



## **FACT SHEET**

### **for Tier 2, Section 6 (Martinsville to Indianapolis)**

### **of the I-69 Evansville to Indianapolis Project**

**May 18, 2015**

### **Environmental**

1. The Federal Highway Administration (FHWA) issued a Notice of Intent to resume the environmental studies for I-69, Section 6 in October 2014. The environmental study begins with a Notice of Intent (NOI) and concludes with a Record of Decision (ROD).
2. Notice of Survey letters were sent to property owners near the SR37 corridor in February 2015. Receipt of a Notice of Survey letter does not indicate a property will be impacted by the project. The intent is to notify project landowners that project staff may be near or on private property for the purpose of data collection.
3. Limited field work near SR 37 began in March 2015. Field work will intensify in May and continue during the summer months. Field staff will begin assessing natural environmental characteristics, such as possible historic properties, wetlands, development patterns, and waterways. All field staff will be wearing a brightly colored vest, regardless of time of day. Field staff will also carry project identification at all times.
4. The environmental studies will be part of an Environment Impact Statement (EIS). An EIS is a decision-making document that describes the process of assessing benefits and impacts of a proposed project. The document will include the consideration of reasonable alternatives, potential impacts and benefits, and the estimated cost.
5. The Section 6 draft Purpose and Need is available for review and comment in the Project Documents folder of the Section 6 I-69 website. The link to the Section 6 Project Documents folder is the following: <http://www.in.gov/indot/projects/i69/2343.htm>



## Alternatives

6. The environmental studies for I-69 have followed a tiered (phased) process. In 2004, the Tier (Phase) 1 Environmental Impact Statement (EIS) determined that I-69 should be constructed between Evansville and Indianapolis and identified a preferred corridor. The entire corridor was divided into 6 sections of independent utility. Tier (Phase) 2 environmental studies are required to consider both the Tier 1 goals and Tier 2 goals that consider more local needs.
7. The 2004 Tier 1 ROD selected a corridor that utilized the existing SR 37 corridor between Martinsville and Indianapolis. The Tier 1 ROD allows INDOT to consider alternatives outside the selected corridor in an effort to avoid significant impacts. During the first quarter of 2015, FHWA and INDOT conducted a scoping process to determine if alternatives outside the existing SR 37 corridor should be considered when evaluating alternatives. INDOT concluded that additional alternatives outside the corridor selected in 2004 will be evaluated. Upgrading existing SR 37 to an interstate will be considered throughout the environmental study process.
8. A 2,000 foot corridor is a study area that was identified in the Tier 1 Environmental Impact Statement. The 2,000 foot corridor is **not** the proposed right of way limits but is a general area which an alternative may be constructed. The Section 6 Conceptual Alternative preliminary impact assessments are based on a 400 foot footprint. The footprint will be refined as additional information becomes available.
9. Conceptual Alternatives are available for review and comment in the Project Documents folder of the Section 6 I-69 website. The link to the Section 6 Project Documents folder is the following: <http://www.in.gov/indot/projects/i69/2343.htm>

## Schedule/Budget

10. Indiana Department of Transportation (INDOT) has not yet identified funding for construction of Section 6.
11. Section 6 will not be tolled.
12. A Section 6 construction schedule has not yet been established, but environmental studies for Section 6 Tier 2 are anticipated to take 2-3 years, which began October 2014.



## **Public Involvement**

13. INDOT hosted public information meetings on February 23rd and 25th to solicit public input on whether alternatives outside the SR 37 corridor should be considered. Feedback from the meeting is being considered and evaluated during the development of the project's Purpose and Need Statement and conceptual alternatives.
14. As a commitment to its public outreach, INDOT has established a Stakeholder Working Group (SWG) and two Community Advisory Committees (CAC) for the Section 6 project. The SWG consists of technical staff from local municipalities whereas the CAC consists of members of a variety of organizations; such as Chambers of Commerce, staff from cities and counties, and representatives from local units of government. The SWG and CACs first met in January. The SWG and CAC also met in May to review the draft Purpose and Need and begin to review and discuss conceptual alternatives.
15. INDOT is hosting a second round of Public Information Meetings on May 18<sup>th</sup> at Center Grove North Middle School and on May 19<sup>th</sup> at Martinsville High School. The purpose of the meetings is to present a draft Purpose and Need Statement and conceptual alternatives.

## **Section 6 Office and Information**

16. INDOT opened a Section 6 Project Office on April 6, 2015 at 7847 Waverly Road, Martinsville, IN. The phone number is (317) 881-6408. The office is open Monday – Friday from 9 am to 4 pm and will be closed on state holidays. INDOT and its project representatives staff the project office. The public can also email project representatives at [section6pm@indot.in.gov](mailto:section6pm@indot.in.gov).
17. Additional information on the project can be obtained at [www.i69indyevn.org](http://www.i69indyevn.org).