



APPENDIX C

Resource Agency Comments

Appendix C Table of Contents

FHWA, RECOORDINATION LETTERS, FEBRUARY 2, 2015.....	1
IDNR-DHPA, MARCH 12, 2015.....	61
IDNR-DFW, MARCH 17, 2015.....	63
USFWS, MARCH 19, 2015.....	66
IDNR-DHPA, MAY 15, 2015.....	67
IDNR-DHPA, MAY 26, 2015.....	70
USFWS, MAY 28, 2015.....	72
USEPA, JUNE 1, 2015.....	77
IDNR-DFW JUNE 1, 2015.....	81
IDNR-DHPA, JULY 30, 2015.....	88
USEPA, MAY 12, 2016.....	90
IDNR-DFW, May, 17, 2016.....	92
INDOT AVIATION JULY 11, 2016.....	94
IDEM, NOVEMBER 29, 2016.....	95
USFWS, NOVEMBER 29, 2016.....	100
IDNR-DFW, NOVEMBER 30, 2016.....	104
USACE, NOVEMBER 30, 2016.....	107
USEPA, NOVEMBER 30, 2016.....	109



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204
February 2, 2015 (317) 226-7475

In Reply Refer To:
HDA-IN

Mr. Kenneth Westlake
Chief of NEPA Implementation Section
US Environmental Protection Agency, Region 5
77 West Jackson Boulevard
Mail Code: E-19J
Chicago, IL 60604-3590

Dear Mr. Kenneth Westlake,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from

SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1 ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,



Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204
February 2, 2015 (317) 226-7475

In Reply Refer To:
HDA-IN

Ms. Virginia Laszewski
NEPA Implementation Section
US Environmental Protection Agency, Region 5
77 West Jackson Boulevard
Mail Code: E-19J
Chicago, IL 60604-3590

Dear Ms. Virginia Laszewski,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from

SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1 ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,

A handwritten signature in blue ink, appearing to read "R. Marquis", with a long horizontal flourish extending to the right.

Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204
February 2, 2015 (317) 226-7475

In Reply Refer To:
HDA-IN

Mr. Willie R. Taylor
Director
U.S. Department of Interior, Office of Environmental Policy and Compliance
1849 C Street, NW MS 2342
Washington, DC 20240

Dear Mr. Willie R. Taylor,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1

ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,

A handwritten signature in blue ink, appearing to read 'RJM', with a long horizontal flourish extending to the right.

Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204
February 2, 2015 (317) 226-7475

In Reply Refer To:
HDA-IN

Mr. Scott Pruitt
US Fish & Wildlife Service, Field Supervisor
U.S. Department of Interior, Bloomington Field Office
620 South Walker Street
Bloomington, IN 47403-2121

Dear Mr. Scott Pruitt,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1

ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,



Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204
February 2, 2015 (317) 226-7475

In Reply Refer To:
HDA-IN

Ms. Robin McWilliams-Munson
US Fish & Wildlife Service
U.S. Department of Interior, Bloomington Field Office
620 South Walker Street
Bloomington, IN 47403-2121

Dear Ms. Robin McWilliams-Munson,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1

ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,

A handwritten signature in blue ink, appearing to read 'R.J. Marquis', with a long horizontal flourish extending to the right.

Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204
February 2, 2015 (317) 226-7475

In Reply Refer To:
HDA-IN

Col. Christopher Beck
Commander
U.S. Army Corps of Engineers, Louisville District
Romano Mazzoli Federal Building
600 Dr. Martin Luther King, Jr. Place
Louisville, KY 40202

Dear Col. Christopher Beck,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from

SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1 ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,

A handwritten signature in blue ink, appearing to read 'R. Marquis', with a long horizontal line extending to the right.

Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204
February 2, 2015 (317) 226-7475

In Reply Refer To:
HDA-IN

Mr. Stephen Durrett
Deputy District Engineer
U.S. Army Corps of Engineers, Louisville District
Romano Mazzoli Federal Building
600 Dr. Martin Luther King, Jr. Place
Louisville, KY 40202

Dear Mr. Stephen Durrett,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from

SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1 ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,



Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204
February 2, 2015 (317) 226-7475

In Reply Refer To:
HDA-IN

Mr. Greg McKay
Regulatory Chief, North Section
U.S. Army Corps of Engineers, Louisville District
P.O. Box 59
Louisville, KY 40101-0059

Dear Mr. Greg McKay,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1

ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,



Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204

February 2, 2015

(317) 226-7475

In Reply Refer To:
HDA-IN

Ms. Deborah Snyder
U.S. Army Corps of Engineers
Indianapolis Regulatory Office
8902 Otis Avenue, Suite S106B
Indianapolis, IN 46216

Dear Ms. Deborah Snyder,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1

ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,



Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204
February 2, 2015 (317) 226-7475

In Reply Refer To:
HDA-IN

Mr. Randy Braun
Section Chief
Indiana Department of Environmental Management, Office of Water Quality
100 North Senate Avenue
Room IGCN 1255
Indianapolis, IN 46204

Dear Mr. Randy Braun,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from

SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1 ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,



Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204

February 2, 2015

(317) 226-7475

In Reply Refer To:
HDA-IN

Ms. Martha Clark Mettler
Deputy Assistant Commissioner
Indiana Department of Environmental Management
100 North Senate Avenue
Room IGCN 1255
Indianapolis, IN 46204

Dear Ms. Martha Clark Mettler,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from

SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1 ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,

A handwritten signature in blue ink, appearing to read 'R. J. Marquis', with a long horizontal flourish extending to the right.

Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204
February 2, 2015 (317) 226-7475

In Reply Refer To:
HDA-IN

Mr. Jason Randolph
Indiana Department of Environmental Management, Office of Water Quality
100 North Senate Avenue
Room IGCN 1255
Indianapolis, IN 46204

Dear Mr. Jason Randolph,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1

ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,



Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204
February 2, 2015 (317) 226-7475

In Reply Refer To:
HDA-IN

Mr. Jim Sullivan
Indiana Department of Environmental Management, Ground Water Section
100 North Senate Avenue
Room IGCN 1201
Indianapolis, IN 46204

Dear Mr. Jim Sullivan,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1

ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,



Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204
February 2, 2015 (317) 226-7475

In Reply Refer To:
HDA-IN

Mr. John Davis
Deputy Director
Indiana Department of Natural Resources
402 West Washington Street
Room W256
Indianapolis, IN 46204

Dear Mr. John Davis,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from

SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1 ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,

A handwritten signature in blue ink, appearing to read 'RJM', with a long horizontal flourish extending to the right.

Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204

February 2, 2015

(317) 226-7475

In Reply Refer To:
HDA-IN

Mr. Chris Smith
Deputy Director
Indiana Department of Natural Resources
402 West Washington Street
Room W256
Indianapolis, IN 46204

Dear Mr. Chris Smith,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from

SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1 ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,



Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204
February 2, 2015 (317) 226-7475

In Reply Refer To:
HDA-IN

Ms. Christie Stanifer
Environmental Coordinator
Indiana Department of Natural Resources, Division of Fish & Wildlife
402 West Washington Street
Room W264
Indianapolis, IN 46204

Dear Ms. Christie Stanifer,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from

SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1 ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,

A handwritten signature in blue ink, appearing to read 'R. Marquis', with a long horizontal flourish extending to the right.

Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204
February 2, 2015 (317) 226-7475

In Reply Refer To:
HDA-IN

Mr. Matt Buffington
Environmental Supervisor
Indiana Department of Natural Resources, Division of Fish & Wildlife
402 West Washington Street
Room W264
Indianapolis, IN 46204

Dear Mr. Matt Buffington,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from

SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1 ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,



Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204
February 2, 2015 (317) 226-7475

In Reply Refer To:
HDA-IN

Mr. Mitchell Zoll
Deputy State Historic Preservation Officer
Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology
402 West Washington Street
Room W274
Indianapolis, IN 46204

Dear Mr. Mitchell Zoll,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from

SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1 ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,



Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204
February 2, 2015 (317) 226-7475

In Reply Refer To:
HDA-IN

Mr. John Carr
Team Leader, Historic Structures Reviewers
Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology
402 West Washington Street
Room W274
Indianapolis, IN 46204

Dear Mr. John Carr,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from

SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1 ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,



Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204
February 2, 2015 (317) 226-7475

In Reply Refer To:
HDA-IN

Ms. Patty Trapp
Acting Regional Director
National Park Service, Midwest Regional Office
601 Riverfront Drive
Omaha, NE 68102-4226

Dear Ms. Patty Trapp,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1

ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,



Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204
February 2, 2015 (317) 226-7475

In Reply Refer To:
HDA-IN

Ms. Jane Hardisty
State Conservationist
USDA - NRCS
Indiana State Office
6013 Lakeside Boulevard
Indianapolis, IN 46278-2933

Dear Ms. Jane Hardisty,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from

SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1 ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,

A handwritten signature in blue ink, appearing to read 'R.J. Marquis', with a stylized flourish extending to the right.

Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204
February 2, 2015 (317) 226-7475

In Reply Refer To:
HDA-IN

Mr. Bruno Pigott
Assistant Commissioner
Indiana Department of Environmental Management, Office of Water Quality
100 North Senate Avenue
IGCN Room 1255
Indianapolis, IN 46204

Dear Mr. Bruno Pigott,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from

SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1 ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,

A handwritten signature in blue ink, appearing to read 'R.J. Marquis', with a stylized flourish extending to the right.

Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204
February 2, 2015 (317) 226-7475

In Reply Refer To:
HDA-IN

Mr. Cameron F. Clark
Director
Indiana Department of Natural Resources
402 West Washington Street
Room W256
Indianapolis, IN 46204

Dear Mr. Cameron F. Clark,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from

SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1 ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,



Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204
February 2, 2015 (317) 226-7475

In Reply Refer To:
HDA-IN

Ms. Carol Borgstrom
Director
U.S. Department of Energy, Office of NEPA Policy & Compliance, (GC-54)
1000 Independence Avenue, SW
Washington, DC 20585-0103

Dear Ms. Carol Borgstrom,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1

ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,



Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204
February 2, 2015 (317) 226-7475

In Reply Refer To:
HDA-IN

Mr. John Hall
Field Office Director
U.S. Department of Housing & Urban Dev. Indianapolis Field Office
Minton-Capehart Federal Building
575 North Pennsylvania Street, Room 655
Indianapolis, IN 46204

Dear Mr. John Hall,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from

SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1 ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,



Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204
February 2, 2015 (317) 226-7475

In Reply Refer To:
HDA-IN

Mr. Barry Cooper
Regional Administrator
Federal Aviation Administration, Great Lakes Region
O'Hare Lake Office Center
2300 East Devon Avenue
Des Plaines, IL 60018

Dear Mr. Barry Cooper,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from

SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1 ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,



Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204
February 2, 2015 (317) 226-7475

In Reply Refer To:
HDA-IN

Mr. John Steinmetz
Director
Indiana Geological Survey
611 North Walnut Grove
Bloomington, IN 47405

Dear Mr. John Steinmetz,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1

ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,



Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204
February 2, 2015 (317) 226-7475

In Reply Refer To:
HDA-IN

Ms. Nancy Hasenmueller
Indiana Geological Society, Environmental Geology Section
611 North Walnut Grove
Bloomington, IN 47405

Dear Ms. Nancy Hasenmueller,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1

ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,

A handwritten signature in blue ink, appearing to read 'R.J. Marquis', with a long horizontal flourish extending to the right.

Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204
February 2, 2015 (317) 226-7475

In Reply Refer To:
HDA-IN

Mr. James Kinder
Chief Airport Inspector
Indiana Department of Transportation, Department of Aviation
100 North Senate Avenue
Room N955, IGC North
Indianapolis, IN 46204

Dear Mr. James Kinder,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from

SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1 ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,



Richard J. Marquis
Division Administrator
Federal Highway Administration



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division 575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204
February 2, 2015 (317) 226-7475

In Reply Refer To:
HDA-IN

Regional Environmental Coordinator
National Park Service, Midwest Region Office
601 Riverfront Drive
Omaha, NE 68102

Dear Sir or Madam,

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
Resource Agency Scoping Meeting

The Indiana Division of the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) are resuming the planning and environmental studies for Section 6 of the I-69 Evansville to Indianapolis project. Section 6 will connect the cities of Martinsville and Indianapolis. During the planning and environmental studies, the needs within the Section 6 Project Area will be assessed as this final link of I-69 from Evansville to Indianapolis is evaluated.

We respectfully request that you and/or a representative from your agency attend the Resource Agency Scoping Meeting for I-69 Section 6, scheduled for Tuesday, February 17th in the Indiana Government Center South Building in Conference Room B. The meeting time is scheduled for 9:00 a.m. to 11:00 a.m. eastern time. The purpose of the meeting is to provide information on the scoping process and give a general overview of the upcoming Tier 2 study. A conference call line (Dial-In Number: (877) 422-1931; Passcode: 1360297993) will also be available for those who cannot attend in person.

FHWA and INDOT are considering studying alternatives outside the SR 37 corridor due to the potential for increased impacts and/or changed conditions since the original 2004 Tier 1 Record of Decision (ROD). As part of the scoping process we are requesting your feedback on what considerations INDOT and FHWA should take into account when determining if alternatives outside the SR 37 corridor will be evaluated. Additional information will be provided at the Resource Agency Scoping Meeting.

A Notice of Intent (NOI) was published in the Federal Register on October 15, 2014. The purpose of this NOI was to advise that pursuant to the March 24, 2004 Tier 1 ROD for this project, a range of alternatives will be evaluated for Section 6, which may include alternatives that are outside of the corridor selected in the Tier 1 ROD. The corridor selected in the Tier 1 ROD and published in the NOI on April 24, 2004 for Section 6 generally followed SR 37 from SR 39 south of Martinsville north approximately 25.9 miles to I-465 in Indianapolis. The Tier 1

ROD does allow the flexibility to consider alternatives outside the selected corridor to avoid significant impacts within the selected corridor.

During development of this EIS, comments will be solicited from appropriate federal, state and local agencies, as well as other interested persons and the general public, in accordance with the National Environmental Policy Act (NEPA), its implementing regulations 40 CFR Part 1500-1508, and guidance from the Council on Environmental Quality (CEQ).

We appreciate your interest in the project and look forward to feedback your agency can provide. We respectfully ask that you provide us with your written comments by March 19, 2015. If you have any questions please contact Michelle Allen with FHWA at 317.226.7344.

Sincerely,



Richard J. Marquis
Division Administrator
Federal Highway Administration

DNR Indiana Department of Natural Resources

Michael R. Pence, Governor
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology 402 W. Washington Street, W274 Indianapolis, IN 46204-2739
Phone 317-232-1646 Fax 317-232-0693 dhpa@dnr.IN.gov



March 12, 2015

Richard J. Marquis
Division Administrator
Federal Highway Administration, Indiana Division
575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis Resource Agency Scoping Meeting (HDA-IN; Des. No. 0300382; DHPA No. 4615)

Dear Mr. Marquis:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (recently recodified at 54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has considered the presentation at the February 17, 2015, meeting, supplementary information submitted by the Indiana Department of Transportation ("INDOT") by e-mail on February 26, 2015, and the minutes of the February 17 meeting, which we received by e-mail from INDOT on March 3, 2015, for the aforementioned project in Morgan, Johnson, and Marion counties in Indiana.

We do not have any recommendations for additional Purpose and Need goals.

Although we have some awareness of significant cultural resources within and near the SR 37 corridor as a result of previous studies of this project and others, we do not have any recommendations for alternative alignments.

In our March 10, 2015, letter, we shared comments with FHWA, INDOT, and INDOT's consultants regarding the proposed Section 106 area of potential effects and the methodologies for identification and evaluation of cultural resources. We have no further comments on those issues at this time.

Please direct questions about above-ground properties (such as buildings and structures) to John Carr at (317) 233-1949 or JCarr@dnr.in.gov. Questions about archaeology should be directed to Wade Tharp at (317) 232-1650 or WTharp1@dnr.in.gov.

In all future correspondence regarding the I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis (HDA-IN; Des. No. 0300382), please refer to DHPA No. 4615.

Very truly yours,

Mitchell K. Zoll
Deputy State Historic Preservation Officer

MKZ:JLC:WTT:jlc

The DNR mission: Protect, enhance, preserve and wisely use natural, cultural and recreational resources for the benefit of Indiana's citizens through professional leadership, management and education.

www.DNR.IN.gov
An Equal Opportunity Employer

emc: Michelle Allen, Federal Highway Administration, Indiana Division
Sarah Rubin, Indiana Department of Transportation
Kevin Hetrick, P.E., Indiana Department of Transportation
Laura Hilden, Indiana Department of Transportation
Patrick Carpenter, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Shirley Clark, Indiana Department of Transportation
William Wiedelman, P.E., HNTB Corporation
Christine Meador, HNTB Corporation
Rich Connolly, HNTB Corporation
Jason DuPont, P.E., Lochmueller Group
Timothy Miller, Lochmueller Group
Kia Gillette, Lochmueller Group
Connie Zeigler, Lochmueller Group
Kyle Boot, Lochmueller Group
Linda Weintraut, Ph.D., Weintraut & Associates, Inc.
Beth McCord, Gray & Pape, Inc.
Mitchell Zoll, Deputy State Historic Preservation Officer, Department of Natural Resources
Chad Slider, Department of Natural Resources
Wade Tharp, Department of Natural Resources
John Carr, Department of Natural Resources

Environmental Unit
Division of Fish and Wildlife
402 W. Washington Street
Room W273
Indianapolis, IN 46204
Phone (317) 232-4080
Fax (317) 232-8150
www.in.gov/dnr/fishwild/

March 17, 2015

Sarah Rubin
Indiana Department of Transportation
100 N. Senate Ave., Room N642
Indianapolis, IN 46204

Re: Comments from Indiana Department of Natural Resources, Division of Fish and Wildlife regarding Section 6 Interstate 69 Scoping

Dear Ms. Rubin:

On February 17, 2015, an agency kick off meeting was held in Indianapolis to discuss Section 6 of Interstate 69. The meeting included an update of potential alternatives and new goals. INDOT issued a request for comments from the attending agencies regarding the current scoping of Section 6.

The Indiana Department of Natural Resources, Division of Fish and Wildlife (DFW) is not opposed to the new potential goals for Section 6. However, some of the issues raised as a reason to re-evaluate Section 6 also applied to Section 5, and the extensive impacts through all the sections thus far call into question why a re-evaluation is now occurring.

The DFW understands that the potential alternatives outside the Tier 2 corridor may or may not move forward into the alternatives analysis. However, there are significant concerns about a major alignment change given the history of this project. During Tier 1, one alternative included using US 41 and Interstate 70. That alternative was not selected yet now there is an interest to possibly use a portion of Interstate 70 in order to avoid a developed area. The DFW is not suggesting a full re-evaluation of Tier 1 but requests a detailed explanation of why using I-70 here is justified when the US 41/I-70 alignment was not chosen previously.

Clearing and construction for the selected corridor currently extends north of Bloomington. This has resulted in significant impacts upon natural resources such as streams, wetlands, large blocks of contiguous woods, and known habitat of the federally endangered Indiana bat. There have also been impacts to homes and businesses throughout all of the sections. The overall impacts so far have been extensive and significant. It is not clear how the current condition of Section 6 is significantly more important to justify avoiding impacts here than what was impacted by building Sections 1-5.

Sarah Rubin, (Section 6, I-69)
March 17, 2015
Page Two

It is incredibly difficult to assess potential impacts with alternatives connecting to I-70 and I-65 as there are no corridors proposed. The key to any proposal is to avoid habitat to the greatest extent possible. Either option would include crossing streams, with the White River having to be crossed again if the I-70 option is selected (the East Fork White River was crossed near Petersburg). West of the White River, roughly within the area bounded by State Route 67 and State Route 42, there is a large area of mostly forested habitat in a highly dissected landscape with numerous streams coming off of relatively steep hillsides. While not equal to Section 4 in terms of intact habitat, this area does possess some similar qualities as Section 4. This entire forest/hill/stream landscape should be completely avoided as there are other alternatives available, including the SR37 corridor. Allowing the destruction of this habitat instead of using existing SR37 appears unreasonable. It also would add to the already severe cumulative effects this project has accrued. In addition to natural resources, if a connection to I-70 involves the use of SR67, some of the same issues facing use of SR37 would arise. SR67 contains areas of urban development similar to SR37, and the local community has been operating for years with the understanding that the I-69 corridor would follow SR37.

A connection to I-65 may involve fewer impacts to the natural environment but would impact agricultural land and urban areas. Most of the land between SR37 and US31 is agricultural land. The towns of Greenwood, Whiteland, and Franklin occur along most of the US31 corridor within the study area and extend to I-65. These communities continue to merge together as they grow. Any new interstate through this area also would have some of the same issues currently facing the use of the SR37 corridor in Section 6. It is not clear what benefit would occur by choosing this alternative.

A connection to either I-70 or I-65 appears to require significantly greater distance as compared to the SR37 corridor. Any revisions to the corridor should take into account the travel times investigated during the Tier 1 process, including the travel time between Indianapolis and Evansville with the original corridor and any alternative that deviates from the approved corridor. Local travel times, such as within Section 6 only, should also be fully investigated.

It is not clear if either I-70 or I-65 could handle the level of increased traffic that would result from the added vehicles. Traffic models are critical to determine the current and proposed level of service. Even with current efforts to add travel lanes on I-65 from Franklin to I-465, traffic is still problematic. This is a major north/south corridor and adding traffic, particularly extensive truck traffic, from another major north/south corridor could cause significant travel delays and raise more safety concerns.

East/west connectivity was mentioned in the Tier 2 draft purpose and need goals for Section 6. If this goal is maintained, it is important to include current projects, such as the Worthsville Road project in Johnson County which is designed to address east/west connectivity in the study area. In addition, building a new interstate over new terrain can sever existing routes, potentially impacting east/west connectivity.

Sarah Rubin, (Section 6, I-69)
March 17, 2015
Page Three

It was the experience of the DFW that during the Tier 2 review process, requests to change the project design were met with considerable resistance from INDOT and FHWA. For these agencies to now propose such a drastic change seems contradictory to how the project has proceeded thus far. INDOT needs to fully explain and justify a revision to the Section 6 corridor, particularly in light of the impacts that were considered "acceptable" in Sections 1-5.

Please contact me at (317) 233-4666 if we can be of further assistance.

Sincerely,



Matt Buffington
Environmental Supervisor
Division of Fish and Wildlife

From: McWilliams, Robin [mailto:robin_mcwilliams@fws.gov]
Sent: Thursday, March 19, 2015 3:29 PM
To: Rubin, Sarah; HETRICK, KEVIN
Subject: I69 Section 6 comments

Dear Sarah and Kevin,

I have not had time to prepare official comments on the I69 Section 6 agency meeting. Obviously our agency's primary concern will be for federally listed species and their habitat including the Indiana bat and the northern long-eared bat (proposed to be listed April 2015). To that extent, alternatives that require extensive tree-clearing or crossing of the White River would certainly raise red flags for us. As Jason Randolph mentioned, there are numerous mitigation areas in the vicinity of the Indianapolis Airport in southern Marion/Hendricks County as well as northern Morgan County, including Sodalis Nature Park which contains numerous Indiana bat and northern long-eared bat records. We will also be conducting mist net surveys this summer along the existing SR 37 alternative and will likely be able to obtain additional roosting and foraging information for both bat species.

We support recommendations made by other resource agencies, including the IDNR, Division of Fish and Wildlife, and IDEM, Office of Water Quality.

We appreciate the opportunity to provide input at this stage of project planning.
Sincerely,

Robin

Robin McWilliams Munson

U.S. Fish and Wildlife Service
620 South Walker Street
Bloomington, Indiana 46403
812-334-4261 Fax: 812-334-4273

Monday, Tuesday - 7:30a-3:00p
Wednesday, Thursday - telework 8:30a-3:00p

DNR

Indiana Department of Natural Resources

Michael R. Pence, Governor
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology-402 W. Washington Street, W274-Indianapolis, IN 46204-2739
Phone 317-232-1646-Fax 317-232-0693-dhpa@dnr.IN.gov



May 15, 2015

Richard J. Marquis
Division Administrator
Federal Highway Administration, Indiana Division
575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: Draft purpose and need statement and conceptual alternatives for I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis (HDA-IN; Des. No. 0300382; DHPA No. 4615)

Dear Mr. Marquis:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the National Environmental Policy Act of 1969 (42 U.S.C § 4321, *et seq.*) the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed the aforementioned documents for the project in Morgan, Hendricks, Johnson, and Marion counties in Indiana.

Some of the agency representatives at the April 30, 2015, Resource Agency Meeting #2 asked that the various alternatives being considered for Section 6 of I-69 Evansville to Indianapolis Tier 2 be compared with the Tier 1 alternatives. As my staff understood the request, at least those Tier 1 alternatives that had been carried into the Tier 1 environmental impact statement ("EIS") would be compared at some point during the Tier 2 alternatives study (e.g., the DEIS stage) with the Tier 2 alternatives still under consideration. The other agency representatives expressed uncertainty about why multiple alternatives outside the SR 37 corridor are now being considered for Section 6, when there seemed to be less flexibility in considering new alternatives during the EIS studies of the first five sections of I-69.

We, also, are interested in comparing the Tier 1 alternatives with those of Tier 2 Section 6 but perhaps for a somewhat different reason. It seems obvious to us that a no-build alternative is not viable for I-69 Section 6, because it would result in interstate traffic having to use non-interstate highway (existing SR 37) to connect with the rest of I-69 between Martinsville and Indianapolis. It also seems obvious that I-69 Section 6 must be built through Morgan County and Hendricks County, Johnson County, and/or Marion County, rather than along one of the other, more westerly alignments that was considered in Tier 1, such as US 41/I-70.

However, the I-69 Evansville to Indianapolis Tier 1 Alternative 3C, which was deemed the Preferred Alternative by FHWA and the Indiana Department of Transportation ("INDOT") was not one of the Tier 1 alternatives that was least expensive or had the fewest environmental impacts, yet it was deemed superior to the other alternatives. We think that in the interest of transparency and to demonstrate that Tier 2 will complete the I-69 Evansville to Indianapolis projects in keeping with the expectations of Tier 1, it would be appropriate to compare at least such performance measures as driving time savings and accessibility (and other measures—or impacts—as appropriate) for the Tier 1 Preferred Alternative 3C and the Tier 1 *non*-preferred alternatives that were discarded after the Tier 1 Draft EIS ("DEIS") with the same performance measures for Tier 2 sections 1-5 *plus* each of the alternatives for Section 6 that will be carried into the Tier 2 DEIS. We understand that such distance and cost comparisons will be made *among* the Section 6 alternatives that are thoroughly studied. However, simply comparing the alternatives for Section 6 that are carried to the Tier 2 DEIS would not demonstrate to the resource agencies and the public that the Tier 1 Preferred Alternative 3C ("Evansville-Washington-Bloomington-Martinsville and Indianapolis via SR 37"), in its entirety (all six sections) not only was

The DNR mission: Protect, enhance, preserve and wisely use natural, cultural and recreational resources for the benefit of Indiana's citizens through professional leadership, management and education.

www.DNR.IN.gov
An Equal Opportunity Employer

predicted to be the superior alternative but *actually will be* the superior alternative, once Section 6 is completed, based on whichever Section 6 alternative is selected.

In other words, the projected benefits (driving time saved and accessibility) and perhaps impacts of each of the Tier 2 Section 6 alternatives still under consideration at the time of the Tier 2 DEIS would be added separately to the same projected factors for Alternative 3C for sections 1-5 and compared in a table similar to Table S-9 in the Tier 1 Final EIS, along with the discarded Tier 1 non-preferred alternatives: 1, 2A, 2B, 3A, 4A, 5A, and 5B (see Table S-10 in the Tier 1 FEIS). If some impacts are included, we would be especially interested in seeing projections for impacts on historic sites/districts and archaeological sites, but we realize that other resource agencies would want to see impacts on other kinds of resources included.

Without more information about the locations of the alternative corridors in relation to historic properties, we are unable to offer comments on the relative advantages or disadvantages of any of the conceptual alternatives in regard to foreseeable impacts on historic sites/districts or archaeological sites.

Although we have found paper reports easier to navigate and to mark for comment in the past, we are willing to try eNEPA as a means of reviewing and commenting on documents in the future during the course of the Tier 2 study of Section 6. Because of certain issues—such as our staff reviewers' limited authority to submit comments or difficulty in maneuvering through electronic documents, given our current software—it might turn out that you will continue to receive Indiana SHPO comments in the form of formal, written letters, rather than subject-specific comments submitted at various points by individual reviewers on my staff during their review of various sections of documents.

It also might be the case that most of our comments will be issued during the parallel review process under Section 106 of the National Historic Preservation Act of 1966, as amended, because Section 106 deals exclusively with historic properties and because we anticipate that most reports and findings in the Section 106 process will be submitted to our office on paper. If it proves true that most of the Indiana SHPO's comments are in response to submissions specifically prepared for the Section 106 process, it will be incumbent upon INDOT or its consultants to ensure that those Section 106 comments are taken into account during the NEPA review process, as well.

If there are any future, paper (or compact disc) submissions to the Indiana SHPO for this project, *one copy* would be sufficient, and it may be addressed to me, as follows:

Mitchell K. Zoll
Deputy State Historic Preservation Officer
Division of Historic Preservation and Archaeology
402 West Washington Street
Indianapolis, Indiana 46204

Other offices of the Indiana Department of Natural Resources, such as that of Matt Buffington in the Division of Fish and Wildlife, should receive their own copy or copies.

E-mail notices of meetings or developments in the review of the project of the availability of documents for review through eNEPA should be sent to *each* of the following:

- Mitch Zoll (MZoll@dnr.in.gov)
- Chad Slider (CSlider@dnr.in.gov)
- Wade T. Tharp (WTharp1@dnr.in.gov)
- John Carr (JCarr@dnr.in.gov).

Please direct questions about above-ground properties (such as buildings and structures) to John Carr at (317) 233-1949 or JCarr@dnr.in.gov. Questions about archaeology should be directed to Wade T. Tharp at (317) 232-1650 or WTharp1@dnr.in.gov.

Richard J. Marquis
May 15, 2015
Page 3

In all future correspondence regarding the I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis (HDA-IN; Des. No. 0300382), please refer to DHPA No. 4615.

Very truly yours,



Mitchell K. Zoll
Deputy State Historic Preservation Officer

MKZ:JLC:jlc

enc: Richard Marquis, Division Administrator, Federal Highway Administration, Indiana Division
Michelle Allen, Federal Highway Administration, Indiana Division
Sarah Rubin, Indiana Department of Transportation
Kevin Hetrick, P.E., Indiana Department of Transportation
Laura Hilden, Indiana Department of Transportation
Patrick Carpenter, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Shirley Clark, Indiana Department of Transportation
William Wiedelman, P.E., HNTB Corporation
Christine Meador, HNTB Corporation
Rich Connolly, HNTB Corporation
Jason DuPont, P.E., Lochmueller Group
Timothy Miller, Lochmueller Group
Kia Gillette, Lochmueller Group
Connie Zeigler, Lochmueller Group
Kyle Boof, Lochmueller Group
Linda Weintraut, Ph.D., Weintraut & Associates, Inc.
Beth McCord, Gray & Pape, Inc.
Matt Buffington, Department of Natural Resources
Mitchell Zoll, Deputy State Historic Preservation Officer, Department of Natural Resources
Chad Slider, Department of Natural Resources
Wade Tharp, Department of Natural Resources
John Carr, Department of Natural Resources

DNR Indiana Department of Natural Resources

Michael R. Pence, Governor
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology 402 W. Washington Street, W274 Indianapolis, IN 46204-2739
Phone 317-232-1646 Fax 317-232-0693 dhp@dnr.IN.gov



May 26, 2015

Kia M. Gillette
Environmental Manager
Lochmueller Group
3502 Woodview Trace, Suite 150
Indianapolis, Indiana 46268

Federal Agency: Federal Highway Administration ("FHWA")

Re: A memorandum on existing SR 37 right-of-way disturbance documentation (McCord 3/16/2015) and a memorandum on archaeology predictive modeling methodology (McCord, 3/13/2015) for I-69 Evansville to Indianapolis Tier 2 study: Section 6

Dear Ms. Gillette:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the National Environmental Policy Act of 1969 (42 U.S.C § 4321, et seq.), the staff of the Indiana State Historic Preservation Officer has reviewed the aforementioned documents that were submitted under your April 27, 2015, cover letter, which we received on April 29, for the aforementioned project in Morgan, Hendricks, Johnson, and Marion counties in Indiana.

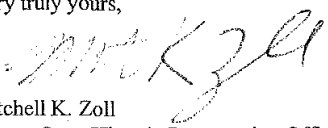
We agree that the area (Section 6, along SR 37) which was examined on August 26, 2004 is disturbed and as such will not require archaeological investigation unless deemed necessary in the field during an investigation to be conducted in adjacent areas.

We also agree with the use of a predictive model for developing survey methods to address the archaeology within Section 6.

Questions about archaeology should be directed to Mitch Zoll at (317) 232-3492 or mzoll@dnr.in.gov or Wade Tharp at (317) 232-1650 or WTharp1@dnr.in.gov.

In all future correspondence regarding the I-69 Evansville to Indianapolis Tier 2 Study: Section 6 (Des. No. 0300382), please continue to refer to DHPA No. 4615.

Very truly yours,


Mitchell K. Zoll
Deputy State Historic Preservation Officer
MKZ:JLC:mkz

emc: Richard Marquis, Division Administrator, Federal Highway Administration, Indiana Division
Michelle Allen, Federal Highway Administration, Indiana Division
Sarah Rubin, Indiana Department of Transportation
Kevin Hetrick, P.E., Indiana Department of Transportation
Laura Hilden, Indiana Department of Transportation
Patrick Carpenter, Indiana Department of Transportation

The DNR mission: Protect, enhance, preserve and wisely use natural, cultural and recreational resources for the benefit of Indiana's citizens through professional leadership, management and education.

www.DNR.IN.gov
An Equal Opportunity Employer

Mary Kennedy, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Shirley Clark, Indiana Department of Transportation
William Wiedelman, P.E., HNTB Corporation
Christine Meador, HNTB Corporation
Rich Connolly, HNTB Corporation
Jason DuPont, P.E., Lochmueller Group
Timothy Miller, Lochmueller Group
Kia Gillette, Lochmueller Group
Connie Zeigler, Lochmueller Group
Kyle Boot, Lochmueller Group
Linda Weintraut, Ph.D., Weintraut & Associates, Inc.
Beth McCord, Gray & Pape, Inc.
Matt Buffington, Department of Natural Resources
Mitchell Zoll, Deputy State Historic Preservation Officer, Department of Natural Resources
Chad Slider, Department of Natural Resources
Wade Tharp, Department of Natural Resources
John Carr, Department of Natural Resources

United States Department of the Interior
Fish and Wildlife Service



Bloomington Field Office (ES)
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273



May 28, 2015

Mr. Richard Marquis
Division Administrator, Indiana Division
U.S. Department of Transportation
Federal Highway Administration
575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204

Dear Mr. Marquis:

These comments have been prepared in accordance with Section 7 of the Endangered Species Act of 1973, as amended. Our comments are consistent with the intent of the National Environmental Policy Act of 1969 and the U. S. Fish and Wildlife Service's Mitigation Policy.

The Service has recently reviewed the Draft Purpose and Need Statement for Tier 2, Section 6 (Martinsville to Indianapolis) of the I-69 Evansville to Indianapolis interstate project, including the development of conceptual alternatives for Section 6. 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 and traverses Morgan, Johnson, and Marion counties.

The purpose and need aspect of project development helps to establish the basis for generating alternatives in an EIS and aids in the selection of a preferred alternative. The overall purpose and need for the entire project was established in the I-69 Tier 1 process. In addition, a draft purpose and need statement for Section 6 was prepared in 2005. Section 6 work was put on hold while the first five sections were being worked on. In October, 2014, the FHWA published a Notice of Intent (NOI) to resume environmental activities leading to the development of a Tier 2 Environmental Impact Statement (EIS) for Section 6 of the I-69 project. In addition, the NOI advised that, due to changed conditions and the potential for increased impacts, alternatives outside of the original project corridor may be considered. Since that time, the FHWA and the Indiana Department of Transportation (INDOT) have conducted a new scoping process for the Section 6 project. Based on the information obtained, FHWA has concluded that options outside the previously approved Tier 1 corridor will be considered and has begun developing conceptual alternatives. The corridor selected in the Tier 1 Record of Decision essentially followed SR 37 from Martinsville to I-465; this alternative will be carried through the Section 6 EIS process. We

do not have any specific comments related to the components of the Draft Purpose and Need Statement itself.

Threatened and Endangered Species

As you know, the proposed project is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*) (NLEB). There are numerous records of both species in the project area.

Indiana bats hibernate in caves then disperse to reproduce and forage in relatively undisturbed forested areas associated with water resources during spring and summer. Recent research has shown that they will inhabit fragmented landscapes with adequate forest for roosting and foraging. Young are raised in nursery colony roosts in trees, typically near drainage-ways in undeveloped areas. Like all other bat species in Indiana, the Indiana bat diet consists exclusively of insects.

The northern long-eared bat was recently listed as threatened under the Endangered Species Act (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*). At this time, no critical habitat has been proposed for the NLEB. The entire state of Indiana is within the known range of the NLEB. During the summer, NLEBs typically roost singly or in colonies in cavities, underneath bark, crevices, or hollows of both live and dead trees and/or snags (typically ≥ 3 inches dbh). Males and non-reproductive females may also roost in cooler places, like caves and mines. This bat seems opportunistic in selecting roosts, using tree species based on presence of cavities or crevices or presence of peeling bark. It has also been occasionally found roosting in structures like barns and sheds (particularly when suitable tree roosts are unavailable). They forage for insects in upland and lowland woodlots and tree lined corridors. During the winter, NLEBs predominately hibernate in caves and abandoned mine portals. Additional habitat types may be identified as new information is obtained.

Consultation on these two species for the I-69 Interstate project has been ongoing, and will continue regardless of which alternative is eventually selected; however, any alternative other than the Tier 1 Alternative C route, will require a significant amount of additional bat survey work in order to understand the full impacts the project may have on these two threatened and endangered species.

The information the FHWA and INDOT provided indicate that 26 conceptual alternatives were initially developed. These alternatives were run through a qualitative screening process and those alternatives with major engineering or environmental flaws were eliminated. This process resulted in the number of viable alternatives being reduced to 13 plus Alternative C from Tier 1. Additional quantitative information has been gathered for the remaining alternatives including relative cost, environmental impacts, and purpose and need evaluations. The alternatives have been grouped into four general geographic groups and our comments on various alignments and/or geographic areas are incorporated below.

West to I-70

This group includes those alignments that head north and west from Martinsville and tie into existing I-70 (A1, A2, B, D, and P) approximately 10 miles west of I-465. Each of the alternatives in this group will require a crossing over the White River. In addition, all but alternative P will also require a crossing over White Lick Creek which is a sizable tributary to the White River. The Service is generally opposed to any alignments that include new crossings of the White River. Along this stretch of the White River between Martinsville and Indianapolis there are numerous records for Indiana bats and northern long-eared bats, including several roost trees for Indiana bats. In particular, alternative P appears to pass over a known roost tree on the south side of the project area and would result in a significant amount of impact to a tributary with both Indiana bat and northern long-eared bat foraging records. Survey efforts as a result of the I-69 project in Sections 1-5 indicated that the White River corridor is an important foraging and roosting area for Indiana and northern long-eared bats. Forest impacts from these western alternatives are also significantly more than Alternative C (Tier 1) and include potential impacts to state managed lands (Bradford Woods, Henderson Bridge Public Access Site, Three Rivers Public Fishing Area, and Meyer Nature Preserve).

In addition to bat records, there are numerous records of bald eagles along and near the White River. Disturbance to eagles would require additional environmental review and permitting.

Mann Road to I-465

Alternates K1, K3, and K4 head west off of SR 37 and generally follow the Mann Road corridor and tie into I-465 approximately two miles west of the SR37 interchange. Environmental issues with these routes include many of the same aspects as the previously discussed alternatives. Each requires a new crossing over the White River and several tributaries. There are records of Indiana bats, northern long-eared bats, roost trees, and bald eagles near these alignments. There are also two state-managed properties that could potentially be affected by these routes.

There appear to be very few evaluation categories for which choosing these alternatives would provide a benefit over the currently proposed Tier 1 alignment (Alternative C), including cost, which for these alternatives appears to be the highest of the four geographic areas under consideration. These options also appear to have the greatest effect on residential and commercial properties, which was a major impetus for re-evaluating the Tier 1 ROD.

SR 37 to I-465

Alternative C represents the Tier 1 SR 37 preferred alternative. This alignment follows existing SR 37 from just south of Martinsville to I-465 in Marion County. This alternative outperformed the others in several categories including crash reduction, travel time to I-69, open water and floodway impacts, forest impacts, and agricultural land impacts. Although it was middle of the road for wetland and stream impacts, most of these impacts will occur to already compromised resources since the project proposes to primarily upgrade the existing four-lane facility. In addition, forest impacts are more in the way of impacts to forest edge along the existing facility

and new barrier-type affects will be minor (as opposed to alternatives with new terrain and river crossings).

Alternative N is a newly proposed section that would be used to bypass the City of Martinsville on the east side, beginning near the SR 39 interchange and rejoining Alternative C near the SR 44 interchange. This alternative would allow for avoidance of the developed property along SR 37 in Martinsville although the relative cost and impacts to residential and commercial acreage is similar to Alternative C.

From a natural resources perspective, impacts to wetlands, streams, and forest would increase significantly if Alternative N is developed. A large portion of Indian Creek and its associated floodplain and wetlands would be negatively affected. Approximately 37 acres of additional forest impacts could also occur.

East to I-65

The final group of alternatives consists of those routes that leave SR 37 between one third to one half of the way between Martinsville and Indianapolis and head east to I-65 (F1, F2, G1 and G2). These alternatives cross a rural, agricultural landscape and appear to be the least expensive. In general, they impact fewer residential and commercial parcels. Wetland and open water resource impacts are relatively low although significant impacts to Stout's Creek and the White River are possible near the interchange for alternatives F1 and F2 at SR 37. Forest impacts are in the mid-range and higher than the Tier 1 Alternative C. In addition to forested habitat removal, fragmentation of existing forest patches is likely to occur. Information related to Indiana and northern long-eared bats in this area is limited and habitat and bat surveys would need to be conducted.

Overall, the USFWS does not support the West to I-70 and the Mann Road to I-465 alternatives based on increased forest impacts (including additional habitat fragmentation), potential impacts to bald eagles, additional impacts to Indiana bats and northern long-eared bats, aquatic resource impacts (including streams and wetlands), and possible impacts to state-managed lands. These alternatives will all require new crossings of the White River and increase natural resource impacts in an already highly impacted area. Minimal to no improvement in property acquisitions are expected with these options, as well as no time savings to I-69 on the northeast side. The eastern alternatives will also result in additional habitat impacts and fragmentation in an already increasingly fragmented landscape with a decrease in time savings and no congestion reduction.

Although there are natural resource impacts associated with the previously proposed alternative (Alternative C), these impacts would occur in an area that already supports a four lane state highway with likely lower quality surrounding habitat, as opposed to an alternative with a new terrain component.

We appreciate the opportunity to review the Purpose and Need Statement along with the proposed conceptual alternatives. Please feel free to contact Robin McWilliams Munson of our office with any questions or comments.

Sincerely,



Scott E. Pruitt
Field Supervisor

Cc (via email): Michelle Allen, FHWA-Indiana Division
Laura Hilden, INDOT
Sandra Flum, INDOT
IDNR, Wildlife Diversity Section
Deborah Snyder, USCOE, Louisville District
Ken Westlake, USEPA, Region 5
Virginia Laszewski, USEPA, Region 5
Matt Buffington, IDNR, Division of Water
Jason Randolph, IDEM



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

JUN 01 2015

REPLY TO THE ATTENTION OF:

E-19J

Michele Allen
Project Manager, I-69 Section 6
Federal Highway Administration – Indiana Division
575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

Sarah Rubin
Project Manager, I-69 Section 6
Indiana Department of Transportation
100 North Senate Avenue, Room 642
Indianapolis, Indiana 46204

Re: Draft Purpose and Need, and Conceptual Alternatives for Interstate 69 (Evansville to Indianapolis) Tier 2 Environmental Impact Statement for Section 6 from Martinsville to Indianapolis, Indiana.

Dear Ms. Allen and Ms. Rubin:

As you requested, the U.S. Environmental Protection Agency (EPA) reviewed the Federal Highway Administration (FHWA) / Indiana Department of Transportation (INDOT) Interstate 69 Section 6 Draft Purpose and Need Statement (dated April 16, 2015) and Draft Conceptual Alternatives Development and Evaluation Technical Memorandum (dated April 28, 2015) for the above referenced project. We offer the following comments/recommendations for your consideration.

Draft Purpose and Need Statement (April 16, 2015)

2.6.2 Recommendation to Consider Alternatives outside of the Approved Corridor (pages 16 – 18)
Significant changes in activity centers related to freight and economic activity (pages 16 -17)

This section claims significant changes in activity centers related to freight and economic activity (e.g., airport access/new interchange on I-70, new intermodal facility in downtown Indianapolis) have occurred in the study area since the SR 37 alternative (Alternative C) was identified as the Section 6 preferred alternative in the I-69 Tier 1 Environmental Impact Statement (Tier 1 EIS).

Recommendation: EPA recommends the Section 6 Tier 2 Purpose and Need Statement disclose whether the projects' proponents and/or the applicable local, state and/or federal approving agencies, took into consideration the impact that the Tier 1 I-69 Section 6 SR 37 preferred alternative would have on these post-Tier 1 EIS proposals and developments.

Avoiding significant impacts within the Section 6 Corridor selected in Tier 1 (page 17 – 18)

This section identifies that “. . . significant development has continued in the [SR 37] corridor” since the Tier 1 EIS.

Recommendation: EPA recommends the Section 6 Tier 2 Purpose and Need Statement disclose why significant development activities/projects were allowed/approved by local, state and/or federal agencies in the Section 6 corridor after the SR 37 corridor was selected in Tier 1.

Recommendation: Consider prioritizing needs/goals and associated performance measures in order to better inform the selection/elimination of Conceptual Alternatives, Preliminary Alternatives and Reasonable Alternatives to carry forward for detailed study in the Section 6 Tier 2 Draft EIS.

Conceptual Alternatives Development and Evaluation Technical Memorandum (w/Appendices A, B, C, D and E) (DRAFT April 28, 2015)

The technical memorandum describes the process of developing and screening Conceptual Alternatives for the Section 6 Tier 2 I-69 EIS. Twenty-six initial Conceptual Alternatives were developed and considered, 13 of which were screened out qualitatively due to environmental or engineering flaws. A total of 14 alternatives, the remaining 13 Conceptual Alternatives plus the SR 37 alternative (a.k.a., Alternative C, the preferred alternative identified for Section 6 in the Tier 1 I-69 Indianapolis to Evansville EIS) were then advanced for quantitative comparison.

The 13 Conceptual Alternatives plus the SR 37 alternative (Alternative C) were divided into four groups based on major geographic elements they have in common: 1) West to I-70 alternatives (P, A1, A2, B and D); 2) Mann Road to I-465 alternatives (K1, K3 and K4); 3) SR 37 to I-465 alternatives (C and N); and, 4) East to I-65 alternatives (F1, F2, G1 and G2).

Table A-2 – I-69 Section 6 Conceptual Alternatives Evaluation (Appendix A)

Recommendations: After reviewing the alternatives comparison of currently available quantitative information regarding Purpose and Need, Project Cost, Impacts to Natural Resources, Impacts to Potential Hazardous Material Sites, and Impacts to Community Resources (Table A-2), EPA would not object to INDOT/FHWA eliminating the following alternatives from further consideration:

- 1) The entire West to I-70 group of alternatives (P, A1, A2, B and D) based on their relatively inferior purpose and need performance, high wetland (16 to 46 acres) and forest (161 to 286 acres) impacts;
- 2) The entire East to I-65 group of alternatives (F1, F2, G1 and G2) due to their relatively inferior purpose and need performance, high amount of new terrain freeway (14 to 18 miles), high agricultural (946 to 1,018 acres) and forest (158 to 195 acres) impacts;
- 3) Alternative K1 of the Mann Road to I-465 group due to cost, potential impacts to the Amos Butler Heron Sanctuary, and high wetland impacts (23 acres); and,

4) Alternative N of the SR 37 to I-465 group, which has similar purpose and need performance as Alternative C, but with much greater wetland impacts (28 acres versus 5 acres).

Alternatives K3 and K4 of the Mann Road to I-465 group perform relatively well on purpose and need measures, and have relatively low wetland impacts (5 to 10 acres). However, both alternatives require a large amount of new terrain freeway (14 to 18 miles), have high agricultural (764 to 735 acres) and forest (204 to 234 acres) impacts. Alternative C of the SR 37 to I-465 group performs relatively well on purpose and need measures, and has low wetland (5 acres) and relatively low forest (106 acres) impacts, and requires the least amount of new terrain freeway (1 mile). However, Alternatives K3, K4 and C impact greater number of residential (332 to 414) and commercial (93 to 188) parcels than many of the other 11 Conceptual Alternatives (163 to 372 residential parcels and 45 to 133 commercial parcels).

Recommendation: EPA recommends Alternatives K3, K4 and C be carried forward for further refinement and analysis.

We appreciate this opportunity to comment. We look forward to further review and comment on this project as additional information is developed and shared with the resource agencies. If you have any questions or concerns, I can be reached at 312-886-2910, or contact Virginia Laszewski of my staff at laszewski.virginia@epa.gov or 312-886-7501.

Sincerely,



Kenneth A. Westlake, Chief
NEPA Implementation Section
Office of Enforcement and Compliance Assurance

cc (via email):

U.S. Army Corps of Engineers – Louisville District, Attention: CELRL-OP-F,
P.O. Box 59, Louisville, KY 40401-0059 (Greg McKay, Regulatory Chief, North
Section, Gregory.A.McKay@usace.army.mil)

U.S. Army Corps of Engineers – Indianapolis Regulatory Office, 8902 Otis Avenue,
Indianapolis, Indiana 46216 (Debra Snyder, Deborah.D.Snyder@usace.army.mil)

U.S. Fish and Wildlife Service, Region 3, Bloomington Ecological Services
Office, 620 S. Walker Street, Bloomington, IN 47403-2121 (Scott
Pruitt, scott_pruitt@fws.gov / Robin McWilliams-Munson,
robin_mckilliams@fws.gov)

Indiana Department of Environmental Management, Office of Water Quality,
Section 401 Water Quality Certification Program, 100 N. Senate Avenue,

MC 65-40, Indianapolis, IN 46204-2251 (Randy Braun, RBRAUN@idem.IN.gov / Jason Randolph, JRANDOLP@idem.IN.gov)

Indiana Department of Natural Resources, 402 W. Washington St., Rm. W264, Indianapolis, IN 46204 (Matt Buffington, mbuffington@dnr.IN.gov)

Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology, 402 West Washington Street, room W274, Indianapolis, IN 46204 (Mitchell Zoll mzoll@dnr.IN.gov / John Carr, carr@dnr.IN.gov / Wade Tharp, wtharp@dnr.IN.gov)

HNTB Corporation, 111 Monument Circle, Suite 1201, Indianapolis, IN 46204 (Bill Wiedelman, Project Manager, wwiedelman@hntb.com, Christine Meador, Environmental Scientist, cmeador@hntb.com)

Lochmueller Group, 3502 Woodview Trace, Suite 150, Indianapolis, IN 47715 (Kia Gillette, kgillette@lochgroup.com / Tim Miller, tmiller@lochgroup.com / Mike Grovak, mgrovak@lochgroup.com)



Environmental Unit
Division of Fish and Wildlife
402 W. Washington Street, Rm. W273
Indianapolis, IN 46204-2781

June 1, 2015

Sarah Rubin, Project Manager
Indiana Department of Transportation
100 N Senate Ave, Room N642
Indianapolis, IN 46204

**Re: DNR #11896-1: I-69 Evansville to Indy, Tier 2
Section 6 Purpose and Need, and Conceptual Alternatives; Multi (Hendricks, Johnson, Marion, and Morgan Counties)**

Dear Ms. Rubin:

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

DIVISION OF NATURE PRESERVES (DNP):

Attached is a list of species, managed lands, and significant natural areas that have been documented within ½ mile of the proposed alternatives. The DNP has the following comments on specific areas along the proposed routes:

Alternatives P, A-2:

T12N, R1E, Sec 9

To eliminate impacts to the high quality natural communities and Bradford Woods found near or adjacent to this proposed alternate route, work should be confined to the right-of-way (ROW) with no stock-piling, parking, or driving heavy equipment outside of the ROW.

T12N, R1E, Sec 10

Blue Bluff Nature Preserve, the high quality natural communities, and the species for which it provides habitat are located between these two alternate routes. This location limits potential impacts, but as this is a State Dedicated Nature Preserve, any potential impacts should be completely avoided.

Alternative A-2 (T13N, R1E, Sec 26):

Within this route, the Fred & Dorothy Meyer Nature Preserve is located on the west side of the project and runs up to the ROW of SR 67. As this is a State Dedicated Nature Preserve, steps should be taken to completely avoid any impacts by confining work to within the ROW with no stock-piling, parking, or driving heavy equipment outside of the ROW.

Alternatives C, N (T13N, R2E, Sec 26):

A circumneutral seep is within ½ mile west of the project, and this area has long been tracked as a high quality natural area. Steps should be taken to completely avoid any impacts to this natural community.

Alternative K-1 (T14N, R3E, Sec 31):

This proposed route goes right through the heart of the Amos Butler Heron Sanctuary, which is state dedicated and is owned by Central Indiana Land Trust, Inc. This area protects a wet-mesic floodplain forest and at least three different bat species. DNP respectfully asks that this route be eliminated from potential options.

The DNR mission: Protect, enhance, preserve and wisely use natural, cultural and recreational resources for the benefit of Indiana's citizens through professional leadership, management and education.

www.DNR.IN.gov
An Equal Opportunity Employer

Letter to Ms. Rubin
June 1, 2015
Page 2

DIVISION OF FISH AND WILDLIFE (DFW):

We strongly recommend the selection of the SR37 alternative C with N as a possibility as the preferred alternatives, due to the generally lower impacts to fish, wildlife and botanical resources than the alternatives to I-70, the Mann Rd alternatives, or the alternatives to I-65.

The SR 37 corridor alternatives require the least amount of new terrain highway while alternatives to I-70 require up to 12 miles, and both the Mann Road I-65 alternatives require up to 18 new miles. A new terrain road corridor for I-69 Section 6 will require impacts to previously undisturbed habitats such as from the construction of stream crossings, and the fragmentation of forested areas. In most respects, the direct and cumulative impacts to habitats are lower with the SR 37 alternative than for other alternatives.

Purpose and Need Analysis:

The SR 37 corridor alternatives appear to satisfy most if not all of the purpose and need goals better, and with lower environmental costs on the whole, than do alternatives that deviate from the SR37 corridor.

Endangered, Threatened and Rare Species:

A) Reptiles:

The alligator snapping turtle record is likely a single individual. There is not likely a viable population of this species anywhere in Indiana. However, the Kirtland's snake likely occurs within the whole range of this project, even though it has only been officially documented at one location.

Any excavation/digging/construction should only take place from May 1 through November 1. The construction area should have a trenched-in silt fence installed around the area, one week prior to the beginning of work. Before the silt fence is in place, all logs, trash, or other debris should be removed to keep the snakes from hiding underneath. Any holes that are not filled at the end of the work day must be covered, flush with the ground, to prevent snakes from falling into the holes. Any equipment, materials, or debris left overnight in the area should be checked for the presence of Kirtland's snakes prior to the start of work each day. Any vegetation removal to be conducted ahead of project initiation (tree clearing, bush-hogging, burns, etc.) should be conducted during the hibernation season (November 1 to April 1). Any required vegetation removal after the project has been initiated should be done one week prior to the start of work in that area. Any snakes or turtles, regardless of species, that are encountered should be moved to the other side of the fence, unharmed. Box turtle removal and relocation may be necessary; therefore, mitigation costs should factor in the costs of a box turtle removal and relocation effort.

B) Bats:

To minimize impacts to bats, do not cut any trees greater than 3 inches dbh, living or dead, from April 1 through September 30. However, we recommend bat surveys of forested areas be conducted. The alternative impacting the least amount of forested habitat (C: SR37) is highly recommended to minimize impacts to protected bat species.

C) Bald Eagle:

To minimize impacts to bald eagles, the steps below should be implemented:

- 1) Follow the National Bald Eagle Management Guidelines, which can be found at: <http://www.fws.gov/midwest/eagle/pdf/NationalBaldEagleManagementGuidelines.pdf>;
- 2) Identify any bald eagle nest tree(s) prior to any work;
- 3) If bald eagles are present at or near the nest tree, any activity within 660 feet of the nest should only occur from the middle of August through the end of December;
- 4) If the nest is gone or no bald eagles are present by mid-April, the project can occur until December, and work should be restricted again until mid-April as the eagle could come back; and
- 5) The nest tree(s) and other adjacent trees should not be removed. Disturbance of understory vegetation near the nest should be minimized.

Letter to Ms. Rubin
June 1, 2015
Page 3

D) Mussels:

The WFK White River no longer appears to support viable populations of listed freshwater mussels, but non-listed species most likely exist; therefore, mussel surveys should be conducted in the river segments potentially affect by road construction.

Habitat Impacts:

A) Forested Habitat:

Impacts to previous mitigation sites should be avoided to the greatest extent possible, particularly any sites associated with Indiana bat mitigation as those habitats take time to recover.

Per Table A-2 in the alternatives analysis document, the forested habitat impacts are the lowest for the SR 37 alternatives. It is likely that the forest impacts associated with the SR 37 alternatives are adjacent to or very close to the SR 37 corridor and as such already have undergone fragmentation from the initial road building and subsequent ancillary development.

B) Open Water and Wetlands:

The SR 37 alternatives have the lowest impacts to open water and the second lowest wetland impacts (the alternatives to I-65 have slightly fewer impacts to wetlands). Alternative C, in particular, will impact 5 acres of wetlands, but alternative N will impact 28 acres of wetland due to the presence of a large forested area in the floodplain of Indian Creek. However, it may be possible to reduce those impacts through mechanically stabilized earth wall construction, and/or reduced or eliminated median, etc.

C) Streams:

It is difficult to compare the alternatives' impacts to streams (number crossed and linear feet impacted) since the analysis does not distinguish between impacts from new road-building/crossing and impacts from road widening. Impacts to headwater streams are a concern as the health of headwater streams influences the health of downstream river segments, and due to the path taken by the alternatives to I-70, more headwater streams may be impacted by those alternatives than the alternatives not located in uplands.

The SR 37 alternative C impacts the least amount of floodway of all alternatives proposed. Alternative N has more impacts to floodways than the alternatives to I-65, but fewer than the alternatives to I-70 and all of the K alternatives, except K3.

Alternatives:

Each of the "west to I-70" and "Mann Road to I-465" alternatives will cross the WFK White River which is likely to cause significant impacts to forested floodway habitat. Crossing the WFK White River is a substantial direct, cumulative, and avoidable impact which should be accompanied by a strong justification as alternative C is currently the selected alignment and involves no river crossing. The DFW does not recommend the selection of any alternatives that would cross the WFK White River.

In the event that one of these alternatives is chosen, any bridge over the WFK White River should span the entire floodway and as much of the floodplain as possible.

West to I-70:

P, A1: Alternative P crosses the WFK White River at a wide location in the floodplain and at a diagonal, thereby increasing the amount of construction in the floodplain/floodway and consequently the need for extensive bridging. It also parallels the outside bend of the WFK on the right bank before joining SR 67 which in the future could result in further impacts to the WFK aimed at protecting the road as the river course changes over time. The alignment of the road on existing SR 67 is likely to require significant impacts to steep forested hillsides and streams flowing down from the forested hillsides west of SR 67. The forested hillside impacts would include impacts to Bradford Woods.

Letter to Ms. Rubin
June 1, 2015
Page 4

Alternative P will also likely cut off the Three Rivers Public Fishing area from access thereby severely impacting the value to the public of an on-going DNR public access project.

The A1 portion of this route will likely result in impacts to the forested hills west of Brooklyn, including the Meyer Nature Preserve shown on the alternative maps.

A1, A2: These alternatives cross the WFK White River very near the confluence of White Lick Creek, and as a result, the amount of floodplain/floodway area impacted is extensive. In addition to significant bridging needs at this location, the 2008 floods caused substantial damage at the base of the hills near Fox Hill which caused SR 37 to be under repair for a significant length of time. To compound the risks associated with crossing this floodplain area, White Lick Creek is a typically dynamic river with high amplitude of flow levels and bank instability. This crossing area is not recommended.

D: This alternative crosses the WFK White River adjacent to the Henderson Ford Public Access site. Impacts to the river, forested floodway habitat, and the public access site should be avoided by selecting Alternative C/N. This alternative also crosses the White Lick Creek and appears to potentially impact three separate river bends. This alternative is not recommended due to the significant impacts to large river segments from river crossings.

B: This alternative crosses the WFK White River at a location where a very large forested block (contiguously forested from the river's edge well into upland areas) will be fragmented by the road corridor. In addition, there may be a Bald Eagle's nest or the nest of another species of large raptor within that river bend area. This alternative also crosses White Lick Creek. This alternative is also not recommended due to multiple large river and stream crossings and impacts to significant large forested habitat areas.

Mann Road to I-465:

The K alignments impact the WFK White River as well as bottomland and upland forested areas west of the river and are consequently not recommended.

K1: K1 crosses the WFK White River at a location that has substantial forested river bend areas including one designated as the Amos Butler Heron Preserve. Due to the direct impacts to the heron preserve, this alternative should not be carried forward.

K3: This alternative crosses the WFK White River north of Waverly. The forested floodway areas on each side of the river are relatively narrow due to residential area and sand and gravel mining operations. This alternative impacts several significant forested floodway areas on tributaries to the WFK White River on its alignment west of the river prior to connecting to I-465.

K4: K4 crosses the WFK White River at approximately the same location as alternative B where there is a very large forested area on the left bank and a possible Bald Eagle or other large raptor nest within the crossing area. The road impacts some forested areas along the upper ends of the wooded hills above the WFK White River floodplain before connecting the combined K alignment north of SR 144.

SR 37 to I-465:

C and N do not cross the WFK White River, although they do cross the river's floodplain. We recommend alternative C as it would generally result in fewer impacts to fish, wildlife and botanical resources than other alternatives.

East to I-65:

While the F & G alternatives generally result in fewer floodway and wetland impacts, the forested habitat impacts are greater than with the SR37 alternatives, and the purpose and need goals are not well achieved by these alternatives in

Letter to Ms. Rubin
June 1, 2015
Page 5

terms of travel time, congestion reduction, connectivity, etc. These alternatives do not appear to merit further consideration.

Habitat Mitigation:

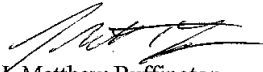
All mitigation plans for impacts located in the floodway should be developed following the DNR's Floodway Habitat Mitigation guidelines (and plant lists), which can be found online at: <http://www.in.gov/legislative/iac/20140806-IR-312140295NRA.xml.pdf>.

Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees). Impacts to wetland habitat should also be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding.

Mitigation ratios may be adjusted upwards from the standard ratio in the case of impacts to mitigation areas, high-value natural areas such as very large or mature forested areas, etc. The mitigation sites should be located in the floodway, downstream of the one (1) square mile drainage area of that stream (or another stream within the 8-digit HUC, preferably as close to the impact site as possible) and adjacent to existing forested riparian habitat.

Our agency appreciates this opportunity to be of service. Please do not hesitate to contact Christie Stanifer, Environmental Coordinator, at (317) 232-8163 or cstanifer@dnr.in.gov if we can be of further assistance.

Sincerely,


J. Matthew Buffington
Environmental Supervisor
Division of Fish and Wildlife

Enclosure

ER-11896-1: Species, managed lands, and significant natural areas within ½ mile of each alternate route as indicated moving from south to north along the alternate routes. (NOTE: FE = Federally Endangered, SE=State Endangered, SCC=State Special Concern)

ALTERNATIVE P:

T11N, R1W, Sec 1 (southeast of project)

Indiana Bat	Myotis sodalis	FE & SE
Little Brown Bat	Myotis lucifugus	SSC
Northern Myotis	Myotis septentrionalis	SSC
Eastern Pipistrelle	Perimyotis subflavus	SSC

T11N, R1E, Sec 17 (also A-1, A-2) (southeast of project)

Red Bat	Lasiurus borealis	SSC
Evening Bat	Nycticeius humeralis	SE
Eastern Pipistrelle	Perimyotis subflavus	SSC
Little Brown Bat	Myotis lucifugus	SSC

T12N, R1E, Sec 32 (mussels in WF White River southeast of project)

Clubshell	Pleurobema clava	FE & SE
Round Hickorynut	Obovaria subrotunda	SE
Kidneyshell	Ptychobranthus fasciolaris	SSC

T12N, R1E, Sec 20 (within project area)

Alligator Snapping Turtle	Macrochelys temminckii	SE
---------------------------	------------------------	----

T12N, R1E, Sec 9

MANAGED LAND: Three Rivers Public Fishing Area			adjacent to east end of project
COMMUNITY: Mesic Upland Forest			west of project
Fanshell	Cyprogenia stegaria	FE & SE	southeast of project

T12N, R1E, Sec 9 & 4 (within project area)

MANAGED LAND: Bradford Woods

T13N, R1E, Sec 26 (adjacent to west end of project)

MANAGED LAND: Meyer (Fred and Dorothy) Nature Preserve

ALTERNATIVES A-1, A-2:

T12N, R1E, Sec 26

MANAGED LAND: Cikana State Fish Hatchery			within project area
Indiana Bat	Myotis sodalis	FE & SE	east of project
Little Brown Bat	Myotis lucifugus	SSC	east of project
Northern Myotis	Myotis septentrionalis	SSC	east of project

T12N, R1E, Sec 13 (south of project)

Indiana Bat	Myotis sodalis	FE & SE
Little Brown Bat	Myotis lucifugus	SSC
Northern Myotis	Myotis septentrionalis	SSC
Eastern Pipistrelle	Perimyotis subflavus	SSC

T12N, R1E, Sec 11

MANAGED LAND: Blue Bluff Nature Preserve			west of project
COMMUNITIES: Eroding Cliff, Mesic Upland Forest, & Dry-mesic Upland Forest			west of project
Indiana Bat	Myotis sodalis	FE & SE	within project area
Little Brown Bat	Myotis lucifugus	SSC	within project area
Red Bat	Lasiurus borealis	SSC	within project area
Bald Eagle	Haliaeetus leucocephalus	SSC	west of project

ALTERNATIVES A-1 & A-2: From SR 67 north to I-70, there have been no natural heritage occurrences or managed lands within 1/2 mile.

ALTERNATIVES C, N:

T12N, R1E, Sec 35

MANAGED LAND: Cikana State Fish Hatchery			within project area
Kirtland's Snake	Clonophis kirtlandii	SE	east of project

T12N, R1E, Sec 26 (east of project)

Indiana Bat	Myotis sodalis	FE & SE
Little Brown Bat	Myotis lucifugus	SSC
Northern Myotis	Myotis septentrionalis	SSC

T12N, R1E, Sec 13 (west of project)

Indiana Bat	Myotis sodalis	FE & SE
Little Brown Bat	Myotis lucifugus	SSC
Northern Myotis	Myotis septentrionalis	SSC
Eastern Pipistrelle	Perimyotis subflavus	SSC

T12N, R2E, Sec 8 (also F1, F2) (southeast of project)

Little Brown Bat	Myotis lucifugus	SSC
Eastern Pipistrelle	Perimyotis subflavus	SSC

T13N, R2E, Sec 34 (within project area)

Indiana Bat	Myotis sodalis	FE & SE
Little Brown Bat	Myotis lucifugus	SSC
Red Bat	Lasiurus borealis	SSC
Eastern Pipistrelle	Perimyotis subflavus	SSC

T13N, R2E, Sec 26

COMMUNITY: Circumneutral Seep

northwest of project in "Waverly Bog"

T13N, R2E, Sec 13 (mussels in WF White River west of project)

Northern Riffleshell	Epioblasma torulosa rangiana	FE & SE
Fanshell	Cyprogenia stegaria	FE & SE
Clubshell	Pleurobema clava	FE & SE
Sheepnose	Plethobasus cyphus	FE & SE
Rough Pigtoe	Pleurobema plenum	FE & SE
Snuffbox	Epioblasma triquetra	FE & SE
Rabbitsfoot	Quadrula cylindrica cylindrical	FT & SE
Longsolid	Fusconaia subrotunda	SE
Pyramid Pigtoe	Pleurobema pyramidatum	SE
Round Hickorynut	Obovaria subrotunda	SE
Kidneyshell	Ptychobranthus fasciolaris	SSC

T13N, R3E, Sec 7 (southeast of project)

Little Brown Bat	Myotis lucifugus	SSC
Northern Myotis	Myotis septentrionalis	SSC

T14N, R3E, Sec 33 (southeast of project)

Little Brown Bat	Myotis lucifugus	SSC
------------------	------------------	-----

ALTERNATIVES K1,K3,K4:

T13N, R2E, Sec 32 & 33 (K4) (within project area)

Bald Eagle	Haliaeetus leucocephalus	SSC
------------	--------------------------	-----

T14N, R3E, Sec 18 (east of K1,K3,K4)

MANAGED LAND: Southwestway Park (Indy Parks)

T14N, R3E, Sec 7 (east of K1,K3,K4) (west of project)

MANAGED LAND: Dollar Hide Creek Park

Red Bat	Lasiurus borealis	SSC
---------	-------------------	-----

T14N, R3E, Sec 31, 32, 5, 6 (K1) (within project area)

MANAGED LAND: Amos Butler Heron Sanctuary

COMMUNITY: Wet-mesic Floodplain Forest

Northern Myotis	Myotis septentrionalis	SSC
Little Brown Bat	Myotis lucifugus	SSC
Red Bat	Lasiurus borealis	SSC

DNR

Indiana Department of Natural Resources

Michael R. Pence, Governor
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology 402 W. Washington Street, W274 Indianapolis, IN 46204-2739
Phone 317-232-1646 Fax 317-232-0693 dhpa@dnr.IN.gov



July 30, 2015

Richard J. Marquis
Division Administrator
Federal Highway Administration, Indiana Division
575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: Preliminary Alternatives for the I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis
(HDA-IN; Des. No. 0300382; DHPA No. 4615)

Dear Mr. Marquis:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the National Environmental Policy Act of 1969 (42 U.S.C § 4321, *et seq.*), the staff of the Indiana State Historic Preservation Officer has reviewed the aforementioned document, which we received by e-mail from Sarah Rubin of the Indiana Department of Transportation on June 30, 2015, for the project in Morgan, Hendricks, Johnson, and Marion counties in Indiana.

Thank you for providing the information on the Preliminary Alternatives. The "Preliminary Alternatives Selection Report for Tier 2, Section 6 (Martinsville to Indianapolis) of the I-69 Evansville to Indianapolis Project, June 30, 2015" explains that only sites (presumably meaning individual properties) and districts that already have been listed in the National Register of Historic Places within a 400-foot-wide footprint for each alternative were considered in winnowing the Conceptual Alternatives down to the smaller group of Preliminary Alternatives. Because the preparation and submission of an application to have a property nominated for listing in the National Register is usually a voluntary activity, it tends to be the case that within an area as large as a civil township, the numbers of properties that have been listed in the National Register (if any) typically represent only a fraction of the properties that would be eligible for listing. Table A-2 states that no National Register listed properties were found. One cemetery was identified in each of three Conceptual Alternatives: D, F1, and F2. Cemeteries often are of interest to archaeologists, historians, or architectural historians, but they generally are not considered eligible for the National Register, except in unusual cases, such as where they contain very early burials in the history of that community or where they display unusual artistry. Alternative D is the only one of the three alternatives containing a known cemetery that is being studied further as a Preliminary Alternative, but impacts or the lack thereof on cemeteries were not mentioned as disadvantages or advantages in Appendix E. Consequently, we surmise that impacts on historic properties played no role in the winnowing of alternatives that has occurred to this point.

The schematic information that has been provided so far about the locations of four of the five Preliminary Alternatives is not specific enough to enable us to draw any conclusions about impacts to above-ground properties (such as buildings and structures) or to archaeological resources that might be eligible for inclusion in the National Register of Historic Places. Although we have considerably more information about above-ground properties within and along the corridor for the Tier 1 Selected Alternative (C) than we have about the other four alternatives, it is our understanding that the surveys of properties in or along that corridor are ongoing. Accordingly, we do not have any specific comments to offer about any of the Preliminary Alternatives at this time, and we are unable to draw any conclusions about which alternatives might result in either more or fewer impacts to historic properties.

The DNR mission: Protect, enhance, preserve and wisely use natural, cultural and recreational resources for the benefit of Indiana's citizens through professional leadership, management and education.

www.DNR.IN.gov
An Equal Opportunity Employer

Richard J. Marquis
July 30, 2015
Page 2

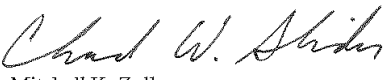
The "Preliminary Alternatives Selection Report" indicates that the results of previous surveys of above-ground properties and archaeological resources, as well as windshield surveys, will be used to identify and evaluate historic properties during the analysis of the Preliminary Alternatives. Investigations of that level of intensity should be fairly helpful in identifying at least those above-ground properties that are most likely to be eligible for the National Register. However, previous archaeological surveys have examined only a fraction of the State of Indiana and any given county, and windshield surveys are unlikely to identify many potentially significant archaeological sites. We hope that sufficient flexibility has been built into the alternatives to allow for avoidance of at least direct impacts on any historic properties that may lie within or nearby them.

We have been advised that responses to our comments in our May 15, 2015, letter on the Draft Purpose and Need statement and the Conceptual Alternatives will be provided at a later date. We need not repeat those comments here, but we look forward to receiving responses

Please direct questions about above-ground properties to John Carr at (317) 233-1949 or JCarr@dnr.in.gov. Questions about archaeology should be directed to Wade T. Tharp at (317) 232-1650 or WTharp1@dnr.in.gov.

In all future correspondence regarding the I-69 Tier 2 Studies for Section 6 from Martinsville to Indianapolis (HDA-IN; Des. No. 0300382), please refer to DHPA No. 4615.

Very truly yours,


Mitchell K. Zoll
Deputy State Historic Preservation Officer

MKZ:JLC:WTT:wt

emc: Richard Marquis, Division Administrator, Federal Highway Administration, Indiana Division
Michelle Allen, Federal Highway Administration, Indiana Division
Sarah Rubin, Indiana Department of Transportation
Kevin Hetrick, P.E., Indiana Department of Transportation
Laura Hilden, Indiana Department of Transportation
Patrick Carpenter, Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Shirley Clark, Indiana Department of Transportation
William Wiedelman, P.E., HNTB Corporation
Christine Meador, HNTB Corporation
Rich Connolly, HNTB Corporation
Jason DuPont, P.E., Lochmueller Group
Timothy Miller, Lochmueller Group
Kia Gillette, Lochmueller Group
Connie Zeigler, Lochmueller Group
Kyle Boot, Lochmueller Group
Linda Weintraut, Ph.D., Weintraut & Associates, Inc.
Beth McCord, Gray & Pape, Inc.
Matt Buffington, Department of Natural Resources
Mitchell Zoll, Deputy State Historic Preservation Officer, Department of Natural Resources
Chad Slider, Department of Natural Resources
Wade Tharp, Department of Natural Resources
John Carr, Department of Natural Resources



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

MAY 12 2016

REPLY TO THE ATTENTION OF:
E-19J

Michelle Allen
Project Manager, Interstate 69, Section 6
Federal Highway Administration – Indiana Division
575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

Sarah Rubin
Project Manager, Interstate 69, Section 6
Indiana Department of Transportation
100 North Senate Avenue, Room 642
Indianapolis, Indiana 46204

Re: I-69 Preliminary Alternatives Screening Report, Tier 2 Environmental Impact Statement,
Section 6, Martinsville to Indianapolis, Indiana (dated March 29, 2016)

Dear Ms. Allen and Ms. Rubin:

U.S. Environmental Protection Agency (EPA) reviewed the Federal Highway Administration (FHWA) / Indiana Department of Transportation (INDOT) above referenced report and participated in INDOT/FHWA's May 5, 2016, field tour of the I-69 Section 6 Alternative C route. The field tour was highly informative. Thanks to both your agencies and to the consulting team for planning that tour.

I-69 Preliminary Alternatives Screening Report (Parts 1 and 2)

Part 1: Identifies the route alternative(s) for consideration in the Environmental Impact Statement (EIS) for the project. The report concludes that Alternatives B, D, K3 and K4 should be eliminated from further consideration and all reasonable alternatives advanced for evaluation in the Tier 2 EIS will follow the Alternative C route [State Road (SR) 37]. The Alternative C route corresponds to the alternative selected in the I-69 Tier 1 Record of Decision (ROD), known as Alternative 3C.

Part 2: Alternative roadway configurations (referred to as alternative alignments) are evaluated for use within the SR 37 corridor. Alternative alignments (C1, C2 and C3) are defined by mainline treatment (on sections between interchanges), interchange types and locations, crossing locations (grade separations), and local service road configurations. Geographic subsections 1 through 8 provide a structure for describing issues and differences among the alternative alignments that may be relevant to one location but not another. The report identifies that it is likely that the preferred alternative in the EIS will include a mix of components from different alternative alignments.

Recommendation: EPA recommends that the Draft EIS provide adequate discussion and justification for the elimination of any component that has the potential for fewer impacts to wetlands and streams, forest land/wildlife habitat, and/or environmental justice communities.

We appreciate this opportunity to comment. We look forward to further review and comment on this project as additional information is developed and shared with the resource agencies. If you have any questions or concerns, I can be reached at westlake.kenneth@epa.gov or 312-886-2910, or contact Virginia Laszewski of my staff at laszewski.virginia@epa.gov or 312-886-7501.

Sincerely,



Kenneth A. Westlake, Chief
NEPA Implementation Section
Office of Enforcement and Compliance Assurance

cc (via email):

U.S. Army Corps of Engineers – Debra Snyder, Deborah.D.Snyder@usace.army.mil
U.S. Fish and Wildlife Service, Region 3, Bloomington Ecological Services -
Scott Pruitt, scott_pruitt@fws.gov
Robin McWilliams-Munson, robin_mcwilliams@fws.gov
Indiana Department of Environmental Management, Office of Water Quality,
Section 401 Water Quality Certification Program –
Randy Braun, RBRAUN@idem.IN.gov, Jason Randolph, JRANDOLP@idem.IN.gov
Indiana Department of Natural Resources - Matt Buffington, mbuffington@dnr.IN.gov
Indiana Department of Natural Resources, Division of Historic Preservation and
Archaeology - Mitchell Zoll mzoll@dnr.IN.gov / John Carr, carr@dnr.IN.gov / Wade
Tharp, wtharp@dnr.IN.gov
HNTB Corporation - Bill Wiedelman, Project Manager, wwiedelman@hntb.com,
Christine Meador, Environmental Scientist, cmeador@hntb.com)
Lochmueller Group - Kia Gillette, kgillette@lochgroup.com,
Tim Miller, tmiller@lochgroup.com)



Environmental Unit
Division of Fish and Wildlife
402 W. Washington Street, Rm. W273
Indianapolis, IN 46204-2781

May 17, 2016

James Earl
Indiana Department of Transportation
100 N Senate Ave, Room N642
Indianapolis, IN 46204

**Re: DNR #11896-2: I-69 Evansville to Indy, Tier 2
Section 6 Alternative C Alignment; Multi (Johnson, Marion, and Morgan Counties)**

Dear Mr. Earl:

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

The actual amounts of habitat impacts were not provided for our review of alternative alignments C1, C2, and C3. As the project design continues, alignments or portions of alignments should be selected that avoid and minimize impacts upon natural resources (e.g. streams, wetlands, riparian areas, woods) to the greatest extent possible. Of particular concern are impacts upon Indiana and Northern Long-eared Bats. As indicated by the US Fish and Wildlife Service, both of these species are known to occur along the project corridor, particularly at some of the nearby streams. Avoidance and minimization of impacts to these species should play a critical role in selecting a final alternative.

With any stream crossings, the design must include consideration of fish and wildlife passage. Any new or modified structure must not create conditions that are less favorable for passage under the structure compared to the current conditions. Wherever possible, bridges should be used for stream crossings rather than culverts. If culverts must be used, we recommend a three-sided structure.

The Division of Fish and Wildlife prefers that the access road around Cikana Fish Hatchery be excluded from the selected alternative in order to reduce potential impacts to the property that may result from even a slight increase of nearby local traffic.

Our agency appreciates this opportunity to be of service. Please do not hesitate to contact Christie Stanifer, Environmental Coordinator, at (317) 232-8163 or cstanifer@dnr.in.gov if we can be of further assistance.

Sincerely,

J. Matthew Buffington
Environmental Supervisor
Division of Fish and Wildlife

**Questionnaire for the Indiana Department of Transportation,
Office of Aviation**

Job No. _____ **Des/Bridge No:** 0300382 _____

Project Description:

I 69 Section 6 Morgan, Johnson, Marion

, Indiana

Requested By:

Lochmueller Group

Are there any existing or proposed airports within or near the project limits? YES

If yes, describe any potential conflicts with air traffic during or after the construction of the project.

The Indianapolis International Airport is located
15,900' Northwest of the
_____ project. If any permanent structures or equipment utilized
for
_____ the project penetrates the 100:1 slope from the airport FAA
_____ Form 7460 (Notice of Proposed construction or alteration) must
_____ be filed. For assistance contact Adam French, INDOT Office of
_____ Aviation, 317-232-1477.

This information was furnished by:

Name: James W. Kinder
Title: Chief Airport Inspector – INDOT Office of Aviation
Date: July 11, 2016



Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

100 N. Senate Avenue • Indianapolis, IN 46204

(800) 451-6027 • (317) 232-8603 • www.idem.IN.gov

Michael R. Pence
Governor

Carol S. Comer
Commissioner

November 29, 2016

Ms. Sarah Rubin
Indiana Department of Transportation
100 N. Senate Avenue, Room N642
Indianapolis, IN 46204

Dear Ms. Rubin:

Re: I-69 Section 6 Mitigation Sites
County: Morgan and Johnson

The Indiana Department of Environmental Management (IDEM) offers the following comments on the twelve (12) potential compensatory mitigation properties for impacts to aquatic resources associated with I-69 Section 6. IDEM representatives inspected the properties during field visits hosted by your agency and your designated representatives, on November 9 & 10, 2016. Regulatory agencies who participated in the field visit included the Army Corps of Engineers, the Indiana Department of Environmental Management, the Indiana Department of Natural Resources, the United States Fish and Wildlife Service, the United States Environmental Protection Agency, and the Federal Highway Administration.

These comments are limited to those sites suitable for compensatory mitigation requirements associated with IDEM's jurisdiction. The majority of the sites are for compensatory mitigation requirements outside of IDEM's jurisdiction. Based on initial estimates, wetland compensatory mitigation needs include 11.0 acres of forested/scrub-shrub wetland, 15 acres of emergent wetland, and 17-50 acres of open water. The proposed stream impacts include 16,500 linear feet of perennial stream, 6,400 linear feet of intermittent stream, and 21,400 linear feet of ephemeral stream. In general, all the sites were well suited for a mixture of compensatory mitigation requirements associated with upland forest loss, floodway habitat loss, wetland loss, stream loss, and Indiana Bat mitigation. Approximately 898.30 acres of land is available for purchase by willing sellers.

November 9, 2016

Farmstead Site

This site is approximately 38.42 acres in size and would involve the preservation of 16.77 acres of forest with the remaining 21.64 acres of land available for reforestation, wetland, and stream mitigation. The site was located adjacent to a mitigation site currently being constructed by Vectren. Due to the limited amount of time, the IDEM representatives were only able to view a small portion of the southwest corner and were



Please Reduce, Reuse, Recycle

unable to view or verify the proposed wetland mitigation on this site. Bryant's Creek crosses the site in the southwest corner of the property. The riparian corridor was only one tree wide and the stream exhibited vertical stream banks in areas. The site would be an excellent location for reforestation, stream bank stabilization, and riparian corridor enhancement. The area viewed in the southwest corner was not proposed for wetland mitigation, however, it did have attributes such as drainage patterns and tile blow outs which might be utilized for wetland creation.

Riverfield Site

This site is approximately 15.72 acres in size and would involve the preservation of 11.02 acres of forest with the remaining 4.69 acres of land available for reforestation and wetland creation. The site is located adjacent to the West Fork White River and contains a large riparian corridor with slough like features. The stream banks are stable and there is a large sandbar on this property containing dead mussel shells. The area of proposed wetland creation and reforestation contained a large population of invasive species that would need to be controlled. The proposed wetland mitigation area would require a lot of excavation. The wetland may be better situated as a linear wetland along the slough feature rather than a block style wetland at the end of the field. Overall the site is better suited for reforestation.

Mahalasville Site

The site is approximately 42.06 acres in size and would involve the preservation of 34.08 acres of forest with the remaining 7.98 acres available for reforestation and wetland creation. There were two small areas suitable for wetland restoration which would add to the overall value of the site. The site is bordered on the south and west by the Morgan Monroe State Forest. Indian Creek runs through the site and is listed on the current Section 303(d) list of impaired waters. A Total Maximum Daily Load (TMDL) and a Watershed Management Plan have been completed for Indian Creek. The majority of mitigation at this site does not fall under IDEM's jurisdiction however this site should be pursued to maintain and improve the watershed of Indian Creek.

Berean Valley Site

The site is approximately 245 acres of forested land and would involve preservation only. The site is a closed canopy forest with deep ravines and numerous headwater tributary streams to Lambs Creek. Lambs Creek is listed on the current Section 303(d) list of impaired waters. A TMDL and Watershed Management Plan have been completed for Lambs Creek. Though this mitigation proposal would not fall under IDEM's jurisdiction, this is a priority site for maintaining and improving the water quality of Lambs Creek.

Crooked Creek Site

This site is approximately 201.47 acres in size and would involve the preservation of 83.83 acres of forest with the remaining 117.61 acres available for reforestation, wetland, and stream mitigation. The site has two existing low quality wetlands. The wetland located in the northwest corner of the property exhibited low species diversity. This wetland had all three wetland criteria and appeared to be groundwater fed. This area would be suitable for wetland expansion and enhancement activities. The wetland located in the center of the property was much drier and was dominated by reed canary grass. The majority of the proposed 33.52 acres of wetland mitigation would be adjacent to this drier and low quality wetland. Based on field conditions, IDEM does not believe this area is suitable for the proposed mitigation acreage. Piezometers or other ground water monitoring devices should be installed and monitored one full growing season to determine the appropriate amount of wetland mitigation. During the ground water monitoring period you should also evaluate the effects of the sand and gravel mining operation occurring in the adjacent property. The site also borders a significant reach of the West Fork White River. There is suitable area for stream bank stabilization on this property. Of the sites observed on Day 1, this site is best suited for your wetland mitigation needs and would be IDEM's number one priority for acquisition.

November 10, 2016

Stotts Creek Landlocked Site

This site consists of 306 acres of multiple landlocked tracts adjacent to the West Fork White River. We didn't get to see much of the site so our comments are limited. There are suitable areas for wetland restoration and streambank stabilization. Several years of aerial photos show significant scour and sediment deposition. It was noted that there is an open water mitigation requirement. Since these parcels are adjacent to the proposed I-69 Section 6 corridor, this may be an area suitable for open water mitigation and the excavated material can be stockpiled for use on the I-69 project site.

Mapleturn Site

This site consists of 3.54 acres and is adjacent to Clear Creek. It contains existing buildings, gravel parking lot, and numerous locations of buried construction demolition waste. IDEM considers this the lowest priority site visited. The site across the street would be more suitable for mitigation purposes. At the time of the visit it was thought the area across the street was owned by Mapleturn Utilities. Based on Morgan County GIS, this parcel is actually owned by Brent Milhon.

Waverly Bog Site

This site consists of 119.29 acre of land with 79.69 acres proposed for preservation and 39.59 available for reforestation. The site contains the Waverly Bog and numerous seeps. The seeps have formed wetland and stream systems across the property. The

site also contains a 70 foot tall ceremonial earthwork. Bogs are considered rare and ecologically important wetland types in the state of Indiana. Depending upon the chemistry of the seeps, acid seeps and circumneutral seeps are also rare and ecologically important wetland types. The site contained a wetland adjacent to Old SR 37 that was dominated by cattail. Due to the presence of the bog, seeps, and wetland areas, IDEM considers the preservation of this site a high priority. The possibility of wetland enhancement activities and preservation can compensate for some of the wetland mitigation requirements for I-69 Section 6.

Sinking Ditch Site

This site consists of 48.91 acres of land with 12.44 acres proposed for preservation and 30.16 acres available for reforestation, wetland, and stream mitigation. The site has experienced significant bank erosion along the West Fork White River. The site is extremely flat and it appears to be well drained even though it is in the floodway. Several years of aerial photos show some saturation in the east central portion of the property. The site is suitable for reforestation and has some existing forested wetlands along the southeast portion of the site. As mitigation you are proposing to construct 2.76 acres of wetland. IDEM considers this a priority site for stream mitigation requirements.

Waverly Farms Site

This site consists of 111.4 acres of land with 34.02 acres proposed for preservation and 77.38 acres available for reforestation and wetland mitigation. This is a large track of land in the floodway of the West Fork White River. The existing forested areas contain forested and slough like wetlands. The site has a slightly rolling topography towards the west and a scoured out flat topography on the east side. Portions of the site have gone fallow and are dominated by wetland tree species. There are suitable areas for wetland mitigation on the site. Several years of aerial photos show hydrology indicators on the east side of the site. Due to the existing habitats being preserved and the topography IDEM considers this site a priority site for mitigation.

Sandbar Site

This site consists of 26.27 acres of land as preservation. The property is located across the river from one of the largest Heron rookeries known in Indiana. The site contains numerous forested sloughs and the mouth of Honey Creek. This stretch of the West Fork White River is under heavy pressure from agriculture, sand and gravel mining, and residential impacts. The purchase and preservation of this property with its sloughs and approximately 2,500 feet of forested riverbanks is important in protecting the water quality and habitat values of the river. IDEM considers this site a priority for mitigation.

Sloughs Site

This site consists of 46.23 acres of land for preservation purposes. The property is located immediately north of the Sandbar site and the two sites combined would preserve approximately 72 acres of forested and fallow land. This site contains some high quality forested sloughs. Numerous aerial photos show this site has an active floodway habitat with heavy scour and sediment deposition. Portions of the riverbank are highly eroded and the fallow portion of the property is dominated by invasive species. There was some evidence of tree growth. There is suitable area for streambank stabilization and riparian corridor mitigation. This site along with the Sandbar site is important preservation sites in protecting the water quality and habitat values of the West Fork White River.

During the field visit, some discussions occurred regarding the open water mitigation requirements. IDEM requires a 1:1 mitigation ratio on open water. IDEM recommended that you take the time to obtain an Approved Jurisdictional Determination (AJD) from the Army Corps of Engineers. The AJP will locate and quantify the open water, wetland, and stream impacts that are regulated under the Federal Clean Water Act and will provide direction on the mitigation needs. In regards to overall compensatory mitigation, if properly designed, the sites selected will both restore (creation/restoration) and maintain (preservation/enhancement) the chemical, physical, and biological integrity of waters of the state impacted by the I-69 Section 6 project.

If you have any questions about this letter, please contact Jason Randolph, Project Manager, of my staff by phone at 317-233-0467, or by e-mail at jrandolp@idem.in.gov.

Sincerely,



Brian Wolff, Branch Chief
Surface Water, Operations, and Enforcement
Office of Water Quality

cc: Deb Snyder, USACE-Louisville, Indianapolis Field Office
Robin McWilliams Munson, USFWS
Michelle Allen, FHWA-Indiana
Virginia Laszewski, EPA Region 5
Laura Hilden, INDOT
Matt Buffington, IDNR
Dr. Tom Cervone, Lochmueller Group, Inc.



United States Department of the Interior
Fish and Wildlife Service



Bloomington Field Office (ES)
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

November 29, 2016

Ms. Sarah Rubin
Project Manager, I-69 Section 6
Indiana Department of Transportation
Indiana Government Center North
100 N. Senate Ave., Room N642
Indianapolis, IN 46204

Dear Ms. Rubin:

This letter is in response to your email dated November 15, 2016 requesting comments on potential Section 6 mitigation sites visited during our tour held on November 9th and 10th, 2016. The U.S. Fish and Wildlife Service (USFWS) is reviewing each site for its potential to provide suitable roosting and foraging habitat for the Indiana bat and the northern long-eared bat to compensate for impacts associated with the construction of Section 6 of the I69 interstate, between Martinsville and Indianapolis, Indiana. While all of the sites provide some ecological benefit by being restored and/or preserved, some sites are more appealing than others with respect to mitigation for impacts to bat habitat. Following are comments for each of the sites visited and discussed during our recent tour and meeting.

Farmstead Site

We concur that this site is appropriate for bat mitigation. Although the site is located at the northern end of Section 5, the site is also located within two maternity colonies and includes Bryant Creek. There are several bat capture records along Bryant Creek less than 1.5 miles from the site and several roost trees within three miles of the property. The property is approximately 40 acres and adjacent to a 30 acre mitigation site for Vectren. The adjacent mitigation work adds value, as does the potential for improvements to Bryant Creek via stream bank restoration.

Riverfield

We concur this site is appropriate for bat mitigation. Although this site is also in the northern end of Section 5, the site is located along the White River, which is known to be used by Indiana

and northern long-eared bats, and just downstream of an area with known Indiana bat roost trees. The property is small (15.75 acres) and unlike some sites, there appears to be little concern for development or timbering impacts to the site.

Mahalasville Site

This site would be acceptable for forest/bat habitat mitigation. We would rank this as a medium priority. It is unlikely the site would be suitable for development or logging due to the steep nature of the existing forest. There could be benefits to Indian Creek if restoration work was completed here.

Berean Valley

As mentioned in the November 14th meeting minutes, the Berean Valley site is outside of our targeted area for Indiana and northern long-eared bat mitigation. The site is very rural and at this time appears to lack any real pressure from development. While the site is very appealing, at this time we feel it is a low priority.

Crooked Creek

The Crooked Creek mitigation site is approximately 200 acres and consists of forests, wetlands and farm fields. This site is located within two known maternity colonies and situated along the West Fork of the White River, which is known to be used by Indiana and northern long-eared bats. The site is also very near documented Indiana bat roost trees, as well as the large block of landlocked parcels, also under consideration for mitigation. Based on the size, location, and mitigation potential, the Service believes this site is a high priority for acquisition and restoration. In addition, there may be some development threats in this area, especially considering the proximity to the proposed Henderson Ford Road interchange and several large gravel quarries.

Landlocked Stott's Creek property

This area consists of multiple properties that are likely to be landlocked along the West Fork White River as a result of the highway development. There are approximately 300 acres comprised of farm fields, wetlands, and bottomland forest. Four maternity colonies for the Indiana and northern long-eared bats are located in this area and several roost trees have been found less than a mile downstream; several roost trees have also been noted upstream. The site is also very near the Crooked Creek property and, if both were acquired, would provide for a large block of protected habitat along the White River. The Service feels this site is a high priority for bat mitigation.

Mapleturn property

The Mapleturn property is a small 6 acre parcel adjacent to Clear Creek and Mapleturn Road. There are a number of vacant buildings and a large asphalt and gravel parking area on part of the site. Although Indiana and northern long-eared bats have been captured along Clear Creek at this location, the potential for reforestation and mitigation is undermined by the potential purchase cost, clean-up, and other liability issues present at the site. This site would be a very low priority for bat mitigation.

Waverly Bog

This site was previously reviewed as part of the mitigation proposal for Section 5. At that time the Service agreed that the site was acceptable for Indiana bat forest mitigation. The site is in close proximity to a known Indiana bat maternity colony, contains unique habitat, and has previously been the subject of potential development. With that said, the site is in need of invasive species management, is barely within one of the maternity colonies, and is further from the White River than other prospective sites. We would consider this site a medium priority for bat mitigation.

Sinking Ditch

The Sinking Ditch property is approximately 50 acres in size and consists of farm fields, bottomland forest and sloughs along the West Fork White River. The site is located between several maternity colony areas for the Indiana and northern long-eared bat and would consist primarily of reforestation and preservation. We would consider this site a medium priority based on location and size.

WF Farm

WF Farm is a large property located along the West Fork White River north of SR 144. The property is currently a mix of agricultural fields, bottomland/riparian forest, wetlands and sloughs. The site is located within two bat maternity colonies and less than 0.5 miles from both an Indiana bat and a northern long-eared bat capture location. In 2015, a northern long-eared bat roost was found approximately 0.2 miles northeast of the site along the river. During the field trip, several potential roost trees were noted within the slough area. We feel this site is a high priority for bat mitigation purposes.

Sandbar and Slough

These two properties are adjacent to each other along the West Fork White River near Smith Valley Road, west of SR 37. Together they total just over 70 acres and would be used for forest preservation credit. One issue noted for both properties is the need for significant invasive species management on portions of the sites. The properties are located within one Indiana bat maternity colony and two northern long-eared bat colonies. There are also several Indiana bat

roost trees about 0.5 miles north of the site. The area is surrounded by several other protected properties and could contribute to a large block of preserved habitat. While we are supportive of these sites being pursued for mitigation, these two sites would have a slightly lower priority than some of the larger sites with more pressure or potential for development or farming. It is unclear if these two areas would be conducive to gravel mining. If so, then protection would be more warranted.

We appreciate the continued effort in focusing the Indiana bat forest mitigation within known Indiana bat maternity colony areas as these locations may be under increasing development pressures in the coming years.

We look forward to continued coordination for the development of mitigation properties for Section 6 of the I-69 project. If you have any questions about our recommendations, please call Robin McWilliams Munson at (812) 334-4261 (Ext. 1207).

Sincerely yours,



Scott E. Pruitt
Field Supervisor

cc: Dr. Tom Cervone, Lochmueller Group, 6200 Vogel Road, Evansville, IN 47715-4006
Jason Randolph, IDEM, Office of Water Quality, Indianapolis, IN
Matt Buffington, IDNR, Division of Fish and Wildlife, 402 W. Washington St., Room W273
Indianapolis, IN 46204
Deborah Snyder, COE, Indiana Regulatory Office, 9799 Billings Rd, Indianapolis, IN 46216
Michelle Allen, FWHA, 575 N. Pennsylvania St., Rm. 254, Indianapolis, IN 46204
Laura Hilden, INDOT, 100 N. Senate Av., Rm. 642, Indianapolis, IN 46204

Environmental Unit
Division of Fish and Wildlife
402 W. Washington Street
Room W273
Indianapolis, IN 46204
Phone (317) 232-4080
Fax (317) 232-8150
www.in.gov/dnr/fishwild/

November 30, 2016

Sarah Rubin
Indiana Department of Transportation
100 N. Senate Ave., Room N642
Indianapolis, IN 46204

Re: Comments from Indiana Department of Natural Resources, Division of Fish and Wildlife, regarding Interstate 69 Section 6 Proposed Mitigation Sites, DNR File ER-11896-3

Dear Ms. Rubin:

On November 9 and 10, 2016, an agency field meeting was held to review potential mitigation sites associated with impacts in Section 6 of Interstate 69. The Indiana Department of Transportation issued a request for comments from the attending agencies regarding the meeting by November 30, 2016. The following comments are in regard only to those sites visited.

November 9, 2016

Farmstead

This site has another mitigation site being installed to the immediate west. The Bryant Creek stream corridor possessed a narrow riparian corridor that was about one tree wide and even then the trees were rather scattered. The stream showed signs of erosion. The north side of the parcel contains the wetland restoration and forest preservation areas; though visible from the south side this area was not visited. Overall, this site holds good potential for stream restoration, enhancement of the riparian corridor, and reforestation. Wetland restoration and preservation potential was less obvious, primarily due to the limited amount of site inspection completed. The location of this parcel within Section 5 is not a grave matter as far as DNR is concerned.

Riverfield

The site is located on the south side of the West Fork White River. Portions of the site were forested, with the middle portion open and previously farmed. The frequency and intensity of flooding at this site was not clear, though the open ground appeared fairly high and floodwaters may enter the nearby sloughs, encircling this area more than flooding it. The DNR supports protecting property adjacent to the White River but it is not clear how much benefit would occur by making this a mitigation site. Upland forest restoration and preservation are probably the best choices though due to the site's location, it is likely to remain in a natural condition unless it is cleared for marginal farming. The location of this parcel within Section 5 is not a grave matter as far as DNR is concerned.

Mahalasville

This parcel is located adjacent to Morgan-Monroe State Forest. The site offers primarily forest preservation credit with some wetland restoration and reforestation. The amount of wetland restoration may be more than depicted in the meeting diagrams. Overall, this site seemed to offer less potential positive enhancement compared to other sites.

Berean Valley

The site only offers forest preservation credit, but would be 245 acres over hills and ravines and some bottomlands. The parcel looked to be of high quality, with fairly large hard mast species and an understory that appeared void of bush honeysuckle and other invasive species. Only a portion of the site was inspected, given its size, though the property owner suggested the site was similar throughout. The DNR supports protecting large, intact pieces of habitat. However, it is not clear who would manage this site or what threats the site faces (outside of silviculture practices).

Crooked Creek

This large parcel contains a mix of forest preservation, reforestation, and wetland restoration. There is a utility easement that bisects the property. Where the utility easement abuts the West Fork White River, there exists the potential for some bank stabilization to occur. A known bald eagle nest is located in the southeast corner of the site and at least one eagle was seen during the field visit. This site appeared to offer good potential for wetland enhancement and restoration. Given the lateral movement of the White River, there stands the potential that this site could be drastically altered in the future should the river move further west where the utility easement abuts the river. Overall, this site seems to offer excellent mitigation potential.

November 10, 2016

Landlocked

This site was essentially inspected from the vehicle right off of SR 37, with a small portion of the upstream area inspected on foot. Mitigation on the downstream parcels would create a large block of primarily forested habitat adjacent to the West Fork White River, with some forest preservation upstream. Wetland inclusions are likely but the extent was indeterminable from the vehicle. The DNR views the placement of mitigation sites directly adjacent to the new interstate as less than ideal as it can create vehicle-wildlife conflicts. Should this site be further considered, there needs to be some inclusion of wildlife passage opportunities across the new interstate. Passage should be included in any bridge work at Stotts Creek and other opportunities made across the interstate southwest of Stotts Creek, using overpass and/or underpass options.

Maple Turn

This site was highly disturbed. Given the site's small size and current condition, the DNR views this as the site with the least mitigation potential.

Waverly Bog

This site has been considered for mitigation more than once. It continues to possess a fairly unique bog surrounded by decent woods, wetlands, seeps, and a stream. The site also faces some potential development pressure in terms of subdividing within the current landowner's family. The site has

Sarah Rubin, (Section 6, I-69)
November 30, 2016
Page Three

some issues with invasive species, like bush honeysuckle and *Vinca minor*, but also has skunk cabbage, a high quality, native wetland plant. The potential to protect and enhance a bog remains and this site should be considered a good mitigation option.

Sinking Ditch

This site would include mostly reforestation but also some forest preservation and wetland restoration, along with bank stabilization on the West Fork White River. It appeared that the river is moving laterally into the potential mitigation site, particularly the western portion where the river curves to the southwest where stabilization is proposed. This bank had vertical slopes and no riparian vegetation. Given the nature of the White River and its propensity to move within its floodplain, this site could look considerably different by the time mitigation begins. The DNR does not oppose the use of this site as mitigation but offers caution in counting on this site being the same in a few years as it is now.

WF Farm

Roughly two-thirds of the site would be for reforestation, with the other third mostly forest preservation, with less than 10 acres of wetland restoration. A sand and gravel operation is located to the immediate north. The existing sloughs were in good condition, with the western slough appearing older and in better condition than the eastern slough. Overall, this site appears to hold good mitigation potential and the DNR supports further investigation of the site.

Sandbar/Sloughs

Sandbar is the southern parcel, Sloughs to the north. Aerial photos show that water has been moving across these sites, in a roughly northwest to southeast direction. The West Fork White River banks of the Sloughs showed significant erosion, supporting what the aerial photos show. There are sloughs and other drainage features through both properties, including a portion of Honey Creek. Mature trees were typical large river riparian species but the open areas, particularly in Sloughs, contained large stands of invasive species. On the other side of the river, south of Sandbar, a significant heron rookery exists. Protecting these parcels would greatly benefit the river and surrounding landscape. Agriculture, sand and gravel mining, and residential development are common in the area. Both sites are identified for preservation and there is some concern about the amount of effort needed to do meaningful reforestation and bank stabilization. The active erosion at Sloughs may cause the river to change alignment in the near future, creating a significantly different site than what was inspected.

Please contact me at (317) 233-4666 or mbuffington@dnr.in.gov, if we can be of further assistance.

Sincerely,



Matt Buffington
Environmental Supervisor
Division of Fish and Wildlife

From: "Snyder, Deborah D CIV USARMY CELRL (US)"
<Deborah.D.Snyder@usace.army.mil>
Date: November 30, 2016 at 1:12:10 PM CST
To: "srubin@indot.in.gov" <srubin@indot.in.gov>
Cc: "DuPont, Jason" <JDUPont@lochgroup.com>, "Groce, Samantha"
<SGroce@idem.IN.gov>, "MBuffington@dnr.IN.gov"
<MBuffington@dnr.IN.gov>, "McWilliams, Robin"
<robin_mcwilliams@fws.gov>
Subject: I 69 Section 6 mitigation sites

Ms. Rubin,

This is in regard to the potential mitigations sites for impacts to waters of the U.S. resulting from the construction of Section 6 of the Interstate 69 Evansville to Indianapolis extension. INDOT hosted field visits to each site on November 9 and 10, 2016. I attended the November 9th visit but was unable to attend the November 10th visit. The following comments are based on the information on all sites provided at the November 9th interagency meeting and in the meeting minutes provided by INDOT in addition to site visits to Riverfield, Mahalaville, and Crooked Creek mitigation sites. My comments only address the sites that have the potential to mitigate for impacts to waters of the U.S. and do not address the sites used exclusively for forest preservation/restoration.

Farmstead Site

This property includes Bryants Creek and INDOT proposes that it has the potential for the creation of forested and emergent wetland as well as the establishment of riparian buffer along Bryants Creek for stream mitigation. I was unable to visit this site. The information provided indicates that INDOT believes that wetland could be established within the parcel. Without more information on the potential source of hydrology and the existing soil condition, I am unable to make a determination of the suitability of this site to support wetlands. However, Bryants Creek would benefit from reforestation of the riparian corridor and would likely provide appropriate stream mitigation.

Riverfield Site

This property is adjacent to the West Fork White River. The potential wetland creation would involve some excavation. Based on the information provided and a site visit, I am not confident that the area would develop into a successful forested wetland.

Mahalasville Site

This site includes Indian Creek and is located adjacent to the Morgan Monroe State Forest. The potential mitigation identified by IDEM would be two small forested wetlands. Since these potential wetlands would be located within an area that appears to be forested wetland, it seems that they would have a good chance of developing successfully and provide appropriate mitigation.

Crooked Creek Site

This site is located adjacent to the West Fork White River. The site includes a section of the West Fork White River's bank that would likely be suitable for streambank stabilization measures as mitigation for impacts to perennial streams. The parcel also includes two areas of potential forested wetland creation. Without more detailed information on hydrology or soils, it is difficult to determine the likelihood of successful wetland mitigation at this site.

Stotts Creek Landlocked Mitigation Property

This site is located adjacent to West Fork White River. I was unable to visit this site. Based on the material provided, it appears that there are opportunities for stream mitigation along Stotts Creek and West Fork White River. The parcel may be able to support successful forested wetland creation, but that is difficult to assess with the information I have.

Waverly Bog Site

This site appears to feature unnamed tributaries to West Fork White River as well as a bog. I was unable to visit this site. Because the site reportedly includes a high quality bog and appears to be in some danger of being developed, it may be appropriate for preservation mitigation credit.

Sinking Ditch

This site is adjacent to West Fork White River and, according to INDOT, has the potential to support wetland forest creation. I did not visit this site. Based on the information available, it appears that the site has potential to provide stream mitigation in the form of stabilization along the river. Without more detailed information on hydrology, it is difficult to determine whether or not the site would support forested wetland creation.

Waverly Farms Site

This site is adjacent to West Fork White River. I was unable to visit this site. The potential mitigation includes creation of forested and emergent wetland in low-lying areas. The site appears to have existing forested wetlands and would likely support successful wetland creation.

As a reminder, mitigation for impacts under Section 404 of the Clean Water Act using a watershed approach should replace the functions of the impacted resources. Without detailed information of the proposed impacts, the Corps cannot provide a detailed assessment of the suitability of proposed mitigation. However, having visited the proposed impact sites, the Corps is under the impression that the sites listed above have a high likelihood of providing appropriate mitigation. As stated in the brief discussion of each site, we would need more detailed information on hydrology and soils to determine the appropriateness of several of the sites. We are aware of the challenges of identifying appropriate and available mitigation sites for this project. We appreciate the opportunity to visit these sites and provide comments on each site.

If you have any questions, please call or e-mail me.

Sincerely,
Deborah Snyder
Project Manager, U.S. Army Corps of Engineers
Louisville District, Indianapolis Regulatory Office
Phone: 317-543-9424



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

NOV 30 2016

REPLY TO THE ATTENTION OF:
E-19J

Michelle Allen
Federal Highway Administration – Indiana Division
575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

Sarah Rubin
Project Manager, I-69 Section 6
Indiana Department of Transportation
100 North Senate Avenue, Room 642
Indianapolis, Indiana 46204

Re: Interstate 69 Section 6 Potential Mitigation Sites

Dear Ms. Allen and Ms. Rubin:

The U.S. Environmental Protection Agency (EPA) received your November 15, 2016, email requesting comments on the potential mitigation sites visited during the November 9th and 10th mitigation sites field tour for Section 6 (Martinsville to Indianapolis) of the I-69 (Indianapolis to Evansville) project. Please see the enclosure for our detailed comments.

We appreciate this opportunity provide potential comments. We look forward to further review and comment on mitigation sites for Section 6 as additional information is developed and shared with the resource agencies.

If you have any questions, please contact Virginia Laszewski of my staff at laszewski.virginia@epa.gov or 312-886-7501.

Sincerely,

Kenneth A. Westlake, Chief
NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Enclosure

cc (email): Deborah Snyder, Corps of Engineers
Robin McWilliams Munson, U.S. Fish and Wildlife Service

cc (email): Laura Hilden, Indiana Department of Transportation
Jason Randolph, Indiana Department of Environmental Management
Matt Buffington, Indiana Department of Natural Resources
Tom Cervone, Lochmueller Group, Inc.

**EPA's Preliminary Review Comments Regarding I-69 Section 6
Potential Mitigation Properties
(following mitigation sites field tour)**

Day-1 (Nov. 9, 2016) Mitigation Sites Preliminary Review

(In order of preference, subject to change.)

- **Farmstead:** An approximately 38-acre site. Property abuts a wetland mitigation site under construction. The stream is perennial and we understand that it is not represented in Photo 1. This site has potential for stream bank stabilization, riparian corridor, forest preservation, reforestation, and possibly wetland mitigation. Ideally, for stream restoration, the Indiana Department of Transportation (INDOT) would start by restoring the headwaters and move downstream instead of restoring a segment in the middle like the one at Farmstead.
- **Mahalasville:** A larger site (approx. 42 acres) with some forest and floodplain restoration potential. We would like more information on what the threat to the preservation area may be.
- **Berean Valley:** This is a very large site (approx. 245 acres) with no restoration potential. Based on the mature forests, logging is likely the threat to the site.
- **Crooked Creek:** Large site (approx. 201 acres) with a large area of restoration potential, including wetlands. INDOT would need to add a buffer (100 ft.?) surrounding the Section 6 right of way (ROW) that would likely not get credit because of edge effects. Specifically, the ROW bisects the floodplain and goes right up to the White River, which will add to the river's instability. Impacts to the riparian area and floodplain must be avoided and minimized before considering this area for mitigation.
- **Riverfield:** This is a small site (approx. 16 acres) in good condition with only 4 acres available for restoration. Although it would be good to preserve White River riparian area, there does not appear to be a threat to that area, and the value of adding extra protection to the site is minimal.

Day 2 (Nov. 10, 2016) Mitigation Sites Preliminary Review

(In order of preference, subject to change.)

- **Stotts Creek Landlocked:** We were not able to see the site (approx. 306 acres) in detail because we did not have landowner access. Based on the size of the site, and the potential for forest, riparian buffer, wetland restoration, and bat habitat, this site is worth pursuing. For Stotts Creek and potentially White River bank stabilization, we would encourage constructing bankful shelves, root wads, and live stakes, with minimal hard armoring only where the river approaches a structure.
- **Waverly Bog:** This site (approx. 119 acres) would provide sufficient value to be used as mitigation. Based on our site visit and documentation of the bog, as well as the

demonstrable threat of the landowner wanting to develop the site, this site should be considered for forest and wetland mitigation. We would recommend that a long-term management plan be employed for invasive species, etc. and that a land steward manage the site.

- **Waverly Farms:** This site (approx. 114 acres) has potential for restoration in that it is large and already contains some mature forested areas with the sloughs. It would be beneficial to reconnect those communities with the riparian floodplain forests. If possible, the property to the north has no riparian buffer, so it would be nice addition to the site. Also, before selecting this site, INDOT needs to make sure the quarry to the north won't have any adverse impacts on the site due to water-level manipulation or blasting.
- **Sinking Ditch:** The site (approx. 49 acres) is not as large as others. It has a relatively small area of riparian restoration potential. See Stotts Creek Landlocked site comments for stream bank recommendations.
- **Sandbar and Sloughs:** The sites (approx. 26 and 46 acres, respectively) should be considered as one; the value in the dynamic system would depend on both sites being restored and protected. The Slough site would benefit greatly from some stream bank vegetation.
- **Mapleturn:** We recommend eliminating this site (approx. 3.5 acres) for natural resource mitigation unless the entire site would be remediated. The mitigation credits generated by this site would be small (a small amount of forested and stream buffer).