



# **APPENDIX P**

## **ENVIRONMENTAL JUSTICE METHODOLOGY**

### **COMMUNITY OUTREACH AND SURVEY**

**Tier 2 Environmental Impact Statement**

**I-69 Section 6**

**Martinsville to Indianapolis**

**September 19, 2017**

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## **1 INTRODUCTION**

This Environmental Justice Methodology and Community Outreach and Survey documentation provides information regarding the identification and characterization of communities which meet the criteria for protection under Title VI of the 1964 Civil Rights Act (Title VI) and Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,<sup>1</sup> efforts to engage these populations in the project development process for I-69 Section 6 and results of both a resident survey and a community organization survey of these populations. This effort supports the evaluation of community impacts within the I-69 Section 6 study area and serves to support the analysis and conclusions contained in the Draft Environmental Impact Statement (DEIS). This report identifies efforts to identify low-income and minority populations potentially affected by I-69 Section 6, as well as public outreach efforts to meaningfully engage those groups.

All federal agencies must comply with Title VI of the 1964 Civil Rights Act (Title VI) and Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. Under Title VI and related statutes, each federal agency is required to ensure that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion. Executive Order 12898 states that “...each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations...”

Pursuant to the Executive Order, FHWA issued Order 6640.23, FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, on December 2, 1998. On August 4, 2011, the Secretary of Transportation, along with heads of other federal agencies, signed a Memorandum of Understanding on Environmental Justice (EJ MOU) and Executive Order 12898 confirming the continued importance of identifying and addressing these considerations in agency programs, policies and activities as required by Executive Order 12898.

As part of the EJ MOU, each agency agreed to review and update their Environmental Justice (EJ) strategy as appropriate. Accordingly, the United States Department of Transportation (USDOT) updated its 1995 EJ strategy on March 2, 2012. The updated strategy continues to reflect the USDOT commitment to EJ principles and to integrating those principles into USDOT programs, policies and activities. The updated strategy relies upon existing authorities for achieving EJ as described by the Executive Order 12898, such as the National Environmental

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<sup>1</sup> Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,” 59 FR 7629 (February 11, 1994).



Policy Act of 1969 (NEPA), Title VI and related statutes, as well as the commitments and focus areas set forth in the EJ MOU.

USDOT also updated its 1997 Order 5610.2(a) on May 2, 2012 to reaffirm its commitment to EJ and clarify aspects of the Executive Order, including the definitions of "minority" populations. FHWA issued Order 6640.23A, FHWA Actions to Address EJ in Minority Populations and Low-Income Populations, on June 14, 2012, which cancels its 1998 Order 6640.23. On April 1, 2015, FHWA published the "FHWA Environmental Justice Reference Guide."<sup>2</sup> This guide helps FHWA staff and NEPA practitioners ensure compliance with EJ requirements.

FHWA administers its governing statutes to identify and avoid discrimination and disproportionately high and adverse effects on minority populations and/or low-income populations by:

1. Identifying and evaluating environmental, public health, and interrelated social and economic effects of FHWA programs, policies, and activities;
2. Proposing measures to avoid, minimize, and/or mitigate disproportionately high and adverse environmental and public health effects and interrelated social and economic effects and provide offsetting benefits and opportunities to enhance communities, neighborhoods, and individuals affected by FHWA programs, policies, and activities, where permitted by law and consistent with Executive Order 12898;
3. Considering alternatives to proposed programs, policies, and activities where such alternatives would result in avoiding and/or minimizing disproportionately high and adverse human health or environmental impacts, where permitted by law and consistent with Executive Order 12898; and
4. Providing public involvement opportunities and considering the results thereof, including providing meaningful access to public information concerning the human health or environmental impacts and soliciting input from affected minority populations and/or low-income populations in considering alternatives during the planning and development of alternatives and decisions.

I-69 Section 6 entails upgrading an existing multi-lane, divided transportation facility to a full freeway design with fully controlled access. Most of the proposed right of way for I-69 Section 6 is already devoted to transportation use. This context was taken into account as part of the analysis of impacts to minority and/or low-income populations.

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<sup>2</sup> *Federal Highway Administration Environmental Justice Reference Guide*. FHWA, 2015. Print.  
[http://www.fhwa.dot.gov/environment/environmental\\_justice/publications/reference\\_guide\\_2015/fhwahep15035.pdf](http://www.fhwa.dot.gov/environment/environmental_justice/publications/reference_guide_2015/fhwahep15035.pdf)





## 2 METHODOLOGY

Under FHWA Order 6640.23A, the following populations must be considered in analyzing EJ issues. Order 6640.23A specifically defines low-income and minority as follows:

“**Minority** means a person who is:

1. Black – a person having origins in any of the black racial groups of Africa.
2. Hispanic or Latino – a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.
3. Asian American – a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent.
4. American Indian and Alaskan Native – a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition.
5. Native Hawaiian or Other Pacific Islander – a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

**Minority Population.** Any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FHWA program, policy, or activity

**Low-Income.** A person whose median household income is at or below the Department of Health and Human Services poverty guidelines.

**Low-income Population.** Any readily identifiable group of low-income persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed FHWA program, policy, or activity. (FHWA Order 6640.23A)”

This section documents analysis completed to identify the affected communities and communities of comparison (COCs) for the environmental justice (EJ) analysis of the I-69 Section 6 project. The purpose of the analysis is to review and validate the appropriate methods for identifying minority or low-income populations of potential concern. The following list defines key terms used in this analysis.

- **Socioeconomic Study Area** is defined as all census tract block groups that are either impacted by one of the I-69 Section 6 alternatives or were included within the approved Tier 1 Final Environmental Impact Study (FEIS)/Record of Decisions (ROD) for the I-69 Section 6.
- **Census Tract** is defined by the U.S. Census Bureau as, “small, relatively permanent statistical subdivisions of a county...the primary purpose of census tracts is to provide a



stable set of geographic units for the presentation of statistical data.<sup>3</sup> Some census tracts are contained within the socioeconomic study area, while others overlap it and have some portion located outside the limits of the socioeconomic study area.

- **Census Tract Block Group** is defined by the U.S. Census Bureau as, “statistical divisions of census tracts, [and] are generally defined to contain between 600 and 3,000 people.<sup>4</sup>” For the EJ analysis, block groups were used to identify the geographic limits of each potentially affected community (AC) and are entirely contained within the socioeconomic study area.
- **Affected Community** is defined by INDOT EJ guidance as the community that overlaps the socioeconomic study area and is entirely contained within the COC.<sup>5</sup> For the EJ analysis, the geographic boundaries of the block groups within the socioeconomic study area were used to define the geographic boundary of each, distinct affected community.
- **Community of Comparison** is defined by INDOT EJ guidance as the reference community for the socioeconomic study area, which is typically a county, city or town, but may be based on other locally or regionally important community contexts.<sup>6</sup> This section details the analysis completed to determine the COC for the EJ analysis.

## 2.1 Census Block Group Identification

During the Conceptual Alternatives stage, U.S. Census Bureau American Community Survey data set was used to determine if the Conceptual Alternatives cross areas of low-income or minority communities of concern. U.S. Census Bureau American Community Survey data was used for the identification of low-income, minority, and non-English speaking populations within the I-69 Section 6 study area which included all census tracts touched by the Conceptual Alternatives. Within each census tract, block groups were used as the area of study because those are the smallest areas for which census information was available. This information was used to determine if there were populations of concern within the greater project area and the general location of populations of concern. Identification of non-English speaking populations and low-income or minority populations was used to determine which languages public involvement materials should be provided during the project public involvement process.

During development of the Preliminary and Reasonable Alternatives, information on low-income and minority populations was reviewed again and updated as appropriate. Chapter 4 of the I-69 Section 6 Draft Environmental Impact Statement (DEIS) defines the area analyzed for environmental justice as the socioeconomic study area. Within the limits of the socioeconomic

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<sup>3</sup> [https://www.census.gov/geo/reference/gtc/gtc\\_ct.html](https://www.census.gov/geo/reference/gtc/gtc_ct.html)

<sup>4</sup> [https://www.census.gov/geo/reference/gtc/gtc\\_bg.html](https://www.census.gov/geo/reference/gtc/gtc_bg.html)

<sup>5</sup> *INDOT Environmental Justice in NEPA Documentation Process (American FactFinder, Step-by-Step Guide)*, page 1, April 3, 2012. [http://www.in.gov/indot/files/ES\\_EnvironmentalJusticeGuidance\\_2012.pdf](http://www.in.gov/indot/files/ES_EnvironmentalJusticeGuidance_2012.pdf)

<sup>6</sup> *Ibid*, page 1.



study area, which is shown in **Figure 1**, there are 30 Block Groups. These 30 Block Groups were used to identify the geographic limits of each potential affected community.

According to INDOT EJ guidance,<sup>7</sup> an affected community has a population of potential concern if:

1. The minority or low-income population of an affected community is greater than 50-percent of the affected community’s total population; or
2. The percentage minority or low-income population of an affected community is 25-percent (or more) higher than the reference population or COC’s.

When either situation occurs, the affected community is referred to as having an elevated concentration of minority or low-income populations. The INDOT EJ guidance indicates that an affected community needs to be contained within the COC, which is typically a county, city or town, but may be based on other locally or regionally important community contexts. For large projects with multiple affected communities, there may be multiple COCs.

The equations to determine percentages for each indicator are as follows:

*Minority Populations:*

$$\text{COC/AC Minority population \%} = \frac{\text{Non - white Minority}}{\text{Total Population}}$$

$$125\% \text{ COC} = \text{COC Minority Population} \times 1.25$$

*Low-Income Populations:*

$$\text{COC/AC Low Income population \%} = \frac{\text{Total Population Below Poverty Level (estimated)}}{\text{Total Population}}$$

$$125\% \text{ COC} = \text{COC Low Income Population} \times 1.25$$

Therefore, when the concentration of minority or low-income individuals in an affected community is greater than 50-percent or if the concentration in an affected community is 25-percent or more than that of the COC, the affected community is referred to as having an elevated concentration of minority or low-income populations. For reference to the determination of the COC see **Section 2.2**.

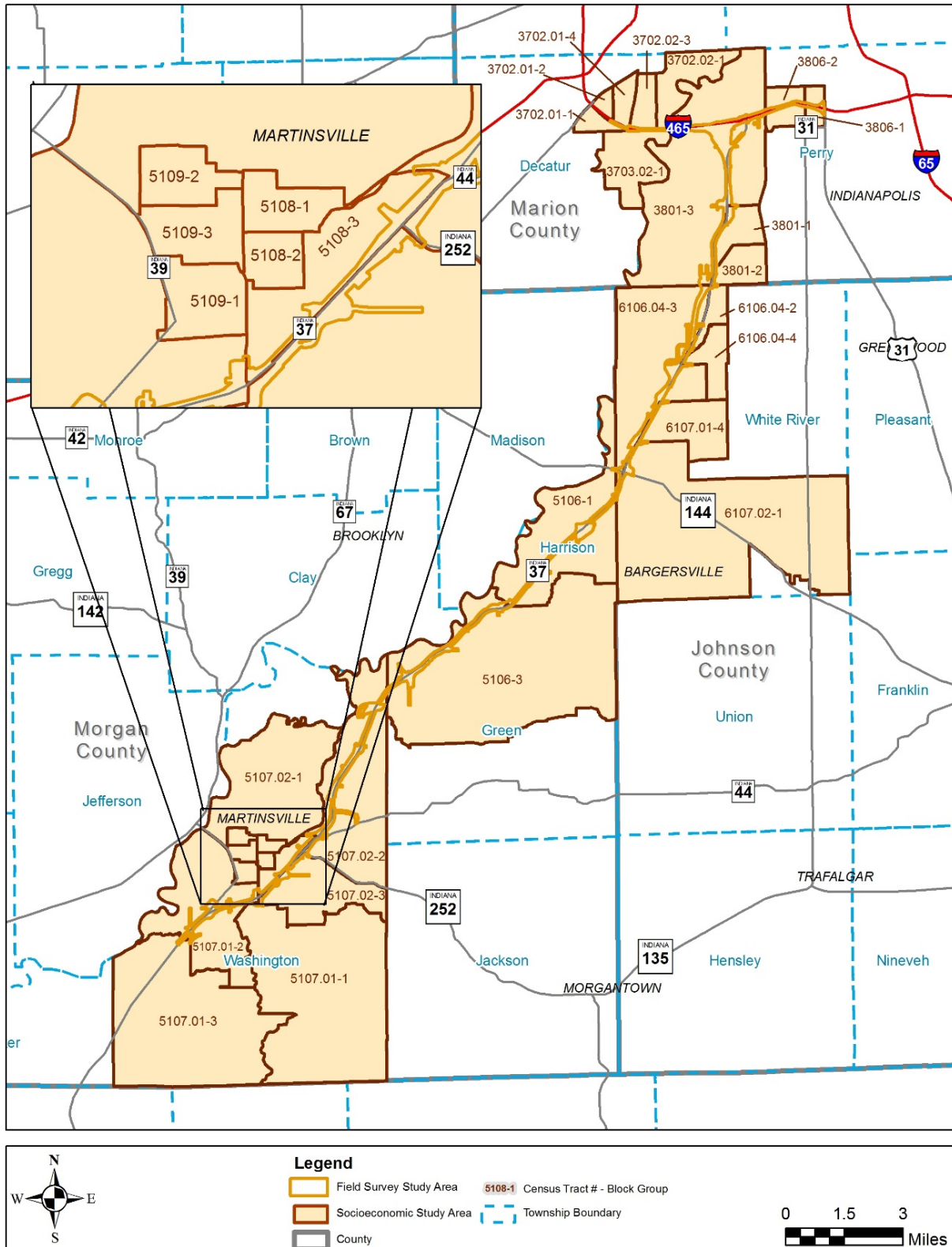
The 2010-2014 American Community Survey (ACS) data<sup>8</sup> was acquired from the census website in a database format that detailed the previously mentioned indicators of minority status, low-income status, and English proficiency at the block group (if available) level.

<sup>7</sup> *Ibid*, page 1.

<sup>8</sup> This dataset was used in lieu of the 2010 Census data as the ACS replaced the census “long form” that previously was included in earlier census years and traditionally provided demographic information estimated for analysis.



Figure 1: Section 6 Socioeconomic Study Area





## 2.2 Communities of Comparison Analysis

Within the socioeconomic study area, five scenarios were evaluated to identify the most appropriate reference population, referred to throughout this analysis as COC. The following sections summarize each scenario and the results of its evaluation.

### 2.2.1 Scenario 1

Cities, towns and counties were analyzed as potential communities of comparison. This approach is consistent with the EJ analysis completed as part of the I-69 Section 5 project FEIS. The analysis included counties and municipalities contained within the socioeconomic study area. More specifically, Marion, Johnson and Morgan counties, as well as the cities of Indianapolis and Martinsville, were considered in Scenario 1. Under this scenario, 13 of 30 block groups or 43.3 percent were identified as having elevated concentrations of minority or low-income populations.

The calculation of 125-percent of the COC and the identification of the geographic area of the COC for each of the five communities are included in **Table 1**. The green highlighted cells indicate which reference community was evaluated as the primary COC.

**Table 1: Scenario 1/County and City COC for Minority and Low-Income Populations**

Geographic Area	Total Population	Number	Percentage	125% of COC
Total Population: Non-White / Minority*				
Marion County	919,336	380,737	41.4%	51.8%
Indianapolis	844,449	355,942	42.2%	52.7%
Johnson County	143,789	12,370	8.6%	10.8%
Morgan County	69,343	2,359	3.4%	4.3%
Martinsville	11,756	348	3.0%	3.7%
Total Population: Low-Income				
Marion County	900,000	189,127	21.0%	26.3%
Indianapolis	826,015	176,042	21.3%	26.6%
Johnson County	141,024	15,320	10.9%	13.6%
Morgan County	68,360	8,145	11.9%	14.9%
Martinsville	11,245	2,539	22.6%	28.2%

Source: U.S. Census Bureau, 2010-2014 American Community Survey Table B03002.

\*Total population non-white / minority was calculated by subtracting the population of white alone (not of Hispanic or Latino origin) from the total population

Notes: **Green highlight** denotes the primary COC percentage used for evaluating the corresponding ACs.

The results of the analysis for Scenario 1 are shown in **Table 2** for minority populations, and in **Table 3** for low-income populations. **Table 2** identifies the total population, total non-



white/minority population, and percentage for each. It also identifies each affected community with a minority population 125 percent or greater than the selected COC. **Table 3** identifies the total population, low-income population, and percentage for each. It also identifies each affected community with a low-income population which is 125 percent or greater than the selected COC. Affected communities with elevated minority or low-income populations are highlighted red with the word ‘Yes’. **Figure 2** shows the block groups with elevated concentrations of minority or low-income populations in Scenario 1.

**Table 2: Elevated Minority Populations, Scenario 1**

Geographic Area	Total Population	Total Population Non-White / Minority*		125% of COC	Elevated Concentration of Minority
		Number	Percentage		
Affected Community (AC) within Marion County; Indianapolis City COC					
BG 1, CT 3702.01	1,323	160	12.1%	51.8%	No
BG 2, CT 3702.01	638	17	2.7%	51.8%	No
BG 4, CT 3702.01	1,832	292	15.9%	51.8%	No
BG 1, CT 3702.02	1,381	102	7.4%	51.8%	No
BG 3, CT 3702.02	1,512	229	15.1%	51.8%	No
BG 1, CT 3703.02	3,256	469	14.4%	51.8%	No
BG 1, CT 3801	3,992	118	3.0%	51.8%	No
BG 2, CT 3801	2,728	180	6.6%	51.8%	No
BG 3, CT 3801	9,771	2,187	22.4%	51.8%	No
BG 1, CT 3806	2,844	1,736	61.0%	51.8%	Yes
BG 2, CT 3806	1,040	28	2.7%	51.8%	No
Affected Community (AC) within Johnson County COC					
BG 2, CT 6106.04	1,255	77	6.1%	10.8%	No
BG 3, CT 6106.04	498	--	--	10.8%	No
BG 4, CT 6106.04	3,328	334	10.0%	10.8%	No
BG 4, CT 6107.01	2,084	176	8.4%	10.8%	No
BG 1, CT 6107.02	3,817	135	3.5%	10.8%	No
Affected Community (AC) within Morgan County; Martinsville City COC					
BG 1, CT 5106	533	--	--	3.7%	No
BG 3, CT 5106	1,828	39	2.1%	3.7%	No
BG 1, CT 5107.01	305	35	11.5%	3.7%	Yes
BG 2, CT 5107.01	1,797	88	4.9%	3.7%	Yes
BG 3, CT 5107.01	955	83	8.7%	3.7%	Yes



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Geographic Area	Total Population	Total Population Non-White / Minority*		125% of COC	Elevated Concentration of Minority
		Number	Percentage		
BG 1, CT 5107.02	2,635	129	4.9%	3.7%	Yes
BG 2, CT 5107.02	1,164	50	4.3%	3.7%	Yes
BG 3, CT 5107.02	1,781	56	3.1%	3.7%	No
BG 1, CT 5108	779	42	5.4%	3.7%	Yes
BG 2, CT 5108	1,100	25	2.3%	3.7%	No
BG 3, CT 5108	1,882	43	2.3%	3.7%	No
BG 1, CT 5109	1,373	11	0.8%	3.7%	No
BG 2, CT 5109	1,263	11	0.9%	3.7%	No
BG 3, CT 5109	1,380	45	3.3%	3.7%	No

CT = Census Tract. Twp. = Township. Elevated minority population is identified in locations where the AC is > 125% of the COC  
 Source: U.S. Census Bureau, 2010-2014 American Community Survey Table B03002.

\*Total population non-white / minority was calculated by subtracting the population of white alone (not of Hispanic or Latino Origin) from the total population

Notes: Red highlight denotes AC with an elevated minority population. Table contains calculated values and may vary slightly from expected results based on rounded values.

**Table 3: Elevated Low-Income Populations, Scenario 1**

Geographic Area	Total Population	Total Population Low-Income		125% of COC	Elevated Concentration of Low-Income Individuals
		Number	Percentage		
Affected Community (AC) within Marion County; Indianapolis City COC or					
BG 1, CT 3702.01	1,238	154	12.4%	26.3%	No
BG 2, CT 3702.01	638	9	1.4%	26.3%	No
BG 4, CT 3702.01	1,783	363	20.4%	26.3%	No
BG 1, CT 3702.02	1,366	118	8.6%	26.3%	No
BG 3, CT 3702.02	1,468	261	17.8%	26.3%	No
BG 1, CT 3703.02	3,256	686	21.1%	26.3%	No
BG 1, CT 3801	3,992	177	4.4%	26.3%	No
BG 2, CT 3801	2,728	190	7.0%	26.3%	No
BG 3, CT 3801	9,691	1,398	14.4%	26.3%	No
BG 1, CT 3806	2,785	1,025	36.8%	26.3%	Yes
BG 2, CT 3806	1,040	39	3.8%	26.3%	No
Affected Community (AC) within Johnson County COC					



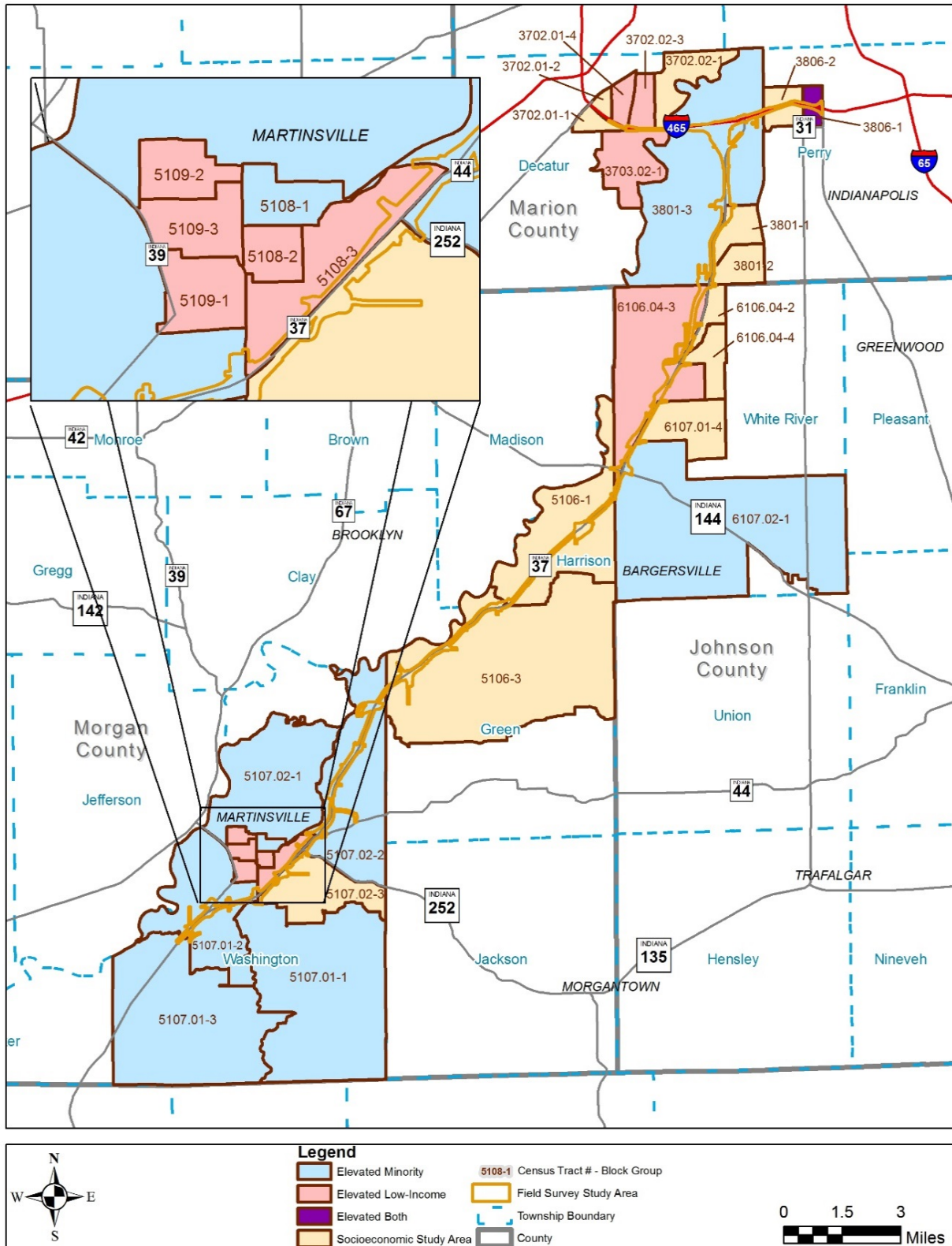
Geographic Area	Total Population	Total Population Low-Income		125% of COC	Elevated Concentration of Low-Income Individuals
		Number	Percentage		
BG 2, CT 6106.04	1,255	33	2.6%	13.6%	No
BG 3, CT 6106.04	498	98	19.7%	13.6%	Yes
BG 4, CT 6106.04	3,328	202	6.1%	13.6%	No
BG 4, CT 6107.01	2,072	25	1.2%	13.6%	No
BG 1, CT 6107.02	3,771	102	2.7%	13.6%	No
Affected Community (AC) within Morgan County; Martinsville City COC					
BG 1, CT 5106	533	43	8.1%	14.9%	No
BG 3, CT 5106	1,828	22	1.2%	14.9%	No
BG 1, CT 5107.01	305	--	--	14.9%	No
BG 2, CT 5107.01	1,713	245	14.3%	14.9%	No
BG 3, CT 5107.01	955	121	12.7%	14.9%	No
BG 1, CT 5107.02	2,361	--	--	14.9%	No
BG 2, CT 5107.02	1,114	8	0.7%	14.9%	No
BG 3, CT 5107.02	1,781	234	13.1%	14.9%	No
BG 1, CT 5108	779	44	5.6%	14.9%	No
BG 2, CT 5108	1,100	264	24.0%	14.9%	Yes
BG 3, CT 5108	1,782	433	24.3%	14.9%	Yes
BG 1, CT 5109	1,328	538	40.5%	14.9%	Yes
BG 2, CT 5109	1,255	487	38.8%	14.9%	Yes
BG 3, CT 5109	1,380	484	35.1%	14.9%	Yes

CT = Census Tract. Twp. = Township. Elevated low-income population is identified in locations where the AC is > 125% of the COC  
 Source: U.S. Census Bureau, 2010-2014 American Community Survey Table B17021.

Notes: Green highlight denotes the primary COC percentage used for evaluating the corresponding ACs. Red highlight denotes AC with an elevated minority population. Table contains calculated values and may vary slightly from expected results based on rounded values.



**Figure 2: Scenario 1 – BGS with Elevated Low-Income and Minority Populations as Compared to Cities/Counties**





Analysis results were compared against the community characteristics of the socioeconomic study area as understood through information gained about the project corridor from meetings and consultation with local planners, residents, businesses, elected officials, and other project stakeholders. Meetings and consultation included public information meetings, community advisory committee and stakeholder working group meetings, and consultation with agencies specifically regarding minority or low-income populations. Based on this comparison, it was concluded that Scenario 1 may underrepresent the minority or low-income populations that exists in the socioeconomic study area. In particular, the use of the Marion County and/or city of Indianapolis as a COC for affected communities within Perry Township underrepresents low-income or minority populations within affected communities.

### 2.2.2 Scenario 2

As Scenario 1 was an underrepresentation of minority or low-income communities, other scenarios were evaluated to determine if a different COC would better represent minority or low-income communities. Townships were analyzed as potential COCs in Scenario 2. The intent of this approach was to incorporate a more local context into the analysis. The analysis included the following townships:

- Marion County: Decatur and Perry townships;
- Johnson County: White River Township; and
- Morgan County: Green, Harrison, and Washington townships.

Under this scenario, 19 of 30 block groups or 63.3 percent were identified as having elevated concentrations of minority or low-income populations. **Figure 3** illustrates the results of Scenario 2, including the block groups identified as having elevated concentrations of minority or low-income populations. The calculation of 125-percent of the COC and the identification of the geographic area of the COC for each of the six Townships are included in **Table 4**.

The results of the analysis for Scenario 2 are shown in **Table 5** for minority populations and in **Table 6** for low-income populations. **Table 5** identifies the total population, non-white/minority population, and percentage for each. It identifies each affected community that has a minority population which is 125 percent or greater that the selected COC for minority populations.

**Table 6** identifies the total population, low-income population, and percentage for each. It identifies each affected community that has a low-income population which is 125 percent or greater that the selected COC for low-income populations. Affected communities with elevated minority or low-income populations are red highlighted cells with the word 'Yes'. **Figure 3** illustrates the results of Scenario 2, including the block groups identified as having elevated concentrations of minority or low-income populations.



**Table 4: Scenario 2/Townships COC for Minority and Low-Income Populations**

Geographic Area	Total Population	Number	Percentage	125% of COC
Total Population: Non-White / Minority*				
Decatur Twp.	32,937	5,410	16.4%	20.5%
Perry Twp.	110,893	21,800	19.7%	24.6%
White River Twp.	43,561	1,835	4.2%	5.3%
Harrison Twp.	732	--	--	--
Green Twp.	3,534	39	1.1%	1.4%
Washington Twp.	17,090	618	3.6%	4.5%
Total Population: Low-Income				
Decatur Twp.	32,057	5,138	16.0%	20.0%
Perry Twp.	108,172	20,472	18.9%	23.7%
White River Twp.	43,233	2,133	4.9%	6.2%
Harrison Twp.	732	43	5.9%	7.3%
Green Twp.	3,534	442	12.5%	15.6%
Washington Twp.	16,529	2,858	17.3%	21.6%

CT = Census Tract. Twp. = Township. Elevated minority population is identified in locations where the AC is > 125% of the COC

Source: U.S. Census Bureau, 2010-2014 American Community Survey Table B03002.

\*Total population non-white / minority was calculated by subtracting the population of white alone (not of Hispanic or Latino Origin) from the total population

Notes: **Green highlight** denotes the primary COC percentage used for evaluating the corresponding ACs.

The analysis results were compared against the community characteristics of the socioeconomic study area based on information from meetings and consultation with local planners, residents, businesses, elected officials, and other project stakeholders. Meetings and consultation included public information meetings, community advisory committee and stakeholder working group meetings, and consultation and meetings with agencies contacted specifically with regard to minority or low-income populations. Based on this comparison, it was concluded that Scenario 2 may over-represent both minority and low-income populations of concern in the socioeconomic study area, particularly in the central portion. Several block groups with less than five percent minority or low-income populations were identified as having elevated concentrations due to higher income status and lack of diversity in certain townships in Johnson and Marion counties.

The I-69 Section 6 project corridor crosses portions of three counties over a length of approximately 26 miles. Community characteristics and context vary along the corridor. For example, the community characteristics and context change between the city of Martinsville, which is urban, and the central portion of the corridor, which is predominantly rural. They change again as the corridor enters Marion County and the city of Indianapolis, becoming urban again. Scenarios were evaluated as the COC to determine if a different COC would better represent minority or low-income communities. To reflect these considerations, three additional scenarios (Scenarios 3, 4, and 5), were analyzed.



Table 5: Elevated Minority Populations, Scenario 2

Geographic Area	Total Population	Number	Percentage	125% of COC	Elevated Concentration of Minority Individuals?
Total Population: Non-White / Minority					
Affected Community (AC) within Decatur Township Marion County COC					
BG 1, CT 3702.01	1,323	160	12.1%	20.5%	No
BG 2, CT 3702.01	638	17	2.7%	20.5%	No
BG 4, CT 3702.01	1,832	292	15.9%	20.5%	No
BG 1, CT 3702.02	1,381	102	7.4%	20.5%	No
BG 3, CT 3702.02	1,512	229	15.1%	20.5%	No
BG 1, CT 3703.02	3,256	469	14.4%	20.5%	No
Affected Community (AC) within Perry Township Marion County COC					
BG 1, CT 3801	3,992	118	3.0%	24.6%	No
BG 2, CT 3801	2,728	180	6.6%	24.6%	No
BG 3, CT 3801	9,771	2,187	22.4%	24.6%	No
BG 1, CT 3806	2,844	1,736	61.0%	24.6%	Yes
BG 2, CT 3806	1,040	28	2.7%	24.6%	No
Affected Community (AC) within White River Township Johnson County COC					
BG 2, CT 6106.04	1,255	77	6.1%	5.3%	Yes
BG 3, CT 6106.04	498	--	--	5.3%	No
BG 4, CT 6106.04	3,328	334	10.0%	5.3%	Yes
BG 4, CT 6107.01	2,084	176	8.4%	5.3%	Yes
BG 1, CT 6107.02	3,817	135	3.5%	5.3%	No
Affected Community (AC) within Harrison Township Morgan County COC					
BG 1, CT 5106	533	--	--	--	No
Affected Community (AC) within Green Township Morgan County COC					
BG 3, CT 5106	1,828	39	2.1%	1.4%	Yes
Affected Community (AC) within Washington Township Morgan County COC					
BG 1, CT 5107.01	305	35	11.5%	4.5%	Yes
BG 2, CT 5107.01	1,797	88	4.9%	4.5%	Yes
BG 3, CT 5107.01	955	83	8.7%	4.5%	Yes
BG 1, CT 5107.02	2,635	129	4.9%	4.5%	Yes
BG 2, CT 5107.02	1,164	50	4.3%	4.5%	No
BG 3, CT 5107.02	1,781	56	3.1%	4.5%	No



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Geographic Area	Total Population	Number	Percentage	125% of COC	Elevated Concentration of Minority Individuals?
BG 1, CT 5108	779	42	5.4%	4.5%	Yes
BG 2, CT 5108	1,100	25	2.3%	4.5%	No
BG 3, CT 5108	1,882	43	2.3%	4.5%	No
BG 1, CT 5109	1,373	11	0.8%	4.5%	No
BG 2, CT 5109	1,263	11	0.9%	4.5%	No
BG 3, CT 5109	1,380	45	3.3%	4.5%	No

CT = Census Tract. Twp. = Township. Elevated minority population is identified in locations where the AC is > 125% of the COC  
 Source: U.S. Census Bureau, 2010-2014 American Community Survey Table B03002.

\*Total population non-white / minority was calculated by subtracting the population of white alone (not of Hispanic or Latino Origin) from the total population

Notes: **Red highlight** denotes AC with an elevated minority population. Table contains calculated values and may vary slightly from expected results based on rounded values.

**Table 6: Elevated Low-Income Populations, Scenario 2**

Geographic Area	Total Population	Number	Percentage	125% of COC	Elevated Concentration of Low-Income Individuals
Affected Community (AC) within Decatur Township COC					
BG 1, CT 3702.01	1,238	154	12.4%	20.0%	No
BG 2, CT 3702.01	638	9	1.4%	20.0%	No
BG 4, CT 3702.01	1,783	363	20.4%	20.0%	Yes
BG 1, CT 3702.02	1,366	118	8.6%	20.0%	No
BG 3, CT 3702.02	1,468	261	17.8%	20.0%	No
BG 1, CT 3703.02	3,256	686	21.1%	20.0%	Yes
Affected Community (AC) within Perry Township COC					
BG 1, CT 3801	3,992	177	4.4%	23.7%	No
BG 2, CT 3801	2,728	190	7.0%	23.7%	No
BG 3, CT 3801	9,691	1,398	14.4%	23.7%	No
BG 1, CT 3806	2,785	1,025	36.8%	23.7%	Yes
BG 2, CT 3806	1,040	39	3.8%	23.7%	No
Affected Community (AC) within Perry Township COC					
BG 2, CT 6106.04	1,255	33	2.6%	6.2%	No

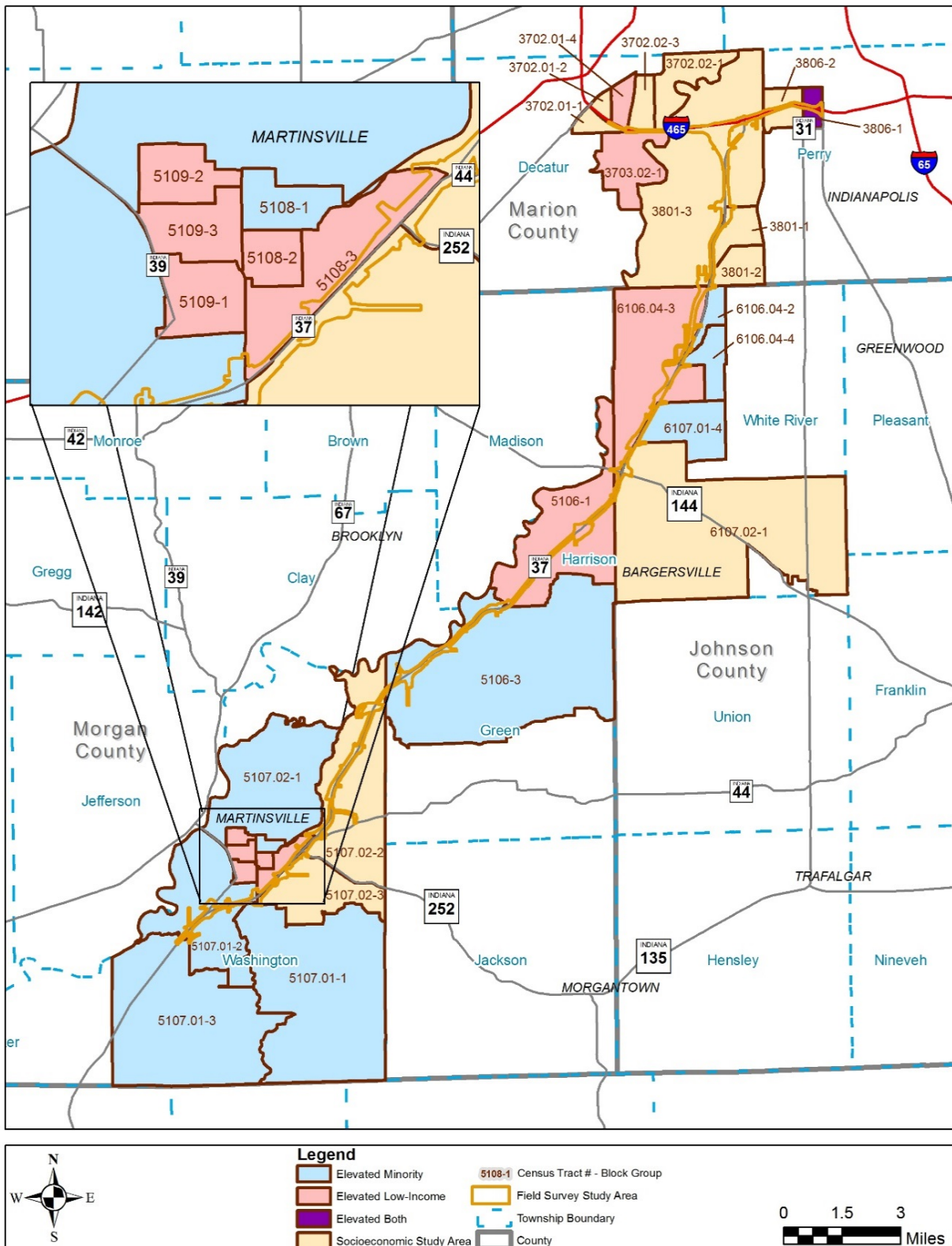


Geographic Area	Total Population	Number	Percentage	125% of COC	Elevated Concentration of Low-Income Individuals
BG 3, CT 6106.04	498	98	19.7%	6.2%	Yes
BG 4, CT 6106.04	3,328	202	6.1%	6.2%	No
BG 4, CT 6107.01	2,072	25	1.2%	6.2%	No
BG 1, CT 6107.02	3,771	102	2.7%	6.2%	No
Affected Community (AC) within Harrison Township COC					
BG 1, CT 5106	533	43	8.1%	7.3%	Yes
Affected Community (AC) within Green Township COC					
BG 3, CT 5106	1,828	22	1.2%	15.6%	No
Affected Community (AC) within Washington Township COC					
BG 1, CT 5107.01	305	--	--	21.6%	No
BG 2, CT 5107.01	1,713	245	14.3%	21.6%	No
BG 3, CT 5107.01	955	121	12.7%	21.6%	No
BG 1, CT 5107.02	2,361	--	--	21.6%	No
BG 2, CT 5107.02	1,114	8	0.7%	21.6%	No
BG 3, CT 5107.02	1,781	234	13.1%	21.6%	No
BG 1, CT 5108	779	44	5.6%	21.6%	No
BG 2, CT 5108	1,100	264	24.0%	21.6%	Yes
BG 3, CT 5108	1,782	433	24.3%	21.6%	Yes
BG 1, CT 5109	1,328	538	40.5%	21.6%	Yes
BG 2, CT 5109	1,255	487	38.8%	21.6%	Yes
BG 3, CT 5109	1,380	484	35.1%	21.6%	Yes

CT = Census Tract. Twp. = Township. Elevated low-income population is identified in locations where the AC is > 125% of the COC  
 Source: U.S. Census Bureau, 2010-2014 American Community Survey Table B17021.

Notes: **Red highlight** denotes AC with an elevated minority population. Table contains calculated values and may vary slightly from expected results based on rounded values.

**Figure 3: Scenario 2 – BGs with Elevated Low-Income and Minority Populations as compared to Townships**





**2.2.3 Scenario 3**

Aggregated parent census tracts<sup>9</sup> of the block groups were analyzed within the socioeconomic study area to incorporate varying community characteristics and context in the analysis. With this scenario, 11 of 30 block groups or 36.7 percent were identified as having elevated concentrations of minority or low-income populations. The results of the analysis for Scenario 3 are shown in **Table 7**, **Table 8** and **Table 9**. In these tables, green highlighted cells indicate which reference community was selected as the primary COC. **Figure 4** illustrates the results of Scenario 3, showing block groups with elevated concentrations of minority or low-income populations.

Results of the analysis were compared against the community characteristics of the socioeconomic study area in accordance with the methodology and input used in analysis of other scenarios.

Based on this comparison, it was concluded that this scenario may underrepresent the minority populations of concern that exist in the socioeconomic study area, particularly in the area of the city of Martinsville. Under this Scenario, no block groups surrounding the city of Martinsville were noted as having elevated minority populations. However, under Scenario 1, six block groups were noted with minority populations 25 percent higher than the COC, and under Scenario 2, five block groups were noted with minority populations 25 percent higher than the COC.

As minority block groups were noted under these two other scenarios, it was determined that Scenario 3 did not have enough sensitivity to detect minority populations in the center and southern part of the socioeconomic study area, which contains fewer minority populations than the northern part of the socioeconomic study area.

**Table 7: Scenario 3/Aggregated Parent Census Tracts COC for Minority and Low-Income Populations**

Geographic Area	Total Population	Number	Percentage	125% of COC
Total Population: Non-White / Minority*				
Aggregated Parent Census Tracts	92,765	9,373	10.1%	12.6%
Total Population: Low-Income				
Aggregated Parent Census Tracts	91,704	12,176	13.3%	16.6%

CT = Census Tract. Twp. = Township. Elevated minority population is identified in locations where the AC is > 125% of the COC  
 Source: U.S. Census Bureau, 2010-2014 American Community Survey Table B03002.

\*Total population non-white / minority was calculated by subtracting the population of white alone (not of Hispanic or Latino Origin) from the total population

Notes: Green highlight denotes the primary COC percentage used for evaluating the corresponding ACs.

<sup>9</sup> Parent census tracts are those that contain at least one of the 30 block groups that constitute the socioeconomic study area.





**Table 8: Elevated Minority Populations, Scenario 3**

Geographic Area	Total Population	Total Population Non-White / Minority*		125% of COC	Elevated Concentration of Minority Individuals?
		Number	Percentage		
BG 1, CT 3702.01	1,323	160	12.1%	12.6%	No
BG 2, CT 3702.01	638	17	2.7%	12.6%	No
BG 4, CT 3702.01	1,832	292	15.9%	12.6%	Yes
BG 1, CT 3702.02	1,381	102	7.4%	12.6%	No
BG 3, CT 3702.02	1,512	229	15.1%	12.6%	Yes
BG 1, CT 3703.02	3,256	469	14.4%	12.6%	Yes
BG 1, CT 3801	3,992	118	3.0%	12.6%	No
BG 2, CT 3801	2,728	180	6.6%	12.6%	No
BG 3, CT 3801	9,771	2,187	22.4%	12.6%	Yes
BG 1, CT 3806	2,844	1,736	61.0%	12.6%	Yes
BG 2, CT 3806	1,040	28	2.7%	12.6%	No
BG 2, CT 6106.04	1,255	77	6.1%	12.6%	No
BG 3, CT 6106.04	498	--	--	12.6%	No
BG 4, CT 6106.04	3,328	334	10.0%	12.6%	No
BG 4, CT 6107.01	2,084	176	8.4%	12.6%	No
BG 1, CT 6107.02	3,817	135	3.5%	12.6%	No
BG 1, CT 5106	533	--	--	12.6%	No
BG 3, CT 5106	1,828	39	2.1%	12.6%	No
BG 1, CT 5107.01	305	35	11.5%	12.6%	No
BG 2, CT 5107.01	1,797	88	4.9%	12.6%	No
BG 3, CT 5107.01	955	83	8.7%	12.6%	No
BG 1, CT 5107.02	2,635	129	4.9%	12.6%	No
BG 2, CT 5107.02	1,164	50	4.3%	12.6%	No
BG 3, CT 5107.02	1,781	56	3.1%	12.6%	No
BG 1, CT 5108	779	42	5.4%	12.6%	No
BG 2, CT 5108	1,100	25	2.3%	12.6%	No
BG 3, CT 5108	1,882	43	2.3%	12.6%	No
BG 1, CT 5109	1,373	11	0.8%	12.6%	No
BG 2, CT 510	1,263	11	0.9%	12.6%	No
BG 3, CT 5109	1,380	45	3.3%	12.6%	No

CT = Census Tract. Twp. = Township. Elevated minority population is identified in locations where the AC is > 125% of the COC  
 Source: U.S. Census Bureau, 2010-2014 American Community Survey Table B03002.

\*Total population non-white / minority was calculated by subtracting the population of white alone (not of Hispanic or Latino Origin) from the total population

Notes: **Red highlight** denotes AC with an elevated minority population. Table contains calculated values and may vary slightly from expected results based on rounded values.



**Table 9: Elevated Low-Income Populations, Scenario 3**

Geographic Area	Total Population	Total Population Low-Income		125% of COC	Elevated Concentration of Low-Income Individuals?
		Number	Percentage		
BG 1, CT 3702.01	1,238	154	12.4%	16.6%	No
BG 2, CT 3702.01	638	9	1.4%	16.6%	No
BG 4, CT 3702.01	1,783	363	20.4%	16.6%	Yes
BG 1, CT 3702.02	1,366	118	8.6%	16.6%	No
BG 3, CT 3702.02	1,468	261	17.8%	16.6%	Yes
BG 1, CT 3703.02	3,256	686	21.1%	16.6%	Yes
BG 1, CT 3801	3,992	177	4.4%	16.6%	No
BG 2, CT 3801	2,728	190	7.0%	16.6%	No
BG 3, CT 3801	9,691	1,398	14.4%	16.6%	No
BG 1, CT 3806	2,785	1,025	36.8%	16.6%	Yes
BG 2, CT 3806	1,040	39	3.8%	16.6%	No
BG 2, CT 6106.04	1,255	33	2.6%	16.6%	No
BG 3, CT 6106.04	498	98	19.7%	16.6%	Yes
BG 4, CT 6106.04	3,328	202	6.1%	16.6%	No
BG 4, CT 6107.01	2,072	25	1.2%	16.6%	No
BG 1, CT 6107.02	3,771	102	2.7%	16.6%	No
BG 1, CT 5106	533	43	8.1%	16.6%	No
BG 3, CT 5106	1,828	22	1.2%	16.6%	No
BG 1, CT 5107.01	305	--	--	16.6%	No
BG 2, CT 5107.01	1,713	245	14.3%	16.6%	No
BG 3, CT 5107.01	955	121	12.7%	16.6%	No



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Geographic Area	Total Population	Total Population Low-Income		125% of COC	Elevated Concentration of Low-Income Individuals?
		Number	Percentage		
BG 1, CT 5107.02	2,361	--	--	16.6%	No
BG 2, CT 5107.02	1,114	8	0.7%	16.6%	No
BG 3, CT 5107.02	1,781	234	13.1%	16.6%	No
BG 1, CT 5108	779	44	5.6%	16.6%	No
BG 2, CT 5108	1,100	264	24.0%	16.6%	Yes
BG 3, CT 5108	1,782	433	24.3%	16.6%	Yes
BG 1, CT 5109	1,328	538	40.5%	16.6%	Yes
BG 2, CT 510	1,255	487	38.8%	16.6%	Yes
BG 3, CT 5109	1,380	484	35.1%	16.6%	Yes

CT = Census Tract. Twp. = Township.

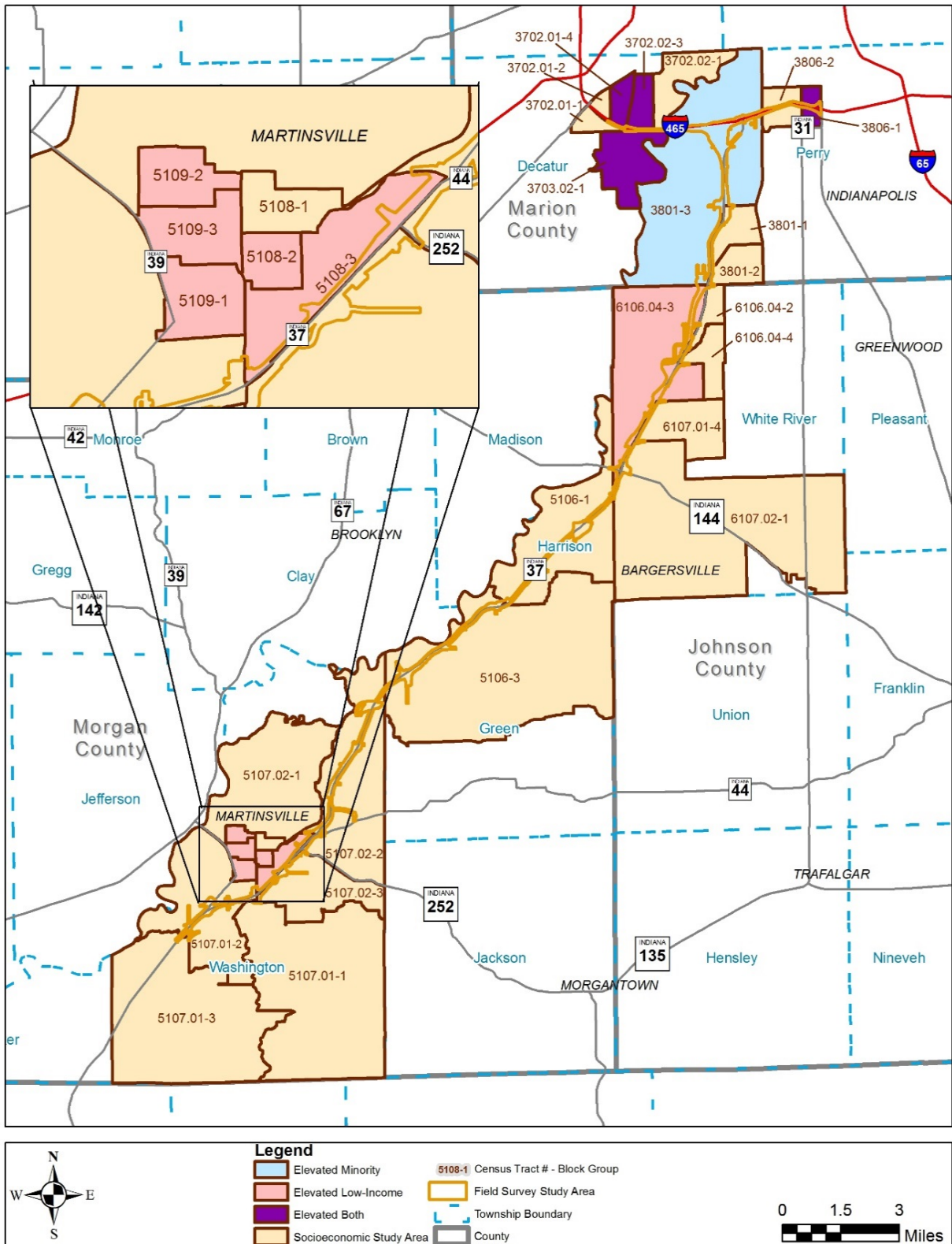
Elevated Low-Income Population is identified in locations where the AC is > 125% of the COC

Source: U.S. Census Bureau, 2010-2014 American Community Survey Table B17021.

Notes: **Green highlight** denotes the primary COC percentage used for evaluating the corresponding ACs. **Red highlight** denotes AC with an elevated minority population. Table contains calculated values and may vary slightly from expected results based on rounded values.



**Figure 4: Scenario 3 – BGs with Elevated Low-Income and Minority Populations as compared to Aggregated Parent Census Tracts**





2.2.4 Scenario 4

Aggregated parent census tracts of the block groups were analyzed within the northern and southern portions of the socioeconomic study area. For the purposes of this analysis, State Route (SR) 144 was identified as the approximate break point between northern and southern portions of the socioeconomic study area. Table 10 summarizes how parent census tracts were assigned to the north and south areas. Once assigned, the parent census tracts were aggregated to calculate minority and low-income percentages as the COC for comparison to the affected communities.

Table 10: Scenario 4 – Assignment of Parent Census Tracts to North and South Areas

Geographic Area	Census Tracts		
North	Census Tract 6106.04	Census Tract 3702.01	Census Tract 3801
	Census Tract 6107.01	Census Tract 3702.02	Census Tract 3806
	Census Tract 6107.02	Census Tract 3703.02	
South	Census Tract 5106	Census Tract 5107.02	Census Tract 5109
	Census Tract 5107.01	Census Tract 5108	

Note: State Route 144 is the approximate dividing line between north and south census tracts.

Under this scenario, 17 of 30 block groups (56.7 percent) were identified as having elevated concentrations of minority or low-income populations. The results of the analysis for Scenario 4 are shown in Table 11, Table 12 and Table 13. In these tables, green highlighted cells indicate which reference community was selected as the primary COC. Figure 5 illustrates the results of Scenario 4, including the block groups identified as having elevated concentrations of minority or low-income populations.

The analysis results were compared against the community characteristics of the socioeconomic study area in accordance with the methodology and input used in analysis of other scenarios.

The COC selection associated with Scenario 4 accurately identifies minority or low-income populations as anticipated by the project team through consultation with both officials and residents within the project corridor. This scenario was sensitive enough to identify minority and low-income populations around the city of Indianapolis and the city of Martinsville. However, it was noted that the communities along the project corridor tended not to recognize their community as northern and southern, as indicated under this scenario. Rather, communities along the corridor tended to identify with northern, central and southern with a strong sense of community associated with the more rural central areas of the town of Bargersville and the community of Waverly. As such, another scenario (Scenario 5) was identified to test these areas as a COC.



**Table 11: Scenario 4/ Aggregated Parent Census Tracts North/South Areas COC for Minority and Low-Income Populations**

Geographic Area	Total Population	Number	Percentage	125% of COC
<b>Total Population: Non-White / Minority*</b>				
Aggregated Parent Census Tracts - North	67,952	8,558	12.6%	15.7%
Aggregated Parent Census Tracts - South	24,813	815	3.3%	4.1%
<b>Total Population: Low-Income</b>				
Aggregated Parent Census Tracts - North	67,531	8,511	12.6%	15.8%
Aggregated Parent Census Tracts - South	24,173	3,665	15.2%	19.0%

CT = Census Tract. Twp. = Township. Elevated minority population is identified in locations where the AC is > 125% of the COC  
 Source: U.S. Census Bureau, 2010-2014 American Community Survey Table B03002.

\*Total population non-white / minority was calculated by subtracting the population of white alone (not of Hispanic or Latino Origin) from the total population

Notes: Green highlight denotes the primary COC percentage used for evaluating the corresponding ACs.

**Table 12: Elevated Minority Populations, Scenario 4**

Geographic Area	Total Population	Total Population Non-White / Minority*		125% of COC	Elevated Concentration of Minority Individuals
		Number	Percentage		
Affected Community (AC) within Aggregated Parent Census Tracts – North COC					
BG 1, CT 3702.01	1,323	160	12.1%	15.7%	No
BG 2, CT 3702.01	638	17	2.7%	15.7%	No
BG 4, CT 3702.01	1,832	292	15.9%	15.7%	Yes
BG 1, CT 3702.02	1,381	102	7.4%	15.7%	No
BG 3, CT 3702.02	1,512	229	15.1%	15.7%	No
BG 1, CT 3703.02	3,256	469	14.4%	15.7%	No
BG 1, CT 3801	3,992	118	3.0%	15.7%	No
BG 2, CT 3801	2,728	180	6.6%	15.7%	No
BG 3, CT 3801	9,771	2,187	22.4%	15.7%	Yes
BG 1, CT 3806	2,844	1,736	61.0%	15.7%	Yes
BG 2, CT 3806	1,040	28	2.7%	15.7%	No
BG 2, CT 6106.04	1,255	77	6.1%	15.7%	No
BG 3, CT 6106.04	498	--	--	15.7%	No
BG 4, CT 6106.04	3,328	334	10.0%	15.7%	No
BG 4, CT 6107.01	2,084	176	8.4%	15.7%	No



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Geographic Area	Total Population	Total Population Non-White / Minority*		125% of COC	Elevated Concentration of Minority Individuals
		Number	Percentage		
BG 1, CT 6107.02	3,817	135	3.5%	15.7%	No
Affected Community (AC) within Aggregated Parent Census Tracts – South COC					
BG 1, CT 5106	533	--	--	4.1%	No
BG 3, CT 5106	1,828	39	2.1%	4.1%	No
BG 1, CT 5107.01	305	35	11.5%	4.1%	Yes
BG 2, CT 5107.01	1,797	88	4.9%	4.1%	Yes
BG 3, CT 5107.01	955	83	8.7%	4.1%	Yes
BG 1, CT 5107.02	2,635	129	4.9%	4.1%	Yes
BG 2, CT 5107.02	1,164	50	4.3%	4.1%	Yes
BG 3, CT 5107.02	1,781	56	3.1%	4.1%	No
BG 1, CT 5108	779	42	5.4%	4.1%	Yes
BG 2, CT 5108	1,100	25	2.3%	4.1%	No
BG 3, CT 5108	1,882	43	2.3%	4.1%	No
BG 1, CT 5109	1,373	11	0.8%	4.1%	No
BG 2, CT 5109	1,263	11	0.9%	4.1%	No
BG 3, CT 5109	1,380	45	3.3%	4.1%	No

CT = Census Tract. Twp. = Township. Elevated minority population is identified in locations where the AC is > 125% of the COC  
 Source: U.S. Census Bureau, 2010-2014 American Community Survey Table B03002.

\*Total population non-white / minority was calculated by subtracting the population of white alone (not of Hispanic or Latino Origin) from the total population

Notes: **Red highlight** denotes AC with an elevated minority population. Table contains calculated values and may vary slightly from expected results based on rounded values.

**Table 13: Elevated Low-Income Population, Scenario 4**

Geographic Area	Total Population	Total Population Low-Income		125% of COC	Elevated Concentration of Low-Income Individuals?
		Number	Percentage		
Affected Community (AC) within Aggregated Parent Census Tracts – North COC					
BG 1, CT 3702.01	1,238	154	12.4%	15.8%	No
BG 2, CT 3702.01	638	9	1.4%	15.8%	No
BG 4, CT 3702.01	1,783	363	20.4%	15.8%	Yes
BG 1, CT 3702.02	1,366	118	8.6%	15.8%	No
BG 3, CT 3702.02	1,468	261	17.8%	15.8%	Yes
BG 1, CT 3703.02	3,256	686	21.1%	15.8%	Yes
BG 1, CT 3801	3,992	177	4.4%	15.8%	No



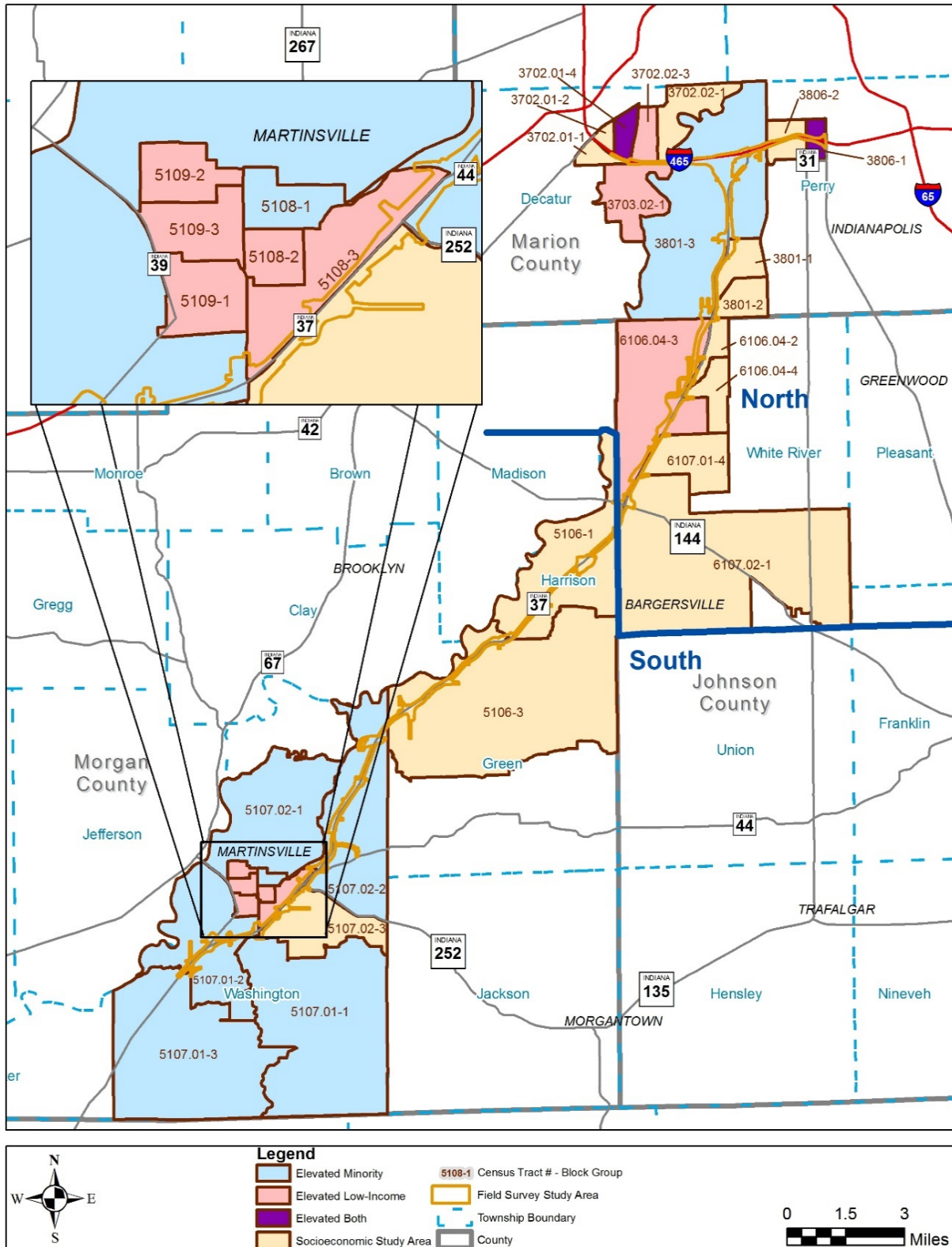
Geographic Area	Total Population	Total Population Low-Income		125% of COC	Elevated Concentration of Low-Income Individuals?
		Number	Percentage		
BG 2, CT 3801	2,728	190	7.0%	15.8%	No
BG 3, CT 3801	9,691	1,398	14.4%	15.8%	No
BG 1, CT 3806	2,785	1,025	36.8%	15.8%	Yes
BG 2, CT 3806	1,040	39	3.8%	15.8%	No
BG 2, CT 6106.04	1,255	33	2.6%	15.8%	No
BG 3, CT 6106.04	498	98	19.7%	15.8%	Yes
BG 4, CT 6106.04	3,328	202	6.1%	15.8%	No
BG 4, CT 6107.01	2,072	25	1.2%	15.8%	No
BG 1, CT 6107.02	3,771	102	2.7%	15.8%	No
Affected Community (AC) within Aggregated Parent Census Tracts – South COC					
BG 1, CT 5106	533	43	8.1%	19.0%	No
BG 3, CT 5106	1,828	22	1.2%	19.0%	No
BG 1, CT 5107.01	305	--	--	19.0%	No
BG 2, CT 5107.01	1,713	245	14.3%	19.0%	No
BG 3, CT 5107.01	955	121	12.7%	19.0%	No
BG 1, CT 5107.02	2,361	--	--	19.0%	No
BG 2, CT 5107.02	1,114	8	0.7%	19.0%	No
BG 3, CT 5107.02	1,781	234	13.1%	19.0%	No
BG 1, CT 5108	779	44	5.6%	19.0%	No
BG 2, CT 5108	1,100	264	24.0%	19.0%	Yes
BG 3, CT 5108	1,782	433	24.3%	19.0%	Yes
BG 1, CT 5109	1,328	538	40.5%	19.0%	Yes
BG 2, CT 5109	1,255	487	38.8%	19.0%	Yes
BG 3, CT 5109	1,380	484	35.1%	19.0%	Yes

CT = Census Tract. Twp. = Township. Elevated low-income population is identified in locations where the AC is > 125% of the COC  
 Source: U.S. Census Bureau, 2010-2014 American Community Survey Table B17021.

Notes: Red highlight denotes AC with an elevated minority population. Table contains calculated values and may vary slightly from expected results based on rounded values.



**Figure 5: Scenario 4 – BGs with Elevated Low-Income and Minority Populations with Aggregated Parent Census Tracts North/South Areas**





### 2.2.5 Scenario 5: Selected Community of Comparison

The communities within the corridor are readily identifiable through population density as three communities: the greater Indianapolis area, including portions of Perry Township in Marion County and White River Township in Johnson County; the rural areas in the center of the project corridor, including the town of Bargersville and the community of Waverly; and the city of Martinsville. Scenario 5 was therefore analyzed according to these geographic areas in order to determine if this scenario meets the sensitivity of Scenario 4 while also representing the communities as they have self-identified.

The aggregated parent census tracts of the block groups were analyzed within the northern, central and southern portions of the socioeconomic study area. The northern portion was intended to encompass the predominantly urban/suburban context of the city of Indianapolis, including suburban communities located in southern Marion and northern Johnson counties. The central portion was intended encompass the predominantly rural area in central Johnson and Morgan counties. The southern portion was intended to encompass the predominantly urban/suburban context of the city of Martinsville and Morgan County. **Table 14** summarizes how parent census tracts were assigned to the north, central and south areas.

**Table 14: Scenario 5 - Assignment of Parent CTs to North/Central/South Areas**

Geographic Area	Census Tracts		
North	Census Tract 6106.04	Census Tract 3702.02	Census Tract 3806
	Census Tract 6107.01	Census Tract 3703.02	
	Census Tract 3702.01	Census Tract 3801	
Central	Census Tract 6107.02	Census Tract 5106	
South	Census Tract 5107.01	Census Tract 5108	
	Census Tract 5107.02	Census Tract 5109	

Under this scenario, 17 of 30 block groups or 56.7 percent were identified as having elevated populations of minority, low-income, or both. Although this scenario identified the same number of elevated block groups as Scenario 4, the locations were different. The results of the analysis for Scenario 5 are shown in **Table 15**, **Table 16** and **Table 17**. In these tables, green highlighted cells indicate which reference community was selected as the primary COC. **Figure 6** illustrates the results of Scenario 5, including the block groups identified as having elevated concentrations of minority or low-income populations.

The analysis results were compared against the community characteristics of the socioeconomic study area as understood through numerous meetings. Under Scenario 5, Block Group 2 in Census Tract 5107.02 results in an affected community which is 25 percent higher than the southern census tract compilation. Within this block group a total of 50 non-white individuals were noted out of a total population of 1,164 individuals, or 4.3 percent of the population. Under Scenario 5, Block Group 1 in Census Tract 6107.02 results in an affected community which is 25 percent higher than the central census tract compilation. There are a total of 135 non-white



individuals within this block group, out of a total population of 3,817 or 3.5 percent. Although each of these block groups are identified as affected community, neither block group contains a recognized community that is identified through consultation with local planners, residents, businesses, elected officials, and other project stakeholders as cohesive. Under Scenario 4 Block Group 4 in Census Tract 3702.01 in Marion County is identified as having both elevated minority and low-income populations. In Scenario 5, this same block group is noted as having only elevated low-income populations.

Based on this comparison, it was determined that the differences between Scenario 4 and Scenario 5 in the identified affected communities were minor. Differences were noted in the three previously mentioned block groups (BG 2 in CT 5107.02, BG1 in CT 6107.02 and BG 4 in CT 3702.01), but would not alter the identification of affected communities. Additionally, as noted previously, Scenario 4 was not found to be fully consistent with how communities along the corridor tended to identify themselves—as northern, central, and southern. Scenario 4 did not adequately address the strong sense of community associated with the more rural central areas of the town of Bargersville and the community of Waverly.

Although Scenario 5 does not identify Block Group 1 in Census Tract 5106 as having a higher concentration of low-income populations, discussions with community leaders indicated the potential presence of low-income populations residing immediately adjacent to the project corridor. Coordination with these residents occurred in conjunction with other targeted outreach meetings. Scenario 5 most accurately represents the cohesive communities through which the I-69 Section 6 project extends.

**Table 15: Scenario 5/Aggregated Parent Census Tracts North/Central/South Areas COC for Minority or Low Income**

Geographic Area	Total Population	Number	Percentage	125% of COC
Total Population: Non-White / Minority*				
Aggregated Parent Census Tracts - North	62,462	8,423	13.5%	16.9%
Aggregated Parent Census Tracts - Central	13,213	332	2.5%	3.1%
Aggregated Parent Census Tracts - South	17,090	618	3.6%	4.5%
Total Population: Low-Income				
Aggregated Parent Census Tracts - North	62,087	8,003	12.9%	16.1%
Aggregated Parent Census Tracts - Central	13,088	1,315	10.0%	12.6%
Aggregated Parent Census Tracts - South	16,529	2,858	17.3%	21.6%

CT = Census Tract. Twp. = Township. Elevated minority population is identified in locations where the AC is > 125% of the COC  
 Source: U.S. Census Bureau, 2010-2014 American Community Survey Table B03002.

\*Total population non-white / minority was calculated by subtracting the population of white alone (not of Hispanic or Latino Origin) from the total population.

Notes: Green highlight denotes the primary COC percentage used for evaluating the corresponding ACs.



Table 16: Elevated Minority Populations, Scenario 5

Geographic Area	Total Population	Total Population Non-White / Minority*		125% of COC	Elevated Concentration of Minority Individuals?
		Number	Percentage		
Affected Community (AC) within Aggregated Parent Census Tracts – North COC					
BG 1, CT 3702.01	1,323	160	12.1%	16.9%	No
BG 2, CT 3702.01	638	17	2.7%	16.9%	No
BG 4, CT 3702.01	1,832	292	15.9%	16.9%	No
BG 1, CT 3702.02	1,381	102	7.4%	16.9%	No
BG 3, CT 3702.02	1,512	229	15.1%	16.9%	No
BG 1, CT 3703.02	3,256	469	14.4%	16.9%	No
BG 1, CT 3801	3,992	118	3.0%	16.9%	No
BG 2, CT 3801	2,728	180	6.6%	16.9%	No
BG 3, CT 3801	9,771	2,187	22.4%	16.9%	Yes
BG 1, CT 3806	2,844	1,736	61.0%	16.9%	Yes
BG 2, CT 3806	1,040	28	2.7%	16.9%	No
BG 2, CT 6106.04	1,255	77	6.1%	16.9%	No
BG 3, CT 6106.04	498	--	--	16.9%	No
BG 4, CT 6106.04	3,328	334	10.0%	16.9%	No
BG 4, CT 6107.01	2,084	176	8.4%	16.9%	No
Affected Community (AC) within Aggregated Parent Census Tracts – Central COC					
BG 1, CT 6107.02	3,817	135	3.5%	3.1%	Yes
BG 1, CT 5106	533	--	--	3.1%	No
BG 3, CT 5106	1,828	39	2.1%	3.1%	No
Affected Community (AC) within Aggregated Parent Census Tracts – South COC					
BG 1, CT 5107.01	305	35	11.5%	4.5%	Yes
BG 2, CT 5107.01	1,797	88	4.9%	4.5%	Yes
BG 3, CT 5107.01	955	83	8.7%	4.5%	Yes
BG 1, CT 5107.02	2,635	129	4.9%	4.5%	Yes
BG 2, CT 5107.02	1,164	50	4.3%	4.5%	No
BG 3, CT 5107.02	1,781	56	3.1%	4.5%	No
BG 1, CT 5108	779	42	5.4%	4.5%	Yes
BG 2, CT 5108	1,100	25	2.3%	4.5%	No
BG 3, CT 5108	1,882	43	2.3%	4.5%	No
BG 1, CT 5109	1,373	11	0.8%	4.5%	No



# I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES

## Section 6—Final Environmental Impact Statement

Geographic Area	Total Population	Total Population Non-White / Minority*		125% of COC	Elevated Concentration of Minority Individuals?
		Number	Percentage		
BG 2, CT 5109	1,263	11	0.9%	4.5%	No
BG 3, CT 5109	1,380	45	3.3%	4.5%	No

CT = Census Tract. Twp. = Township. Elevated minority population is identified in locations where the AC is > 125% of the COC  
 Source: U.S. Census Bureau, 2010-2014 American Community Survey Table B03002.

\*Total population non-white / minority was calculated by subtracting the population of white alone (not of Hispanic or Latino Origin) from the total population.

Notes: **Red highlight** denotes AC with an elevated minority population. Table contains calculated values and may vary slightly from expected results based on rounded values.

**Table 17: Elevated Low-Income Populations, Scenario 5**

Geographic Area	Total Population	Total Population Low-Income		125% of COC	Elevated Concentration of Low-Income Individuals?
		Number	Percentage		
Affected Community (AC) within Aggregated Parent Census Tracts – North COC					
BG 1, CT 3702.01	1,238	154	12.4%	16.1%	No
BG 2, CT 3702.01	638	9	1.4%	16.1%	No
BG 4, CT 3702.01	1,783	363	20.4%	16.1%	Yes
BG 1, CT 3702.02	1,366	118	8.6%	16.1%	No
BG 3, CT 3702.02	1,468	261	17.8%	16.1%	Yes
BG 1, CT 3703.02	3,256	686	21.1%	16.1%	Yes
BG 1, CT 3801	3,992	177	4.4%	16.1%	No
BG 2, CT 3801	2,728	190	7.0%	16.1%	No
BG 3, CT 3801	9,691	1,398	14.4%	16.1%	No
BG 1, CT 3806	2,785	1,025	36.8%	16.1%	Yes
BG 2, CT 3806	1,040	39	3.8%	16.1%	No
BG 2, CT 6106.04	1,255	33	2.6%	16.1%	No
BG 3, CT 6106.04	498	98	19.7%	16.1%	Yes
BG 4, CT 6106.04	3,328	202	6.1%	16.1%	No



Geographic Area	Total Population	Total Population Low-Income		125% of COC	Elevated Concentration of Low-Income Individuals?
		Number	Percentage		
BG 4, CT 6107.01	2,072	25	1.2%	16.1%	No
Affected Community (AC) within Aggregated Parent Census Tracts – Central COC					
BG 1, CT 6107.02	3,771	102	2.7%	12.6%	No
BG 1, CT 5106	533	43	8.1%	12.6%	No
BG 3, CT 5106	1,828	22	1.2%	12.6%	No
Affected Community (AC) within Aggregated Parent Census Tracts – South COC					
BG 1, CT 5107.01	305	-	--	21.6%	No
BG 2, CT 5107.01	1,713	245	14.3%	21.6%	No
BG 3, CT 5107.01	955	121	12.7%	21.6%	No
BG 1, CT 5107.02	2,361	-	--	21.6%	No
BG 2, CT 5107.02	1,114	8	0.7%	21.6%	No
BG 3, CT 5107.02	1,781	234	13.1%	21.6%	No
BG 1, CT 5108	779	44	5.6%	21.6%	No
BG 2, CT 5108	1,100	264	24.0%	21.6%	Yes
BG 3, CT 5108	1,782	433	24.3%	21.6%	Yes
BG 1, CT 5109	1,328	538	40.5%	21.6%	Yes
BG 2, CT 5109	1,255	487	38.8%	21.6%	Yes
BG 3, CT 5109	1,380	484	35.1%	21.6%	Yes

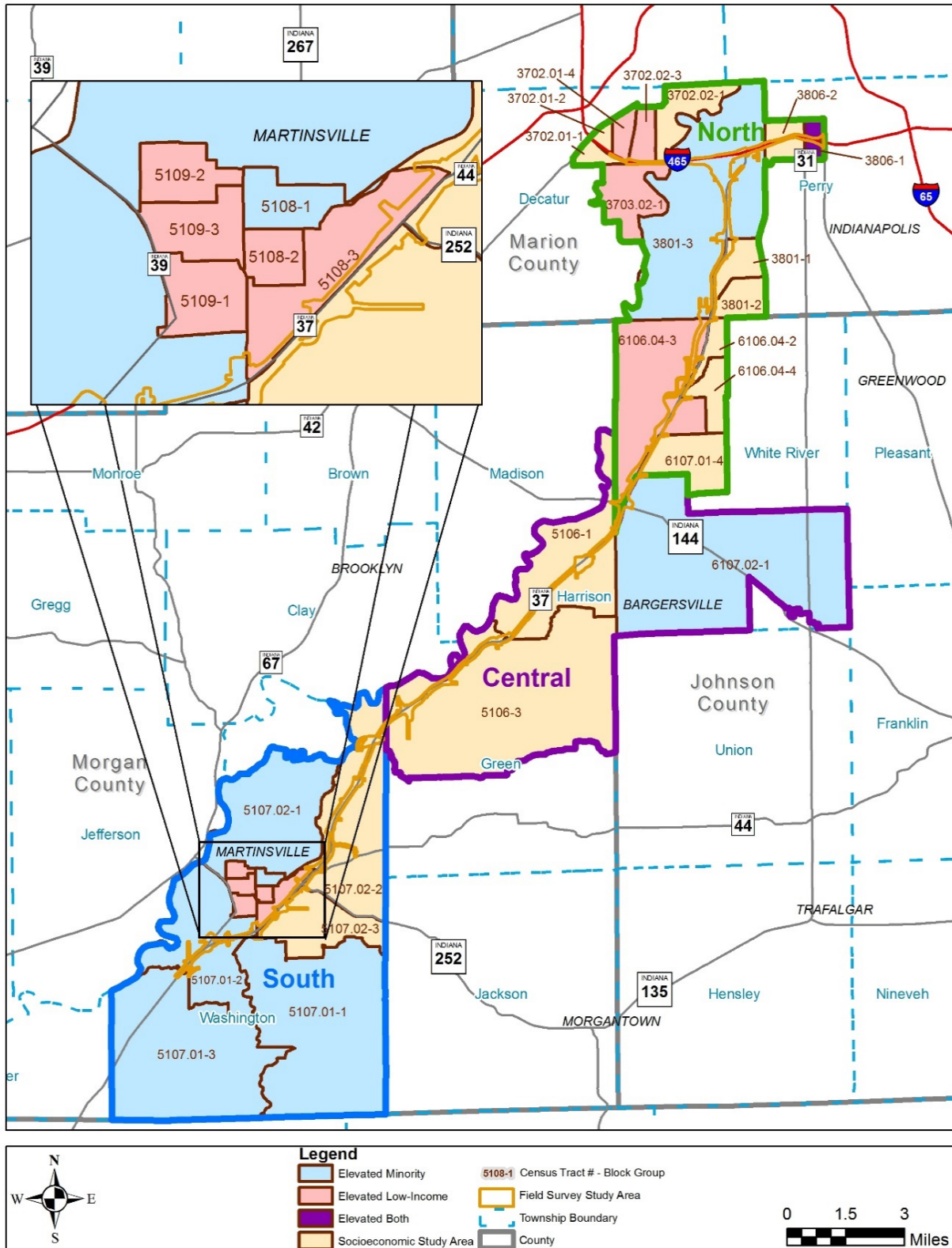
CT = Census Tract. Twp. = Township.

Elevated low-income population is identified in locations where the AC is > 125% of the COC

Source: U.S. Census Bureau, 2010-2014 American Community Survey Table B17021.

Notes: Green highlight denotes the primary COC percentage used for evaluating the corresponding ACs. Red highlight denotes AC with an elevated minority population. Table contains calculated values and may vary slightly from expected results based on rounded values.

**Figure 6: Scenario 5 – BGs with Elevated Low-Income and Minority Populations as Compared to Aggregated Parent Census Tracts North/Central/South Areas**





### 2.3 Summary of Community of Comparison Analysis

The described analysis recognizes that there are areas containing minority or low-income populations within the I-69 Section 6 socioeconomic study area. After review and consideration of various communities of comparison, Scenario 5 is selected as the most appropriate COC to be used for analysis. Scenario 5 is a compilation of parent census tracts in three groups: a northern community including the city of Indianapolis and portions of Johnson County, a center community including rural areas of Johnson and Morgan counties, and a southern community including the city of Martinsville. **Table 18** summarizes the results of each COC scenario analyzed.

**Table 18: Summary of COC Analysis Scenarios**

Scenario No.	Scenario Description	BGs with Elevated Concentration of Minority Individuals	BGs with Elevated Concentration of Low-Income Individuals	Total BGs with Elevated Concentration of Minority and Low-Income Individuals <sup>1</sup>	Percent BGs with Elevated Concentration of Minority and Low-Income Individuals <sup>2</sup>
1	Cities/Towns/Counties	7	7	13	43.3%
2	Townships	10	10	19	63.3%
3	Study Area CTs	5	10	11	36.7%
4	North/South CTs <sup>3</sup>	9	10	17	56.7%
5	North/Central/South CTs	8	10	17	56.7%

1. May not equal total of two prior columns as some BGs elevated for both minority and low-income.

2. Percent elevated calculated based on 30 BGs within the socioeconomic study area.

3. SR 144 is the approximate dividing line.

## 3 RESIDENTIAL OUTREACH AND SURVEYS

In order to determine how the affected communities viewed the I-69 Section 6 project and the effects of the project on the community, INDOT conducted a survey of residents within the affected communities and a survey of community-based organizations within Morgan, Johnson and Marion counties.

### 3.1 Residential Survey

Residents within census block groups identified to contain low-income or minority communities were asked to complete a resident survey as part of additional targeted public outreach. The survey was sent via the United States (US) Postal Service to resident households within selected US Postal Routes located in identified block groups. US Postal Routes were typically those that were within 0.25 miles of existing SR 37. The survey contained questions to better identify





benefits and burdens that low-income and minority communities could encounter with the construction of I-69 Section 6 and to gauge familiarity of the community with the I-69 Section 6 Project. Each mailed survey also included an invitation to attend neighborhood gatherings scheduled between November 15 and 17, 2016. For further information regarding the neighborhood gatherings see **Section 3.3**.

In order to be inclusive, the resident survey was mailed to each resident using Every Door Direct Mail (EDDM®) through the US Postal Service. The survey and invitation to the neighborhood gatherings was a trifold self-mailer with a business return postage envelope folded into the mailer. The survey was mailed to 10,080 residents within Morgan, Johnson and Marion counties within one of the block groups identified as containing low-income or minority populations higher than the community of comparison. For reference to the postal routes and areas for mailing see **Table 19**. A copy of the tri-fold mailer can be found in **Appendix P-1**.

The resident survey mailer invited residents to complete the paper survey received in the mail and return the completed survey to the I-69 Section 6 project team in several ways, including:

- Return using the included envelope with pre-paid postage via US Postal Service.
- Deliver to the I-69 Section 6 project office located at 7847 Waverly Road, Martinsville, Indiana during the hours of 9:00 am to 4:00 pm.
- Deliver to the I-69 Section 6 project team at a neighborhood gathering.
- Call the I-69 Section 6 project office at 317-881-6408 and complete the survey via phone with a project representative.
- email the survey to the I-69 Section 6 Project Manager at [Section6PM@indot.IN.gov](mailto:Section6PM@indot.IN.gov).
- Complete an electronic version of the survey using the QR code on the on the front of the resident survey mailer or at <https://www.surveymonkey.com/r/I-69ressurvey>.

The majority of the surveys were completed on-line through Survey Monkey. Completed surveys were also returned at the neighborhood gatherings, via the US Postal Service or hand delivered to the I-69 Project Office. Surveys completed by hand were entered by the I-69 project team into Survey Monkey for ease in reporting.

The surveys were available in both Spanish and Burmese. A notation on the front of the resident survey indicated in both Spanish and Burmese to contact the I-69 Section 6 Project Office to obtain a printed survey in one of these two languages. No surveys were requested in either Spanish or Burmese. Additionally, two questions on the survey were also translated into either Spanish or Burmese (or both as applicable). These were Question 2 – *Are you Hispanic or Latino?*, which was also presented in Spanish; and Question 3 – *How well do you speak English?*, which was presented in both Spanish and Burmese.



Table 19: Postal Routes used for Every Door Direct Mail®

Zip Code	Postal Route Code	Description of Route	Total Residents on Route
<b>Morgan County</b>			
46151	C006	SR 37 and SR 39 north to Morgan and along Burton	511
	C004	Burton to Ohio to Morgan, west side of SR 37	533
	C005	Ohio to High School to Morgan, west side of SR 37	676
	C003	North of High School and along Morgan	440
	R015	South end of I-69 Section 6 to SR 252, east side of SR 37 (includes two mobile home communities on east side and Habitat Houses)	N/A
	R008	Waverly and SR 37 north to County Line	579
		Subtotal Morgan County	3,292
<b>Marion County</b>			
46221	C020	North side of I-465 at Mann Road	687
	C043	South side of I465 at Mann Road	531
		Subtotal 4221	
46217	R004	Sunshine Gardens	355
	C001	North and south of I-465, west of SR 135	521
		Subtotal 46217	876
46227	C012	North I-465, east of SR 135	851
	C054	South I-465, east of SR 135	578
		Subtotal 46227	1,429
		Subtotal Marion County	3,523
<b>Johnson County</b>			
46142	R015	County Line south to Bluff	582
	R020	Smith Valley	598
46143	R004	Stones Crossing south to SR 144	691
	R024	Greenwood MHP and Bargersville east	623
	R003	Olive Branch and north	767
		Subtotal Johnson County	3,261
<b>Estimated Total<sup>1</sup></b>			10,076

1. Note that totals for each postal route were as of several weeks prior to the mailing. Actual deliveries to postal routes were reported at 10,080.



In addition, the following was included on the survey indicating if someone required additional assistance to contact INDOT. No special requests were received.

*INDOT policy is to ensure that no person on the grounds of race, color, or national origin, is excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving Federal financial assistance. Special accommodations will be made for interpreters, signers, readers, or large print. If you have such needs, please contact Rickie Clark at 317-232-6601 or [rclark@indot.in.gov](mailto:rclark@indot.in.gov). If you have any questions, please do not hesitate to contact the I-69 Section 6 project office at 317-881-6408.*

For reference to the survey results see **Section 4.1**.

### **3.2 Community Organization Outreach and Survey**

In conjunction with the residential survey, a Community Organization Survey was sent to 164 community organizations and stakeholders which represent or serve residents and other stakeholders that have been identified as environmental justice communities under Executive Order (EO) 12898. The intent of this survey was to identify and address disproportionately high and adverse human health or environmental effects related to the I-69 Section 6 project on minority populations and low-income populations. The notice of the availability of the survey was sent with a letter inviting organizations to complete the survey. The letter was sent via First Class US Mail and email (when an email address was available).

The community survey was available electronically at <https://www.surveymonkey.com/r/I-69commorg>. Additionally, paper copies of the survey were available by request by contacting the I-69 Section 6 Project Office, 7847 Waverly Road, Martinsville, Indiana 46151, 317-881-6408 or [Section6PM@indot.IN.gov](mailto:Section6PM@indot.IN.gov). A listing of organizations which received the survey, the letter transmittal of the survey, and the survey itself are located in **Appendix P-2**.

Selected organizations were also called to ensure that they had received the survey and to discuss the importance of completing the survey.

For reference to the survey results see **Section 4.2**.

### **3.3 Neighborhood Gatherings**

Five neighborhood gatherings were held between November 15 and 17, 2016 in Marion, Johnson and Morgan Counties. The purpose of these meetings was to provide low-income and minority communities an opportunity to meet with INDOT representatives about the project, provide feedback on the project to INDOT, and to obtain answers to questions. A copy of the materials presented at these meetings is included in **Appendix P-3**. Neighborhood gatherings were announced via the Residential Survey (see **Section 3.1**) mailed to each resident within identified postal routes within the block groups identified as having minority or low-income populations higher than those of the COC. The neighborhood gatherings were also announced in the letter



transmitting the Community Organization Survey to the community organizations. Additionally, INDOT announced their intent to hold neighborhood gatherings to the Community Advisory Committee and Stakeholder Working Group on September 27, 2016 and issued a press release on November 9, 2016 indicating that it would be holding neighborhood gatherings.

The neighborhood gatherings were intended to be part of the INDOT and FHWA outreach program for the I-69 Section 6 project and provide low-income and minority residents an opportunity to view I-69 project materials and talk with project representatives. No new information was presented at the neighborhood gatherings that had not previously been presented at other public meetings in April of 2016 or Real Estate Open House in July of 2016. The same information was presented at all five neighborhood gatherings. Neighborhood gatherings locations included smaller public venues that were easily accessible to block groups identified with elevated low-income or minority populations. Meeting times were scheduled both during the day and evening hours to provide options for those working first, second and third shifts. For reference to the neighborhood gatherings times and locations see **Table 20**.

Representatives of both INDOT and FHWA were available at each neighborhood gatherings to discuss the project. A slide show on a continuous loop was presented at the meeting. The slide show included slides previously show at public meetings in 2016. Additionally, boards of the three reasonable alternatives provided to the public in April 2016 were available for viewing and to discuss with project representatives. For reference to materials from the neighborhood gatherings see **Appendix P-3**.

**Table 20: Neighborhood Gathering Times and Locations**

Tuesday, Nov. 15	Wednesday, Nov. 16	Thursday, Nov. 17
Martinsville Baptist Tabernacle 2189 Burton Lane Martinsville, IN 46151 3 to 7 p.m.	Indianapolis Public Library: Decatur Branch 5301 Kentucky Ave. Indianapolis, IN 46221 2 to 5:30 p.m.	Waverly Elementary School 8525 Waverly Road Martinsville, IN 46151 5 to 7 p.m.
Ermco (Indianapolis) 1625 Thompson Road Indianapolis, IN. 46217 2 to 7 p.m.	Martinsville High School 1360 E Gray Street Martinsville, IN 46151 3:30 to 7 p.m.	

The intent of these meetings was to have a smaller venue to encourage attendance by residents whom might not have attended prior public meetings. Neighborhood gatherings were held at the Martinsville Baptist Tabernacle School and the Martinsville High School in the southern portion of the project, the Waverly Elementary School in the center of the project and ERMCO and the Indianapolis Public Library in the northern portion of the project. Only the Martinsville High School was a venue which had been utilized for public meetings prior to the Neighborhood gatherings. A total of 116 individuals signed in to these meetings. For reference to the number of attendees at each location see **Table 21**.



Table 21: Neighborhood Gatherings Attendees

Meeting Location	Number of Attendees Signing In
Martinsville Baptist Tabernacle	14
Ermco (Indianapolis)	29
Indianapolis Public Library, Decatur Branch	13
Martinsville High School	21
Waverly Elementary School	39

## 4 RESULTS AND DISCUSSION

### 4.1 Residential Survey Results

A total of 999 residential surveys were completed. Of these, 92 were from individuals which self-identified through the survey questions that they were either minority or low-income individuals. Of those, 37 individuals self-identified either Hispanic or Latino or a race other than white (alone) and 57 identified as low-income based on the 2016 Poverty Guidelines for the 48 Contiguous States and the District of Columbia published by the U.S. Department of Health and Human Services. Note that not all questions were answered and, therefore, some low-income or minority individuals may not have self-identified during the survey.

The following are the questions asked in the resident survey and a summary of responses.

#### 4.1.1 Resident Survey Section 1

Section 1 focused on collecting information regarding the individual completing the survey and their household. This included contact information, race, English proficiency, income, home ownership status, and the specific community in which they lived.

##### 4.1.1.1 Question 1: Contact Information:

Of the 999 residential surveys completed, 951 completed some portion of the contact information, and 543 indicated they could be contacted regarding the survey. For reference to survey results see **Table 22** and **Table 23**.



**Table 22: Resident Survey Question 1-1a**

Contact Information	Response Percent	Response Count
Name:	94.7%	946
Address:	93.4%	933
City:	95.2%	951
State:	94.9%	948
Zip	94.6%	945
email and/or Phone Number:	81.0%	809
Answered Question		951
Skipped Question		48

**Table 23: Resident Survey Question 1-1b**

May we contact you?	Response Percent	Response Count
Yes	54.4%	543
No	18.6%	186
Answered Question		729
Skipped Question		270

**4.1.1.2 Question 2: Are you Hispanic or Latino?**

Of the 999 residential surveys completed, 13 indicated they were Hispanic or Latino, 951 indicated they were not Hispanic or Latino, and there were 35 skipped answers. For reference to survey results see **Table 24**.

**Table 24: Resident Survey Question 1-2**

Hispanic or Latino	Response Percent	Response Count
Yes	1.3%	13
No	95.2%	951
Answered Question		964
Skipped Question		35

**4.1.1.3 Question 3: How well do you speak English?**

Of the 999 residential surveys completed, 9 indicated “I do not speak English well”, 1 indicated “I speak a little English”, 15 indicated “I speak English moderately well”, 181 indicated “I speak English well”, 680 indicated “I am fluent in English” and there were 113 skipped answers. No



survey responses indicated the presence of Spanish or Burmese speaking populations. For reference to survey results see **Table 25**.

**Table 25: Resident Survey Question 1-3**

English Proficiency	Response Percent	Response Count
I do not speak English well.	0.9%	9
I speak a little English.	0.1%	1
I speak English moderately well.	1.5%	15
I speak English well.	18.1%	181
I am fluent in English	68.1%	680
I speak Spanish (translated into Spanish)	0.0%	0
I speak Burmese (translated into Burmese)	0.0%	0
Answered Question		886
Skipped Question		113

**4.1.1.4 Question 4: Race**

Of the 999 residential surveys completed, 945 indicated they were “White”, 6 indicated they were “Black or African American”, 6 indicated they were “Asian”, none indicated they were “Native Hawaiian or Pacific Islander”, 3 indicated they were “American Indian or Alaskan Native”, 19 indicated they were “Other” and 20 skipped the question. The “Other” self-identified as European, “Columbian”, multiracial, Pakistani, American or declined to answer. For reference to survey results see **Table 26**.

**Table 26: Resident Survey Question 1-4**

Race	Response Percent	Response Count
White	94.6%	945
Black or African American	0.6%	6
Asian	0.6%	6
Native Hawaiian or Pacific Islander	0.0%	0
American Indian or Alaskan Native	0.3%	3
Other (please specify)	1.9%	19
Answered Question		979
Skipped Question		20



**4.1.1.5 Question 5: Household Size and Composition**

Of the 999 residential surveys completed, 191 indicated they were a household of “1”, 438 indicated they were a household of “2”, 135 indicated they were a household of “3”, 129 indicated they were a household of “4”, 57 indicated they were a household of “5”, 14 indicated they were a household of “6”, 5 indicated they were a household of “7”, 2 indicated they were a household of “8”, 2 indicated a household of “9”, 1 indicated a household of “10”, zero indicated a household of “11”, 3 indicated a household of “12 or more” and 22 skipped the question. For reference to survey results see **Table 27**.

**Table 27: Resident Survey Question 1-5a**

Household Size	Response Percent	Response Count
1	19.1%	191
2	43.8%	438
3	13.5%	135
4	12.9%	129
5	5.7%	57
6	1.4%	14
7	0.5%	5
8	0.2%	2
9	0.2%	2
10	0.1%	1
11	0.0%	0
12+	0.3%	3
Answered Question		977
Skipped Question		22

Part two of Question 5 asked how many adults over the age of 18 and how many children under the age of 18 were in the household. Of those that responded, 5 indicated there were no adults in the household, 138 indicated there was one adult in the household, 470 indicated there were two adults in the household, 87 indicated there were three adults in the household, 25 indicated there were four adults in the household, 6 indicated there were five adults in the household, 3 indicated there were six adults in the household, 1 indicated there were 12 adults in the household. A total of 269 skipped the question and one responded “N/A”. See **Table 28**.

With regard to children in the household, of those that responded, 273 indicated there were no children in the household, 94 indicated there was one child in the household, 79 indicated there were two children in the household, 32 indicated there were three children in the household, 7 indicated there were four children in the household, 3 indicated there were five children in the household and 1 indicated there were six children in the household. A total of 510 skipped the question. For reference to the survey results see **Table 29**.





**Table 28: Resident Survey Question 1-5b**

Number of Adults in Household	Response Percent	Response Count
0	0.5%	5
1	13.8%	138
2	47.0%	470
3	8.7%	87
4	2.5%	25
5	0.6%	6
6	0.3%	3
7	0.0%	0
8	0.0%	0
9	0.0%	0
10	0.0%	0
11	0.0%	0
12	0.1%	1
N/A	0.1%	1
Answered Question		736
Skipped Question		269

**Table 29: Resident Survey Question 1-5c**

Number of Children in Household	Response Percent	Response Count
0	27.3%	273
1	9.4%	94
2	7.9%	79
3	3.2%	32
4	0.7%	7
5	0.3%	3
6	0.1%	1
7	0.0%	0
8	0.0%	0
9	0.0%	0
10	0.0%	0
11	0.0%	0
12	0.0%	0
Answered Question		489
Skipped Question		510



**4.1.1.6 Question 6: Income**

Of the 999 residential surveys completed, 37 indicated their annual household incomes was less than \$12,000, 19 indicated their annual household incomes was between \$12,000 and \$15,000, 15 indicated their annual household incomes was between \$15,000 and \$19,000, 56 indicated their annual household incomes was between \$19,000 and \$24,000, 31 indicated their annual household income was between \$24,000 and \$28,000, 20 indicated their annual household income was between \$28,000 and \$32,000, 47 indicated their annual household income was between \$32,000 and \$36,000, 47 indicated their annual household income was between \$36,000 and \$40,000, 88 indicated their annual household income was between \$40,000 and \$50,000, 518 indicated their annual household income was greater than \$50,000 and 121 skipped the question. For reference to survey results see **Table 30**.

**Table 30: Resident Survey Question 1-6**

Annual Income	Response Percent	Response Count
Less than \$12,000	3.7%	37
\$12,000 and \$15,000	1.9%	19
\$15,000 and \$19,000	1.5%	15
\$19,000 and \$24,000	5.6%	56
\$24,000 and \$28,000	3.1%	31
\$28,000 and \$32,000	2.0%	20
\$32,000 and \$36,000	4.7%	47
\$36,000 and \$40,000	4.7%	47
\$40,000 and \$50,000	8.8%	88
Greater than \$50,000	51.9%	518
Answered Question		878
Skipped Question		121

**4.1.1.7 Question 7: How long have you lived at your current residence?**

Of the 999 residential surveys completed, 47 indicated they had lived in their current residence “Less than 1 Year”, 117 indicated they had lived in their current residence “Between 1 Year and 3 Years”, 86 indicated they had lived in their current residence “Between 3 Years and 5 Years”, 180 indicated they had lived in their current residence “More than 5 Years”, 551 indicated they had lived in their current residence “More than 10 years” and 18 skipped the question. For reference to survey results see **Table 31**.



**Table 31: Resident Survey Question 1-7**

Answer Options	Response Percent	Response Count
Less than 1 Year	4.7%	47
Between 1 Year and 3 Years	11.7%	117
Between 3 Years and 5 Years	8.6%	86
More than 5 Years	18.0%	180
More than 10 years	55.2%	551
Answered Question		981
Skipped Question		18

**4.1.1.8 Question 8: Do you rent or own your home?**

Of the 999 residential surveys completed, 65 indicated they rent their home, 915 indicated they own their own home and 19 did not answer the question. For reference to survey results see **Table 32**.

**Table 32: Resident Survey Question 1-8**

Answer Options	Response Percent	Response Count
Rent	6.5%	65
Own	91.6%	915
Answered Question		980
Skipped Question		19

**4.1.1.9 Question 9: Do you live in a neighborhood, apartment complex, mobile home park, etc.?**

Of the 999 residential surveys completed, 698 indicated they live in a neighborhood, apartment complex, mobile home park, etc., 214 indicated they do not live in neighborhood, apartment complex, mobile home park, etc., 37 indicated not applicable and 50 did not answer the question. A total of 633 respondents provided a community name. Of these responses, 394 were within block groups identified as containing low-income or minority populations higher than the community of comparison. Information on communities within block groups identified as containing low-income or minority populations higher than the community of comparison was used to evaluate potential affect communities as part of the analysis of disproportionately high or adverse impacts to low-income or minority affected communities. Communities identified include apartment complexes, mobile home communities and neighborhoods. For reference to survey results see **Table 33** and for reference to community names see **Table 34**.



**Table 33: Resident Survey Question 1-9a**

Answer Options	Response Percent	Response Count
Yes	69.9%	698
No	21.4%	214
N/A	8.7%	37
Answered Question		949
Skipped Question		50

**Table 34: Resident Survey Question 1-9b**

Name of Community	Number of Respondents	Name of Community	Number of Respondents
Achilles Dutch Village	1	Martinsville Industrial Park	1
Adams Ridge	1	Kensington Grove	1
Artesian Courts	2	Mayflower Park Platz	1
Bayberry Village	1	Meridian Place	5
Bluff Acres/Bluff Acres III	7	Meridian Village	1
Bluff View Estates North	1	Oak Valley Addition	1
Brookstone	1	Orne Addition	1
Buck Creek/Buck Creek Village	3	Parkwood Est.	1
Cadet Manor	2	Perry Township/Garden Drive	1
Cedar Park	6	Persimmon Woods	3
Center Grove	3	Pfaff Apartments	1
Champlin Meadows	2	Pine Apartments	1
Circle K Estates	3	Pine Glen	1
Clover Leaf	2	Plaza Clouds	1
Country / Rural Area	2	Plaza Drive	5
Gold Smith Woods	1	Rolling Hills	1
Goldsmith Farms / Twin Branch	1	Rose Gardens	1
Grandview Heights	1	Shelburne (Judy Dr.) / Shelburne Addition	2
Greenwood Community Mobile Home Park	2	Sherman Estates	1
Haggard Estates	2	Shireman Estates	19
Haines Sub-Division	1	South Bucktown	1
Hanna Village Apartments	2	Southern Acres	3
Heather Heights	4	Southern Dunes	5



Name of Community	Number of Respondents	Name of Community	Number of Respondents
Hickory Ridge	1	Sunset Manor (aka Spring Valley)	9
Hickory Stick	48	Sunrise/Sunrise Addition	7
High Acre Manor	5	Sun Valley	1
Holden Edition	1	Sunshine Gardens	19
Home Avenue	1	Sycamore Ridge	2
Horizon Apartments	2	The Oaks	1
Martindale	3	Timber Heights	4
Martinsville	11		

Note: Communities listed in the table are from respondents within block groups identified as containing low-income or minority populations higher than the community of comparison.

### 4.1.2 Resident Survey Section 2

Section 2 of the survey focused on the identification of current resident transportation needs. The primary purpose of the residential survey was to inform the environmental justice analysis. The responses to questions in this section were evaluated based on location and low-income or minority status in order to determine if there was the potential for disproportionately high and adverse impacts to populations protected under EO 12898. Responses were tallied in the following four categories for comparison:

- All respondents (All);
- Respondents within block groups identified with low-income or minority concentrations higher than the COC (Within BG);
- Respondents which self-identified minority persons (Minority) regardless of location; and
- Respondents that self-identified low-income persons (Low-Income) regardless of location.

The remainder of the survey data can be found in **Appendix P-4**.

#### 4.1.2.1 Question 1: How do you get around for work or non-work purposes?

Of the 999 residential surveys completed, 973 indicated they “Own/lease a vehicle”, 10 indicated they “Rely on friend/family for rides”, 6 indicated “Public transportation”, 2 indicated “Taxi and/or other ride service for hire”, 3 indicated “Walk”, 10 indicated “Other”, and 10 did not answer the question. Many of the specific responses provided by respondents for the “Other” category consisted of a combination of the listed response categories. In addition to the combination of the listed response categories, “Other” also included the following: Morgan



Connect/IndyGO Open Door/YMCA van/disabled van service, company vehicle, retired/do not work/work at home and walk. For reference to survey results see **Table 35**.

Within the block groups identified with low-income or minority concentrations higher than the COC results, 404 indicated they “Own/lease a vehicle”, 3 indicated they “Rely on friend/family for rides”, 4 indicated “Public transportation”, 2 indicated “Taxi and/or other ride service for hire”, 2 indicated “Walk”, 1 indicated “Other”, and 4 did not answer the question. Many of the specific responses provided for the “Other” category consisted of a combination of the listed response categories. In addition, “Other” also included the following: IndyGo Open Door/YMCA van/disabled van service, do not work and walk.

Within the group of respondents that self-identified as minority, 364 indicated they “Own/lease a vehicle”, none indicated they “Rely on friend/family for rides”, 1 indicated “Public transportation”, none indicated “Taxi and/or other ride service for hire”, 1 indicated “Walk”, and none indicated “Other”.

Within the group of respondents that self-identified as low-income, 52 indicated they “Own/lease a vehicle”, 5 indicated they “Rely on friend/family for rides”, 2 indicated “Public transportation”, 1 indicated “Taxi and/or other ride service for hire”, 2 indicated “Walk”, 3 indicated “Other”, and 4 did not answer the question. Many of the specific responses provided by respondents for the “Other” category consisted of a combination of the listed response categories. In addition, “Other” also included the following: Morgan Connect and retired/do not work.

**Table 35: Resident Survey Question 2-1**

Mode of Transportation	All		Within BG		Minority		Low-Income	
Own/lease a vehicle	97.4%	973	97.6%	404	97.3%	36	89.7%	52
Rely on a friend/family for rides	1.0%	10	0.7%	3	0.0%	0	8.6%	5
Public transportation	0.6%	6	1.0%	4	2.7%	1	3.4%	2
Taxi and/or other ride service for hire	0.2%	2	0.5%	2	0.0%	0	1.7%	1
Walk	0.3%	3	0.5%	2	2.7%	1	3.4%	2
Other	1.0%	10	0.2%	1	0.0%	0	5.2%	3
Skipped Question	1.0%	10	1.0%	4	0.0%	0	0.0%	0
Total Respondents	100%	999	100%	414	100%	37	100%	58

Notes: Responses from each category may not add up to Total Responses because respondents could select more than one response category. Percentages may not add up due to rounding.

**4.1.2.2 Question 2: Do you use SR 37 for travel?**

Of the 999 residential surveys completed, 949 indicated they use SR 37 for travel, 29 indicated they did not use SR 37 for travel, and 21 did not answer the question. Within the block groups identified with low-income or minority concentrations higher than the COC results, 389 indicated they use SR 37 for travel, 14 indicated they did not use SR 37 for travel, and 11 did not



answer the question. Within the group of respondents that self-identified as minority, 37 indicated they used SR 37 for travel. Within the group of respondents that self-identified as low-income, 52 indicated they use SR 37 for travel, 3 indicated they did not use SR 37 for travel, and 3 did not answer the question. For reference to survey results see **Table 36**.

**Table 36: Resident Survey Question 2-2**

<b>Do you use SR 37?</b>	<b>All</b>		<b>Within BG</b>		<b>Minority</b>		<b>Low-Income</b>	
Yes	95.0%	949	94.0%	389	100%	37	89.7%	52
No	2.9%	29	3.4%	14	0%	0	5.2%	3
Skipped Question	2.1%	21	2.7%	11	0%	0	5.2%	3
Total Respondents	100%	999	100%	414	100%	37	100%	58

Notes: Responses from each category may not add up to Total Responses because respondents could select more than one response category.

**4.1.2.3 Question 3: If you answered yes to Question 2, how often do you utilize SR 37?**

Of the 999 residential surveys completed, 1 indicated they “Never” used SR 37, 77 indicated they “Rarely” used SR 37, 118 indicated they used SR 37 “Once a week”, 259 indicated they used SR 37 “More than once a week”, 496 indicated they used SR 37 “Daily” and 48 did not answer the question. For reference to survey results see **Table 37**.

Within the block groups identified with low-income or minority concentrations higher than the COC results, 1 indicated they “Never” used SR 37, 27 indicated they “Rarely” used SR 37, 45 indicated they used SR 37 “Once a week”, 121 indicated they used SR 37 “More than once a week”, 196 indicated they used SR 37 “Daily” and 24 did not answer the question.

Within the group of respondents that self-identified as minority, all responded to the question and all indicated using SR 37 to some extent. More specifically, 6 indicated they “Rarely” used SR 37, 6 indicated they used SR 37 “Once a week”, 7 indicated they used SR 37 “More than once a week”, 18 indicated they used SR 37 “Daily”.

Within the group of respondents that self-identified as low-income, 1 indicated they “Never” used SR 37, 4 indicated they “Rarely” used SR 37, 10 indicated they used SR 37 “Once a week”, 20 indicated they used SR 37 “More than once a week”, 16 indicated they used SR 37 “Daily” and 7 did not answer the question.



**Table 37: Resident Survey Question 2-3**

How often do you use SR 37?	All		Within BG		Minority		Low-Income	
Never	0.1%	1	0.2%	1	0.0%	0	1.7%	1
Rarely	7.7%	77	6.5%	27	16.2%	6	6.9%	4
Once a week	11.8%	118	10.9%	45	16.2%	6	17.2%	10
More than once a week	25.9%	259	29.2%	121	18.9%	7	34.5%	20
Daily	49.6%	496	47.3%	196	48.6%	18	27.6%	16
Skipped Question	4.8%	48	5.8%	24	0.0%	0	12.1%	7
Total Respondents	100%	999	100%	414	100%	37	100%	58

Note: Percentages may not add up due to rounding.

**4.1.2.4 Question 4: Why do you use SR 37?**

Of the 999 residential surveys completed many residents indicated more than one category. Of those, 427 indicated they used SR for “Work”, 367 indicated they used SR 37 for “Shopping”, 36 indicated they used SR 37 for “Attending School”, 121 indicated they used SR 37 to “Attend religious service”, 411 indicated they used SR 37 for “Visiting family or friends”, 273 indicated they used SR 37 to “Obtain health care services/doctors”, 53 indicated they used SR to “Use community facilities/social services”, 68 indicated they used SR 37 for “Other”, and 49 of respondents skipped the question. The “Other” responses included the following: 26 indicated they used SR 37 for recreation, entertainment, and dining; 1 said they would not use; 1 indicated they used SR 37 to access the veterinarian; 27 indicated they used SR 37 for travel or to access the airport; and 4 to access the bank. For reference to survey results see **Table 38**.

Within the block groups identified with low-income or minority concentrations higher than the COC results, 156 indicated they used SR 37 for “Work”, 171 indicated they used SR 37 for “Shopping”, 19 indicated they used SR 37 for “Attending School”, 53 indicated they used SR 37 to “Attend religious service”, 149 indicated they used SR 37 for “Visiting family or friends”, 122 indicated they used SR 37 to “Obtain health care services/doctors”, 20 indicated they used SR 37 to “Use community facilities/social services”, 26 indicated they used SR 37 for “Other”, and 22 respondents skipped the question. The “Other” responses included the following: 7 indicated they used SR 37 for recreation, entertainment, and dining; 1 indicated they used SR 37 to access the veterinarian; 12 indicated they used SR 37 for travel or to access the airport; 2 to access the bank. None of the respondents indicated they would not use SR 37.

Within the group of respondents that self-identified as minority, 15 indicated they used SR 37 for “Work”, 13 indicated they used SR 37 for “Shopping”, 2 indicated they used SR 37 for “Attending School”, 2 indicated they used SR 37 to “Attend religious service”, 11 indicated they used SR 37 for “Visiting family or friends”, 5 indicated they used SR 37 to “Obtain health care services/doctors”, 1 indicated they used SR 37 to “Use community facilities/social services”, 4





indicated they used SR 37 for “Other”, and 3 respondents skipped the question. The “Other” responses included the following: 1 indicated they used SR 37 for recreation, entertainment, and dining; and 2 indicated they used SR 37 for travel or to access the airport. None of the respondents indicated they would not use SR 37.

Within the group of respondents that self-identified as low-income, 9 indicated they used SR 37 for “Work”, 29 indicated they used SR 37 for “Shopping”, 4 indicated they used SR 37 for “Attending School”, 12 indicated they used SR 37 to “Attend religious service”, 23 indicated they used SR 37 for “Visiting family or friends”, 23 indicated they used SR 37 to “Obtain health care services/doctors”, 4 indicated they used SR 37 to “Use community facilities/social services”, 2 indicated they used SR 37 for “Other”, and 5 respondents skipped the question. The “Other” responses included 1 that indicated they used SR 37 for recreation, entertainment, and dining.

**Table 38: Resident Survey Question 2-4**

Why do you use SR 37?	All		Within BG		Minority		Low-Income	
Work	42.7%	427	37.7%	156	40.5%	15	15.5%	9
Shopping	36.7%	367	41.3%	171	35.1%	13	50.0%	29
Attending School	3.6%	36	4.6%	19	5.4%	2	6.9%	4
Attend religious service	12.1%	121	12.8%	53	5.4%	2	20.7%	12
Visiting family or friends	41.1%	411	36.0%	149	29.7%	11	39.7%	23
Obtain health care services/doctors	27.3%	273	29.5%	122	13.5%	5	39.7%	23
Use community facilities/social services	5.3%	53	4.8%	20	2.7%	1	6.9%	4
Other (please specify)	6.8%	68	6.3%	26	10.8%	4	3.4%	2
Skipped Question	4.9%	49	5.3%	22	8.1%	3	8.6%	5
Total Respondents	100%	999	100%	414	100%	37	100%	58

Notes: Responses from each category may not add up to total respondents because respondents could select more than one response category.

**4.1.2.5 Question 5: When using SR 37 where do you travel most?**

they used SR 37 to travel “Out of state”, 319 indicated they used SR 37 to travel to “Other” which was predominantly all of the above or a combination of the previous choices, and 46 did not answer the question. Of those that indicated “other”, 295 indicated they used SR 37 to travel to Bloomington and south, 7 indicated they used SR 37 to travel to Evansville or Southern Indiana and 6 indicated they used SR 37 to travel to Hendricks County. For survey results, see **Table 39**.

Within the block groups identified with low-income or minority concentrations higher than the COC results, 221 indicated they used SR 37 to travel to “Indianapolis and north”, 167 indicated they used SR 37 to travel to “Greenwood and east”, 164 indicated they used SR 37 to travel to “Martinsville”, 64 indicated they used SR 37 to travel to “Mooreville and west”, 14 indicated



they used SR 37 to travel “Out of state”, 5 indicated they used SR 37 to travel to “Other” which was predominantly all of the above or a combination of the previous choices, and 22 did not answer the question.

Within the group of respondents that self-identified as minority, 25 indicated they used SR 37 to travel to “Indianapolis and north”, 15 indicated they used SR 37 to travel to “Greenwood and east”, 9 indicated they used SR 37 to travel to “Martinsville”, 5 indicated they used SR 37 to travel to “Mooresville and west”. None of the respondents indicated they used SR 37 to travel out of state, none skipped the question, and none said “Other.”

Within the group of respondents that self-identified as low-income, 24 indicated they used SR 37 to travel to “Indianapolis and north”, 27 indicated they used SR 37 to travel to “Greenwood and east”, 33 indicated they used SR 37 to travel to “Martinsville”, 12 indicated they used SR 37 to travel to “Mooresville and west”, and 4 skipped the question. None of the respondents indicated they used SR 37 to travel out of state or for other purposes.

**Table 39: Resident Survey Question 2-5**

Where do you travel most?	All		Within BG		Minority		Low-Income	
	%	Count	%	Count	%	Count	%	Count
Indianapolis and north	59.1%	590	53.4	221	67.6%	25	41.4%	24
Greenwood and east	36.0%	360	40.3	167	40.5%	15	46.6%	27
Martinsville	34.0%	340	39.6	164	24.3%	9	56.9%	33
Mooresville and west	20.0%	200	15.5	64	13.5%	5	20.7%	12
Out of state	3.0%	30	3.4%	14	0.0%	0	0.0%	0
Other (please specify)	1.1%	11	1.2%	5	0.0%	0	0.0%	0
Skipped Question	4.6%	46	5.3%	22	0.0%	0	6.9%	4
Total Respondents	100%	999	100%	414	100%	37	100%	58

Notes: Responses from each category may not add up to total respondents because respondents could select more than one response category.

**4.1.3 Resident Survey Section 3**

The third section of the resident survey consisted of five questions to evaluate the resident’s knowledge of I-69 and the associated project development process. As previously noted, the primary purpose of the residential survey was to inform the environmental justice analysis. Responses to questions in this section were evaluated based on location and low-income or minority status in order to determine if there was a disproportionate high or adverse impact to a community protected under EO 12898. Responses were tallied in the following four categories for comparison.

- All Respondents (ALL)



- Respondents within block groups identified with low-income or minority concentrations higher than COC (Within BG)
- Respondents which self-identified minority persons (Minority) regardless of location
- Respondents that self-identified low-income persons (Low-Income) regardless of location

The remainder of the survey data can be found in **Appendix P-4**.

**4.1.3.1 Question 1: Were you aware of the I-69 Section 6 Project?**

Of the 999 residential surveys completed, 933 or 93.4 percent indicated they were aware of the I-69 Section 6 Project, 60 or 6.0 percent indicated they were not aware of the project, and 6 or 1.0 percent did not answer the question. Within the block groups identified with low-income or minority concentrations higher than COC results were similar to the overall responses with 385 or 93.0 percent indicated they were aware of the I-69 Section 6 Project, 26 or 6.3 percent indicated they were not aware of the project, and 3 or 0.7 percent did not answer the question. Within the group of respondents that self-identified as a minority, fewer respondents were aware of the I-69 Section 6 Project with 30 or 78.4 percent indicated they were aware of the I-69 Section 6 Project and 8 or 18.9 percent indicated they were not aware of the project. Within the group of respondents that self-identified as a low-income, responses were similar to the overall responses with 53 or 91.4 percent indicating they were aware of the I-69 Section 6 Project, 4 or 6.9 percent indicated they were not aware of the project. One did not answer. **Table 40** summarizes the survey results.

**Table 40: Resident Survey Question 3-1**

	All		Within BG		Minority		Low-Income	
Yes	93.4%	933	93.0%	385	78.4%	30	91.4%	53
No	6.0%	60	6.3%	26	18.9%	8	6.9%	4
Skipped Question	0.6%	6	0.7%	3	2.7%	0	1.7%	1
Total Respondents	100.0%	999	100%	414	100.0%	37	100.0%	58

According to this survey less than 10 percent of the public and the residents located block groups identified with low-income or minority concentrations higher than COC were unaware of the I-69 Section 6 project. However, a higher number of self-identified minority respondents were unaware of the I-69 Section 6 Project.

**4.1.3.2 Question 2: Have you attended an I-69 Section 6 public meeting?**

Of the 999 residential surveys completed, 164 (16 percent) indicated they had attended a public meeting related to I-69 Section 6, 819 (82 percent) indicated they had not attended a public meeting related to I-69 Section 6 and 16 (2 percent) did not answer the question. Within the block groups identified with low-income or minority concentrations higher than COC results were similar to the overall responses with 74 (18 percent) indicated they had attended a public



meeting related to I-69 Section 6, 331 (80 percent) indicated they had not, and 9 (2 percent) did not answer the question. Within the group of respondents that self-identified as a minority, a slightly higher percentage of respondents indicated they had attended a public meeting related to I-69 Section 6 with 9 (24 percent) and 28 (76 percent) indicating they had not attended a public meeting related to I-69 Section 6. Within the group of respondents that self-identified as low-income, 11 (19 percent) indicated they had attended a public meeting related to I-69 Section 6, 46 (79 percent) indicated they had not, and 1 did not answer the question. For reference to survey results see **Table 41**.

**Table 41: Resident Survey Question 3-2**

	All		Within BG		Minority		Low-Income	
Yes	16.4%	164	17.9%	74	24.3%	9	19.0%	11
No	82.0%	819	80.0%	331	75.7%	28	79.3%	46
Skipped Question	1.6%	16	2.0%	9	0.0%	0	1.7%	1
Total Respondents	100.0%	999	100%	414	100.0%	37	100.0%	58

Survey results indicate that in general a relatively small percentage of the public in general has attended a public meeting associated with the I-69 Section 6 project. In accordance with the public involvement plan, public meetings are one portion of the public involvement process. This was noted as part of the public involvement process and methods to ensure opportunities outside of public meetings were included in the public involvement process.

**4.1.3.3 Question 3: Have you visited the project website, Facebook page, or reviewed Twitter feeds related to I-69?**

Of the 999 residential surveys completed, 320 (32 percent) indicated they had visited the project website, Facebook page, or reviewed Twitter feeds related to I-69, 666 (67 percent) indicated they had not, and 13 (1 percent) did not answer the question.

The block groups identified with low-income or minority concentrations higher than COC results were similar to the overall responses with 120 (29 percent) indicating they had visited the project website, Facebook page, or reviewed Twitter feeds related to I-69, 289 (70 percent) indicated they had not, and 5 (1 percent) did not answer the question. Within the group of respondents that self-identified as a minority, 14 (38 percent) indicated they had visited the project website, Facebook page, or reviewed Twitter feeds related to I-69, and 23 (62 percent) indicated they had not. Within the group of respondents that self-identified as low-income, a slightly lower percentage of respondents, 7 (12 percent) had visited the project website, Facebook page, or reviewed Twitter feeds related to I-69 (85 percent) had not, and 2 (3 percent) did not answer the question. For reference to survey results see **Table 42**.



**Table 42: Resident Survey Question 3-3**

	All		Within BG		Minority		Low-Income	
Yes	32.0%	320	29.0%	120	37.8%	14	12.1%	7
No	66.7%	666	69.8%	289	62.2%	23	84.5%	49
Skipped Question	1.3%	13	1.2%	5	0.0%	0	3.4%	2
Total Respondents	100.0%	999	100%	414	100.0%	37	100.0%	58

Survey results indicate that in the percentage of respondents within the block groups being evaluated that use social media or the I-69 Section 6 website to gather information was similar to the percentage of all respondents were similar. However, when compared to the self-identified minority and low-income populations there are differences. In general, self-identified minority populations were more likely to use social media or the I-69 Section 6 website to gather information and self-identified low-income respondents are less likely to use social media or the I-69 Section 6 website to gather information than either all or the block group respondents.

**4.1.3.4 Question 4: How will you use I-69?**

Of the 999 residential surveys completed, 531 indicated they would use I-69 for “visiting family or friends”, 502 indicated they would use I-69 to travel to “work”, 476 indicated they would use I-69 to travel for “Shopping”, 365 indicated they would use I-69 to travel to “Obtain Health Care services/doctors”, 193 indicated they would use I-69 to travel to “Use Community Facilities”, 185 indicated they would use I-69 to travel to “Attend Religious Services”, 72 indicated they would use I-69 to travel to “Attend School” and 34 indicated they would not use I-69. For reference to survey results see **Table 43**.

Within the block groups identified with low-income or minority concentrations higher than COC results were similar to the overall responses. Within this group 208 indicated they would use I-69 for “visiting family or friends”, 190 indicated they would use I-69 to travel to “work”, 223 indicated they would use I-69 to travel for “Shopping”, 166 indicated they would use I-69 to travel to “Obtain Health Care services/doctors”, 90 indicated they would use I-69 to travel to “Use Community Facilities”, 84 indicated they would use I-69 to travel to “Attend Religious Services”, 37 indicated they would use I-69 to travel to “Attend School” and 14 indicated they would not use I-69.

Within the group of respondents that self-identified as minority, 23 indicated they would use I-69 to travel to “work”, 18 indicated they would use I-69 for “visiting family or friends”, 21 indicated they would use I-69 to travel for “Shopping”, 13 indicated they would use I-69 to travel to “Obtain Health Care services/doctors”, 8 indicated they would use I-69 to travel to “Use Community Facilities”, 9 indicated they would use I-69 to travel to “Attend Religious Services”, 6 or 16.2 percent indicated they would use I-69 to travel to “Attend School” and 1 indicated they would not use I-69



Within the group of respondents that self-identified as low-income, a higher percentage of respondents indicated they would use I-69 to travel to “obtain health care services/doctors” with 27 respondents (47 percent) and a higher percentage indicated they would not use I-69 with 6 (10 percent). Fewer respondents indicated they would travel to “work” with 13 (22 percent) of respondents. Other results were similar with 24 indicating they would use I-69 for “visiting family or friends”, 24 indicating they would use I-69 to travel for “Shopping”, 12 indicating they would use I-69 to travel to “Use Community Facilities”, 13 indicating they would use I-69 to travel to “Attend Religious Services”, and 3 indicating they would use I-69 to travel to “Attend School.

**Table 43: Resident Survey Question 3-4**

	All		Within BG		Minority		Low-income	
Visiting family or friends	53.2%	531	50.2%	208	48.6%	18	41.4%	24
Work	50.3%	502	45.9%	190	62.2%	23	22.4%	13
Shopping	47.6%	476	53.9%	223	56.8%	21	41.4%	24
Obtain Health Care services/doctors	36.5%	365	40.1%	166	35.1%	13	46.6%	27
Use Community Facilities	19.3%	193	21.7%	90	21.6%	8	20.7%	12
Attending Religious Services	18.5%	185	20.3%	84	24.3%	9	22.4%	13
Attending School	7.2%	72	8.9%	37	16.2%	6	5.2%	3
Will Not Use	3.4%	34	3.4%	14	2.7%	1	10.3%	6
Travel	2.5%	25	2.4%	10	5.4%	2	0%	0
Recreation, Entertainment and Dining	1.9%	15	1.4%	6	2.7%	1	1.7%	1
Other	1.7%	17	2.2%	9	0%	0	3.4%	2
Unsure	1.5%	19	1.9%	8	2.7%	1	3.4%	2
Skipped Question	0.4%	47	5.1%	21	2.7%	1	8.6%	5
Total Respondents	100%	999	100%	414	100%	37	100%	58

Notes: Responses from each category may not add up to total respondents because respondents could select more than one response category.

**4.1.3.5 Question 5: What is the best way for the I-69 project team to communicate with you?**

Of the 999 residential survey respondents, 452 identified “email”, 381 indicated postal mailing, 211 indicated “Phone”, 101 indicated “Public Meeting”, 75 indicated “Door flyers”, 84 indicated “Face-to-face meeting”, 41 indicated “Social media (Facebook/Twitter/etc.)”, and less than 1 percent indicated the best way to communicate with them was via “newspaper or press”, “Other” or “do not communicate with me”. For reference to survey results see **Table 44**.

Within the block groups identified with low-income or minority concentrations higher than COC results were similar to the overall responses. Of the 414 residential surveys completed, 177 identified “email” as best, 151 indicated postal mailing, 107 indicated “Phone”, 38 indicated



“Public Meeting”, 27 indicated “Door flyers”, 37 indicated “Face-to-face meeting”, 11 indicated “Social media (Facebook/Twitter/etc). None indicated the best way to communicate with them was via “Other” or “do not communicate with me”.

Self-identified minority responses were similar. Of the self-identified minority respondents, 18 indicated “email”, 16 indicated postal mailing, 6 indicated “Phone”, 3 “Public Meeting”, 7 indicated “Door flyers”, 3 indicated “Face-to-face meeting”, 2 indicated “Social media (Facebook/Twitter/etc). In contrast, fewer self-identified low-income respondents favored email, instead preferring postal mailing or phone contacts. Only 9 of the 58 self-identified low-income respondents indicated a preference for “email”, 25 indicated postal mailing, 20 indicated “Phone”, 6 indicated “Public Meeting”, 5 indicated “Door flyers”, 8 indicated “Face-to-face meeting”, 2 indicated “Social media (Facebook/Twitter/etc).

**Table 44: Resident Survey Question 3-5**

	All		Within BG		Minority		Low-Income	
email	45.2%	452	42.8%	177	48.6%	18	15.5%	9
Postal Mailing	38.1%	381	36.5%	151	43.2%	16	43.1%	25
Phone	21.1%	211	25.8%	107	16.2%	6	34.5%	20
Public Meeting	10.1%	101	9.2%	38	8.1%	3	10.3%	6
Door Flyers	8.4%	75	6.5%	27	18.9%	7	8.6%	5
Face to Face Meeting	7.5%	84	8.9%	37	8.1%	3	13.8%	8
Social Media	4.1%	41	2.7%	11	5.4%	2	3.4%	2
Newspaper and Press	0.6%	6	0.5%	2	0%	0	0%	0
Other	0.6%	6	0.7%	3	0%	0	1.7%	1
Do Not Contact	0.4%	4	0.5%	2	0%	0	3.4%	2
Skipped Question	4.6%	46	5.3%	22	0%	0	6.9%	4
Total Respondents	100%	999	100%	414	100%	38	100%	58

Notes: Responses from each category may not add up to total respondents because respondents could select more than one response category.

The information returned here was used in administering the I-69 Public Involvement Plan and the mechanisms used to notify the public and low-income or minority populations of project information.

#### 4.1.4 Resident Survey Section 4

Section 4 of the survey allowed residents to express in their own words how the I-69 Section 6 project may affect them. The following are summaries of topics and concerns expressed about the project.



Responses to questions in this section were evaluated based on location and low-income or minority status in order to determine if there was a disproportionate high or adverse impact to a community protected under EO 12898. Responses were tallied in the following six categories for comparison.

- All Respondents (ALL)
- Respondents within block groups identified with low-income or minority concentrations higher than COC (Within BG)
- Respondents which self-identified minority persons (Minority)
- Respondents that self-identified low-income persons (Low-Income)

**4.1.4.1 Question: Do you feel the I-69 Section 6 project will positively benefit your community? If so, in what way(s).**

Of the 999 residential surveys completed, 787 indicated a response to this question. Of those, 277 or 27.7 percent of respondents indicated the I-69 Section 6 Project would not positively benefit their community, 91 or 9.1 percent indicated they were unsure if the project would benefit the community and 414 or 41.4 percent felt the project would be a benefit to the community. For reference see **Table 45**.

Of 787 respondents that answered this question, 415 were from respondents within block groups identified with low-income and minority concentrations higher than COC (Within BG), 38 were from respondents which self-identified minority persons (Minority) and 59 were from respondents that self-identified low-income persons (Low-Income).

In every category except low-income, a higher percentage of respondents felt that the I-69 Section 6 project would positively benefit their community than not positively benefit their community. Within from respondents within block groups identified with low-income and minority concentrations higher than COC and from the group of respondents that self-identified as low-income there were higher percentages of respondents that either did not provide a comment or were unsure if the I-69 Section 6 Project would benefit the community.

**Table 45: Resident Survey Question 4-1**

	All		Within BG		Minority		Low-Income	
Yes	414	41.4%	230	55.6%	33	35.9%	14	23.7%
No	277	27.7%	78	18.8%	24	26.1%	18	30.5%
Unsure	91	9.1%	22	5.3%	10	10.9%	8	13.6%
No Comment	217	21.7%	84	20.3%	25	27.2%	19	32.2%
Grand Total	999	100.0%	414	100.0%	92	100.0%	59	100.0%





Of the respondents that answered this question, 530 provided a detailed comment. Of those respondents, a reduction in traffic congestion, the potential for increased local traffic congestion, loss of economic opportunity or impacts to local businesses, increases in economic opportunity, increases in ease of travel, reduction in access or impacts to local roadways, loss of residential property, impacts to public transportation, and impacts to the community such as dividing the community or changing the rural setting were noted as concerns. Summaries of concerns noted by respondents who indicated the project would benefit the community can be seen in **Table 46**, by respondents who indicated the project would not benefit the community in **Table 47**, and by respondents who were unsure whether the project would benefit the community in **Table 48**.

**Table 46: Question 4-1, Will the Project Positively Benefit the Community? In What Ways? – Frequency of Response by Category of “Yes” Responders**

	All		Within BG		Minority		Low-income	
Congestion	103	19.4%	35	11.2%	6	30	4	18.2%
Safety	32	6.0%	14	4.5%	2	10	2	9.1%
Economic	122	23.0%	58	18.6%	4	20	6	27.3%
Local traffic and connectivity	16	3.0%	7	2.2%	0	0	1	4.5%
Ease of travel/Travel time	196	37.0%	85	27.2%	11	55.0%	4	18.2%
Construction	9	1.7%	5	1.6%	0	0	0	0
Residential relocation	5	0.9%	0	0	0	0	1	4.5%
Noise	5	0.9%	2	0.6%	0	0	1	4.5%
Accelerate Schedule	4	0.8%	3	1.0%	0	0	0	0
Public Transportation	1	0.2%	1	0.3%	0	0	1	4.5%
Crime	0	0	0	0	0	0	0	0
Divide Community	1	0.2%	0	0	0	0	0	0
Other	3	0.6%	2	0.6%	0	0	0	0
Total	497	0	212	0	23	0	20	0

**Table 47: Question 4-1, Will the Project Positively Benefit the Community? In What Ways? – Frequency of Response by Category of “No” Responders**

	All		Within BG		Minority		Low-income	
Congestion	22	4.2%	7	2.2%	1	5.0%	0	0
Safety	2	0.4%	0	0	0	0	0	0
Economic	25	4.7%	12	3.8%	1	5.0%	3	13.6%
Local traffic and connectivity	27	5.1%	6	1.9%	0	0	0	0
Ease of travel/Travel time	3	0.6%	0	0	0	0	0	0
Construction	7	1.3%	4	1.3%	0	0	0	0
Residential relocation	13	2.5%	6	1.9%	0	0	2	9.1%



Noise	11	2.1%	5	1.6%	0	0		0
Accelerate Schedule	0	0	0	0	0	0	0	0
Public Transportation	0	0	0	0	0	0	0	0
Crime	3	0.6%	1	0.3%	0	0	0	0
Divide Community	26	4.9%	16	5.1%	1	5.0%	2	9.1%
Other	11	2.1%	4	1.3%		0	0	0
Total	150	0	61	0	3	0	7	0

**Table 48: Question 4-1, Will the Project Positively Benefit the Community? In What Ways? – Frequency of Response by Category of “Unsure” Responders**

	All		Within BG		Minority		Low-income	
Congestion	6	1.1%	3	1.0%	0	0	0	0
Safety	0	0	0	0	0	0	0	0
Economic	7	1.3%	4	1.3%	0	0	0	0
Local traffic and connectivity	18	3.4%	14	4.5%	0	0	3	13.6%
Ease of travel/Travel time	7	1.3%	5	1.6%	0	0	0	0
Construction	1	0.2%	1	0.3%	0	0	0	0
Residential relocation	5	0.9%	5	1.6%	0	0	1	4.5%
Noise	3	0.6%	2	0.6%	0	0	0	0
Accelerate Schedule		0		0	0	0	0	0
Public Transportation	2	0.4%	2	0.6%	0	0	1	4.5%
Crime		0		0	0	0	0	0
Divide Community		0		0	0	0	0	0
Other	5	0.9%	3	1.0%	0	0	0	0
Total	54	0	39	0	0		5	0

**4.1.4.2 Question 2: Do you feel the I-69 Section 6 project will negatively impact your community? If so, in what way(s).**

Of the 999 residential surveys completed, 793 indicated a response to this question. Of those, 54 or 5.4 percent were unsure of the negative effect and mentioned construction impacts, disruption to local traffic and economic impacts; 162 or 16.2 percent did not feel there would be a negative effect; and 577 or 57.8 percent felt there would be some sort of negative effect. For reference to the survey results see **Table 49**.

Of 793 respondents that answered this question, 52 were from respondents within block groups identified with low-income and minority concentrations higher than COC (Within BG), 37 were from respondents which self-identified minority persons (Minority) and 58 were from respondents that self-identified low-income persons (Low-Income).



**Table 49: Resident Survey Question 4-2**

	All		Within BG		Minority		Low-income	
Yes	577	57.8%	25	48.1%	19	51.5%	29	50.0%
No	162	16.2%	10	19.2%	9	24.3%	7	12.1%
Unsure	54	5.4%	4	7.7%	3	8.1%	4	6.9%
No Comment	206	20.6%	13	25.0%	6	16.2%	18	31.0%
Grand Total	999	100.0%	52	100.0%	37	100.0%	58	100.0%

Of the respondents that answered this question, 803 provided a detailed comment. Of those respondents, the potential for increased local traffic congestion, safety, loss of economic opportunity or impacts to local businesses, increases in economic opportunity, impacts to local roadways and ease of travel, loss of residential property, issues during construction, noise, light pollution, increases in crime, drainage and impacts to the community such as dividing the community or changing the rural setting were noted as concerns. It should be noted that there were several comments indicating the project should be accelerated to minimize impacts to the community. Summaries of concerns noted by all respondents can be seen in **Table 50**, by respondents within block groups identified with low-income and minority concentrations higher can be seen in **Table 51**, and by respondents which self-identified as low-income or minority can be seen in **Table 52**.

**Table 50: Question 4-2 All Respondents Concerns**

Data	No	Unsure	Yes	Grand Total
Congestion	1	0.0%	186	187
Safety		0.0%	37	37
Economic	5	3	110	118
Local traffic and connectivity	1	7	146	154
Ease of travel/Travel time		1	79	80
Construction	1		83	84
Residential relocation	1		79	80
Noise	1		137	138
Accelerate Schedule			4	4
Public Transportation			1	1
Crime			30	30
Divide Community			43	43
Communication			1	1
Light Pollution			3	3
Property Values		2	58	60
Drainage			6	6
Total	10	13	1003	1026



**Table 51: Question 4-2 Respondents within Block Groups identified with Low-income and Minority Concentrations Higher Concerns**

Data	No	Unsure	Yes	Grand Total
Congestion	0.0%	0.0%	68 30.9%	68
Safety	0.0%	0.0%	14 6.4%	14
Economic	2 0.9%	2 0.9%	54 24.5%	58
Local traffic and connectivity	0.0%	4 1.8%	60 27.3%	64
Ease of travel/Travel time	0.0%	1 0.5%	34 15.5%	35
Construction	1 0.5%	0.0%	35 15.9%	36
Residential relocation	1 0.5%	0.0%	26 11.8%	27
Noise	1 0.5%	0.0%	48 21.8%	49
Accelerate Schedule	0.0%	0.0%	3 1.4%	3
Public Transportation	0.0%	0.0%	0.0%	0
Crime	0.0%	0.0%	13 5.9%	13
Divide Community	0.0%	0.0%	20 9.1%	20
Communication	0.0%	0.0%	1 0.5%	1
Light Pollution	0.0%	0.0%	2 0.9%	2
Property Values	0.0%	0.0%	12 5.5%	12
Drainage	0.0%	0.0%	5 2.3%	5
Total	5	7	395	407

**Table 52: Question 4-2 Respondents that Self-Identified as Low-Income or Minority Concerns**

Data	No	Unsure	Yes	Grand Total
Congestion	0.0%	0.0%	14 29.8%	14
Safety	0.0%	0.0%	5 10.6%	5
Economic	2 4.3%	0.0%	7 14.9%	9
Local traffic and connectivity	0.0%	0.0%	13 27.7%	13
Ease of travel/Travel time	0.0%	0.0%	9 19.1%	9
Construction	1 2.1%	0.0%	5 10.6%	6
Residential relocation	1 2.1%	0.0%	7 14.9%	8
Noise	0.0%	0.0%	10 21.3%	10
Accelerate Schedule	0.0%	0.0%	1 2.1%	1
Public Transportation	0.0%	0.0%	1 2.1%	1
Crime	0.0%	0.0%	1 2.1%	1
Divide Community	0.0%	0.0%	4 8.5%	4



Data	No	Unsure	Yes	Grand Total
Communication	0.0%	0.0%	0.0%	0
Light Pollution	0.0%	0.0%	0.0%	0
Property Values	0.0%	0.0%	6 12.8%	6
Drainage	0.0%	0.0%	0.0%	0
Total	4	0	83	87

**4.1.4.3 Question 3: Do you have suggestions on things INDOT can do to benefit the community as part of the I-69 Section 6 project?**

Of the 999 residential surveys completed, 135 indicated a response to this question. Respondents indicated a variety of items which could be implemented into the I-69 Section 6 project which would benefit the community. The largest percentage across each respondent group indicated sidewalks, bicycle lanes, and pedestrian facilities practically at Grand Valley would benefit the community. Additionally, larger numbers of respondents indicated lighting and noise barriers would be a benefit. Other items mentioned included selection of a different route or specific route configurations, improvements to local Roads/service roads, an accelerated schedule, landscaping, traffic signal improvements particularly at SR 144, night time construction or construction sequencing to minimize impacts to the community, increased communication with the community, drainage or utility improvements, impacts and efforts to minimize impacts to residential property owners. For reference to the survey results see **Table 53**.

**Table 53: Resident Survey Question 4-3**

	All		Within BG		Minority		Low-income	
Sidewalks/ bicycle Lanes/Grand Valley Overpass	137	13.7%	69	16.7%	9	24.3%	8	13.8%
Lighting	114	11.4%	50	12.1%	9	24.3%	7	12.1%
Noise Barriers	106	10.6%	40	9.7%	4	10.8%	9	15.5%
Do Not Build It or Select Another Route	94	9.4%	38	9.2%		0.0%	5	8.6%
Improvements to local Roads/service roads	83	8.3%	27	6.5%	8	21.6%	1	1.7%
Accelerate Schedule	29	2.9%	11	2.7%	1	2.7%		0.0%
Landscaping	28	2.8%	13	3.1%	3	8.1%	1	1.7%
No traffic signals at Intersection/Signal improvements	20	2.0%	8	1.9%	1	2.7%	1	1.7%
Night Time Construction/Construction sequencing	18	1.8%	13	3.1%	2	5.4%	1	1.7%
Communication	17	1.7%	6	1.4%	1	2.7%	1	1.7%
Drainage	11	1.1%	6	1.4%		0.0%		0.0%
Minimize Negative Impacts	10	1.0%	4	1.0%	1	2.7%	1	1.7%



	All		Within BG		Minority		Low-income	
Roundabouts	9	0.9%	2	0.5%		0.0%		0.0%
Reduce Lighting	7	0.7%	3	0.7%		0.0%		0.0%
Utility Improvement	7	0.7%	3	0.7%	1	2.7%	1	1.7%
Public Transportation	5	0.5%	2	0.5%		0.0%		0.0%
Planned Growth	3	0.3%	3	0.7%		0.0%		0.0%
Rest Area	2	0.2%	1	0.2%	1	2.7%		0.0%
Comment Provided	998	100.0%	414	100.0%	37	100.0%	58	100.0%

**4.2 Community Organization Survey Results**

A total of 15 community organization surveys were completed. Of these, 14 were from individuals which self-identified through the survey questions that they represent low-income or minority populations. The following are the questions asked in the community organization survey and a summary of responses.

**4.2.1.1 Question 1: Contact Information**

Of the 15 respondents, 13 provided contact information. Of these, 1 was from Greenwood, 2 were from Indianapolis, 9 were from Martinsville and 1 was from Mooresville. Organizations which completed the survey include the following.

- Visit Morgan County
- Morgan County Substance Abuse Council
- Morgan County CONNECT
- Morgan County EDC
- Perry Township Trustee
- Morgan Co. WIC Office
- Desert Rose Foundation
- Eastview Christian Church
- Conexus Indiana Logistics Council
- Center Grove Community School Corp.
- Morgan County Public Library
- MSD Martinsville
- Centerstone Behavioral Health Clinic

**4.2.1.2 Question 2: Indicate if you represent, work with, or advocate for Low-income, Minority, Low English proficiency, or Elderly residents**

Of the 14 respondents, 9 indicated they represent, work with, or advocate for “Low-income residents”, 7 indicated they represent, work with, or advocate for “Minority residents”, 4 indicated they represent, work with, or advocate for “Low English proficiency residents”, 4 indicated they represent, work with, or advocate for the “Elderly”, 9 indicated they represent, work with, or advocate for “Public at Large”, 1 indicated they do not represent, work with, or advocate for any other group of individuals, and 6 indicated they represent, work with, or



advocate for the “other”. Other categories identified included substance abusers, victims of domestic violence/sexual assault, business executives and freight industry members, students and parents of White River Township, visitors to the area and the disabled. One responder skipped this questions. Note that responders were asked to check all that apply and therefore more than 14 responses were noted as many community-based organizations represent more than one group of individuals. For reference to the survey results see **Table 54**.

**Table 54: Community Survey Question 2**

Resident Groups	Response Percent	Response Count
Low-income residents	64.3%	9
Minority residents	50.0%	7
Low English proficiency residents	28.6%	4
Elderly	28.6%	4
Public at Large	64.3%	9
I do not represent, work with, or advocate for any other group of individuals	7.1%	1
Other (please specify)	42.9%	6
Answered Question		14
Skipped Question		1

**4.2.1.3 Question 3: Are you aware of the I-69 Section 6 Project from Martinsville to Indianapolis?**

Of the 15 respondents, all indicated they were aware of the I-69 Project from Martinsville to Indianapolis. For reference to the survey results see **Table 55**.

**Table 55: Community Survey Question 3**

Answer Options	Response Percent	Response Count
Yes	100.0%	15
No	0%	0
Answered Question		15
Skipped Question		0

**4.2.1.4 Question 4: Have you attended a public meeting related to the I-69 Section 6 project?**

Of the 15 respondents, 9 indicated they had attended a public meeting related to the I-69 Section 6 Project and 6 indicated they had not attended a meeting. See **Table 56**.



**Table 56: Community Survey Question 4**

Answer Options	Response Percent	Response Count
Yes	60.0%	9
No	40.0%	6
Answered Question		15
Skipped Question		0

**4.2.1.5 Question 5: Please indicate any of the following that you have visited for project information?**

Of the 14 respondents, 4 indicated they had visited the I-69 Section 6 Project office, 9 indicated they had visited the I-69 Section 6 project webpage, 4 indicated they had visited the I-69 project Facebook page, 3 indicated they had visited the I-69 Section 6 project Twitter account, and 9 indicated they had attended an I-69 Section 6 public meeting. Four responders skipped this question. Note that responders were asked to check all that apply and therefore more than 15 responses were noted as many community-based organizations represent more than one group of individuals. For reference see **Table 57**.

**Table 57: Community Survey Question 5**

Answer Options	Response Percent	Response Count
Project office	36.4%	4
I-69 Section 6 project webpage	81.8%	9
I-69 Section 6 project Facebook page	36.4%	4
I-69 Section 6 project Twitter account	27.3%	3
Public meeting	81.8%	9
Answered Question		11
Skipped Question		4

**4.2.1.6 Question 6: Will the construction of I-69 impact the commuting decisions of the individuals you represent or serve?**

Of the 15 respondents, 11 indicated the construction of I-69 Section 6 would impact the commuting decisions of individuals they represent and 4 indicated it would not impact the commuting decisions of individuals they represent. For reference see **Table 58**. Changes in access and accessibility were the most common responses.





**Table 58: Community Survey Question 6**

Answer Options	Response Percent	Response Count
Yes	73.3%	11
No	26.7%	4
If yes, please explain how		11
Answered Question		15
Skipped Question		0

**4.2.1.7 Question 7: Will the I-9 Section 6 project have economic effects on your community?**

Of the 15 respondents, 12 indicated the construction of I-69 Section 6 would have economic effects on your community and 2 indicated it would not have economic effects on your community. For reference to the survey results see **Table 59**. Increased and decreased economic development and employment opportunities were the most common responses.

**Table 59: Community Survey Question 7**

Answer Options	Response Percent	Response Count
Yes	85.7%	12
No	14.3%	2
If yes, explain how		11
Answered Question		14
Skipped Question		1

**4.2.1.8 Question 8: Will the I-69 Section 6 project affect jobs and where they are located in your community? If so, how and what type(s) of jobs?**

Of the 15 respondents, 11 indicated the construction of I-69 Section 6 would affect jobs and where they are located in their community.

**4.2.1.9 Question 9. Will jobs in your community increase as a result of the I-69 Section 6 project?**

Of the 15 respondents, 6 indicated that they did not know if I-69 Section 6 would increase jobs in their community, 4 indicated I-69 Section 6 would not increase jobs in their community, 4 indicated I-69 Section 6 would increase jobs in their community and one respondent did not answer the question.



**4.2.1.10 Question 10: Will individuals you represent or serve use I-69 once it is completed?**

Of the 15 respondents, 14 indicated individuals they represent or serve would use I-69 once it is completed and one did not answer the question.

**4.2.1.11 Question 11: If yes, how often will they use I-69?**

Of the 15 respondents, none indicated individuals they represent or serve would use I-69 “Never”, 11 indicated individuals they represent or serve would use I-69 “Daily”, none indicated individuals they represent or serve would use I-69 “Once a week” and 3 indicated individuals they represent or serve would use I-69 “More than once a week”. For reference see **Table 60**.

**Table 60: Community Survey Question 11**

Answer Options	Response Percent	Response Count
Never	0.0%	0
Daily	78.6%	11
Once a week	0.0%	0
More than once a week	21.4%	3
Once a month	0.0%	0
Answered Question		14
Skipped Question		1

**4.2.1.12 Question 12: If yes, why will individuals you represent or serve use I-69? (Check all that apply)**

Of the 15 respondents, 12 indicated individuals they represent or serve would use I-69 for “Work”, 11 indicated individuals they represent or serve would use I-69 to “Attend school”, 9 indicated individuals they represent or serve would use I-69 to “Visit family or friends”, 8 indicated individuals they represent or serve would use I-69 for “Shopping”, 5 indicated individuals they represent or serve would use I-69 to “Attending religious service (church, mosque, etc.)”, 8 indicated individuals they represent or serve would use I-69 to “Obtain health care services, doctor’s visit”, 7 indicated individuals they represent or serve would use I-69 to “Use community facilities or obtain social services” and 1 indicated individuals they represent or serve would use I-69 for “Other”. For reference see **Table 61**.



**Table 61: Community Survey Question 12**

Answer Options	Response Percent	Response Count
Work	85.7%	12
Attend school	78.6%	11
Visit family or friends	64.3%	9
Shopping	57.1%	8
Attending religious service (church, mosque, etc.)	35.7%	5
Obtain health care services, doctor's visit	57.1%	8
Use community facilities or obtain social services	50.0%	7
Other (please specify)	7.1%	1
Answered Question		14
Skipped Question		1

**4.2.1.13 Question 13: Do you feel the I-69 Section 6 project will positively benefit your community? If so, in what way(s)? (Please explain below.)**

Of the 15 respondents, 14 indicated I-69 Section 6 project will positively benefit their community.

**4.2.1.14 Question 14: Do you feel the I-69 Section 6 project will negatively impact your community? If so, in what way(s)? (Please explain below.)**

Of the 15 respondents, 11 indicated I-69 Section 6 project will negatively impact their community.

**4.2.1.15 Question 15: Do you have suggestions on things INDOT can do to benefit the community as part of the I-69 Section 6 project? Examples might include things such as new sidewalks and additional lighting. (Please explain below.)**

Of the 15 respondents, 11 provided suggestions regarding design elements that INDOT could incorporate to benefit the community as part of the I-69 Section 6 project.

**4.2.1.16 Question 16: Do you have recommendations on how the INDOT I-69 Section 6 project team should engage low-income, minority, low English proficiency or other special needs groups that might not participate in conventional public involvement activities?**



Of the 15 respondents, 7 provided recommendations on how the INDOT I-69 Section 6 project team should engage low-income, minority, low English proficiency or other special needs groups that might not participate in conventional public involvement activities.

**4.2.1.17 Question 17: Do you have any other comments regarding I-69 Section 6?**

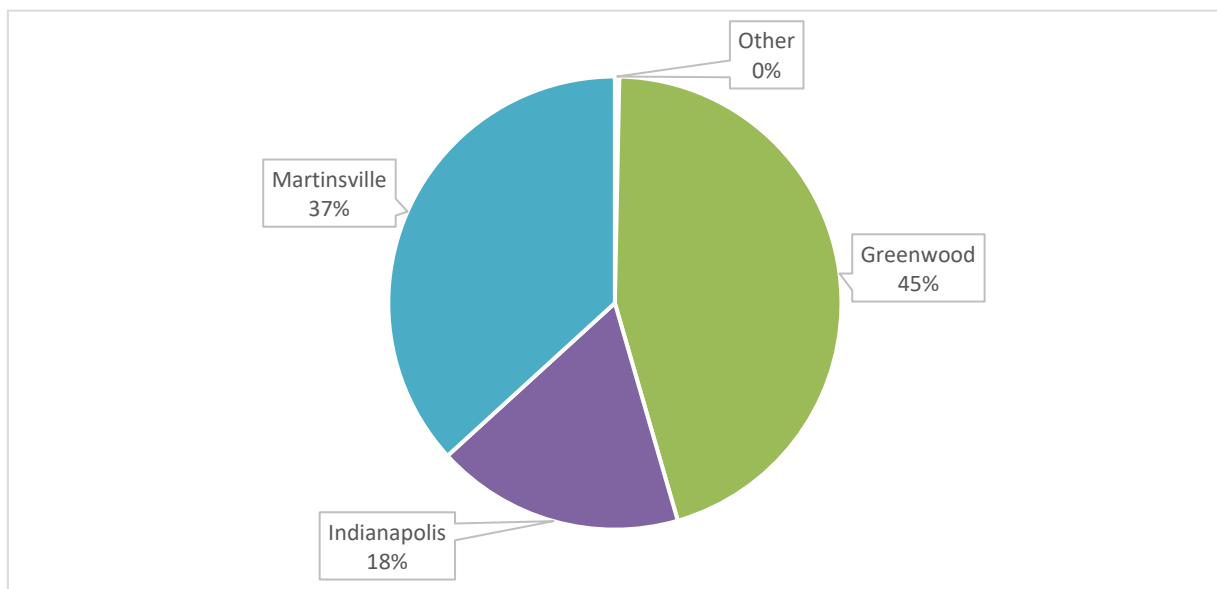
Of the 15 respondents, only one provided additional comment which was “Looking forward to the completion of the project.”

## 5 SUMMARY

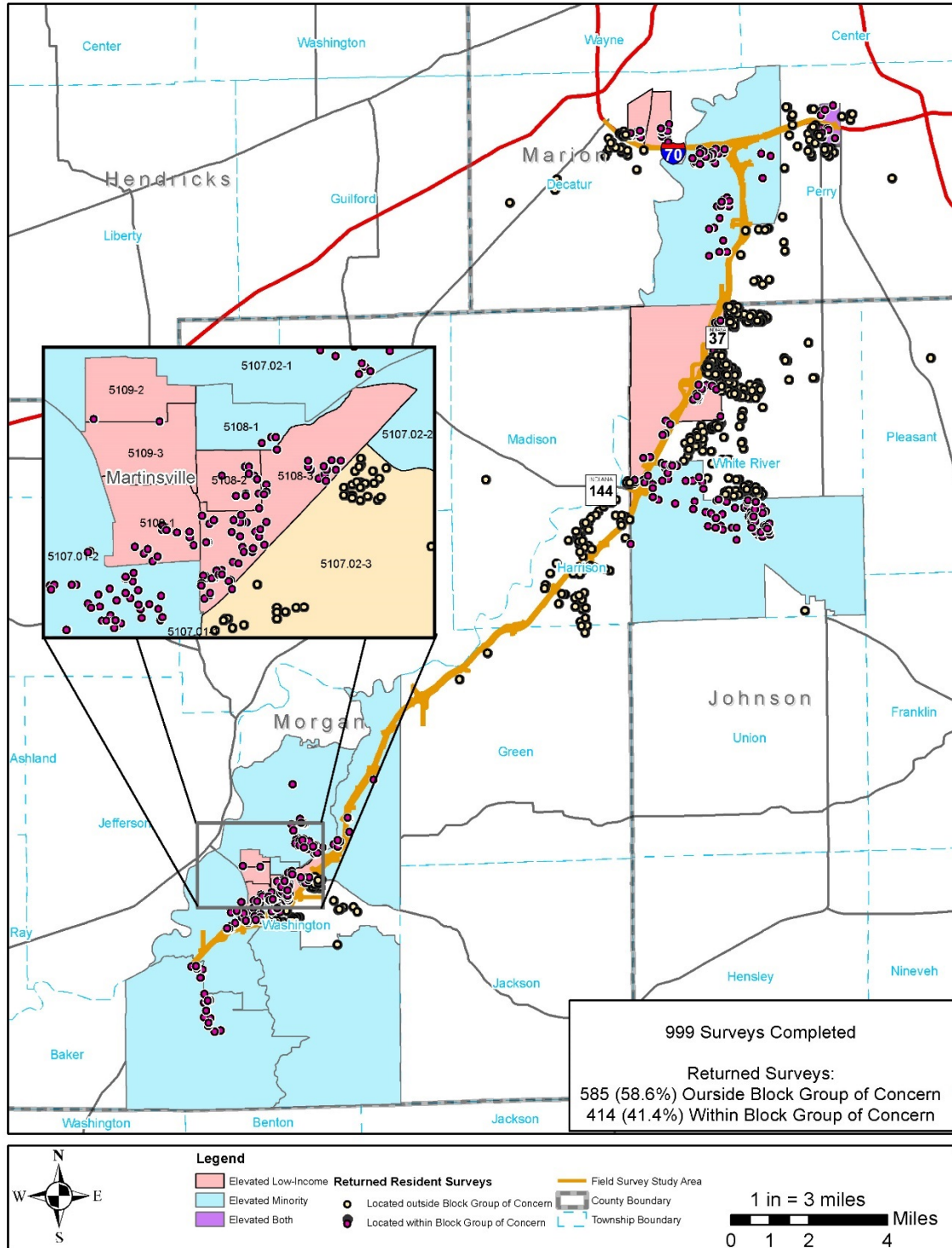
The intent of the Resident Survey, the Community Organization Survey and the neighborhood gatherings was to obtain information from individuals within the low-income or minority affected community with regard to how the I-69 Section 6 project would affect individuals and the community, to obtain information on potential mitigation measures that the community felt would be a benefit and provide the community with information about the project. The resident survey was mailed to 10,080 residents within Morgan, Johnson and Marion counties.

Of those, 999 were returned, 414 were from respondents within block groups identified with low-income or minority concentrations higher than the COC, and 92 were from individuals that self-identified through the survey questions that they were either minority or low-income individuals. Generally, respondents to the survey were from Greenwood, Indianapolis, and Martinsville (See **Figure 7** and **Figure 8**).

**Figure 7: Distribution of Survey Respondents**



**Figure 8: Locations of Survey Respondents**





Residents indicated in the survey that they use SR 37 for the following activities: work (43%), visit family or friends (41%), shop (37%), obtain health care services/doctors (27%), and attend religious services (12%). Respondents anticipate using I-69 for similar reasons including visit family or friends (53%), work (50%), obtain health care services/doctors (37%), use community facilities (19%), shop (48%), and attend religious services (19%)

When asked how the project team could best communicate with them, respondents identified email, US mail, and telephone as most effective. Newspaper or other media, social media, and door flyers were identified as the least preferable methods of communication. INDOT gathered email addresses of those interested in this project and created a list-serve. This list-serve was used to announce I-69 Section 6 meeting times and locations and to share project information.

Survey responses were compiled from block groups identified with low-income or minority concentrations higher than the COC. Survey responses were also compiled from respondents that self-identified as low-income or minority individuals. These survey responses were found to be similar to the survey responses from outside the block groups identified with low-income or minority concentrations higher than the COC. Survey results did not indicate concerns or differences in responses that would indicate that the respondents within the identified block groups or who are self-identified as low-income or minority would be disproportionately impacted by the I-69 Section 6 project.

Through targeted public outreach, statistical research described here, and the public involvement process, an area of potential low-income population was identified in Martinsville on the west side of SR 37 north of the Ohio Street interchange, including Sun Valley and Spring Valley Mobile Home Parks, small apartment complexes, duplexes, and single family homes. Other areas identified included Greenwood Mobile Home Park near Stones Crossing Road and Sunshine Gardens in the north area of the corridor.

As the Refined Preferred Alternative (RPA) was developed from Alternative C4, property acquisition was reduced in two of these areas of elevated low-income. The number of mobile home relocations was reduced from 29 to 1 in the Sun Valley and Spring Valley Mobile Home Parks. Local service road plans were adjusted in the vicinity of the Greenwood Mobile Home Park in the RPA, allowing the Stones Crossing Road bridge over I-69 to be eliminated. This would reduce the number of relocations by four in that area and avoid the need to extend a local service road through the park.

Adjustments were made to enhance connectivity, safety, and access to conveniences for these and other minority and low-income communities in defining the RPA. Care was taken to see that residents and businesses within block groups with elevated levels of minority and low-income populations would continue to have access to their community services such as public schools, shopping, and medical facilities.

Information gathered as part of these outreach activities was used by the project team to assess the positive and negative effects of the project, as well as to support planning and design decisions regarding sidewalks, lighting, green spaces, and other potential project features to



## **I-69 EVANSVILLE TO INDIANAPOLIS TIER 2 STUDIES**

### **Section 6—Final Environmental Impact Statement**

address negative effects identified within the affected communities. No comments were received as part of the DEIS public involvement process related to impacts to low-income or minority populations. The project was not found to have a disproportionately high impact or adverse effect on low-income or minority populations.



## **APPENDICES**

**Appendix P-1: Resident Survey**

**Appendix P-2: Community Organization Survey**

**Appendix P-3: Neighborhood Gathering Presentation and Boards**

**Appendix P-4: Resident Survey Response Tables**





## **APPENDIX P-1**

### ***Resident Survey***

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**Dear Resident:**

The I-69 Section 6 project will turn SR 37 into an interstate highway from Martinsville to Indianapolis and widen I-465 from Mann Road to US 31. This survey will help identify effects of this project on minority or low-income populations. You are receiving this correspondence because you live in or close to one of these communities.

Your input is very important. Your answers will help evaluate potential impacts from the I-69 Section 6 project. You can return the survey to us in several ways:

- Mail it back to us – postage is prepaid.
- Bring it to project office - 7847 Waverly Road, Martinsville, IN. Project office hours are 9:00 am to 4:00 pm.
- Call the I-69 Section 6 project office at 317-881-6408 or email the I-69 Section 6 Project Manager at [Section6PM@indot.IN.gov](mailto:Section6PM@indot.IN.gov).
- Complete an electronic version of the survey using the QR code on the front of this mailer or at <https://www.surveymonkey.com/r/i69ressurvey>

We appreciate you completing the survey. Please return responses by **November 23, 2016**.

INDOT will also conduct neighborhood gatherings to provide public involvement opportunities and consider the results; provide meaningful access to public information; and gather input from affected minority populations or low-income populations. We invite you to attend a gathering where you can view project exhibits, talk to us and tell us what you think about the project. **These gatherings will present the same information as was shown at the public information meetings held on April 4 & April 5, 2016 and at the INDOT real estate meetings held on August 15 & 16, 2016.** Below are details about the upcoming neighborhood gatherings.

Tuesday, Nov. 15	Wednesday, Nov. 16	Thursday, Nov. 17
Martinsville Baptist Tabernacle 2189 Burton Ln. Martinsville, IN 46151 2 p.m. to 7 p.m.	Indpls. Public Library: Decatur Branch 5301 Kentucky Ave. Indianapolis, IN 46221 2 p.m. to 5:30 p.m.	Waverly Elementary School 8525 Waverly Rd. Martinsville, IN 46151 5 p.m. to 7 p.m.
ERMCO (Indianapolis) 1625 Thompson Rd. Indianapolis, IN. 46217 2 p.m. to 7 p.m.	Martinsville High School 1360 E. Gray St. Martinsville, IN 46151 3:30 p.m. to 7 p.m.	

INDOT policy is to ensure that no person on the grounds of race, color, or national origin, is excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving Federal financial assistance. Special accommodations will be made for interpreters, signers, readers, or large print. If you have such needs, please contact Rickie Clark at 317-232-6601 or [rclark@indot.in.gov](mailto:rclark@indot.in.gov). If you have any questions, please do not hesitate to contact the I-69 Section 6 project office at 317-881-6408.

Sincerely,

Sarah Rubin – I-69 Section 6 Project Manager

Indiana Department of  
Transportation – I-69 Section 6

7847 Waverly Road  
Martinsville, Ind. 46151

[Recipient Name]  
[Address]  
[City, ST ZIP Code]

# Indiana Department of Transportation

## I-69 Section 6 Resident Survey



### Martinsville to Indianapolis I-69 and I-465



Scan this code to visit our on-line survey

Visit your app store to download a QR reader

Visit the survey online at:

<https://www.surveymonkey.com/r/i69ressurvey>

Marque esta casilla y volver a recibir esta encuesta y la información adicional en español.

Check ဤ box နှင့်မြန်မာ (ဗမာ) မှီ ဤစစ်တမ်းနှင့်နောက်ထပ်သတင်းအချက်အလက်ခံယူပြန်သွားပါ။

**SECTION 1** – The following are questions about you and your household

**1. Contact Information:**

NAME:		
ADDRESS:		
CITY:	STATE:	ZIP:
EMAIL AND/OR PHONE NUMBER:		

May we contact you about this survey?  Yes  No

**2. Are you Hispanic or Latino? Eeres hispano o latino?**

Yes  No

**3. How well do you speak English? ¿Que tan bien hablas ingles?**

သင့်သည့်အင်္ဂလိပ်ဘာသာလိုကောင်းမွန်စွာပြောတတ်သလဲ?

- I do not speak English well.  I speak a little English.
- I speak English moderately well.  I speak English well.
- I am fluent in English.  Yo hablo español.

ငါမြန်မာ (ဗမာ) စကားကိုပြောကြ၏။

**4. Race:**

- White  Black or African American  Asian
- Native Hawaiian or Other Pacific Islander
- American Indian or Alaskan Native  Other: \_\_\_\_\_

**5. Household Size:**

- 1  2  3  4  5  6
- 7  8  9  10  11  12+

Number of adults in the household? (over 18): \_\_\_\_\_

Number of children in the household? (under 18): \_\_\_\_\_

**6. Income:**

- Less than \$12,000  \$12,000 to \$15,000  \$15,000 to \$19,000
- \$19,000 to \$24,000  \$24,000 to \$28,000  \$28,000 to \$32,000
- \$32,000 to \$36,000  \$36,000 to \$40,000  \$40,000 to \$50,000
- Greater than \$50,000

**7. How long have you lived at your current residence?**

- Less than 1 Year  Between 1 Year and 3 Years
- Between 3 Year and 5 Years  More than 5 Years
- More than 10 Years

**8. Do you rent or own your home?**

Rent  Own

**9. Do you live in a neighborhood, apartment complex, mobile home park, etc.?**

Yes  No  NA

COMMUNITY NAME: \_\_\_\_\_

**SECTION 2** – The following are questions about your current transportation needs.

**1. How do you get around for work or non-work purposes?**

- Own/lease a vehicle  Rely on friend/family for rides
- Public transportation  Taxi and/or other ride service for hire
- Other: \_\_\_\_\_

**2. Do you use State Route (SR) 37 for travel? If no, skip to Section 3.**

Yes  No

**3. If you answered yes to Question 2, how often do you utilize SR 37?**

- Never  Rarely  Once a week
- More than once a week  Daily

**4. Why do you use SR 37?**

- Work  Shopping  Attending School  Attend religious service
- Visiting family or friends  Obtain health care services/doctors
- Use community facilities/social services  Other: \_\_\_\_\_

**5. When using SR 37 where do you travel most?**

- Indianapolis and north  Greenwood and east  Martinsville
- Bloomington and south  Mooresville and west
- Out of state  Other: \_\_\_\_\_

**SECTION 3** – The following are questions about the I-69 Section 6 Project.

**1. Were you aware of the I-69 Section 6 Project?**

Yes  No

**2. Have you attended an I-69 Section 6 public meeting?**

Yes  No

**3. Have you visited the project website, Facebook page, or reviewed Twitter feeds related to I-69?**

Yes  No

**4. How will you use I-69?**

- Work  Shopping  Attending School  Attend religious service
- Visiting family or friends  Obtain health care services/doctors
- Use community facilities/social services  Other: \_\_\_\_\_

**5. What is the best way for the I-69 project team to communicate with you?**

- Public Meeting  Phone  Door flyers  Email  Postal mailing
- Face-to-face meeting  Social media (Facebook/Twitter/etc.)
- Other: \_\_\_\_\_

**SECTION 4** – The following are questions about how the I-69 Section 6 project may affect you:

**1. Do you feel the I-69 Section 6 project will positively benefit your community? If so, in what way(s)? (Please explain below.)**

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**2. Do you feel the I-69 Section 6 project will negatively impact your community? If so, in what way(s)? (Please explain below.)**

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**3. Do you have suggestions on things INDOT can do to benefit the community as part of the I-69 Section 6 project? Examples might include things such as new sidewalks or additional lighting. (Please explain below.)**

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**Section 6 Project Office:** 7847 Waverly Road / Martinsville, IN 46151  
Phone: (317) 881-6408 / Email: [section6pm@indot.in.gov](mailto:section6pm@indot.in.gov)  
**Facebook:** I-69 Section 6 / **Twitter:** [@i69Section6](https://twitter.com/i69Section6) / [www.i69indyevn.org](http://www.i69indyevn.org)



**APPENDIX P-2**  
***Community Organization Survey***

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## I-69 SECTION 6: MARTINSVILLE TO INDIANAPOLIS

7847 Waverly Road  
Martinsville, Ind. 46151

November 8, 2016

NAME  
ADDRESS1  
ADDRESS2  
CITY, IN ZIP

Dear XXXXXX:

The Indiana Department of Transportation (INDOT) and the Indiana Division of the Federal Highway Administration (FHWA) are preparing a Tier 2 Environmental Impact Statement (EIS) for Section 6 of the I-69 Evansville to Indianapolis project. I-69 Section 6 will upgrade the majority of existing State Route (SR) 37 to interstate standards between SR 39 in Martinsville and I-465 in Indianapolis, a distance of approximately twenty-six miles. The project will also include improvements to I-465 from Mann Road to US 31.

As part of the EIS process, the I-69 Project Team is conducting outreach to multiple stakeholders to provide project updates and solicit public comments. Certain areas have been identified as environmental justice communities under Executive Order (EO) 12898. EO 12898 directs federal agencies, to the greatest extent practicable, to identify and address disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority populations and low-income populations. For additional information on this EO, see the FHWA website at [http://www.fhwa.dot.gov/environment/environmental\\_justice/](http://www.fhwa.dot.gov/environment/environmental_justice/).

You are receiving this letter because you represent or serve residents and other stakeholders we are trying to reach. To better understand how the I-69 Section 6 project could affect low-income, minority, or other sensitive or special needs populations, we ask that you submit the electronic survey. The information you provide will help INDOT and FHWA make important decisions about the I-69 Section 6 Project. The survey is available electronically, and it can be accessed at <https://www.surveymonkey.com/r/i69commorg>. If you would like a paper copy of the survey please contact the I-69 Section 6 Project Office, 7847 Waverly Road, Martinsville, Indiana 46151, 317-881-6408 or [Section6PM@indot.IN.gov](mailto:Section6PM@indot.IN.gov).

Use your mobile device to scan this code to visit our on-line survey

Visit your app store to download a QR reader

Visit the survey at <https://www.surveymonkey.com/r/i69commorg>



In addition to the survey of community based organizations, INDOT is also conducting a survey of residents. The resident survey is located at <https://www.surveymonkey.com/r/i69ressurvey>. Please encourage residents that you represent or serve to submit the survey.

We ask that survey responses for both surveys be submitted by **November 23, 2016**.

### Neighborhood Gatherings

INDOT and FHWA would like to ensure that residents and other stakeholders are able to discuss the effects that the I-69 Section 6 project will have on your community. To do this, INDOT and FHWA will conduct Neighborhood Gatherings. These gatherings are part of INDOT and FHWA's outreach program



**I-69 SECTION 6: MARTINSVILLE TO INDIANAPOLIS**

**7847 Waverly Road  
Martinsville, Ind. 46151**

for the I-69 Section 6 project and are being held specifically to comply with federal requirements on projects in environmental justice communities in accordance with EO 12898.<sup>1</sup> More specifically, these outreach efforts are intended to solicit feedback from individuals that live in areas with relatively higher concentrations of low-income or minority populations.

We invite you to attend an upcoming Neighborhood Gathering in your area where you can view project exhibits, talk to project team members and, most importantly, tell us about you, your community, and how you think the project will affect you and your community. The upcoming Neighborhood Gatherings will be focused specifically on getting feedback from the residents of your community. Each Neighborhood Gatherings will include information about the I-69 Section 6 project and allow attendees to interact with I-69 Section 6 project staff.

**Please note that the upcoming community meetings will present the same project information as was shown at the large-scale public information meetings held on April 4 and 5, 2016 and at the INDOT real estate meetings held on August 15 and 16, 2016.**

Below are the details about the upcoming community meeting in your area:

<b>Tuesday, Nov. 15</b>	<b>Wednesday, Nov. 16</b>	<b>Thursday, Nov. 17</b>
Martinsville Baptist Tabernacle 2189 Burton Lane Martinsville, IN 46151 3 to 7 p.m.	Indianapolis Public Library: Decatur Branch 5301 Kentucky Ave. Indianapolis, IN 46221 2 to 5:30 p.m.	Waverly Elementary School 8525 Waverly Road Martinsville, IN 46151 5 to 7 p.m.
Ermco (Indianapolis) 1625 Thompson Road Indianapolis, IN. 46217 2 to 7 p.m.	Martinsville High School 1360 E Gray Street Martinsville, IN 46151 3:30 to 7 p.m.	

INDOT policy is to ensure that no person on the grounds of race, color, or national origin, is excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving Federal financial assistance. Special accommodations will be made for interpreters, signers, readers, or large print. If you have such needs, please contact Rickie Clark at 317-232-6601 or rclark@indot.in.gov. If you have any questions, please do not hesitate to contact the I-69 Section 6 project office at 317-881-6408.

We look forward to receiving your survey responses and hope to see you at an upcoming neighborhood gathering.

Sincerely,

Sarah Rubin

INDOT Section 6 Project Manager

<sup>1</sup> Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, requires that INDOT and FHWA take steps to allow potentially affected communities to fully and meaningfully participate in the transportation decision-making process.



## Community Based Organization Survey

The Indiana Department of Transportation (INDOT) and the Indiana Division of the Federal Highway Administration (FHWA) are preparing a Tier 2 Environmental Impact Statement (EIS) for Section 6 of the I-69 Evansville to Indianapolis project. I-69 Section 6 will upgrade the majority of existing State Route (SR) 37 to interstate standards between SR 39 in Martinsville and I-465 in Indianapolis and will include improvements to I-465 from Mann Road to US 31.

As part of the EIS process, the I-69 Project Team is conducting outreach to Community Based Organizations to solicit feedback on the project. Information provided in this survey will be used to evaluate how the I-69 Section 6 project will affect communities and residents along the project corridor. As a Community Based Organization representative, we are asking you complete the following survey questions. Your feedback will assist in the identification of project effects and potential mitigation that will be used in the decision-making process. Thank you in advance for your participation.

**The following are questions about your organization or individuals you represent or serve.**

1. Please provide your contact information.
  - a. Name
  - b. Organization
  - c. Address
  - d. Address 2
  - e. City/Town
  - f. State/Province
  - g. ZIP/Postal Code
  - h. Email
  - i. Phone (10 digits with area code)
  
2. Please indicate if you represent, work with, or advocate for any of the following. (Check all that apply)
  - a. Low income residents
  - b. Minority residents
  - c. Low English proficiency residents
  - d. Elderly
  - e. Public at large
  - f. Other (please explain)
  - g. I do not represent, work with, or advocate for any other group of individuals

**The following are questions about I-69.**

1. Are you aware of the I-69 Section 6 Project from Martinsville to Indianapolis?
  - a. Yes
  - b. No
  
2. Have you attended a public meeting related to the I-69 Section 6 project?
  - a. Yes
  - b. No
  
3. Please indicate any of the following that you have visited for project information? (Check all that apply)
  - a. Project office



- b. I-69 Section 6 Webpage
- c. I-69 Section 6 Facebook Page
- d. I-69 Section 6 Twitter Account
- e. Public Meeting

4. Will the construction of I-69 impact the commuting decisions of the individuals you represent or serve?

- a. Yes (if yes, explain how)

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- b. No

5. Will the I-69 Section 6 project have economic effects on your community?

- a. Yes (if yes, explain how)

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- b. No

6. Will the I-69 Section 6 project affect jobs and where they are located in your community? If so, how and what type(s) of jobs?

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7. Will jobs in your community increase as a result of the I-69 Section 6 project?

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**The following are questions about individuals you represent and serve and how I-69 will affect them.**

1. Will individuals you represent or serve use I-69 once it is completed?

- a. Yes
- b. No

2. If yes, how often will they use I-69?

- a. Never
- b. Daily
- c. Once a week
- d. More than once a week
- e. Once month

3. If yes, why will individuals you represent or serve use I-69? (Check all that apply)

- a. Work
- b. Attending school
- c. Visiting family or friends





- d. Shopping
  - e. Attending religious services (church, mosque, etc.)
  - f. Obtain health care services, doctor's visits
  - g. Use community facilities or obtain social services
  - h. Other
4. Do you feel the I-69 Section 6 project will positively benefit your community? If so, in what way(s)? (Please explain below.)

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5. Do you feel the I-69 Section 6 project will negatively impact your community? If so, in what way(s)? (Please explain below.)

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6. Do you have suggestions on things INDOT can do to benefit the community as part of the I-69 Section 6 project? Examples might include things such as new sidewalks and additional lighting. (Please explain below.)

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7. Do you have recommendations on how the INDOT I-69 Section 6 Project Team should engage low income, minority, low English proficiency or other special needs groups that might not participate in conventional public involvement activities?

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8. Do you have any other comments regarding I-69 Section 6?

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### MEDIA ADVISORY

#### **INDOT Seeks Input from Low-Income, Minority Communities for I-69 Section 6**

*INDOT commits to extensive outreach to low-income or minority communities for feedback*

INDIANAPOLIS (Nov. 09, 2016) – As required by federal law, the Indiana Department of Transportation (INDOT) will be inviting low-income or minority communities who could be affected by I-69 Section 6 to a series of neighborhood gatherings between Nov. 14 and Nov. 17. I-69 Section 6 runs between Martinsville and Indianapolis along the State Road 37 corridor.

As part of the I-69 Section 6 environmental study, the Federal Highway Administration requires INDOT to conduct specific outreach to ensure inclusion of all socio-economic or minority communities. Low-income or minority communities who may be impacted will receive surveys in the mail. Those who receive surveys are asked to complete and return them, postage paid, to assist the I-69 Section 6 project team in determining preferred and selected alternative routes.

INDOT will host the neighborhood gatherings in Marion, Johnson and Morgan counties between Nov. 14 and Nov. 17.

#### **Special accommodations**

Special accommodations will be made for individuals needing auxiliary aids or services of interpreters, signers, readers or large print materials. Anyone with such needs should contact Rickie Clark with INDOT's Office of Public Involvement at 317-232-6601 or [rclark@indot.in.gov](mailto:rclark@indot.in.gov).

###

**MEDIA CONTACT:** LaMar Holliday, 317-881-6408 or [lholliday@indot.in.gov](mailto:lholliday@indot.in.gov)





**APPENDIX P-3**  
***Neighborhood Gatherings***

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# Neighborhood Gathering

Martinsville to Indianapolis  
Section 6

November 15-16-17, 2016



# Welcome to the I-69 – Section 6



## Neighborhood Gathering

# Neighborhood Gathering Sponsors



**Indiana Department of Transportation**

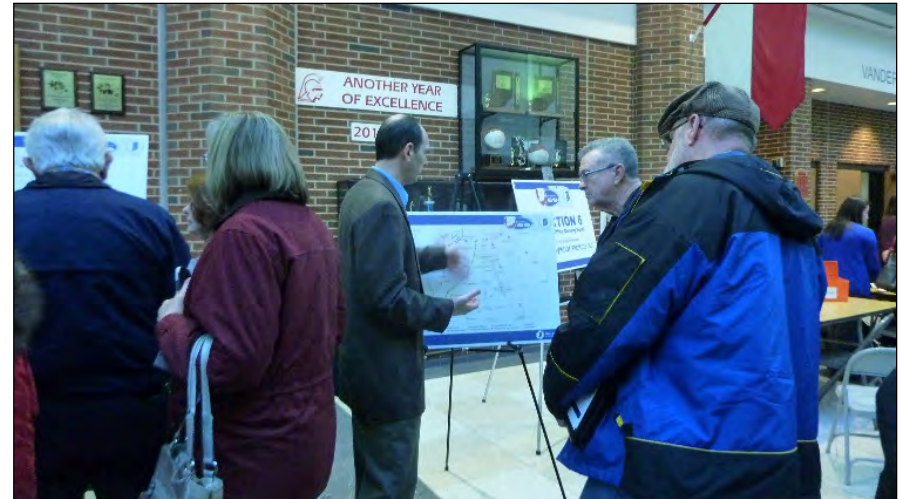


**Federal Highway Administration**



# Neighborhood Gathering Format

- Informational presentation (this slide show)
- Exhibits to review
- Project Sponsors available to discuss project
- Complete Survey and provide comments



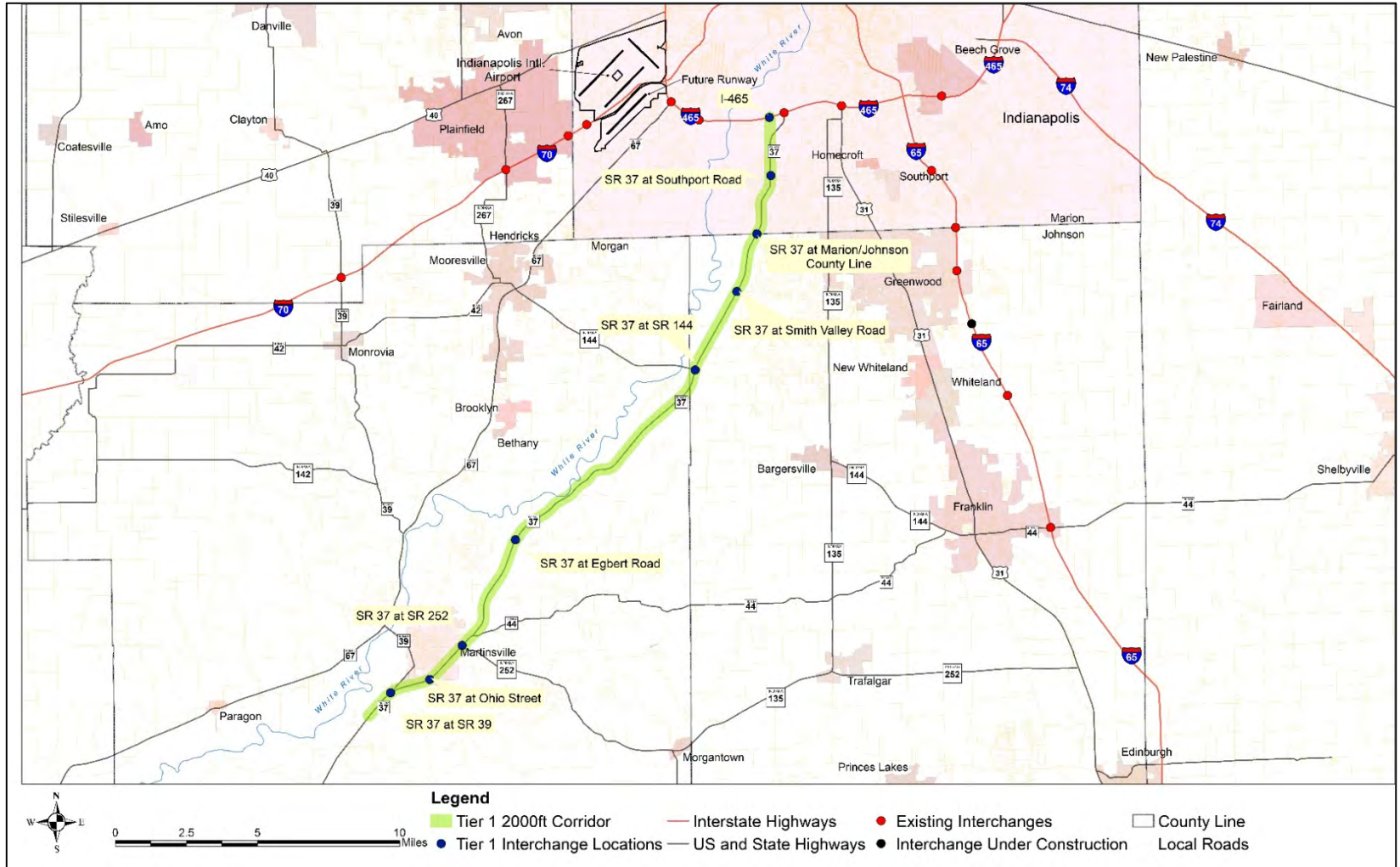
# In this Presentation



- **Meeting Objectives**
  - Summarize Project to Date:  
October 2014 – November 2016
  - Communicate Reasonable  
Alternative Selection Process
  - Discuss Next Steps
  - Communicate Schedule



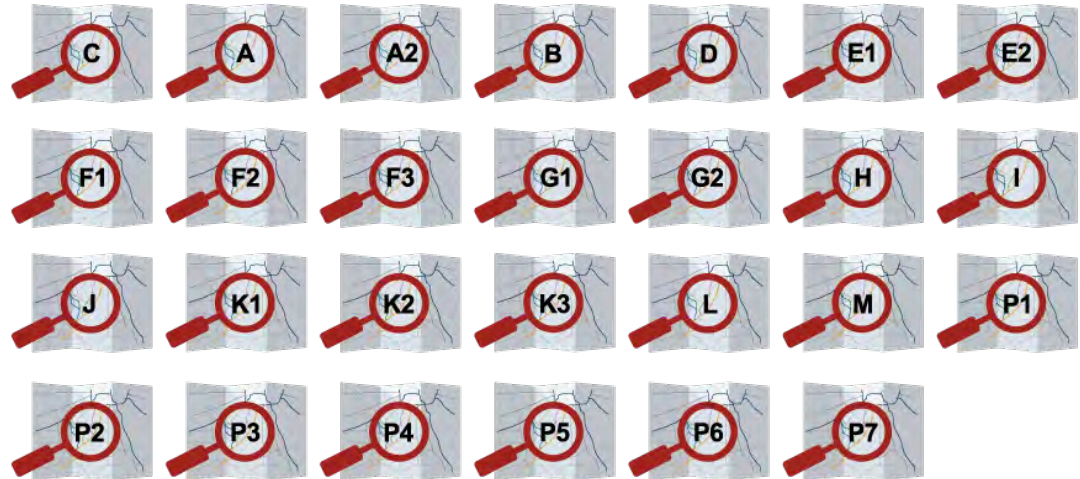
# Initial Study Area – October 2014



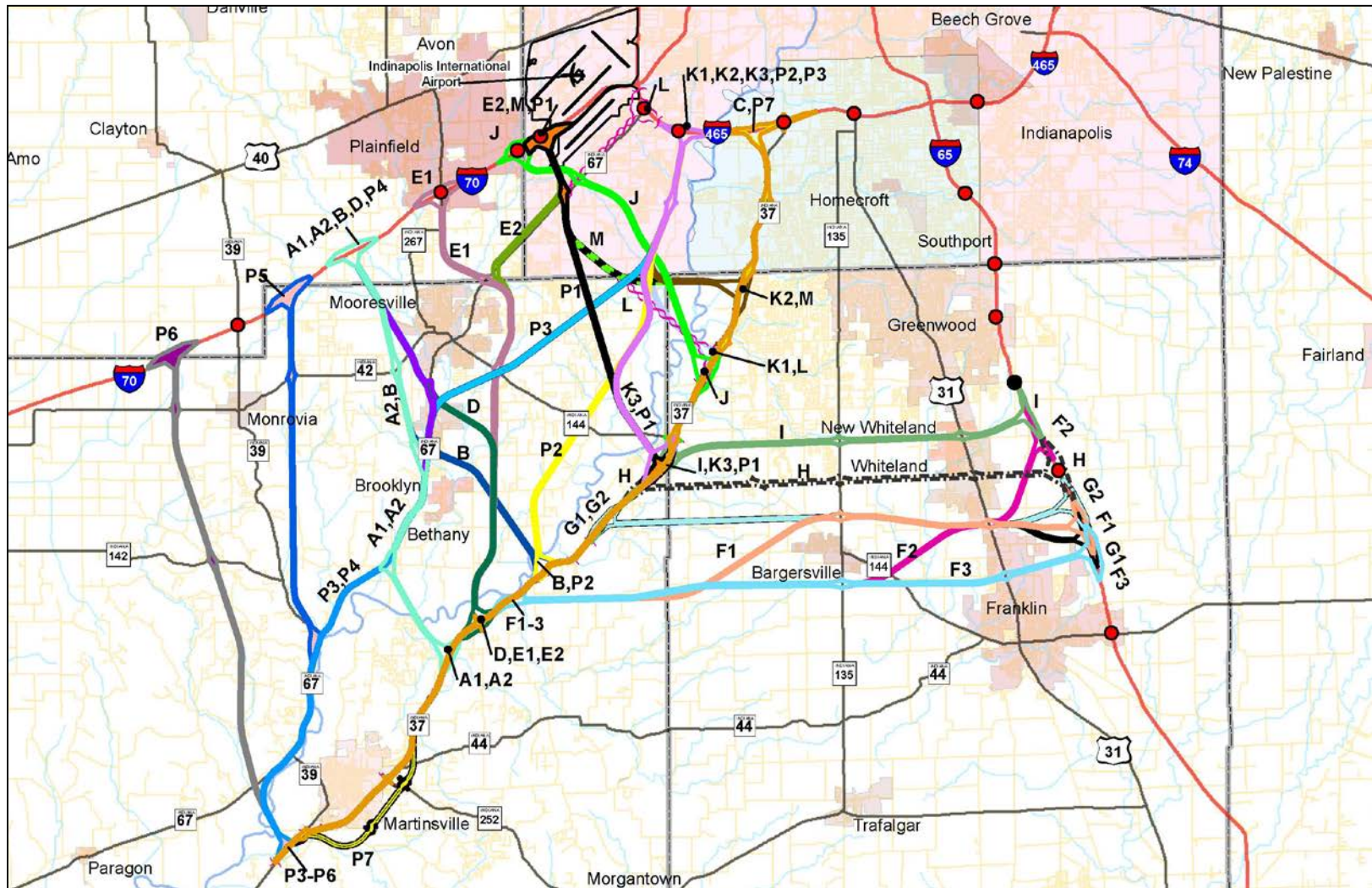
# February 2015 Activities

# 27

## ALTERNATIVES UNDER STUDY



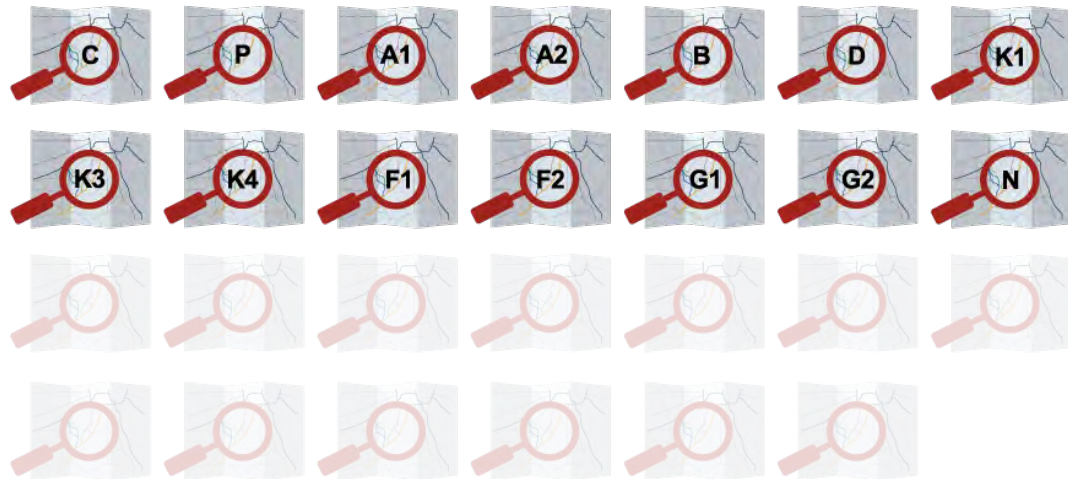
# 27 Conceptual Alternatives



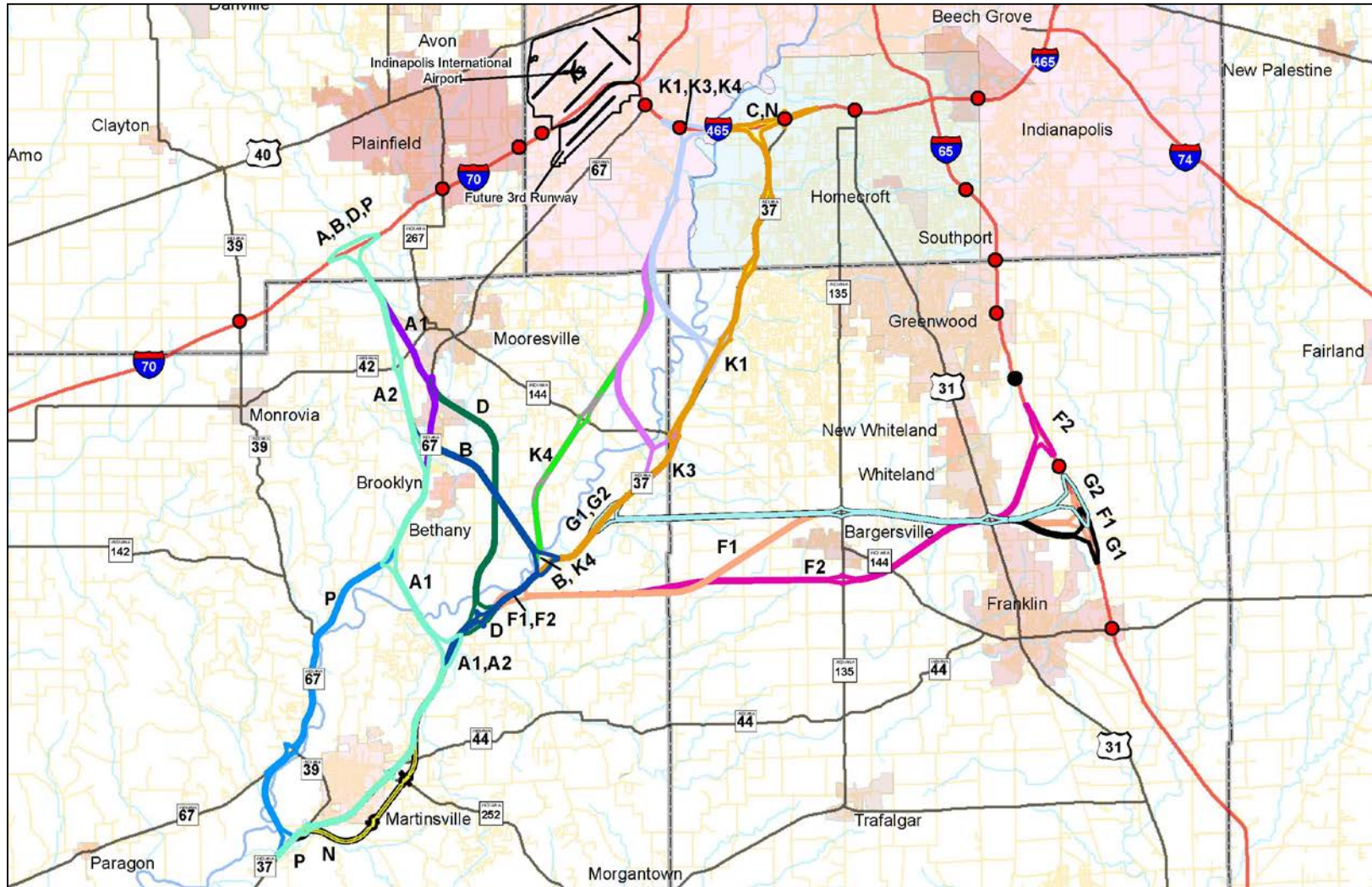
# May 2015 Activities

- **May 2015:** Fourteen **Conceptual Alternatives** developed from feedback at meetings
- **May 18:** *Conceptual Alternatives Report* released
- **May 18-19:** Public meetings

**14**  
ALTERNATIVES  
UNDER STUDY



# 14 Conceptual Alternatives

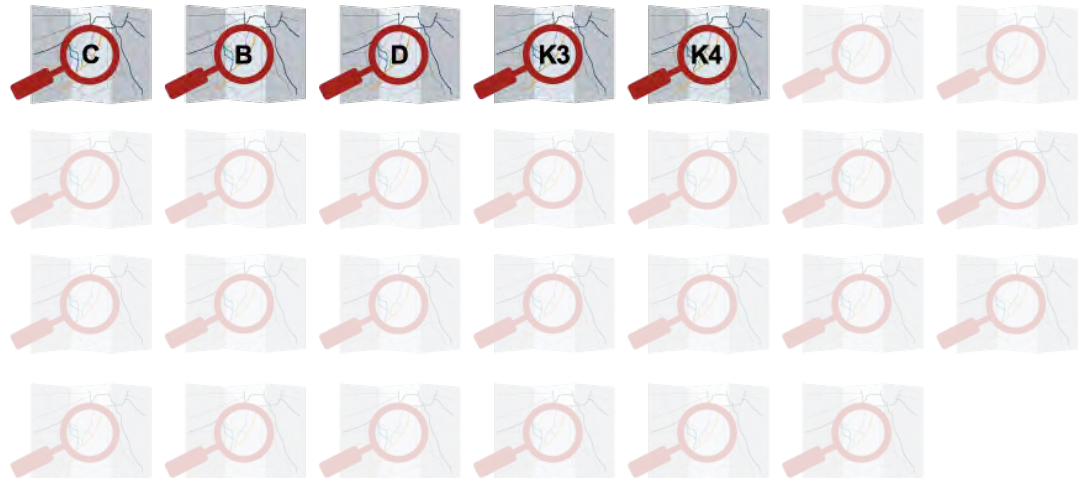


# June 2015 Activities

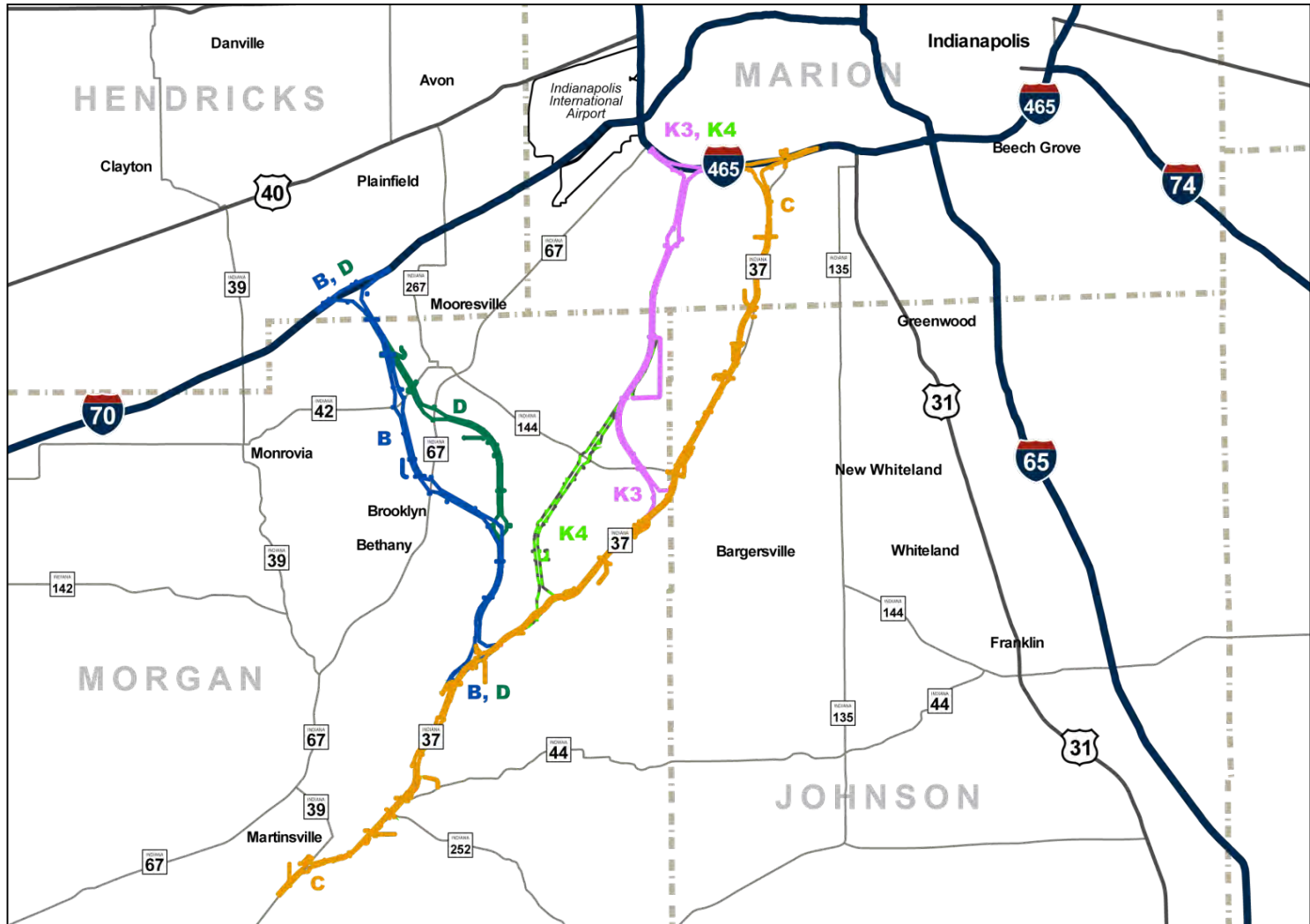
- **June 2015:** Alternatives under study screened to five; these alternatives referred to as **Preliminary Alternatives**
- **June 2015:** *Preliminary Alternative Selection Report* released
- **Since June 2015:** Environmental field work, cost analysis, and performance evaluations

# 5

## ALTERNATIVES UNDER STUDY



# 5 Preliminary Alternatives



# March 2016

- **March 29:** *Preliminary Alternative Screening Report* released
- **March 29:** Three Alternative Alignments on Preliminary Alternative C
- Alternative C is referred to as the **Reasonable Alternative**

# 1

ALTERNATIVE ROUTE  
**UNDER STUDY**





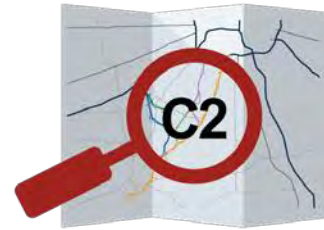
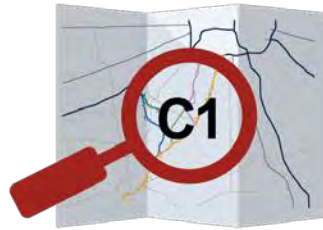
# April-December 2016

Detailed study of Alternative C Alignments C1, C2 and C3

ALTERNATIVE

C

ALIGNMENTS



# Alternative Alignment C

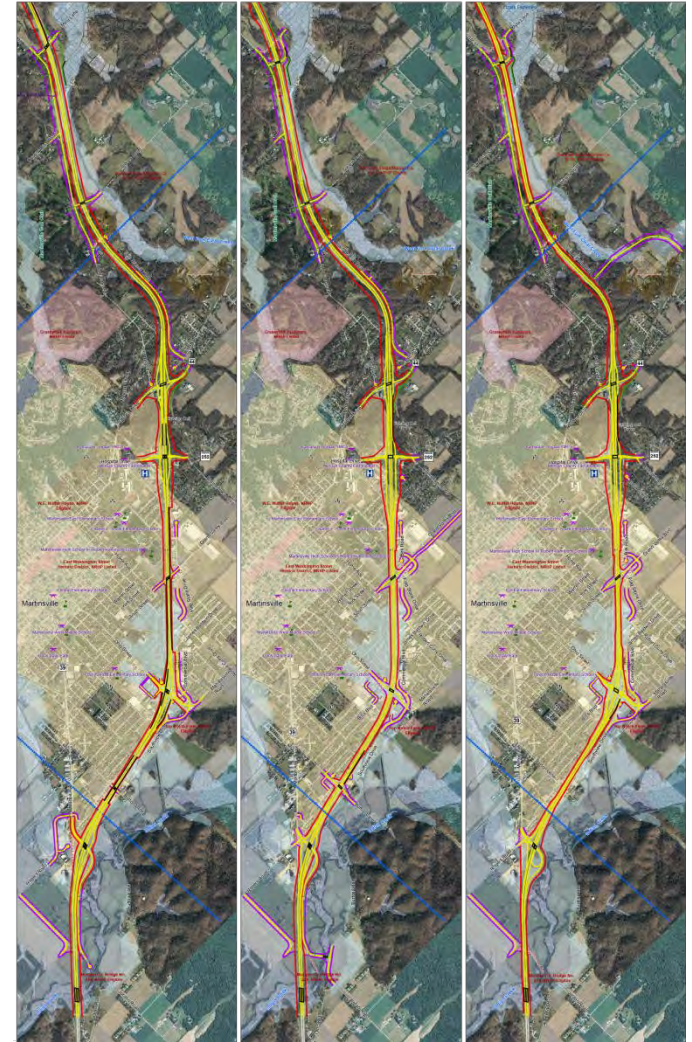
## Potential Number of Lanes

- Indian Creek to SR 144:  
2 lanes each direction
- SR 144 to Southport Road:  
3 lanes each direction
- Southport Road to I-465:  
4 lanes each direction



# Differences among C1, C2 and C3

- Interchange locations and configurations
- Local service road connections
- Grade separation locations
- Environmental impacts
- Right of way impacts



# Interchange and Grade Separations

LOCATION	ALTERNATIVE ALIGNMENT C1	ALTERNATIVE ALIGNMENT C2	ALTERNATIVE ALIGNMENT C3
Old SR 37	Closed	Closed	Closed
SR 39	Interchange	Interchange	Interchange
Burton Lane	Underpass	Overpass	Closed
Ohio Street	Interchange	Overpass	Interchange
Industrial Drive	Closed	Closed	Closed
Grand Valley (Gardner)	Underpass	Overpass	Overpass
Glenn Street	Closed	Closed	Closed
SR 252/ Hospital Drive	Combined Interchange	Combined Interchange	Combined Interchange
SR 44/Rueben Drive			
East Morgan Street/Twin Branch Road	Closed	Closed	Closed
Teeters Road	Overpass	Overpass	Overpass
Country Club Road/Carmichael Road	Closed	Closed	Closed
Old SR 37 West/ Myra Ln	Underpass	Overpass	Overpass
Old SR 37	Combined Overpass	Combined Overpass	Combined Overpass
Egbert Road			
Henderson Ford Road	Interchange	Interchange	Interchange
Ennis Road (CR 500 E)	Closed	Closed	Closed
New Harmony Road	Closed	Closed	Closed
Cragen Road	Closed	Closed	Closed
Perry Road	Combined Overpass	Combined Overpass	Closed
Old SR 37			
Big Bend Road	Overpass	Overpass	Overpass
Waverly Road	Closed	Overpass	Closed
Whiteland Road	Overpass	Closed	Overpass

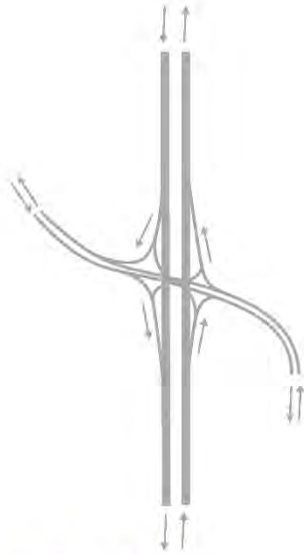


# Interchange and Grade Separations

LOCATION	ALTERNATIVE ALIGNMENT C1	ALTERNATIVE ALIGNMENT C2	ALTERNATIVE ALIGNMENT C3
Huggin Hollow Road/CR 800/Banta Road	Closed	Closed	Closed
SR 144	Interchange	Interchange	Interchange
Travis Road	Closed	Closed	Closed
Stones Crossing	Overpass	Overpass	Overpass
Olive Branch Road	Closed	Closed	Overpass
Bluff Acres Drive	Closed	Closed	Closed
Smith Valley Road	Interchange	Interchange	Interchange
Bluffdale Road	Closed	Closed	Closed
Fairview Road	Overpass	Closed	Overpass
County Line Road	Interchange	Interchange	Interchange
Wicker Road	Underpass	Underpass	Underpass
Southport Road	Interchange	Interchange	Interchange
Banta Road	Underpass	Underpass	Underpass
Edgewood Avenue	Underpass	Closed	Closed
Epler Avenue	Underpass	Underpass	Underpass
Thompson Road	Closed	Closed	Closed
I-465/I-69	Interchange	Interchange	Interchange
I-465/Harding Street	Interchange	Interchange	Interchange

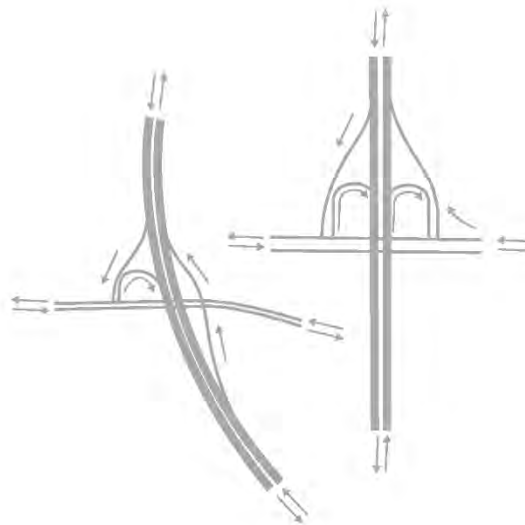


# Potential Interchange Types



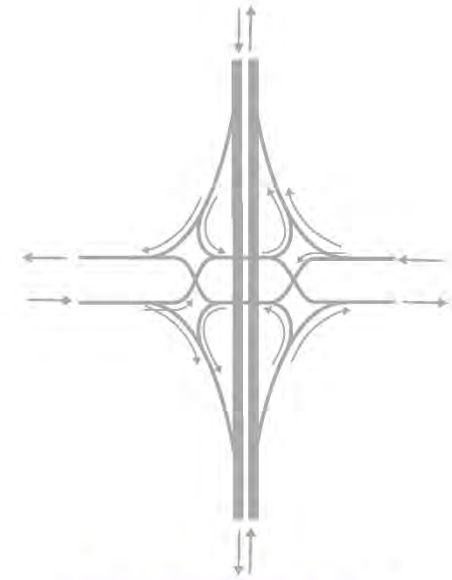
## Single-Point

This is a variation of a tight diamond interchange in which the ramps and crossroad traffic converge at a single intersection which is controlled by a traffic signal. It is generally used when left-turning ramp movements dominate the traffic movements.



## Folded Loop

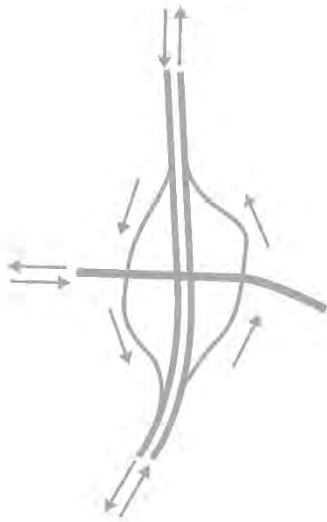
This is a variation of a diamond interchange in which there is a loop ramp in one or more quadrants. It is sometimes called a "Partial cloverleaf". A loop ramp is used when there is a physical constraint in one or more quadrants. Intersection on the cross street can be controlled by stop signs, roundabouts or signals depending on traffic volumes. Ramp spacing is similar to a standard diamond.



## Diverging Diamond

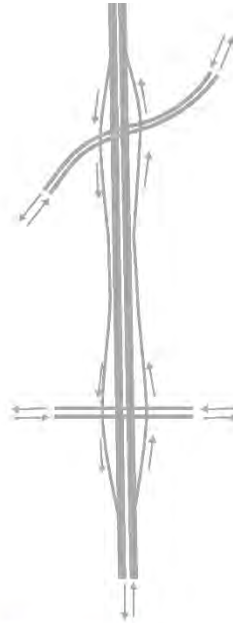
This is a variation of a diamond interchange in which the two directions of traffic on the non-freeway road cross to the opposite side of the street while driving through the interchange. It is unusual in that traffic on the crossing street briefly drives on the opposite side of the road from what is customary. The diverging diamond interchange improves traffic flow by removing all left turn movements from the interchange.

# Potential Interchange Types



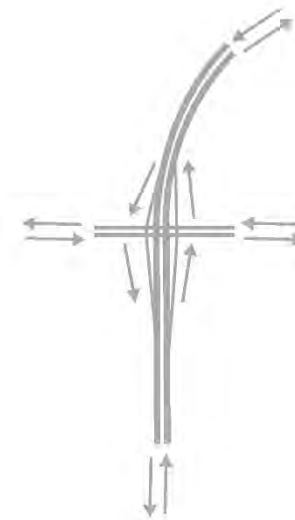
## Diamond

Consists of an overpass with two intersections on either side for the ramp connections. Flow can be controlled via stop signs, signals or roundabouts depending on the traffic volumes. Generally used in rural areas.



## Split Diamond

Consists of overpasses at two crossroads with controlled access roads connecting the two halves. This interchange type is used for roads that are too close for a standard interchange but still have access needs at both locations. The ramp lanes are continuous between the two overpasses with no access to the mainline until the motorist passes the second crossing. Flow is controlled via stop signs, traffic signals or roundabouts at each crossroad intersection.



## Tight Diamond

Consists of an overpass with two intersections on either side for the ramp connections. Flow is usually controlled via traffic signals or roundabouts. Generally used in urban areas. The ramps are typically spaced at 400 feet from the mainline, due mainly to restrictions of adjacent land use.

# Preferred Alternative

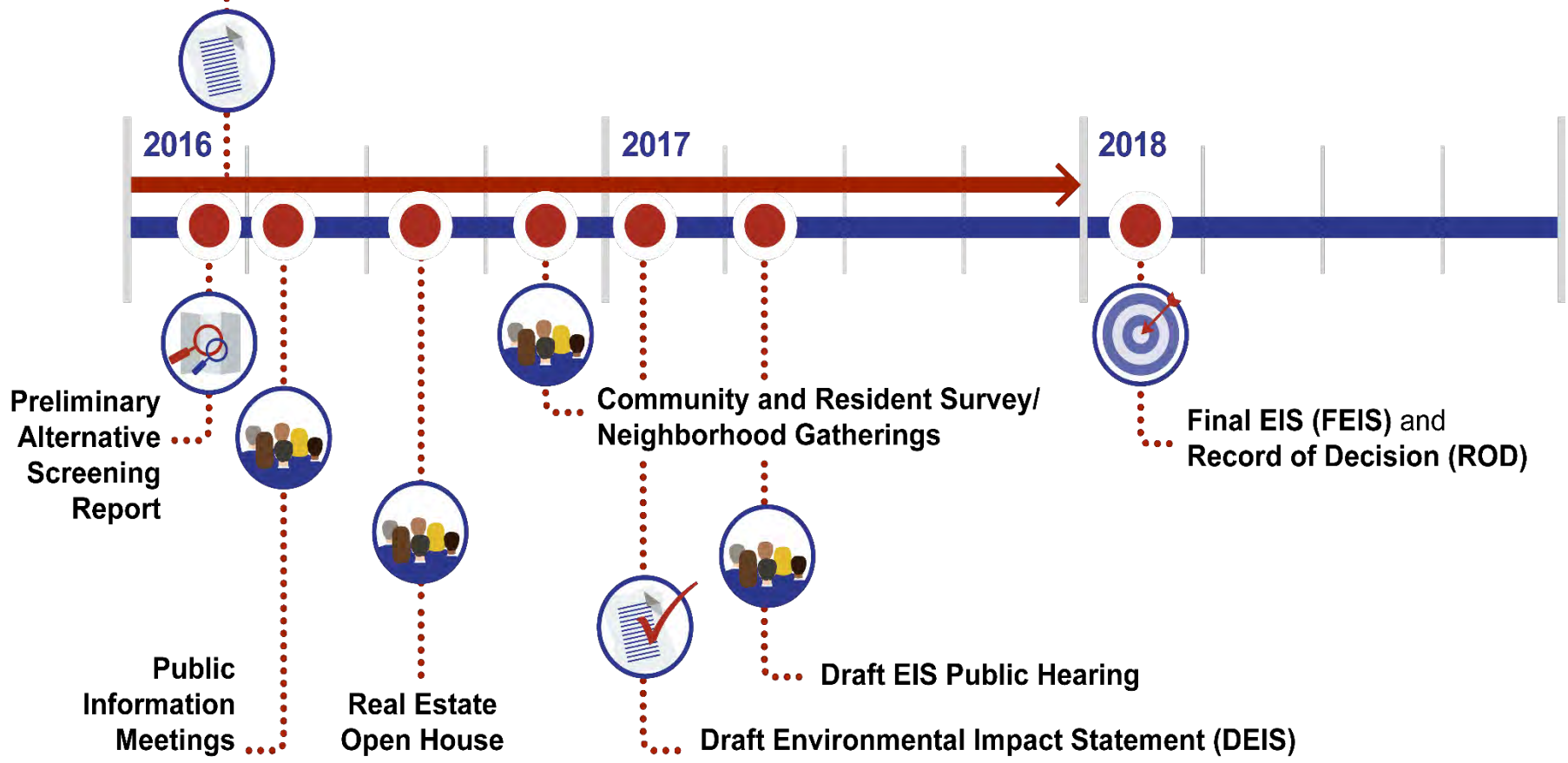
- Can be a combination of C1, C2, and C3
- Will be identified in the Draft Environmental Impact Statement (1<sup>st</sup> Quarter 2017)
- Will identify interchange and other service road locations
- Will identify right of way needs





# Schedule

Environmental Studies and Analysis (2016 through 2017)



# Project Milestones

- **Draft Environmental Impact Statement**
  - 2017 Quarter 1 **ON SCHEDULE**
- **DEIS Public Hearing**
  - 2017 Quarter 2 **ON SCHEDULE**
- **FEIS/Record of Decision**
  - 2018 Quarter 1 **ON SCHEDULE**



# Decision Points – Dates

*We are here*



- Completed:
  - **Conceptual Alternatives** were identified in May 2015
  - **Preliminary Alternatives** were identified in June 2015
  - **Reasonable Alternative** was identified in March 2016
- Remaining:
  - **Preferred Alternative** will be determined in early 2017
  - **Selected Alternative** will be determined in early 2018

# Decision Points – Reports

We are here



- **Reasonable** → *Preliminary Alternatives Screening Report*
- **Preferred** → *Draft Environmental Impact Statement (DEIS)*
- **Selected** → *Final Environmental Impact Statement (FEIS)*
- Final Decision → FHWA signs the *Record of Decision (ROD)*



# 2016 Activities

- **Impact minimization efforts**
  - Human (right of way, services, etc.)
  - Natural (waters, forests, etc.)
- **Field studies**  
(wetlands, streams, historical)
- **Cost estimating**
- **Local coordination**
- **Traffic analysis and refinement**
- **Utility coordination**
- **Business surveys**
- **Community Advisory Committee and Stakeholder Working Group participation**
- **School and Emergency Services Coordination**



# I-69 Section 6 Fall – Winter Activities

- Archaeology
- Targeted Outreach
- Refinement of Alternatives
- Continued Stakeholder Involvement



- Project documents
- Maps
- Screening reports
- CAC/SWG information
- Media room
- FAQ
- Schedule

The screenshot shows the Indiana Department of Transportation website. At the top, there is a navigation bar with links for Text, Find an Agency, Find a Person, Account Center, Online Services, FAQs, and Help. The main header features the IN.gov logo, the slogan "A State that Works", and a search bar. Below the header, there are several menu items: About Indiana, Agriculture & Environment, Business & Employment, Education & Training, Family & Health, Law & Justice, Public Safety, Taxes & Finance, and Tourism & Transportation. The main content area is titled "Indiana Department of Transportation" and features a large graphic of the I-69 shield. On the left, there is a "I-69 HOME" section with a list of project sections: Tier 1 EIS, Section 1 - Evansville to Oakland City, Section 2 - Oakland City to Washington, Section 3 - Washington NSA Crane, Section 4 - Crane NSWC to Bloomington, Section 5 - Bloomington to Martinsville, and Section 6 - Martinsville to Indianapolis. A dropdown menu is open for Section 6, listing: Project Overview, Maps, Project Updates and News, Project Documents, Community Advisory Committees, Media Room, Comment Form, and FAQs. On the right, there is an "Online Services" section with links for Traffic Conditions, Report a Concern, Notice of Tort Claim Form, Indiana GIS Atlas, and Rules IN.gov. Below that is a "Top FAQs" section with a "I Want To..." dropdown menu showing "1. Draft Purpose and Need" and "2. Project Office". At the bottom, there are social media icons for Facebook, Twitter, YouTube, and RSS. A paragraph of text is partially visible, mentioning "a key component to the future connect an entire region with" and "of a 'Southwest Indiana 1991, Congress proposed a route as part of a new I-69 future, I-69 will ultimately extend south artery for the movement of goods and services in the US." A final paragraph states: "In late 1999, a Tier 1 Environmental Impact Study (EIS) was initiated for the Evansville to Indianapolis portion of I-69. This EIS looked at a wide range of possible highway corridors to link Evansville and Indianapolis. In December of 2003,



# Resident Survey

- Mailed to residents along SR 37 and I-465 located in Census Block Groups with elevated low income or minority populations
- Options to complete survey
  - Return hard copy in postage paid envelope
  - Complete on-line <https://www.surveymonkey.com/r/i69ressurvey>
  - Complete at this meeting
  - Return to I-69 Project Office





# Community Organization Survey

- Mailed and emailed to representative community organizations in Morgan, Johnson and Marion Counties.
- Seeking input on effects of project
  - Complete on-line <https://www.surveymonkey.com/r/i69commorg>

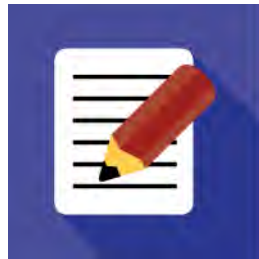


# Requesting Public Comments

Provide comments on:

- Proposed access
- Special circumstances
- Community enhancements
- Alternatives

**Due by November 23, 2016**



# Project Office

**7847 Waverly Road  
Martinsville, IN 46151**

**Hours: 9 a.m. - 4 p.m., Monday-Friday**

Staff, maps, and other relevant project information is available at the project office.





## **Section 6 Project Office**

7847 Waverly Road

Martinsville, IN 46151

Phone: (317) 881-6408

Email: [section6pm@indot.in.gov](mailto:section6pm@indot.in.gov)

**Facebook:** I-69 Section 6

**Twitter:** @i69Section6

[www.i69indyevn.org](http://www.i69indyevn.org)



## **APPENDIX P-4**

### ***Resident Survey Response Table***

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**ALL RESPONSES**

**0-1** Number of Responses from Individuals that self-indicated they were were a minority or low-income

Low Income or Minority Status	Percentage of Respondents	Number of Reponses
Yes	9%	92
No	79%	790
Unclear	12%	117
Total Respondents	100%	999

**0-2** Respondents within block groups identified with low-income or minority concentrations higher than COC (Within BG)

Reponse from Block Group of Interest	Percentage of Respondents	Number of Reponses
Yes	41%	414
No	59%	585
Total Respondents	100%	999

**0-3** Respondents within block groups identified with low-income or minority concentrations higher than COC (Within BG) that also Individuals that

Response from Block Group of Interest Income or Minority Status	Percentage of Respondents	Number of Reponses
Yes	13%	52
No	78%	321
Unclear	10%	41
Total Respondents	100%	414

**Question 1-1** Contact Information

Contact Information	Percentage of Respondents	Number of Reponses
Name	95%	946
Address	93%	933
City	95%	951
State	95%	948
Zip	95%	945
Email and/or Phone Number	81%	809
Total Respondents	100%	999

May we contact you?

Response	Percentage of Respondents	Number of Reponses
Yes	54%	543
No	19%	186
Skipped Question	27%	270
Total Respondents	100%	999

**Question 1-2** Are you Hispanic or Latino?

Hispanic or Latino	Percentage of Respondents	Number of Reponses
Yes	1%	13
No	95%	951
Skipped Question	4%	35
Total Respondents	100%	999

**Question 1-3** How well do you speak English?

Response	Percentage of Respondents	Number of Reponses
I am fluent in English	68%	680
I speak English well.	18%	181
I speak English moderately well.	2%	15
I speak a little English.	< 1.0%	1
I do not speak English well.	1%	9
Skipped Question	11%	113
Total Respondents	100%	999

**Question 1-4** What is your race?

Response	Percentage of Respondents	Number of Reponses
White	95%	945
Black or African American	1%	6
Asian	1%	6
Native Hawaiian or Other Pacific Islander	0%	0
American Indian or Alaskan Native	< 1.0%	3
Other	2%	19
Skipped Question	2%	20
Total Respondents	100%	999

**Question 1-5**

How many people live in your household?

Household Size	Percentage of Respondents	Number of Responses
1	19%	191
2	44%	438
3	14%	135
4	13%	129
5	6%	57
6	1%	14
7	1%	5
8	< 1.0%	2
9	< 1.0%	2
10	< 1.0%	1
11	0%	0
12+	< 1.0%	3
Skipped Question	2%	22
Total Respondents	100%	999

Number of Adults in Household	Percentage of Respondents	Number of Responses
0	1%	5
1	14%	138
2	47%	470
3	9%	87
4	3%	25
5	1%	6
6	< 1.0%	3
7	0%	0
8	0%	0
9	0%	0
10	0%	0
11	0%	0
12	< 1.0%	1
Skipped Question	27%	269
Total Respondents	100%	999

Number of Children in Household	Percentage of Respondents	Number of Responses
0	27%	273
1	9%	94
2	8%	79
3	3%	32
4	1%	7
5	< 1.0%	3
6	< 1.0%	1
7	0%	0
8	0%	0
9	0%	0
10	0%	0
11	0%	0
12	0%	0
Skipped Question	51%	510
Total Respondents	100%	999

**Question 1-6**

What is your income?

Income	Percentage of Respondents	Number of Responses
Less than \$12,000	4%	37
\$12,000 and \$15,000	2%	19
\$15,000 and \$19,000	2%	15
\$19,000 and \$24,000	6%	56
\$24,000 and \$28,000	3%	31
\$28,000 and \$32,000	2%	20
\$32,000 and \$36,000	5%	47
\$36,000 and \$40,000	5%	47
\$40,000 and \$50,000	9%	88
Greater than \$50,000	52%	518
Skipped Question	12%	121
Total Respondents	100%	999

Low Income Status Calculated	Percentage of Respondents	Number of Responses
Yes	6%	58
No	82%	820
Unknown	12%	121
Total Respondents	100%	999

**Question 1-7** How long have you lived at your current residence.

Length of Time	Percentage of Respondents	Number of Responses
Less than 1 Year	5%	47
Between 1 Year and 3 Years	12%	117
Between 3 Years and 5 Years	9%	86
More than 5 Years	18%	180
More than 10 years	55%	551
Skipped Question	2%	18
Total Respondents	100%	999

**Question 1-8** Do you rent or own your home?

Response	Percentage of Respondents	Number of Responses
Rent	7%	65
Own	92%	915
Skipped Question	2%	19
Total Respondents	100%	999

**Question 1-9** Do you live in a neighborhood, apartment complex, mobile home park, etc.?

Response	Percentage of Respondents	Number of Responses
Yes	70%	698
No	21%	214
Skipped Question	9%	87
Total Respondents	100%	999

If yes, list name	
Achilles Dutch Village	Mayflower Park Platz
Adams Ridge	Meridian Place
Area along Belmont St has 7/8 houses	Meridian Village
Artisan Courts	Meridian Woods Park
Aspen Lakes	Morton Acres House
Atkins Minor Plat	Mount Pleasant-Center Grove
Auburn Ridge	Mullinix Road
Ayres Acres	neighborhood - Maple Ridge
Bargersville	Neighborhood - Silver Springs
Bayberry Village	No subdivision but do have close neighborhood
Bixler's Perry Park	Oak Hills
Bluff Acres	Old Port Royal
bluff acres	Old Smith Valley
Bluff Acres III	Orme Park
Bluff road; not a community setting neighborhood	Parkwood Est.
Bluff View Estates North	Persimmon Woods
Boman Heights Add	Pebble Run
Boulder Estates	Perry Commons
Bradford	Perry Twp. Garden Drive
Bradford Place	Persimmon Woods
Bradford Place, Greenwood, IN	Pfaff Apartment
Brentridge Estates	Pine Apts of Martinsville
Brookstone	Pine Glen
Buck Creek Village	Plantation Lane
Cadet Manor	Plaza Clouds
Calvert Farms	Plaza Dr Community Center
Camby	Plaza Dr Retirement Association
Cedar Park	Port Royal Dr.
Center Grove / White River Township	Preserves at Copperleaf
Center Grove/Bargersville	Reagan Park
Champlin Meadows	Reagan Park II
Charles Hint	Richards and Landers Mt. Pleasant
Charles Hyatt Addition	Rolling Hills
Circle K Estates	Rose Gardens
Clover Leaf Edition, Village, Subdivision	Runyon Lake
Cloverdale	Rural Area
Copperleaf	Shadow Hills
Country	Shelburne Addition
Crooked Creek Estates	Shireman Estates
Decatur Township Roberts Creek Sub-Division	Silver Spring Subdivision
Deerwood	Smith Valley Community Center
Duplex	Smith Valley Sutton Addition
Erme Park	Smokey Row Estates
Fewell-Rhodes	South Bucktown
Gold Smith Woods	Southdale Addition
Goldsmith Farms / Twin Branch	Southern Acres Subdivision
Grand View Heights, Fewell-Rhoades Sub-Division	Southern Dunes
Grandview Height or Fellow and Roades	Southern Oaks
Grandview Heights	Southwinds Ct.



Greenwood Community Mobil Home Park	Spring Valley Mobile Home Park
Guthrie	Sun Valley Mobile Home Park
Haggard Estates	Sunnybrook Apartments
Haines Sub-Division	Sunrise Addition
Hanna Village Apts.	Sunset Manor
Heather Heights Apartments	Sunshine Gardens
Hickory Ridge	Sycamore Ridge
Hickory Stick	The Oaks
High Acre Manor	The Preserve at Copperleaf
Hitita	Thompson Meadow's
Holden Edition	Thompson Village Apartments
Home Ave	Timber Heights
Honey Manor District	Turfway Park
Horizon Apartments	University Heights
Hunters Run	Valley Mills
Hyatt Addition	Valley Ridge Farms
Indian Creek Village	Villages of Cobblestone
Johnson	Wakefield Estates
Kensington Grove	Waverly
Laveianan Court	Waverly Woods
Live at the end of Gallagher drive, unsure of neighborhood.	White River Twp
Live on 12.3 acres	Woodland Meadows (Waverly)
Martindale Addition	
Martinsville, IN	
Martinsville, Shireman Estates	
Mary Sutton Addition	

**Question 2-1** How do you get around for work or non-work purposes?

Response	Percentage of Respondents	Number of Responses
Own/lease a vehicle	97%	973
Rely on a friend/family for rides	1%	10
Public transportation	1%	6
Taxi and/or other ride service for hire	< 1.0%	2
Walk	< 1.0%	3
Other	1%	10
Skipped Question	1%	10
Total Respondents	100%	999

**Question 2-2** Do you use SR 37 for travel?

Response	Percentage of Respondents	Number of Responses
Yes	95%	949
No	3%	29
Skipped Question	2%	21
Total Respondents	100%	999

**Question 2-3** If you answered yes to Question 2, how often do you utilize SR 37?

Frequency	Percentage of Respondents	Number of Responses
Never	< 1.0%	1
Rarely	8%	77
Once a week	12%	118
More than once a week	26%	259
Daily	50%	496
Skipped Question	5%	48
Total Respondents	100%	999

**Question 2-4**

Why do you use SR 37?

Response	Percentage of Respondents	Number of Responses
Recreation, Entertainment and Dining	3%	26
Other	1%	9
Will Not Use	< 1.0%	1
Emergency Services	0%	0
Veterinarian	< 1.0%	1
Travel	2%	24
Airport	< 1.0%	3
Banking	< 1.0%	4
Unsure	0%	0
Shopping	37%	367
Use Community Facilities	5%	53
Obtain Health Care services/doctors	27%	273
Work	43%	427
Attending School	4%	36
Attending Religious Services	12%	121
Visiting family or Friends	41%	411
Skipped Question	5%	49
Total Respondents	100%	999

**Question 2-5**

When using SR 37 where do you travel most?

Response	Percentage of Respondents	Number of Responses
Indianapolis and north	59%	590
Greenwood and east	36%	360
Martinsville	34%	340
Moorseville and west	20%	200
Out of State	3%	30
Bloomington and South	30%	295
Evansville or Indiana	1%	7
Hendricks County	1%	6
Other	1%	11
Skipped Question	5%	46
Total Respondents	100%	999

**Question 3-1**

Were you aware of the I-69 Section 6 Project?

Response	Percentage of Respondents	Number of Responses
Yes	93%	933
No	6%	60
Skipped Question	1%	6
Total Respondents	100%	999

**Question 3-2**

Have you attended an I-69 Section 6 Public Meeting?

Response	Percentage of Respondents	Number of Responses
Yes	16%	164
No	82%	819
Skipped Question	2%	16
Total Respondents	100%	999

**Question 3-3**

Have you visited the project website, Facebook page, or reviewed Twitter feeds related to I-69?

Response	Percentage of Respondents	Number of Responses
Yes	32%	320
No	67%	666
Skipped Question	1%	13
Total Respondents	100%	999

**Question 3-4**

How will you use I-69?

Response	Percentage of Respondents	Number of Responses
Recreation, Entertainment and Dining	2%	15
Other	2%	17
Will Not Use	3%	34
Emergency Services	0%	0
Veterinarian	< 1.0%	2
Travel	3%	25
Airport	< 1.0%	4
Banking	< 1.0%	3
Unsure	2%	19
Shopping	48%	476
Use Community Facilities	19%	193
Obtain Health Care services/doctors	37%	365
Work	50%	502
Attending School	7%	72
Attending Religious Services	19%	185
Visiting family or Friends	53%	531
Skipped Question	5%	47
Total Respondents	100%	999

**Question 3-5**

What is the best way for the I-69 project team to communicate with you?

Response	Percentage of Respondents	Number of Responses
Public Meeting	10%	101
Phone	21%	211
Door Flyers	8%	75
Email	45%	452
Postal Mailing	38%	381
Face to Face Meeting	8%	84
Social Media	4%	41
Newspaper and Press	1%	6
Do Not Contact	< 1.0%	4
Other	1%	6
Skipped Question	5%	46
Total Respondents	100%	999

**Questions 4-1**

Do you feel the I-69 Section 6 project will positively benefit your community? If so, in what way(s).

Response is Affirmative, Negative or Unsure	Wrote Detailed Comment	Did Not Write Detailed	Grand Total
Negative	97	180	277
No Comment		5	5
Unsure	42	49	91
Affirmative	391	23	414
Skipped Question		212	212
Grand Total	530	469	999