-of-way changes at other locations of the Section 2 refined preferred alternative and throughout the I-69 project as final design of the highway is completed. Previously approved reevaluation documents include Section 1, I-64 to C.R. 825 S; Section 3, Early Bridge Contracts; Section 3, Segments 8 & 9; Section 3, Segments 10-13; and Section 3, Flood Easements. All previously approved reevaluations can be found on the I-69 project website http://www.i69indyevn.org/.

2.5 Public Involvement
All parcels that are affected by the additional right-of-way areas were previously identified as affected in the FEIS. Through previous coordination with FHWA as required by Part 1, Section IV, Page 32 in the March 2009 INDOT Public Involvement Manual, it was determined that, no additional public involvement activities are required (See Appendix D). Additionally, no significant environmental impacts were identified during this reevaluation. The FHWA on September 29, 2010 concurred that no additional public involvement is required. Therefore, public involvement for this reevaluation is complete.

3. DESCRIPTION OF PROJECT CHANGES
This reevaluation focuses on areas of the final design in Section 2, Segments 1 and 1A. The final design impacts approximately 9.9 acres of permanent right-of-way and 0.97 acre of temporary right-of-way for a total of 10.87 acres of total right-of-way not previously discussed in the FEIS (See Maps in Appendix A for locations). A total of 17.6 acres of mitigation/landlocked land not previously discussed in the FEIS will also be acquired as discussed below. The project changes discussed below are listed from south to north.

The first reevaluation area is located at the Section 1 and Section 2 break point in Segment 1. This right-of-way was revised to tie into the Section 1 proposed final design right-of-way. Approximately 2.74 acres of additional permanent right-of-way is required at this location (See Figure 3 in Appendix A).

The second reevaluation area is located at the CSX railroad on the west side of the mainline highway just north of the Section 1 and Section 2 break point within Segment 1. This right-of-way was added by the Segment 1 designer as it is needed for storm water detention. Approximately 0.65 acre of permanent right-of-way is required at this location (See Figure 3 in Appendix A).

The third reevaluation area is located at LSR-1 just north of the CSX railroad on the west side of the mainline within Segment 1. The right-of-way totaling approximately 1.87 acres associated with LSR-1 has been eliminated. LSR-1 (located parallel to and west of I-69) was intended to maintain access to the Francisco sewer treatment facility via Co. Rd. 125S. This has been eliminated after coordination with parties involved, and is now being handled by providing an easement with a cost-to-cure. This area can be viewed in Figure 3 in Appendix A.

The fourth reevaluation area is located at Gibson County Road 125 S within Segment 1. The right-of-way increased on the east side of the I-69 mainline in order to construct a 50-foot radius cul-de-sac. The right-of-way on the west side is required to construct a 50-foot radius cul-de-sac not included in the FEIS footprint. A total of approximately 0.54 acre of permanent right-of-way is required at this location (See Figure 3 in Appendix A).
The fifth reevaluation area is located at the Gibson County Road 125 S crossing of West Fork Keg Creek (Bridge #163). As a result of I-69, the existing bridge crossing will be rehabilitated to improve the load rating, widened 1 foot on each side, and the approach roadways will be reconstructed. Measured from the center of the bridge, project limits will be no more than 50 feet wide and 200 feet long for a total of 0.23 acre. These limits remain within previously disturbed land currently classified as transportation use (See Appendix A). This bridge is located within the previously approved APE for Section 2. The bridge was not identified as listed or eligible for the NRHP in the Section 2 Historic Property Report. Additionally, the Indiana Historic Bridge Survey completed by Mead & Hunt, Inc in February 2009 was consulted. The Gibson County Road 125 S bridge over West Fork Keg Creek (Bridge #163) is not eligible for the NRHP according to Volume 2, Section 2 Listing of Non-Historic Bridges (Counties G-L) of this report.

The sixth reevaluation area is located at Gibson County Road 950 E within Segment 1. The right-of-way at this location was extended for proper tie-in of County Road 950 E (horizontally and vertically) with the existing roadway surface and drainage ditches due to roadway geometry requirements. A total of approximately 0.27 acre of permanent right-of-way is required at this location (See Figure 4 in Appendix A).

The seventh reevaluation area is located at Gibson County Road 50 S within Segment 1. The right-of-way at this location was increased in order to construct 50-foot radius cul-de-sacs on the east and west sides of the mainline. A total of approximately 0.76 acre of permanent right-of-way is required at this location. Additionally at this location, the right-of-way totaling approximately 1.94 acres associated with LSR-2 will not be acquired. LSR-2 (located parallel to and northwest of I-69) was intended to provide access to a landlocked parcel via County Road 50 S. This has been eliminated because the cost to build the road ($62,650) exceeds the value of the land ($58,400) that the road would serve to un-lock. The seventh reevaluation area can be viewed in Figure 4 in Appendix A.

The eighth reevaluation area is located just north of Gibson County Road 50 S within Segment 1. The additional right-of-way at this location is required for building removal. A total of approximately 0.7 acre of temporary right-of-way is required at this location (See Figure 4 in Appendix A). A portion of the building is located within the limited access right-of-way. The structure to be removed is a recently constructed barn. The barn is located within the previously approved APE for Section 2. The building was not identified as listed or eligible for the NRHP in the Section 2 Historic Property Report.

The ninth reevaluation area is located at Gibson County Road 1050 E within Segment 1. The right-of-way was extended at this location for proper tie-in of County Road 1050 (horizontally and vertically) with the existing roadway surface and drainage ditches due to a transition between a straight piece of road and a curved. A total of approximately 0.21 acre of permanent right-of-way is required at this location for this change. Additionally, approximately 0.15 acre of temporary right-of-way is required at this location for building removal (See Figure 5 in Appendix A). A portion of the building is located within the limited access right-of-way. The structure to be removed is a barn. This property was identified as being relocated in the FEIS. The barn is located within the previously approved APE for Section 2. The building was not identified as listed or eligible for the NRHP in the Section 2 Historic Property Report.

The tenth reevaluation area is located at Gibson County Road 000 N within Segment 1. The right-of-way was lengthened for proper tie-in of County Road 000 N (horizontally and vertically) with the existing roadway surface and drainage ditches due to a transition between a straight piece of road and a curved. A total of approximately 0.07 acre of permanent right-of-way is required at this location (See Figure 5 in Appendix A).
The eleventh reevaluation area is located at Gibson County Road 50 N within Segment 1. The following changes occur at this location and can be referenced in Figure 6 in Appendix A:
A = Right-of-way extended for proper tie-in of County Road 50 N (horizontally and vertically) with the existing roadway surface and drainage ditches due to roadway geometry requirements. Approximately 0.06 acre of permanent right-of-way is required at this location.
B = Increased right-of-way in order to construct a 50-foot radius cul-de-sac. Approximately 0.24 acre of permanent right-of-way is required at this location.
C = Right-of-way revised to provide consistent right-of-way breaks. Approximately 0.19 acre of permanent right-of-way is required at this location.
D = Added LSR-320 to avoid land locking remainder parcel. Approximately 2.7 acres of permanent right-of-way is required at this location.
E = Right-of-way revised to avoid a small unusable remainder parcel. Approximately 0.36 acre of permanent right-of-way is required at this location.
F = Right-of-way revised for building removal. Approximately 0.06 acre of permanent right-of-way is needed at this location. A portion of the building is located within the limited access right-of-way. The structure to be removed is a house. The house was previously identified as a relocation in the FEIS. The house is located within the previously approved APE for Section 2. The building was not identified as listed or eligible for the NRHP in the Section 2 Historic Property Report.

The twelfth reevaluation area is located at Miller Bridge Rd within Segment 1. The right-of-way on the north and south side of the mainline was extended for proper tie-in to roadside ditches and to build 50-foot radius cul-de-sacs. Approximately 0.17 acre of permanent right-of-way is needed on the south side of the mainline and approximately 0.38 acre of permanent right-of-way is needed on the north for a total of 0.55 acre of permanent right-of-way at this location (See Figure 7 in Appendix A).

The thirteenth reevaluation area is located at Gibson County Road 150 N within Segment 1 and 1A. The right-of-way was widened on the west side of the mainline for spill containment. Approximately 0.06 acre of permanent right-of-way is required at this location (See Figure 8 in Appendix A).

The fourteenth reevaluation area is located north of Gibson County Road 150 N and south of the Patoka River within Segment 1A. The right-of-way was added at this location for mitigation purposes and acquisition of landlocked land. Tree planting for visual screening of the Patoka Bridges Historic District is proposed on a portion of this land. The tree plantings will be done as a result of the Section 2 Memorandum of Agreement (MOA) to mitigate for the adverse effect finding on the Patoka Bridges Historic District. Approximately 17.6 acres of permanent right-of-way is located at this location. These parcels of land were all previously affected by the mainline right-of-way (See Figure 8 in Appendix A).

The fifteenth reevaluation area is located approximately 0.3 mile north of the Patoka River on the east side of the mainline. An access road needed to perform maintenance on the Patoka River bridge will be constructed. The access road will be located between the Patoka River bridge and Pike County Road 300 W. Approximately 0.33 acre of permanent right-of-way will be needed at this location (See Figure 9 in Appendix A).

4. ENVIRONMENTAL CONSEQUENCES
The approximately 10.87 acres of final design additional right-of-way and 17.6 acres of mitigation/landlocked land within Segment 1 and 1A of I-69, Section 2 as mentioned above will have minimal environmental consequences and will not result in a significant increase to impacts previously analyzed for Section 2. This revised footprint for Section 2 was reviewed for impacts to the resource categories examined in the existing environmental documentation (i.e. wetlands, streams, farmland, etc.).
Land use in the additional right-of-way areas is predominantly agriculture and existing transportation use. Approximately 1,702 acres of land to be acquired for right-of-way was documented within the Section 2 refined preferred alternative as defined by the FEIS. As a result of the proposed final design additional right-of-way areas, approximately 10.87 acres of land not within the Section 2 refined preferred alternative was reviewed for environmental impacts. The additional right-of-way areas fall into the FEIS categories of agricultural, upland habitat, and developed land. Adjacent land uses to the additional right-of-way areas are residential, forest, transportation, and farmland.

According to the FEIS, agricultural land accounts for 1,113 acres, or 65% of the total direct land use impacts within the Section 2 refined preferred alternative. Approximately 8.16 acres of agricultural land will be impacted as a part of these additional right-of-way areas. This will not result in a significant increase in the impacts previously analyzed in the FEIS. Planning to reduce the farmland impacts as stated in the FEIS focused on practices that assisted in avoiding and/or minimizing the creation of uneconomic remnants, or designing alignments to minimize disruption to existing agricultural practices.

According to the FEIS, developed land accounts for 180.9 acres, or 11% of the total direct land use impacts. Approximately 1.83 acres of land within the additional right-of-way areas are used as residential or existing transportation. This falls under the FEIS category of developed land. This will not result in a significant increase in the impacts analyzed in the FEIS.

According to the FEIS, upland habitat land which consists of non-wetland forest, herbaceous cover, and scrub/shrub areas account for 354 acres, or 21% of the total direct land use impacts. Approximately 0.88 acres of upland habitat is located within the additional right-of-way areas. This will not result in a significant increase in the impacts analyzed in the FEIS.

Located within the mitigation/landlocked land area includes approximately 10.1 acres of agricultural land, 6.05 acres of forested land (which will be preserved), 0.1 acre of wetland (which will be preserved), 1.08 acres of stream channel (which will be preserved), and 0.27 acre of existing transportation use. This will not result in a significant increase in the impacts analyzed in the FEIS. Tree plantings are proposed on a portion of the agricultural land for visual screening to mitigate for the I-69 adverse effect to the Patoka Bridges Historic District.

In regard to above ground historic resources, the additional right-of-way areas are located inside the approved area of potential effect (APE) for Section 2, and given their location within the Tier 1 corridor and in immediate proximity to the previously reviewed right-of-way, there is no change to the APE (See Appendix A for map). According to the Section 2 Historic Property Report, one above ground property within the Section 2 APE (Patoka Bridges Historic District) is listed in the National Register of Historic Places (NRHP). As a result of identification and evaluation efforts for Section 2 of the I-69 project, three individual properties were determined eligible for listing in the NRHP. They are as follows: Thomas C. Singleton Round Barn, Chapman-Allison Farmstead, and State Road 257 Bridge over Veale Creek. Analysis of the location of the additional right-of-way areas compared to the location of the NRHP listed and eligible resources and potential changes in effects on these resources has been completed.

In summary, Table 1 below details the distance from each additional right-of-way area to the specified NRHP listed and eligible properties within Section 2. All of the additional right-of-way areas are located within 4.5 miles of the Patoka Bridges Historic District. The closest final design additional right-of-way area (Gibson C.R. 150 N) is located approximately 0.2 mile from this district. The mitigation/landlocked land are located directly adjacent to the Patoka Bridges Historic District. The I-69 project will have an adverse effect on the Patoka Bridges Historic District as stated in the FEIS. No other eligible or listed NRHP properties are located within 15.0 miles of the additional right-of-way areas. Therefore, based on
the previous adverse effect finding on the Patoka Bridges Historic District, the distance of the additional right-of-way areas from the other eligible NRHP properties, and the minor changes in the proposed alternative, it has been determined that there would be no change to the identified effects on historic properties.

<table>
<thead>
<tr>
<th>Additional R/W Area</th>
<th>Patoka Bridges Historic District</th>
<th>Thomas C. Singleton Round Barn</th>
<th>Chapman-Allison Farmstead</th>
<th>State Road 257 Bridge over Veale Creek</th>
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<tbody>
<tr>
<td>Section 1 and 2 breakpoint</td>
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<td>20.5 miles</td>
<td>22.5 miles</td>
<td>25.1 miles</td>
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<tr>
<td>CSX railroad</td>
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<td>20.5 miles</td>
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<td>Gibson C.R. 125 S Bridge over West Fork Keg Creek</td>
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<td>20.6 miles</td>
<td>22.6 miles</td>
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<td>19.4 miles</td>
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<td>Gibson C.R. 000 N</td>
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<td>Gibson C.R. 50 N</td>
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<td>20.1 miles</td>
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In regard to archaeological resources, a Phase Ia field reconnaissance was conducted by Gray & Pape, Inc. for areas located outside of the original surveyed preferred alternative. In a report dated September 14, 2010 Gray & Pape determined that no archaeological resources identified during their survey are considered eligible for the NRHP and no further archaeological investigations for the above mentioned additional areas are needed. INDOT approved the Phase Ia field reconnaissance report on September 16, 2010. The Phase Ia archaeological report was provided to the Indiana SHPO office on September 20, 2010 for informational purposes (See Appendix B). Based on this survey, it has been determined that there would be no change to the potential effects on archaeological resources from the additional right-of-way areas.

Based on the above information, there is no intention to re-open the Section 106 process due to the following factors: all design changes occur within the previously approved APE; visually, there will essentially be no change with the minor additional right-of-way areas; the determination that no above ground resources listed in or eligible for the NRHP will have any change to its effect finding due to the additional right-of-way areas; and the conclusion that the proposed action of adding approximately 10.87 acres of additional final design right-of-way and 17.6 acres of mitigation/landlocked land within Segment 1 and 1A will have no change to the effect on archaeological resources.

5. CONCLUSIONS

In conclusion, the final design additional right-of-way and mitigation/landlocked land as discussed above for Section 2 of the I-69 project will result in the conversion of predominantly agricultural and previously disturbed areas. There will be no other notable impacts. Therefore, the revised design will not result in significant environmental impacts that were not evaluated in the EIS nor is there new information or circumstances relevant to environmental concerns bearing on the proposed action or its impacts which will result in significant environmental impacts not discussed in the EIS.
Appendix A
Graphics
Figure 1
I-69 Section 2
Segment 1 and 1A
Right-of-Way Changes

Sources: Non Orthophotography
Data: Obtained from the State of Indiana Geographical Information Office Library
Orthophotography: Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: I-69 West
Map Datum: NAD83
Segment 1 & 1A Reevaluation Areas

Section 2 NRHP Resource

Section 2 FEIS Refined Preferred ROW

County Line

Section 2 APE

Figure 2
I-69 Section 2
Segment 1 and 1A Right-of-Way Changes

Sources: Non Orthophotography
Data: Obtained from the State of Indiana Geographical Information Office Library
Orthophotography: Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: I-69 West
Map Datum: NAD83
Figure 3
I-69 Section 2
Segment 1 and 1A
Right-of-Way Changes

Sources: Non Orthophotography
Data: Obtained from the State of Indiana Geographical Information Office Library
Orthophotography: Obtained from Indiana Map Framework Data
(www.indianamap.org)
Map Projection: I-69 West
Map Datum: NAD83
Figure 4
I-69 Section 2
Segment 1 and 1A
Right-of-Way Changes

Reevaluation Areas
- Section 2 FEIS Refined Preferred ROW
- Section 2 Final Design ROW

Sources:
- Non Orthophotography Data: Obtained from the State of Indiana Geographical Information Office Library
- Orthophotography: Obtained from Indiana Map Framework Data (www.indianamap.org)
- Map Projection: I-69 West
- Map Datum: NAD83

1 inch = 400 feet
Figure 5
I-69 Section 2
Segment 1 and 1A
Right-of-Way Changes

Reevaluation Areas
- Section 2 FEIS Refined Preferred ROW
- Section 2 Final Design ROW

Sources: Non Orthophotography
Data: Obtained from the State of Indiana Geographical Information Office Library
Orthophotography: Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: I-69 West
Map Datum: NAD83
Figure 6
I-69 Section 2
Segment 1 and 1A
Right-of-Way Changes

Sources: Non Orthophotography
Data: Obtained from the State of Indiana Geographical Information Office Library
Orthophotography: Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: I-69 West
Map Datum: NAD83

Reevaluation Areas
Section 2 FEIS Refined Preferred ROW
Section 2 Final Design ROW

1 inch = 300 feet
Figure 7
I-69 Section 2
Segment 1 and 1A
Right-of-Way Changes

Sources: Non Orthophotography
Data: Obtained from the State of Indiana Geographical Information Office Library
Orthophotography: Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: I-69 West
Map Datum: NAD83
Sources: Non Orthophotography
Data: Obtained from the State of Indiana Geographical Information Office Library
Orthophotography: Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: I-69 West
Map Datum: NAD83

Figure 8
I-69 Section 2
Segment 1 and 1A
Right-of-Way Changes

1 inch = 300 feet
Figure 9
I-69 Section 2
Segment 1 and 1A
Right-of-Way Changes

Sources: Non Orthophotography
Data: Obtained from the State of Indiana Geographical Information Office Library
Orthophotography: Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: I-69 West
Map Datum: NAD83
I-69, Section 2 Segment 1 & 1A General Photographs

Photo 1: Standing on north side of CR 125 S looking west at reevaluation area

Photo 2: Standing on CR 125 S looking east at bridge over West Fork Keg Creek

Photo 3: Standing on north side of CR 125 S looking southwest at bridge over West Fork Keg Creek

Photo 4: Standing on CR 950 E looking south at reevaluation area

Photo 5: Standing on CR 50 S looking west at reevaluation area

Photo 6: Standing north of CR 50 S looking north at barn to be demolished (temporary right-of-way)
Photo 7: Standing on CR 1050 E looking north at reevaluation area

Photo 8: Standing on CR 1050 E looking west at barn to be demolished (temporary right-of-way)

Photo 9: Standing on CR 000 N looking east at reevaluation area

Photo 10: Standing on CR 50 N looking southwest at reevaluation area D.

Photo 11: Standing on west side of Miller Bridge Rd looking north at reevaluation area

Photo 12: Standing west of Pike CR 300 W looking west at reevaluation area
Appendix B

Informational Letter to SHPO
September 20, 2010

James A. Glass, Director
Division of Historic Preservation and Archaeology
402 W. Washington Street, Room W274
Indianapolis, Indiana 46204-2739

RE: Additional information on Section 106 resources for the I-69 Section 2 additional right-of-way reevaluation areas – Design Segment 1 & 1A located in Gibson and Pike Counties, Indiana.

DES #: 0300378   Project #: IN10 (005)
DHPA #: 11776   BLA Project #: 103-0001-1PL

Dear Mr. Glass,

On behalf of the Indiana Department of Transportation, the attached information is being provided for informational purposes only, showing that the adjustment in the original I-69 Section 2 preferred alternative right-of-way described herein does not modify the effect on historic properties. The final design for Section 2 within Segments 1 and 1A have added additional right-of-way areas to accommodate tying into Section 1 proposed right-of-way, storm water detention, elimination of a local service road, cul-de-sac construction, existing bridge upgrades, tying into existing right-of-way, building removal, adding a local service road, avoid a small remainder parcel, spill containment, and adding an access road to perform maintenance on the Patoka River bridge (See Appendix A). These final design areas total approximately 9.9 acres of permanent right-of-way and 0.97 acre of temporary right-of-way for 10.87 acres of total right-of-way. A total of 17.6 acres of mitigation/excess land will also be acquired as discussed below.

More specifically, the following locations of Section 2 additional right-of-way reevaluation areas are listed from south to north:

1) I-69, Section 1 and 2 breakpoint: this right-of-way was revised to tie into the Section 1 proposed final design right-of-way; approximately 2.74 acres of permanent right-of-way is required at this location.

2) CSX railroad on the west side of the mainline highway just north of the Section 1 and Section 2 break point within Segment 1: this right-of-way was added by the Segment 1 designer as it is needed for storm water detention; approximately 0.65 acre of permanent right-of-way is required at this location.

3) LSR-1 just north of the CSX railroad on the west side of the mainline within Segment 1: the right-of-way totaling approximately 1.87 acres associated with LSR-1 has been eliminated based on the Local Service Road Justification Report.
4) Gibson County Road 125 S: the right-of-way increased on the east side of the I-69 mainline in order to construct a 50’ radius cul-de-sac; the right-of-way on the west side is required to construct a 50’ radius cul-de-sac not included in the FEIS footprint; a total of approximately 0.54 acre of permanent right-of-way is required at this location.

5) Gibson County Road 125 S bridge over West Fork Keg Creek: the existing bridge crossing will be rehabilitated to improve the load rating, widened 1 foot on each side, and the approach roadways will be reconstructed; measured from the center of the bridge, project limits will be no more than 50 feet wide and 200 feet long for a total of 0.23 acre; these limits remain within previously disturbed land currently classified as transportation use.

6) Gibson County Road 950 E: the right-of-way at this location was extended for proper tie-in of County Road 950 E (horizontally and vertically) with the existing roadway surface and drainage ditches due to roadway geometry requirements; a total of approximately 0.27 acre of permanent right-of-way is required at this location.

7) Gibson County Road 50 S: the right-of-way at this location was increased in order to construct 50’ radius cul-de-sacs on the east and west sides of the mainline; a total of approximately 0.76 acre of permanent right-of-way is required at this location; additionally at this location, the right-of-way totaling approximately 1.94 acres associated with LSR-2 was eliminated based on the Local Service Road Justification Report.

8) North of Gibson County Road 50 S: the right-of-way at this location is required for building removal; a total of approximately 0.7 acre of temporary right-of-way is required at this location.

9) Gibson County Road 1050 E: the right-of-way was extended at this location for proper tie-in of County Road 1050 (horizontally and vertically) with the existing roadway surface and drainage ditches due to superelevation transition lengths; a total of approximately 0.21 acre of permanent right-of-way is required at this location for these changes; additionally, approximately 0.15 acre of temporary right-of-way is required at this location for building removal.

10) Gibson County Road 000 N: the right-of-way was widened and lengthened for proper tie-in of County Road 000 N (horizontally and vertically) with the existing roadway surface and drainage ditches due to superelevation transition lengths; a total of approximately 0.07 acre of permanent right-of-way is required at this location.

11) Gibson County Road 50 N: (A) right-of-way extended for proper tie-in of County Road 50 N (horizontally and vertically) with the existing roadway surface and drainage ditches due to roadway geometry requirements; approximately 0.06 acre of permanent right-of-way is required at this location; (B) increased right-of-way in order to construct a 50’ radius cul-de-sac; approximately 0.24 acre of permanent right-of-way is required at this location; (C) right-of-way revised to avoid non-traditional right-of-way breaks; approximately 0.19 acre of permanent right-of-way is required at this location; (D) added LSR-320 to avoid land locking remainder parcel; LSR-320 was justified in the Local Service Road Justification Report; approximately 2.7 acres of permanent right-of-way is required at this location; (E) right-of-way revised to avoid small remainder on parcel; approximately 0.36 acre of permanent right-of-way is required at this location; (F) right-
of-way revised for building removal; approximately 0.06 acre of permanent right-of-way is needed at this location.

12) Miller Bridge Road: the right-of-way on the north and south side of the mainline was extended for proper tie-in to roadside ditches and to build 50’ radius cul-de-sacs; approximately 0.17 acre of permanent right-of-way is needed on the south side of the mainline and approximately 0.38 acre of permanent right-of-way is needed on the north for a total of 0.55 acre of permanent right-of-way at this location.

13) Gibson County Road 150 N: the right-of-way was widened on the west side of the mainline for spill containment; approximately 0.06 acre of permanent right-of-way is required at this location.

14) Mitigation Land / Excess Land: the right-of-way was added at this location for mitigation purposes and acquisition of excess land; tree planting for visual screening of the Patoka Bridges Historic District is proposed on a portion of this land; approximately 17.6 acres of permanent right-of-way is located at this location.

15) Pike County Road 300 W, 0.3 mile north of the Patoka River on the east side of the mainline: an access road needed to perform maintenance on the Patoka River bridge will be constructed; the access road will be located between the Patoka River bridge and Pike County Road 300 W; approximately 0.33 acre of permanent right-of-way will be needed at this location.

The Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) have reviewed potential modifications resulting from the additional right-of-way areas and determined no change to the original finding of “adverse effect” identified in the Tier 2 FEIS dated February 25, 2010. Therefore, based on this determination, FHWA does not intend to reopen the Section 106 process on the I-69 Section 2 project for the above mentioned areas for the following reasons: visually, there will essentially be no change with the minor additional right-of-way areas; the determination that no above ground resources listed in or eligible for the National Register of Historic Places (NRHP) will have any change to its effect finding due to the additional right-of-way areas; and the conclusion that the proposed action of adding approximately 10.87 acres of additional final design right-of-way and 17.6 acres of mitigation/excess land within Segment 1 and 1A will have no change to the effect on archaeological resources (see below).

The Section 2 Tier 2 Historic Property Report, dated October 18, 2005 concluded that four above ground resources eligible for or listed in the NRHP are located within the Section 2 APE (See Appendix A). On December 15, 2008 the FHWA in consultation with the Indiana SHPO determined that Section 2 of the I-69 project will have an adverse effect (See Appendix B). The previously defined APE for above ground resources will not be modified and there will be no change to the adverse effect finding as a result of these additional right-of-way areas.

The attached maps identify that the location of the additional right-of-way areas are within the previously documented above ground resource APE for Section 2 of the I-69 project (See Appendix A). The approved APE for Section 2 above ground resources is identified to be generally 1.0 mile beyond the typically 2,000-foot wide study corridor. General exceptions to this APE occur throughout Section 2 as defined in the Historic Property Report.
The attached maps show that both the additional right-of-way areas and the original alignment have similar overall impacts to above ground resources for Section 2. All of the additional right-of-way areas are located within 4.5 miles of the Patoka Bridges Historic District. The closest final design additional right-of-way area (Gibson C.R. 150 N) is located approximately 0.2 mile from this district. The mitigation/excess land is located directly adjacent to the Patoka Bridges Historic District. The I-69 project will have an adverse effect on the Patoka Bridges Historic District as stated in the FEIS. No other eligible or listed NRHP properties are located within 15.0 miles of the additional right-of-way areas (See Appendix C).

In regard to archaeological resources, a Phase Ia field reconnaissance was conducted by Gray & Pape, Inc. for areas located outside of the original surveyed preferred alternative. In a report dated September 14, 2010 Gray & Pape determined that no new archaeological sites were identified during the survey. Sites 12Gi916 and 12Gi1189 were previously recorded within the survey area and another previously recorded site, 12Gi1195, was crossed, but no additional prehistoric materials were observed. Because no archaeological resources identified during their survey are considered eligible for the NRHP, no further archaeological investigations for the above mentioned additional areas are needed (See Archaeological Report). Based on these surveys, it has been determined that there would be no change to the potential effects on archaeological resources from the additional right-of-way areas.

If any human remains are encountered at any point in the project, all work in the area will immediately cease and any burials will be reported to IDNR/DHPA within two business days in accordance with IC 14-21 and 312 IAC 21.

Again, this package is being sent for informational purposes only regarding the status of the project. INDOT and FHWA are proceeding with the approval of the reevaluation document to the original Tier 2 FEIS without modification of the previous Section 106 findings based on this information. If you should have any questions regarding this reevaluation information, please contact me at 812-479-6200 or via email at jdupont@blainc.com.

Sincerely,

Jason A. DuPont, P.E.
Chief of Environmental Services
Bernardin • Lochmueller and Associates, Inc.

Enclosures:  Appendix A – Graphics
             Appendix B – Section 2 Effect Finding
             Appendix C – Table 1: Additional R/W Area Proximity to NRHP Properties
             Archaeology Report
Appendix C
Phase 1a Archaeological Report
Summary
I-69 CORRIDOR TIER 2 STUDIES
Evansville to Indianapolis
Addendum to Phase Ia Archaeological Investigations
Section 2 (SR 64 to US 50)
Reevaluation Group #1, Sections 1 and 1a,
Gibson and Pike Counties, Indiana
Des. No. 0300378

September 14, 2010

By

Christopher J. Baltz

Prepared by

Gray & Pape, Inc.
101 W. Kirkwood, Suite 207
Bloomington, Indiana 47404

Beth McCord
Principal Investigator
September 14, 2010

Gray & Pape Project No. 09-43502
3.0 CONCLUSIONS AND RECOMMENDATIONS

Phase Ia survey of the Section 2 Reevaluation Groups 1 and 1a was conducted in August and September 2010. Ground surface visibility in cultivated fields throughout the APE was 40–90%. The Phase Ia survey employed surface reconnaissance within the cultivated fields and shovel testing in the yards and fallow fields. Item 53 was previously surveyed and sites 12Gi916 and 12Gi1189 were recorded. Another previously documented site, 12Gi1195, was crossed by Item 64. No additional materials were observed from this low density lithic scatter. No other archaeological sites were identified during the survey. It is recommended that the project will have no effect on historic properties.
Public Involvement Memo
I-69, Section 2, Segment 1/1A Reevaluation
September 20, 2010

The purpose of this reevaluation is to examine minor right-of-way changes required for the final design within design Segment 1 and 1A within Section 2. The reevaluation begins at the Section 1 breakpoint and ends at the northern reach of the Patoka River Bridge. The revised design totals approximately 9.9 acres of permanent right-of-way and 0.97 acre of temporary right-of-way for a total of 10.87 acres of total right-of-way (8.16 acres of agricultural land, 1.83 acres of developed land, and 0.88 acres of upland habitat). A total of 17.6 acres of mitigation/excess land will also be acquired as discussed below. As required by Part 1, Section IV, Page 32 in the March 2009 INDOT Public Involvement Manual, this memo has been drafted to determine if further public involvement activities are required.

This reevaluation summary examines the following locations of Section 2 listed from south to north as seen in the attached maps: I-69, Section 1 and 2 breakpoint; CSX railroad, LSR-1; Gibson County Road 125 S; Gibson County Road 125 S bridge over West Fork Keg Creek; Gibson County Road 950 E; Gibson County Road 50 S; north of Gibson County Road 50 S; Gibson County Road 1050 E; Gibson County Road 000 N; Gibson County Road 50 N; Miller Bridge Road; Gibson County Road 150 N; North of Gibson County Road 150 N; and Pike County Road 300 W.

The additional permanent and temporary right-of-way areas along the proposed new alignment of I-69 are required to accommodate: tying into Section 1 proposed right-of-way; storm water detention; elimination of two local service roads as identified in the Local Service Road Justification Report; cul-de-sac construction; tying into existing right-of-way; building removal; adding a local service road; avoid a small remainder parcel; spill containment; and adding an access road to perform maintenance on the Patoka River bridge. No new permanent road closures beyond those discussed in Table 5.3-4 in the Tier 2 FEIS will result from the changes identified in this reevaluation summary. All parcels not currently in transportation use that are affected by the additional right-of-way areas were previously identified as affected in the FEIS. All additional right-of-way areas are located within the previously approved area of potential effect (APE) and no change to the Section 2 findings of effect on historic properties will occur. A Phase 1A Archaeological Investigation was conducted for all of the additional right-of-way areas with the exception of an area near the Section 1 breakpoint due to current access constraints. No resources eligible for the National Register of Historic Places (NRHP) were found during this investigation. Three additional right-of-way areas are required for building removal. Two barns and a house are located partially within the limited access right-of-way. The house was previously identified as being relocated in the FEIS. One of the barns was previously identified as being demolished in the FEIS. The other is a newly constructed barn located partially within the limited access right-of-way that will need to be demolished. None of these structures are listed or eligible for the NRHP. The Gibson County Road 125 S crossing of West Fork Keg Creek (Bridge #163) will be rehabilitated to improve the load rating, widened 1 foot on each side, and the approach roadways will be reconstructed. These limits remain within previously disturbed land currently classified as transportation use. The bridge is not listed or eligible for the NRHP. Located within the mitigation/excess (landlocked) land area includes approximately 10.1 acres of agricultural land, 6.05 acres of forested land (which will be preserved), 0.1 acre of wetland (which will be preserved), 1.08 acres of stream channel (which will be preserved), and 0.27 acre of existing transportation use. Tree plantings are proposed on a portion of the agricultural land for visual screening to mitigate for the I-69 adverse effect to the Patoka Bridges Historic District.

The analysis in this reevaluation supports the conclusion that these design changes will not result in significant environmental impacts that were not evaluated in the EIS nor is there new information or circumstances relevant to environmental concerns bearing on the proposed action or its impacts which will result in significant environmental impacts not discussed in the EIS. Therefore, it is INDOT’s opinion that no additional public involvement is needed for this reevaluation.
Ben, I’ve reviewed this and based on the information provided by INDOT in the attached re-evaluation of the I-69, Section 2, Segment 1/1A, FHWA concurs that no additional public involvement is needed.

Thanks,

Bren J. George-Nwabugwu  
Federal Highway Administration  
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Indianapolis, IN 46204-1563  
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People Respect Integrity, Customer Service, & Excellence