



ADDENDUM

US 50 – North Vernon Corridor Planning and Environmental Study **Jennings and Jackson Counties and the City of North Vernon, Indiana** Des. No. 0401401, 0401402

May 1, 2008

The purpose of this Addendum is to document revisions to the US 50 North Vernon Corridor Planning and Environmental Study Preliminary Alternatives and Screening Report dated February, 2008. The report will not be revised; however, the items contained in this Addendum shall serve as updates to the document. The updates contained in this Addendum are based on public and agency comments received during the report comment period which ended on April 4, 2008. The following updates should be considered part of the US 50 North Vernon Corridor Planning and Environmental Study Preliminary Alternatives and Screening Report.

1. The FHWA transmittal letter dated February 26, 2008 that distributed the US 50 North Vernon Corridor Planning and Environmental Study to the federal resource agencies stated that the Preliminary Alternatives Screening Report has been completed and is enclosed for review and comment. The report cover for this document dated February, 2008 was titled "Final Report." Wherever the title of "Final Report" appears in the document (including cover page) it should be "Preliminary Alternatives Screening Report." The Preliminary Alternatives Screening Report documents the results of the analysis, evaluation and screening of the Preliminary Alternatives considered for the study and presents the findings and recommendations for this phase and subsequent phases of project development. Subsequent phases of the project will build on the recommendations of this Preliminary Report.
2. Preliminary Alternative D has been eliminated from further consideration. This alternative was eliminated from further consideration due to impacts to the natural environment, cost, and public and resource agency comments. Preliminary Alternative D had the highest total right-of-way (718 acres), the highest farmland impacts (451 acres), the highest forest impacts (216 acres), the highest wetland impacts (9.9 acres), the highest number of streams crossed (21), and the highest floodplain impacts (14 acres). It was also the most expensive alternative at \$212.1 million dollars. Resource agency comments were generally in favor of eliminating Preliminary Alternative D because of its impacts to the natural environment. Public comments also favored eliminating Preliminary Alternative D because of farmland impacts and fragmentation.
3. An additional Western Alternative similar to Alternative W has been added to the range of Western Section Preliminary Alternatives for further study in the EIS. It includes improvements to existing US 50 in combination with the Transportation Management System (TSM) Alternative. This alternative was added to the other preliminary alternatives (Preliminary Alternatives W1, W2 and W3) as alternatives recommended to be carried forward for additional NEPA analysis due to financial concerns and impacts to the natural environment related to the project.
4. In discussions regarding Preliminary Alternative W2 and wetland and forest impacts, on pages 6-21 and 6-53 of the report, the reference to reducing these impacts at the US 50 crossing of Sixmile Creek should be the US 50 crossing of Storm Creek.
5. On page 6-51 of the report in the Conclusion discussion regarding Preliminary Alternative E, the fifth sentence, "It was the lowest of this grouping and only higher than Preliminary Alternative C in truck traffic diversion" should be removed. The sixth sentence, "This is largely due to the industrial areas being located north of North Vernon" should be moved so that it follows the second sentence. The beginning of the paragraph should now read:

"A comparative analysis of impacts of other Eastern Section Preliminary Alternatives as summarized in Table 6.2 was completed. While this alternative is a good traffic performer related to total traffic and truck traffic diversion and has relatively low impacts to the natural



environment, it has high impacts to the human environment, potential Section 4(f) impacts and traffic-related concerns related to significant adverse impact on other roadways drawing additional traffic down SR 3 and SR 7 from the north side of North Vernon to existing US 50 and southward to the alternative. This is largely due to the industrial areas being located north of North Vernon. Regarding traffic performance, this alternative will require further improvements to the signalized intersection of SR 3/SR 7 to improve the LOS of the intersection. When compared to the other North Vernon bypass preliminary alternatives, this alternative was grouped with the highest performers related to diversion of total traffic and was grouped with the highest performers related to diversion of truck traffic from existing US 50. This alternative was also grouped with the middle range of alternatives related to average daily traffic volumes.....”