

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

For

Indiana Project
Des. No. 1400071

I-65 at SR 267 (Interchange Modification), CR550S (New Interchange), NB Exit to Whitestown Parkway (Ramp Modification), and SB Exit to I-865 (Ramp Modification) in Boone County, Indiana

On March 14, 2019, the Environmental Assessment (EA) prepared for this project was released for public involvement by the Federal Highway Administration (FHWA). A public hearing was held on April 23, 2019. Since the March 14, 2019 release of the EA for public involvement, modifications have been made to the design of the project and to the EA document, which were included in the information presented at the public hearing and discussed with affected property owners. The alignment of Boone CR400E and Perry Worth Road, in the northeast quadrant of the I-65 at SR 267 interchange, has been revised to provide better traffic operations for the local roadway network. This revision requires an additional 2.3 acres of right-of-way. All the additional right-of-way to be acquired is farmland. The additional area was investigated and coordinated with appropriate agencies, and the updated information was included as part of the FONSI submittal package.

The preferred alternative consists of: 1) reconstructing the existing I-65 diamond interchange at SR 267 to a diverging diamond interchange (DDI), 2) constructing a new DDI for I-65 interchange at Boone CR550S, 3) modifying the existing northbound I-65 exit to Whitestown Parkway, and 4) modifying the existing southbound I-65 exit to eastbound I-865.

The proposed project will require a total of 70.1 acres of permanent new right-of-way and 2.4 acres of temporary right-of-way. Anticipated impacts to streams total 1,925 linear feet. Anticipated impacts to wetlands total 3.34 acres, with 0.13 acre of forested wetland impact and 3.21 acres of emergent wetland impact. No impacts to threatened or endangered species are expected.

INDOT Cultural Resources Office (CRO), acting on behalf of FHWA, issued a finding of "Historic Properties Affected: No Adverse Effect" for this undertaking on January 10, 2019. On February 20, 2019, the State Historic Preservation Officer (SHPO) concurred with the "Historic Properties Affected: No Adverse Effect" finding.

The Section 106 process is complete and the responsibilities of FHWA under Section 106 are fulfilled. There is no anticipated 4(f) use associated with the original or modified project scope.

The FHWA has determined that this project, as identified in the Environmental Assessment and supplemental project information, will have no significant impact on the natural and human environment. This Finding of No Significant Impact (FONSI) is based on the environmental assessment and public hearing transcript that have been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. These documents provide sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of these documents.

August 2, 2019

Date



for Mayela Sosa
Division Administrator

July 12, 2019

Mr. Ron Bales
Manager, Environmental Policy Office
Indiana Department of Transportation
Division of Environmental Services
100 North Senate Avenue Room N642, IGCN
Indianapolis, Indiana 46204

Re: Review of FONSI Request Packet
I-65 at SR 267 (Interchange Modification), CR550S (New Interchange), NB Exit to
Whitestown Parkway (Ramp Modification), and SB Exit to I-865 (Ramp Modification) in
Boone County, IN
(Lead) Des. No. 1400071

Dear Mr. Bales:

Pursuant to 40 CFR, Part 1500.4q and paragraph 5 of the DOT Order 5610.1C implementing the National Environmental Policy Act of 1969, Corradino LLC is requesting review of the enclosed Finding of No Significant Impact (FONSI) packet for the above-noted project. This information packet includes the following:

- Attachment A: Approved Environmental Assessment (Body Only)
- Attachment B: Section 106 Finding and SHPO Concurrence
- Attachment C: Official Public Hearing Transcript (Certification of Public Involvement)
- Attachment D: Response to Public Hearing Comments
- Attachment E: Revised Boone CR400E Realignment Plan (I-65 at SR 267 Interchange)
- Attachment F: Additional Coordination with NRCS
- Attachment G: Additional Coordination with USACE and IDEM
- Attachment H: Revised Waters of the U.S. Report (Body, Mapping, and Preliminary Jurisdictional Determination Form)
- Attachment I: Project Commitments

Public Involvement

The approved Environmental Assessment (EA) was released for public involvement by the Federal Highway Administration (FHWA) on March 14, 2019. A public hearing was held on April 23, 2019. The EA (Attachment A) was updated to include the INDOT Office of Public Involvement certification signature. Attachment B contains the Section 106 Finding and SHPO concurrence. The INDOT Office of Public Involvement provided the hearing transcript and the certification of public involvement (Attachment C) on May 14, 2019.

There were fifty-nine (59) attendees at the public hearing. Six attendees were residents and/or business owners who provided verbal comments following the presentation. Additional comments

were received during the comment period. One comment letter from a resident and business owner was emailed to INDOT on April 24, 2019. A hardcopy hearing comment form was mailed to INDOT by a resident on May 2, 2019. The Environmental Protection Agency (EPA) emailed comments to INDOT on May 7, 2019. Comments focused on the following topics:

- Access/Traffic (*seven comments*)
- Noise (*five comments*)
- Air Quality (*three comments*)
- Safety (*two comments*)
- Etter Ditch Alignment (*one comment*)
- Groundwater (*one comment*)
- Right-of-Way Acquisition (*one comment*)

A summary of comments with responses is contained in Attachment D.

Since the March 14, 2019 release of the EA for public involvement, modifications have been made to the design of the project. The details of these modifications are discussed below. Unless specifically discussed below, the information and impacts as identified in the March 14, 2019 EA remain the same.

Revision to CR400E and Perry Worth Road Alignment (I-65 at SR 267 Interchange):

The alignment of Boone CR400E (CR400E) and Perry Worth Road, in the northeast quadrant of the I-65 at SR 267 interchange, has been revised to provide better traffic operations for the local roadway network. In the EA, released for public involvement, the impacts analysis and the exhibits are based on a configuration where the realigned Perry Worth Road closely hugs Albert White Drive and southbound CR400E “T’s” into Perry Worth Road, with all three approaches stop-controlled with stop signs. Per local transportation official request, and in order to provide better

CR400E/Perry Worth Rd. (Original)



CR400E/Perry Worth Rd. (Revised)



traffic operations for the local roadway network, this configuration was revised to create a free-flow movement for CR400E to Albert White Drive (Attachment E). With this configuration, a short segment of Perry Worth Road is reconfigured to “T” into the free-flowing CR400E from the south, with stop-control only for the Perry Worth Road approach. CR400E carries a significantly higher volume of traffic at this location than Perry Worth Road.

The revised alignment requires an additional 2.3 acres of right-of-way, all of it agricultural. Even though the EA that was released for public involvement did not contain the revised CR400E and Perry Worth Road realignment, the new alignment was discussed and illustrated during the April 23, 2019 public hearing. The property owner directly impacted by this revision, a farmer, voiced opposition to the new alignment in a written response following the public hearing (Attachment C-11). The property owner’s concern is that he is not able to replace the additional farmland that would be acquired by INDOT. A summary of the anticipated right-of-way impacts for the modified design is presented in the table below.

I-65 at SR 267 Land Use Impacts	Amount (acres)			
	2019 EA		UPDATED	
	Permanent	Temporary	Permanent	Temporary
Residential	0.0	0.0	0.0	0.0
Commercial	2.5	0.0	2.5	0.0
Agricultural	6.3	0.0	8.6	0.0
Forest	0.0	0.0	0.0	0.0
Wetlands	0.0	0.0	0.0	0.0
Other: Scrub/Pasture	0.5	0.0	0.5	0.0
TOTAL	9.3	0.0	11.6	0.0

Additional Coordination with NRCS:

The Natural Resources Conservation Service (NRCS) was notified of the required additional farmland impacts on May 8, 2019. Even though 2.3 acres of additional farmland conversion is required, the values in Part VI of the Farmland Conversion Impact Rating form did not change. NRCS responded on June 4, 2019 (Attachment F). The total Farmland Conversion Impact Rating for the I-65 at SR 267 interchange project remained below the 160-point threshold for additional coordination.

Additional Coordination with USACE and IDEM:

In April 2019, while preparing a permit determination for the project, the INDOT Ecology and Waterway Permitting Office (EWPO) noticed the significant stream impacts associated with the proposed I-65 at CR550S new interchange and requested a site visit with the U.S. Army Corps of Engineers (USACE) and the Indiana Department of Environmental Management (IDEM). A previous coordination meeting with USACE and IDEM occurred earlier in the project; however, INDOT EWPO wanted to make sure there is consensus among the agencies, in particular for the Unnamed Tributary (UNT) to Etter Ditch.

A field check was held on April 18, 2019 and attended by USACE, IDEM, INDOT EWPO, INDOT Crawfordsville District, and Corradino. Corradino summarized the avoidance and minimization measures, implemented during project development, to the satisfaction of the group. During the

field check, there was consensus that the UNT to Etter Ditch should be considered a non-jurisdictional ditch rather than a tributary, as originally considered, due to the hydrology observations from the field check (Attachment G). However, during the course of revisions to the Waters Report, USACE determined that this area was best considered a forested wetland due to soil and vegetation characteristics. The resource is now known as Wetland 12, not UNT to Etter Ditch.

A summary of the updated wetland impacts is provided in the table below. The cells with the black shading and the white text indicate a revision to the 2019 EA anticipated wetland impacts. The 2019 EA anticipated 0.01 acre of impact for Wetland 4 and 0.19 acre of impact for Wetland 17; however, Wetlands 4 and 17 are no longer impacted by the project. The 2019 EA did not have a Wetland 12; however, Wetland 12 was added to the table with an anticipated 0.13 acre impact, as a result of the UNT to Etter Ditch now being considered a wetland. Total wetland impact has been reduced from 3.41 acres to 3.34 acres.

Updated Wetland Impacts						
Wetland No.*	Project	Classification	Total Size (Acres)	Impacted Acres	Quality/ Function	Jurisdictional
1	SR 267	PEM	0.01	0.01	Low – Depression at a pipe outlet	Yes
2	SR 267	PEM	0.73	0.73	Low – Detention area	Yes
3	SR 267	PEM	0.08	0.08	Low – Ditch	Yes
4	SR 267	PEM	0.11	0.00	Low - Ditch	Yes
5	SR 267	PEM	0.02	0.02	Low – Depression at hillslope base	Yes
6	SR 267	PEM	0.36	0.18	Low – Ditch	Yes
7	SR 267	PEM	0.03	0.03	Low – Depression at a pipe outlet	Yes
8	SR 267	PEM	0.08	0.08	Low – Detention area	Yes
9	SR 267	PEM	0.005	0.005	Low – Depression	Yes
10	SR 267	PEM	0.30	0.30	Low – Detention Area	Yes
11	SR 267	PEM	1.54	1.54	Low – Detention Area	Yes
12	CR550S	PFO	0.13	0.13	Average - Forested	Yes
13	CR550S	PEM	2.18	0	Fair – Marsh	Yes
14	CR550S	PEM	0.003	0.003	Low – Ditch Feature	Yes
15	CR550S	PEM	0.005	0.005	Low – Ditch Feature	Yes
16	Whitestown Pkwy	PEM	0.18	0.10	Low – Ditch	Yes
17	I-865	PEM	0.19	0.00	Low - Ditch	Yes
18	SR 267	PEM	0.12	0.12	Low - Ditch	Yes
JAR#1	CR550S	PEM	0.002	0.002	Low – Ditch Feature	Yes
JAR#2	CR550S	PEM	0.001	0.001	Low – Ditch Feature	Yes
JAR#3	CR550S	PEM	0.0005	0.0005	Low – Ditch Feature	Yes
JAR#4	CR550S	PEM	0.0007	0.0007	Low – Ditch Feature	Yes
JAR#5	CR550S	PEM	0.0008	0.0008	Low – Ditch Feature	Yes
JAR#6	CR550S	PEM	0.0004	0.0004	Low – Ditch Feature	Yes
JAR#7	CR550S	PEM	0.001	0.001	Low – Ditch Feature	Yes
JAR#8	CR550S	PEM	0.002	0.002	Low – Ditch Feature	Yes

A summary of the anticipated right-of-way impacts for the modified design is presented in the table below.

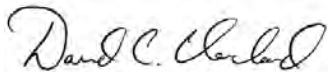
I-65 at CR 550S Land Use Impacts	Amount (acres)			
	2019 EA		Updated	
	Permanent	Temporary	Permanent	Temporary
Residential	5.9	0.0	5.9	0.0
Commercial	0.1	0.0	0.1	0.0
Agricultural	49.5	1.3	51.8	1.3
Forest	0.0	0.0	0.0	0.0
Wetlands	0.02	0.00	0.15	0.00
Other: Mowed	0.5	1.1	0.5	1.1
TOTAL	56.0	2.4	58.5	2.4

With the 975 linear feet of impacts to UNT to Etter Ditch now being considered a wetland impact, the total anticipated stream impacts to UNT to Etter Ditch are eliminated. Refinements during design development resulted in an increase in impacts to Etter Ditch from 1,577 linear feet to 1,925 linear feet. The result of these changes is a total overall decrease of stream impacts for the project from 2,552 linear feet to 1,925 linear feet. Only a portion of the realigned Etter Ditch will be “lost” due to elimination. Mitigation is required for any stream loss.

No other changes to water resources were made. Attachment H contains the body, the resources mapping, and the Preliminary Jurisdiction Determination Request of the revised and approved Waters of the U.S. Report, dated May 16, 2019.

Upon the satisfactory completion of your review of the FONSI request information packet, we would request that you forward the attached information to the FHWA with the request that they prepare the necessary FONSI for this project in order to complete the NEPA process. Please contact me at (317) 417-7594 or dcleveland@corradino.com if there are any questions or if additional information is needed.

Sincerely,
Corradino LLC



David C. Cleveland

Attachments:

Attachment A
Approved Environmental Assessment
(Appendix Items Omitted)

I-65 at SR 267 Interchange Modification

Des. No. 1400071 (Interchange)

Des. No. 1702143 (SR 267 New Bridge over I-65)

Des. No. 1702144 (SR 267 Rehab of Existing Bridge over I-65)

I-65 at Boone CR550S New Interchange

Des. No. 1702147 (New Interchange)

Des. No. 1702146 (CR550S New Bridge over I-65)

NB I-65 Exit Ramp Modification at Whitestown Parkway

Des. No. 1801826

SB I-65 Exit Ramp Modification at I-865

Des. No. 1801825

ENVIRONMENTAL ASSESSMENT

Prepared for:

**Federal Highway Administration and
Indiana Department of Transportation**

Prepared by:

Corradino LLC

February 27, 2019

Indiana Department of Transportation

County Boone Route I-65 at SR 267 and at CR550S Des. No. 1400071, 1702143, 1702144, 1702146, 1702147, 1801826, 1801825

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**FHWA-Indiana Environmental Document
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM
GENERAL PROJECT INFORMATION**

Road No./County:	I-65/Boone County
Designation Number:	1400071, 1702143, 1702144, 1702146, 1702147, 1801826, 1801825
Project Description/Termini:	The project consists of: 1) Modification of the existing Interstate 65 (I-65) interchange at State Road 267 (SR 267), 2) New I-65 interchange at Boone County Road 550 South (CR550S), 3) Modification to northbound I-65 exit ramp to Whitestown Parkway, and 4) Modification to southbound I-65 exit ramp to Interstate 865 (I-865). See Appendix A for location mapping and project boundaries.

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

<input type="checkbox"/>	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
<input type="checkbox"/>	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
<input type="checkbox"/>	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
<input checked="" type="checkbox"/>	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Release for Public Involvement

Ronald E. Blum 3-13-19 Michelle Allen 3-14-19
 ESD Signature Date FHWA Signature Date

Certification of Public Involvement Mary Wright 5/14/19
 Office of Public Involvement Date

INDOT ES/District Env. Reviewer Signature: Meghan Dinkler Date: 3/13/19
 Name and Organization of CE/EA Preparer: Dave Cleveland, Corradino, LLC

This is page 1 of 52 Project name: Int. Mod. (I-65/SR 267) & New Int. (I-65/CR550S) Date: February 27, 2019

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Part I - PUBLIC INVOLVEMENT

Every Federal action requires some level of public involvement, providing for early and continuous opportunities throughout the project development process. **The level of public involvement should be commensurate with the proposed action.**

Does the project have a historic bridge processed under the Historic Bridges PA*?	Yes	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If No, then:		
Opportunity for a Public Hearing Required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**A public hearing is required for all historic bridges processed under the Historic Bridges Programmatic Agreement between INDOT, FHWA, SHPO, and the ACHP.*

Discuss what public involvement activities (legal notices, letters to affected property owners and residents (i.e. notice of entry), meetings, special purpose meetings, newspaper articles, etc.) have occurred for this project.

Remarks:

Notice of Survey Letter - Notice of Survey Letters (Appendix L1) were mailed on May 10, 2017 to property owners located near the project area describing the proposed project and notifying them that project personnel may be entering their property to gather data for environmental analysis.

Section 106 Consulting – The “No Adverse Effect” finding and 800.11(e) documentation (Appendix F) were made available for Consulting Parties’ review via the IN SCOPE portal on January 10, 2019. Public notice of “No Adverse Effect” finding and 800.11(e) documentation availability was advertised in the *Indianapolis Star* on January 16, 2019, with a 30-day comment period closure date of February 18, 2019 (Appendix F). The “No Adverse Effect” finding and 800.11(e) documentation was made available for public review at HNTB Indiana, Inc.’s office at 111 Monument Circle, Suite 1200, Indianapolis, IN 46204. No comments were received. The “No Adverse Effect” finding and 800.11(e) documentation was submitted to the State Historic Preservation Officer (SHPO) on February 15, 2019. The SHPO concurred with the “No Adverse Effect” finding in a response letter dated February 20, 2019.

Community Advisory Committee (CAC) – A CAC meeting was held on April 17, 2018, (Appendix L2) in the Whitestown Public Hall. CAC representatives included impacted property owners, emergency services providers, school corporations, transportation officials, local elected officials, and major employers. The alternatives analysis and the preferred alternative for the I-65 interchanges at SR 267 and CR550S were presented. The discussion included the need to include pedestrian and non-motorized facilities into the project, the proposed construction time period, and potential maintenance of traffic strategies. CAC members communicated that the area is experiencing high growth and the proposed improvements are needed. Based on the discussions with the group, a second CAC meeting was not determined to be necessary at this time.

Public Information Meeting – A Public Information Meeting was held on May 22, 2018, (Appendix L3) in the Whitestown Public Hall. The alternatives analysis and the preferred alternative for the I-65 interchanges at SR 267 and CR550S were presented. While the meeting announcement included notice of the proposed minor ramp improvements at the northbound I-65 exit ramp to Whitestown Parkway and the southbound I-65 exit to I-865, these improvements were not the focus of the meeting. Approximately 39 people attended. Four (4) written comments were received. Comments focused on traffic patterns and routes, project cost, and the potential future extension of the unaffiliated, local public agency-initiated Ronald Reagan Parkway.

Public Hearing – The proposed project is being processed as an Environmental Assessment (EA). Per the current *Indiana Department of Transportation (INDOT) Public Involvement Manual* the project is required to hold a public hearing. Upon release of the EA for public involvement, a legal advertisement will be placed in a local publication notifying the public of the public hearing and availability of the EA for review. The public will be provided a 30-day comment period. Following the public hearing, if determined appropriate, a request for a Finding of No Significant Impact (FONSI) will be submitted to the Federal Highway Administration (FHWA). All comments received during this period will be addressed and attached to the FONSI request. If any comments require a change to the EA, an Additional Information document may be prepared and approved by FHWA

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County Boone Route I-65 at SR 267 and at CR550S Des. No. 1400071, 1702143, 1702144, 1702146, 1702147, 1801826, 1801825

prior to the submission of the FONSI request to FHWA. The preparation of the FONSI by FHWA will indicate the NEPA process for this project has been completed. Once the NEPA process is completed, a public notice announcing the availability of the FONSI will be advertised in local publications of general circulation.

Public Controversy on Environmental Grounds

Yes No

Will the project involve substantial controversy concerning community and/or natural resource impacts?

Remarks:

Discussions during the public involvement process were primarily focused on non-motorized access across interchange bridges, traffic patterns, construction schedules, maintenance of traffic strategies during construction, and project costs. Kitchen table meetings were held with all potentially impacted property owners willing to meeting with project staff and focused primarily on anticipated impacts and a general discussion of the project development process. Based on the public involvement done so far, further follow up was determined to not be needed prior to the EA being released for public involvement. There was no opposition to the selected preferred alternative. The project is not anticipated to cause public controversy.

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Part II - General Project Identification, Description, and Design Information

Sponsor of the Project: INDOT and Town of Whitestown INDOT District: Crawfordsville

Local Name of the Facility: I-65 at SR 267 interchange modification, I-65 at CR550S new interchange, ramp modification for the northbound I-65 exit ramp to Whitestown Parkway, and ramp modification for the southbound I-65 exit ramp to I-865

Funding Source (mark all that apply): Federal State Local Other*

*If other is selected, please identify the funding source: _____

Figure 1 | Location Map



Indiana Department of Transportation

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PURPOSE AND NEED:

Describe the transportation problem that the project will address. The solution to the traffic problem should NOT be discussed in this section. (Refer to the CE Manual, Section IV.B.2. Purpose and Need)

The purpose of the project is to improve traffic operations along the I-65 corridor, from I-865 to SR 267 near Whitestown, IN, and to provide improved connectivity between I-65 and the rapidly-developing area along the CR550S corridor. See Appendix A for location mapping.

The improvements must address the following project needs:

- Reduce existing traffic congestion along the I-65 corridor near Whitestown, IN;
- Enhance safety by reducing crash rates, via a more efficient transportation system at the existing I-65 interchange with SR 267 (Exit 133) and via a reduction in future traffic growth at the existing I-65 interchange with Whitestown Parkway; and
- Provide direct access between I-65 and the rapidly developing area near CR550S to serve existing and planned land uses, as well as general growth patterns along the I-65 corridor.

Detailed growth forecasting, travel demand modeling, traffic capacity analysis, and safety analysis were prepared for the project during the development of the Interstate Access Document (IAD), contained in Appendix G. This analysis was used for project needs assessment and alternatives analysis. FHWA issued a Determination of Engineering and Operational Acceptability for the IAD on December 21, 2017, and will review the IAD for final approval once the National Environmental Policy Act (NEPA) process is complete.

Reduce Existing Traffic Congestion Along I-65 Corridor

Table 1 summarizes the capacity analysis results for the signalized intersections that comprise the I-65 interchanges with SR 267 and Whitestown Parkway, as well as the first signalized intersection to the east and west of each interchange. Level of Service (LOS) and average delay are reported for the year 2040 no-build condition. LOS is reported as “A” through “F” with LOS A representing uninhibited, free-flow conditions and LOS F representing gridlock. The point between LOS D and LOS E typically represents when a facility has reached its capacity, with congestion and queuing occurring more frequently as this threshold is exceeded. The Framework Document, an appendix to the IAD, established a minimum AM peak hour and PM peak hour threshold LOS D for all I-65 and interchange operations. Delay is measured in seconds and represents the anticipated average delay experienced by a motorist travelling through the intersection. The existing I-65 interchanges with SR 267 and Whitestown Parkway are anticipated to experience unacceptable levels of congestion and delay during peak periods in 2040.

Table 1 | I-65 at Whitestown Parkway and I-65 at SR 267 Capacity Analysis Summary

		No-Build (Year 2040)			
		AM		PM	
		LOS	Delay	LOS	Delay
Intersection of SR 267 With	Indianapolis Rd	D	30.1	A	6.3
	I-65 SB	E	56.0	F	92.3
	I-65 NB	E	71.2	F	234.4
	Perry Worth Rd	F	3587.8	F	4452.8
Intersection of Whitestown Parkway With	Indianapolis Rd	F	557.1	F	225.6
	I-65 SB	F	92.4	D	37.3
	I-65 NB	F	232.1	F	250.7
	Perry Worth Rd	F	217.6	D	49.2

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Enhance Safety by Reducing Crash Rates

A safety analysis was performed to assess existing crash history and determine if crash rates can be reduced by enacting a build condition. Crash data was collected between 2013 and 2015. Between 2013 and 2015, 230 crashes occurred within the study area. Table 2 summarizes these crashes by location and provides a breakdown of crash severity and crash type. This safety analysis is based on crash data provided by INDOT which was retrieved from the Automated Reporting Information Exchange System (ARIES).

Table 2 | Crash Summary 2010-2012 (Crash Location and Severity)

Location	Off-Road			Rear End			Side Swipe			Head On			Right Angle/Turn			Other/Unknown			Total	
	PD	PI	F	PD	PI	F	PD	PI	F	P	PI	F	PD	PI	F	PD	PI	F		
I-65 Mainline	16	5	0	26	13	0	41	3	0	6	2	0	1	1	0	16	6	0	136	59%
SR 267 Mainline	3	2	0	2	1	0	1	0	0	2	2	1	0	1	0	0	0	0	15	7%
SR 267 Interchange	1	0	0	7	2	0	1	3	0	0	0	0	3	1	1	7	0	0	26	11%
SR 267 / Indianapolis Rd. Intersection	2	0	0	3	0	0	4	1	0	1	0	0	4	3	0	6	3	1	28	12%
SR 267 / Albert White Intersection	3	0	0	7	3	0	3	0	0	0	0	0	0	2	0	2	0	0	20	9%
Albert White Dr.	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2%
Total	26	7	0	48	20	0	50	7	0	9	4	1	8	8	1	31	9	1	230	100%
Percentage	14%			30%			25%			6%			7%			18%			100%	

Source: HNTB/Corradino, Interstate Access Document, December 21, 2017
 PD = Property Damage
 PI = Personal Injury
 F = Fatality

Table 2 illustrates that 136 out of 230, or 59%, of the crashes occurred along the I-65 mainline, and the highest number of crashes at an interchange was at SR 267 with 11%. Of the crashes that occurred in the study area, 68 (30%) were rear end crashes. The next highest accident type was side swipe crashes at 57 (25%). The higher frequency of rear end crashes along I-65 is likely due to high traffic volumes, congestion, and queuing onto mainline I-65 at the ends of the exit ramps. Side swipe crashes are typically caused by improper lane changes that typically occur when vehicles are entering or exiting the interstate, or when vehicles try to change lanes to pass a stopped vehicle on the mainline. The low crash rate at CR550S is because there is no existing interchange; therefore, there are no existing potential conflict points.

A traffic safety analysis was conducted for this project using the crash prediction module of the Interactive Highway Safety Design Model (IHSDM) software. The IHSDM module uses information about roadway type, traffic volumes, and geometric features to predict the number of crashes that will occur on an existing or planned roadway facility. IHSDM was used to predict crashes for the no-build condition for year 2040.

Table 3 summarizes the IHSDM predicted crashes for the 2040 no-build condition for intersections within the project area while Table 4 does the same for roadways within the project area. Total crashes, including intersections and roadway sections, predicted by IHSDM for the 2040 no-build condition, are shown in Table 5.

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Table 3 | 2040 IHSDM Predicted Intersection Crashes

Subsection	No-build Condition		
	Property Damage Only Crashes	Fatal and Injury Crashes	Total Crashes
1: Whitestown Parkway Interchange Area	36.8	24.6	61.3
2: CR 550 Interchange Area	0.0	0.0	0.0
3: SR 267 Interchange Area	8.5	6.2	14.7
TOTAL ALL AREAS	45.3	30.7	76.0

Table 4 | 2040 IHSDM Predicted Roadway Crashes

Subsection	No-build Condition		
	Property Damage Only Crashes	Fatal and Injury Crashes	Total Crashes
1: Whitestown Parkway Interchange Area*	72.6	30.2	102.8
2: CR 550 Interchange Area	0.0	0.0	0.0
3: SR 267 Interchange Area	7.8	18.4	26.2
TOTAL ALL SUBSECTIONS	80.5	48.5	129.0

Table 5 | 2040 IHSDM Predicted Total Crashes

Subsection	No-build Condition		
	Property Damage Only Crashes	Fatal and Injury Crashes	Total Crashes
1: Whitestown Parkway Interchange Area	109	55	164
2: CR 550 Interchange Area	0	0	0
3: SR 267 Interchange Area	16	25	41
TOTAL ALL SUBSECTIONS	126	79	205

The IHSDM is a relatively new analysis tool and has not yet been calibrated to reflect the specific conditions of Indiana highways and Indiana crash reporting procedures; however, the analysis is a useful tool for establishing a baseline for predicted future year no-build condition crash levels. Similar IHSDM predicted crash levels for build alternatives can then be compared to the baseline to determine a build alternative's ability to enhance safety.

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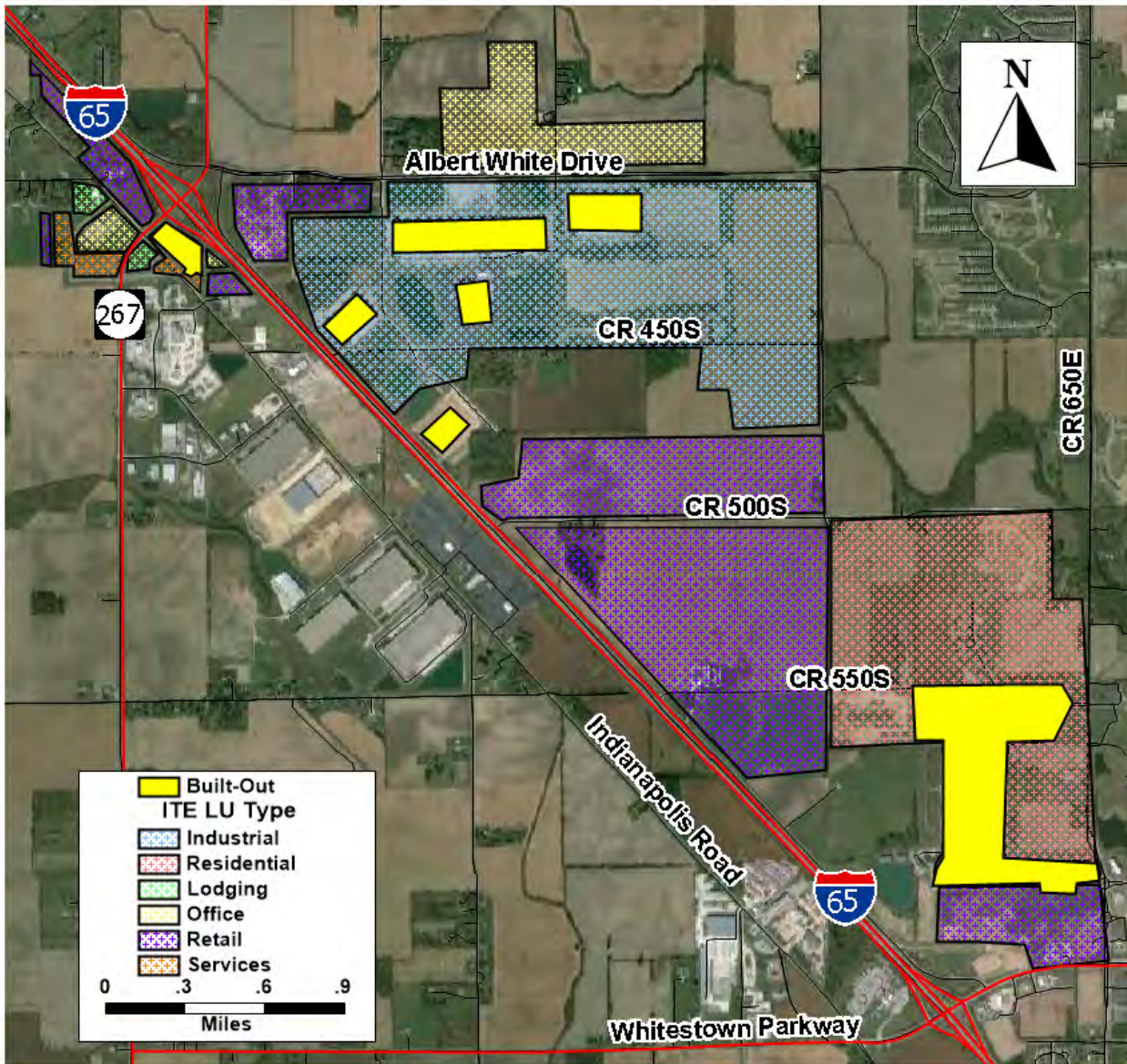
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Provide Access to I-65 between Whitestown Parkway and SR 267 to Support Development and Growth Trends

The portion of Boone County along I-65, between I-865 and SR 267, is experiencing rapid growth. There are numerous industrial, commercial, and residential developments currently under construction, with more developments in the planning stages (Figure 2). An annual straight-line traffic growth rate of 1% is considered high-growth. As detailed in the IAD, the annual straight-line growth rate for the portion of Boone County in which the project is located is approximately 1.86%. The annual straight-line growth rate for the same area is 1.56% in the Indianapolis Metropolitan Planning Organization (IMPO) travel demand model. There is a need to provide direct access to I-65 between Whitestown Parkway and SR 267 to serve the existing and future land uses and growth, and to provide congestion relief, in the form of diverted future traffic, from the existing I-65 interchanges at Whitestown Parkway and SR 267.

Figure 2 | Planned Developments in the Project Area



Source: HNTB/Corradino, Interstate Access Document, December 21, 2017

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PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Boone Municipality: Whitestown

Total Work Length: 4.5 Mile(s) Total Work Area: 120 Acre(s)

Limits of Proposed Work:

I-65

The overall limits of the proposed work along I-65 extend from approximately 500 feet south of the ramp gore of the I-65 / I-865 split to approximately 1,400 feet north of the SR 267 overpass.

SR 267

The limits of the proposed work along SR 267 extend from approximately 1,500 feet west of to approximately 1,200 feet east of the centerline of I-65 and approximately 3,000 feet along Perry Worth Road.

CR550S

The limits of the proposed work along CR550S extend from approximately 2,100 feet west of to approximately 1,700 feet east of the centerline of I-65 and approximately 1,400 feet along Indianapolis Road.

Whitestown Parkway

The limits of the proposed work at the I-65 at Whitestown Parkway interchange extend approximately 800 feet along the I-65 northbound exit ramp.

I-865

The limits of the proposed work at the I-65 at I-865 interchange extend approximately 2,200 feet along the southbound I-65 exit to I-865 ramp (near the split).

Is an Interchange Access Document (IAD) required?
If yes, when did the FHWA grant a conditional approval for this project?

Yes¹	No
X	
Date: December 21, 2017	

¹If an IAD is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IAD.

In the remarks box below, describe existing conditions, provide in detail the scope of work for the project, including the preferred alternative. Include a discussion of logical termini. Discuss any major issues for the project and how the project will improve safety or roadway deficiencies if these are issues.

INDOT, with active support and financial sponsorship from the Town of Whitestown (Whitestown), is proposing to reconstruct and modify the existing I-65 at SR 267 interchange (mile marker 133.0) and to construct a new interchange at I-65 and CR550S (mile marker 131.4). The project also includes ramp modifications at the northbound I-65 exit to Whitestown Parkway (mile marker 129.9) and the southbound I-65 exit to I-865 (mile marker 129.1). See Appendix A for location and project mapping. A detailed description of the preferred alternative at each interchange location is contained in the IAD. FHWA reviewed the IAD and issued a Determination of Engineering and Operational Acceptability (Appendix G) on December 21, 2017. Final FHWA approval of the IAD will occur upon successful completion of the NEPA process.

Existing Conditions

Interstate I-65

The existing I-65 typical cross section, for the 4-mile project area from I-865 to SR 267, consists of three 12 feet wide through lanes, a 10 feet wide paved outside shoulder, and an 8 feet wide paved median shoulder in each direction. There is an 18 feet wide open grass median for this section. The posted speed of I-65 in the project area is 70 mph. Land use along the I-65 corridor is comprised of agricultural, residential, commercial, and industrial. The agricultural land that remains is rapidly being converted to commercial, industrial, and residential uses.

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Whitestown Parkway

The I-65 interchange at Whitestown Parkway is located in Whitestown, Boone County (Section 6, Township 17N, Range 2E). Where Whitestown Parkway crosses I-65, it is a five-lane road with one 11 feet wide left-turn lane and one 11 feet wide through lane eastbound, along with two 11 feet wide left-turn lanes and one 11 feet wide through lane westbound. Whitestown Parkway is classified as a Minor Arterial with a posted speed limit of 40 mph. There is existing commercial and industrial land uses in the northwest, northeast, and southeast quadrants of the interchange and agricultural land in the southwest quadrant. The existing Whitestown Parkway interchange was not constructed to accommodate pedestrians. A 6 feet wide paved shoulder exists along both sides of Whitestown Parkway.

CR550S

The proposed I-65 interchange at CR550S is located in Whitestown, Boone County (Section 36, Township 18N, Range 1E). CR550S used to be a continuous east-west route, but continuous access was cut by I-65 and so now CR550S exists on both sides of the interstate. On the west side of I-65, CR550S is a narrow 12 feet wide one-lane gravel road. On the east side of I-65, CR550S is an 18 feet wide two-lane gravel roadway. CR550S is classified as a Major Collector with a posted speed of 40 mph. Existing surrounding land use is agricultural that is rapidly being converted to commercial, industrial, and multi-family residential uses.

SR 267

The I-65 interchange at SR 267 is located in Boone County (Section 27, Township 18N, Range 1E). Currently SR 267 is grade separated at I-65 with existing interchange access. SR 267 is a two-lane road with 11 feet wide lanes and 10 feet wide shoulders. SR 267 is classified as a Minor Arterial south of I-65 and a Major Collector north of I-65 with a posted speed limit of 45 mph. Commercial development is occurring in the northwest quadrant of the interchange, while existing commercial and industrial land uses exist in the southwest and southeast quadrants. The northeast quadrant contains agricultural, park, and sparse single-family residential land uses. No pedestrian facilities exist along SR 267 within the existing interchange. There is a two-way stop-controlled intersection at CR400S (Albert White Drive)/Perry Worth Road (east project limit), a non-signalized right-in/right-out intersection at the Love's Travel Stop, and a two-way stop-controlled intersection at Indianapolis Road farther to the west (west project limit). The SR 267 ramp junctions are also signalized.

Proposed Project Improvements:

The proposed project is a reconstruction of the I-65 at SR 267 interchange, construction of a new I-65 interchange at CR550S, ramp modification at the northbound I-65 exit to Whitestown Parkway, and ramp modification at the southbound I-65 exit to I-865. The project is within the limits of the Indianapolis MPO, which is also a Transportation Management Area (TMA). Schematic exhibits for the proposed interchanges can be found in Appendix B. The proposed interchanges provide for all four turning movements to and from I-65. Project alternatives, including the Do-Nothing Alternative, were analyzed based on their ability to meet the project's purpose and need. The preferred alternative is discussed in more detail in the following section. Other interchange build alternatives, and why they were eliminated from further consideration, are discussed in the *Other Alternatives Considered* section of this document.

All build alternatives have similar impacts to wetlands. The wetlands in the project area result from poor drainage along the interstate and interchange ramps. Because all build alternatives involve the modification of existing interchanges or the addition of a new interchange along the existing interstate, they cannot avoid impacts to the adjacent wetlands. Interchange locations are set, either because they already exist or in the case of the proposed new I-65 at CR550S interchange, because of the interchange spacing requirements for Whitestown Parkway to the south and SR 267 to the north.

Preferred Alternative at Each Location

Preferred Alternative (I-65 at SR 267): Conventional Diverging Diamond Interchange

The preferred alternative at SR 267 (Appendix B-1) is a conventional Diverging Diamond Interchange (DDI) with three westbound lanes across the existing bridge, and two eastbound lanes across the new parallel bridge to the north. A new 10 feet wide multi-use trail will be constructed along the northern edge of SR 267 and Albert White Drive, for the entire project length, as part of this project. The new eastbound bridge will include the new 10 feet wide multi-use trail along the inside travel lane. The existing adjacent right-in/right-out at the Loves Travel Stop, west of the interchange, will be closed, requiring patrons to travel through the two-way stop-controlled SR 267 intersection with Indianapolis Road. The south leg of the existing Perry Worth Road/CR400E/CR400S (Albert White Drive) intersection will be closed and reconfigured as a frontage road. The intersection of Perry Worth Road and Albert White Drive will be relocated further to the east and signalized as a part of this project.

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DDI's have been implemented multiple times in Indiana recently due to the ability of the design to efficiently handle high volume left turning movements onto and off of the interstate. To maneuver a DDI interchange, drivers on the local road approach the interchange in a normal manner, but then cross to the left-hand side of the bridge at a simple two-phase signal at the ramp junctions on either end of the bridge structure. By crossing to the left-hand side, motorists can then cross the interchange bridge and make a free-flow left turn onto the interstate entrance ramp. This provides a highly efficient traffic operation, especially in a suburban area with a high directional ratio of vehicular traffic traveling to a large metropolitan area. One advantage of a DDI is the ability to reuse the existing SR 267 bridge, reconstructed approximately 10 years ago, for one direction of traffic.

The Conventional DDI will acquire 9.3 acres of additional permanent right-of-way. The project footprint encompasses 29.7 acres of existing right-of-way. The project will impact 3.1 acres of wetland. Most of the wetlands impacted are in existing right-of-way. No impacts to streams or endangered species are anticipated. The Conventional DDI does not require residential or commercial relocations.

A summary of advantages provided by the preferred DDI alternative include the following.

Advantages:

- Increases capacity, decreases delay over all alternatives considered,
- Accommodates a large number of unbalanced of left turns,
- Provides fewer conflict points than standard diamond,
- Combines lanes for left-turn and through movements, thus narrowing bridge structure, and
- Provides controlled pedestrian crossings by creating signal controls for all turning movements.

Preferred Alternative (I-65 at CR550S): Conventional Diverging Diamond Interchange

The preferred alternative at CR550S (Appendix B-3) is a conventional DDI with three WB lanes and two EB lanes across the new bridge. The four-way stop controlled intersection of CR550S and Indianapolis Road, west of the interchange, will be improved with dedicated left turn lanes on all approaches. East of the interchange, Perry Worth Road will be realigned further to the east to intersect with CR550S, with a signalized intersection, as part of this project. Existing CR550S, east of the new intersection with realigned Perry Worth Road, is an 18 feet wide, low volume gravel road. This segment of CR550S will be developed locally per the 2018 Whitestown Thoroughfare Plan, separate from the subject INDOT project. The precise timing of local development of CR550S is not known at this time. If the CR550S local improvement to the east new Perry Worth Road realignment has not been constructed by the time the new I-65 at CR550S interchange is constructed, INDOT will close CR550S to the east and provide a stub for a future connection to be made by Whitestown.

The Conventional DDI was selected as the preferred alternative for the I-65 at CR550S interchange for similar reasons as the I-65 at SR 267 interchange. The DDI has the ability to efficiently handle high volume left turning movements onto and off of I-65. This provides a highly efficient traffic operation, especially in a suburban area with a high directional ratio of vehicular traffic traveling to a large metropolitan area.

The Conventional DDI will acquire 56.0 acres of additional permanent right-of-way. The project footprint encompasses 20.7 acres of existing right-of-way. The project will impact 0.02 acre of wetland and approximately 2,550 feet of stream. No impacts to floodplains or endangered species are anticipated. The Conventional DDI requires one relocation, an agricultural facility in the northeast quadrant of the interchange.

A summary of advantages provided by the Conventional DDI include the following.

Advantages:

- Increases capacity, decreases delay over all alternatives considered,
- Accommodates a large number of unbalanced of left turns,
- Provides fewer conflict points than standard diamond,
- Combines lanes for left-turn and through movements, thus narrowing bridge structure, and
- Provides controlled pedestrian crossings by creating signal controls for all turning movements.

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Preferred Alternative (Northbound I-65 Exit to Whitestown Parkway): 2-Lane Exit Ramp

The preferred alternative (Appendix B-5) is to add pavement near the ramp gore area to improve the shared through/right exit radius to allow for proper use.

Preferred Alternative (Southbound I-65 Exit to I-865): Eliminate 2-lane Weave

For the southbound weaving movement, the entry of the Whitestown Parkway ramp at I-65 southbound provides a configuration of three through lanes on I-65 and a one-lane parallel type entry that is a continuous auxiliary lane from Whitestown Parkway, referred to as a 3+1 entry. The existing exit at I-865 has a configuration of a two-lane plus two-lane split, meaning two lanes continue south on I-65 and two lanes exit to I-865, referred to as a 2+2. This entry/exit scenario is unbalanced with a 3+1 entry and a 2+2 exit, resulting in a situation where a southbound motorist, entering from Whitestown Parkway, that wishes to continue southbound on I-65 toward Indianapolis, must weave across two lanes of traffic. To simplify this weave, the entry/exit will be rebalanced as a 3+1 entry to a 3+1 exit. The proposed solution (Appendix B-6) allows three lanes of I-65 southbound through the entry/exit area requiring Whitestown Parkway vehicles travelling south on I-65 to only cross one lane of traffic through the two interchanges. South of the exit at I-865, the outside through lane on I-65 southbound would be dropped approximately 0.5 mile from the painted nose of the gore at I-865.

The preferred alternative meets the project's purpose and need by reducing congestion and enhancing safety along the I-65 corridor and providing direct access between I-65 and the high growth area near CR550S.

Maintenance of Traffic

Much of the project, such as the new additional SR 267 bridge over I-65 and the entire new I-65 at CR550S interchange will be constructed outside of and adjacent to existing roadways and bridges; therefore, this portion of the project construction will occur without impacting existing traffic operations. INDOT will construct and make the new I-65 at CR550S interchange operational prior to reconstructing portions of the existing I-65 at SR 267 interchange and realigning the local frontage roads. This sequencing will minimize impacts to the motoring public during construction.

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OTHER ALTERNATIVES CONSIDERED:

Describe all discarded alternatives, including the Do-Nothing Alternative and an explanation of why each discarded alternative was not selected.

No-build Alternative: Do-Nothing Alternative

The Do-Nothing Alternative serves as a baseline for comparison for build alternatives. The Do-Nothing Alternative has no impacts to environmental resources; however, it does not meet the purpose and need for the project because it would not 1) reduce traffic congestion at the I-65 interchanges with SR 267 and Whitestown Parkway, 2) enhance safety in the study area, and 3) provide direct access between I-65 and the area between Whitestown Parkway and SR 267 to support existing and future land use. The Do-Nothing Alternative would not result in any wetland impacts but is not practical because it does not meet these identified needs.

The proposed improvements at each of the four locations (I-65 at SR 267, I-65 at CR550S, northbound I-65 exit to Whitestown Parkway, and southbound I-65 exit to I-865) that comprise the preferred alternative are not mutually exclusive. A new I-65 at CR550S interchange draws future traffic from the SR 267 corridor such that a less robust I-65 at SR 267 interchange modification, with less impacts, can be implemented and still meet the purpose and need of the project. A new I-65 at CR550S interchange draws future traffic from the Whitestown Parkway corridor such that there will be less traffic on the northbound I-65 exit to Whitestown Parkway. The preferred alternative, a two-lane exit, will operate better than if a new I-65 at CR550S interchange were not constructed. Likewise, a new I-65 at CR550S results in less future traffic on the Whitestown Parkway entrance ramp to southbound I-65. It is the weaving movement of the vehicles from this entrance ramp, desiring to continue south on I-65, that must cross multiple southbound I-65 exit lanes to I-865 to complete this movement. This two-lane weaving movement is what is being addressed by the preferred alternative, and less traffic making this weave, due to the construction of a new I-65 at CR550S interchange, only improves the traffic operations at this location.

The Do-Nothing Alternative was eliminated from further consideration because it does not satisfy purpose and need.

Build Alternative: Transportation Systems Management (TSM) Alternative

The TSM Alternatives strategies do not meet the purpose and need for the project because they would not 1) reduce traffic congestion at the I-65 interchanges with SR 267 and Whitestown Parkway, 2) enhance safety in the study area, 3) provide direct access between I-65 and the area between Whitestown Parkway and SR 267 to support existing and future land use. In addition to not meeting purpose and need, TSM Alternatives identified below were eliminated from further consideration for the following reasons:

- **High Occupancy Vehicle Lanes (HOV)** – HOV lanes, also known as carpool lanes, are restricted to use by vehicles with a driver and one or more passengers and are intended to incentivize ride sharing. HOV lanes typically improve mainline interstate capacity and not necessarily interstate accessibility. As detailed in the IAD, mainline I-65 has plenty of capacity for the 2040 design year. It is the I-65 at SR 267 and the I-65 at Whitestown Parkway interchange and ramp junctions that do not have adequate capacity in the 2040 design year, which will result in queuing of vehicles on the I-65 exit ramps and onto mainline I-65, creating traffic operations and safety challenges.
- **Ramp Metering** – Ramp meters are devices, typically traffic signals, that control the volume of traffic entering a freeway and are intended to protect the flow of traffic on the freeway at the expense of potentially queuing traffic on the ramp. Ramp metering is most effective for limiting the flow of local network vehicles accessing the mainline interstate. As previously mentioned, mainline I-65 capacity is adequate through the 2040 design year; therefore, ramp metering would not provide benefit.
- **Mass Transit** – Mass transit is the transportation of people by means of buses, trains, or other vehicles running on fixed routes. The Indy MPO has commissioned numerous studies over the years to investigate the viability of mass transit. These studies included significant ridership modeling and public outreach. Multiple bus rapid-transit initiatives are currently being designed with the first initiative, The Red Line, scheduled to begin construction in 2018. None of these studies identified the I-65 NW corridor as a viable mass transit alternative.

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I-65 at SR 267 Interchange

Non-Preferred Interchange Build Alternatives (I-65 at SR 267):

In addition to the preferred Conventional DDI previously discussed, three additional reconstruction/modification alternatives were investigated: Partial Cloverleaf Type A (Parclo A) with slip ramp, DDI with grade separation, and a single point urban interchange (SPUI). All of the interchange build alternatives for I-65 at SR 267 satisfied the project's purpose and need.

Table 6 | I-65 at SR 267 Interchange Alternatives Summary Matrix

			Parclo A with Slip Ramp	DDI with Grade Separation	Conventional DDI (Preferred)	SPUI
Traffic Operations (P&N)	2040 Peak Traffic Operations	AM	Total delay = 33 hrs VMT = 7,474 miles VHT = 300 hours	Total delay = 29 hrs VMT = 7,692 miles VHT = 299 hours	Total delay = 36 hrs VMT = 7,298 miles VHT = 297 hours	Total delay = 35 hrs VMT = 6,911 miles VHT = 288 hours
		PM	Total delay = 29 hrs VMT = 8,317 miles VHT = 159 hours	Total delay = 29 hrs VMT = 8,400 miles VHT = 162 hours	Total delay = 38 hrs VMT = 7,972 miles VHT = 164 hours	Total delay = 36 hrs VMT = 7,534 miles VHT = 157 hours
Safety (P&N)	Enhanced Via Imp. Traffic Operations		Yes	Yes	Yes	Yes
Growth (P&N)	Supports Existing & Projected Land Use		Yes	Yes	Yes	Yes
Environmental Impacts	New Permanent ROW (acres)		21.7	9.3	9.3	9.3
	Wetlands (acres)		3.2	3.1	3.1	3.0
	Floodplain (acres)		3.9	3.5	3.5	3.5
	Streams (linear feet)		0.0	0.0	0.0	0.0
	Farmlands (acres)		13.7	6.3	6.3	6.1
	Section 106		No	No	No	No
	Section 4(f)		No	Potential Impact to Boone's Pond	No	No
	Relocations		1 (commercial)	0	0	0
Cost	Total Cost		\$35.44 million	\$24.06 million	\$20.01 million	\$22.61 Million
Other	Constructability		Reconstruct and widen bridge under traffic condition	Construct new EB bridge off-line and use for MOT	Construct new EB bridge off-line and use for MOT	Existing bridge closure required during construction
	Future Expandability		Bridge can be easily widened but loop ramps would need reconstruction	Bridges easily widened with minimal approach work	Bridges easily widened with minimal approach work	Widening would require raising bridge profile and approaches – new deck
	Infrastructure Economics		Nothing saved	Utilizes SR 267 bridge reconstructed in 2010	Utilizes SR 267 bridge reconstructed in 2010	Nothing saved

Note: VMT (vehicle miles travelled), VHT (vehicle hours travelled)

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All of the interchange build alternatives for I-65 at SR 267 met the traffic capacity LOS thresholds established in the Framework Document, incorporated as an appendix of the IAD. It can be difficult to compare and contrast traffic operations for various interchange alternatives based on LOS only. For instance, a Parclo may operate very well at the ramp junctions from a LOS standpoint; however, there is a user cost associated with traveling the longer distance of the loop ramp, at a lower speed, than just a normal diamond interchange ramp. A SPUI might show a worse LOS at its single signalized intersection than the LOS results for each individual signalized ramp junction of a DDI; however, if a motorist is travelling through the interchange, it could be beneficial to only have to potentially stop at one signalized intersection instead of two. Performance measures from the traffic model microsimulation were used to compare the build interchange alternatives on a more comprehensive basis. The performance measures track the total delay, vehicle miles travelled (VMT), and vehicle hours travelled for each individual vehicle travelling through the study area, within the traffic model, and adds them together to provide cumulative results for the AM and PM peak hours. All four build alternatives provide desirable traffic operations with the Parclo A with slip ramp and DDI with grade separation alternatives having the least overall delay and the Conventional DDI and the SPUI alternatives having the least VMT and VHT. All four build alternatives would be constructed to INDOT standards and would be considered safe.

Parclo A with Slip Ramp (I-65 at SR 267)

The Parclo A with slip ramp alternative was eliminated from further consideration because it has the greatest impacts and it costs approximately \$15.43 million more than the Conventional DDI alternative.

DDI with grade Separation (I-65 at SR 267)

The DDI with grade separation alternative was eliminated from further consideration because it costs approximately \$4.05 million more than the Conventional DDI alternative and results in the potential use of a Section 4(f) resource.

SPUI (I-65 at SR 267)

With the choice of preferred alternative narrowed to the Conventional DDI and SPUI, the SPUI was eliminated from further consideration because it would cost approximately \$2.60 million more than the Conventional DDI, it does not fully utilize the design life of a recent INDOT infrastructure investment (SR 267 bridge reconstructed in 2010), and it does not provide the benefit of minimizing disruption to SR 267 traffic operations during construction. The SPUI does not safeguard against unforeseen fluctuations in future land development and traffic projections because, unlike the Conventional DDI, the SPUI is not easy to expand in the future to add capacity, if necessary.

I-65 at CR550S Interchange

Non-Preferred Interchange Build Alternatives (I-65 at CR550S):

In addition to the preferred Conventional DDI previously discussed, three additional new interchange build alternatives were investigated: Tight Diamond, SPUI, and Conventional Diamond. All of the interchange build alternatives for I-65 at CR550S satisfied the project's purpose and need and all would have similar impacts to environmental resources. While all four build alternatives provide desirable traffic operations, the Conventional DDI has low forecasted delay (lowest for the AM peak and second lowest for the PM peak), as well as the lowest VMT and VHT of all alternatives. All four alternatives would be constructed to INDOT standards and would be considered safe. The Conventional DDI has the least conflict points of all alternatives. The Conventional Diamond and Tight Diamond alternatives perform similarly.

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Indiana Department of Transportation

1400071, 1702143, 1702144, 1702146,
1702147, 1801826, 1801825

County Boone Route I-65 at SR 267 and at CR550S Des. No. 1702147, 1801826, 1801825

Table 7 | I-65 at CR550S Interchange Alternatives Summary Matrix

			Tight Diamond	Conventional DDI (Preferred)	SPUI	Conventional Diamond
Traffic Operations (P&N)	2040 Peak Traffic Operations	AM	Total delay = 57 hrs VMT = 7,467 miles VHT = 339 hours	Total delay = 42 hrs VMT = 7,336 miles VHT = 305 hours	Total delay = 43 hrs VMT = 7,498 miles VHT = 314 hours	Total delay = 56 hrs VMT = 7,480 miles VHT = 342 hours
		PM	Total delay = 59 hrs VMT = 7,930 miles VHT = 180 hours	Total delay = 47 hrs VMT = 7,813 miles VHT = 164 hours	Total delay = 45 hrs VMT = 7,966 miles VHT = 165 hours	Total delay = 58 hrs VMT = 7,950 miles VHT = 183 hours
Safety (P&N)	Enhanced Via Imp. Traffic Operations		Yes	Yes	Yes	Yes
Access (P&N)	Direct Between Whitestown Pkwy. and SR 267		Yes	Yes	Yes	Yes
Growth (P&N)	Supports Existing & Projected Land Use		Yes	Yes	Yes	Yes
Environmental Impacts	New Permanent ROW (acres)		53.5	56.0	56.2	65.2
	Wetlands (acres)		0.02	0.02	0.02	0.02
	Floodplain (acres)		0.7	0.7	0.7	0.7
	Streams (linear feet)		2,550	2,550	2,550	2,550
	Farmlands (acres)		48.5	49.5	49.1	53.2
	Section 106		No	No	No	No
	Section 4(f)		No	No	No	No
	Relocations		1 residence with farming operation	1 residence with farming operation	1 residence with farming operation	1 residence with farming operation
Cost	Total Cost		\$18.46 million	\$19.30 million	\$22.11 million	\$19.03 million
Other	Constructability		New terrain alignment – no disruption	New terrain alignment – no disruption	New terrain alignment – no disruption	New terrain alignment – no disruption
	Future Expandability		Bridges easily widened but adding a 3 rd left-turn lane would be undesirable	Bridges easily widened with minimal approach work	Widening would require raising bridge profile and approaches – new deck	Bridge easily widened with minimal approach work
	Infrastructure Economics		New terrain alignment – nothing to save	New terrain alignment – nothing to save	New terrain alignment – nothing to save	New terrain alignment – nothing to save

Note: VMT (vehicle miles travelled), VHT (vehicle hours travelled)

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Tight Diamond (I-65 at CR550S)

While the traffic modeling and growth forecasting methodology meets industry standards and is based on the best tools available, the precise final buildout of this area is not yet known. The area is currently wide-open and prime for continued, rapid development. Left turning movements tend to pose the greatest challenge to signalized intersections because they require green time that could otherwise be used for through movements. The I-65 at CR550S interchange will experience a heavy westbound CR550S to southbound I-65 left turning volume. The Tight Diamond alternative was eliminated from further consideration because if the Tight Diamond alternative would need to be expanded in the future, it would require triple lefts from CR550S to the southbound I-65 entrance ramp, which is operationally undesirable and would require additional bridge widening.

SPUI (I-65 at CR550S)

The SPUI alternative was eliminated from further consideration because it did not perform as well as the Conventional DDI alternative for the traffic operations, it is not as easily expandable in the future if necessary, and it is estimated to cost approximately \$2.81 million more than the Conventional DDI alternative.

Conventional Diamond (I-65 at CR550S)

With the choice of preferred alternative narrowed to the Conventional DDI and the Conventional Diamond, the Conventional Diamond was eliminated from further consideration because the Conventional DDI provides better peak traffic operations. The Conventional DDI provides a free-flow configuration for the critical westbound CR550S to southbound I-65 movement, representing the morning commute into the city, in the AM peak period. Another reason for eliminating the Conventional Diamond from further consideration is because it has higher anticipated right-of-way impacts than the Conventional DDI. The Conventional Diamond is estimated to cost approximately \$0.27 million less than the Conventional DDI; however, this cost is minor compared to the operations benefits of the Conventional DDI.

Northbound I-65 Exit to Whitestown Parkway

Non-Preferred Interchange Build Alternatives (Northbound I-65 Exit to Whitestown Parkway):

The only alternatives at this location are the No-build and the preferred alternative.

Southbound I-65 Exit to I-865

Non-Preferred Interchange Build Alternatives (Southbound I-65 Exit to I-865):

The only alternatives at this location are the No-build and the preferred alternative.

The Do-Nothing Alternative is not feasible, prudent or practicable because (Mark all that apply):

- It would not correct existing capacity deficiencies;
 - It would not correct existing safety hazards;
 - It would not correct the existing roadway geometric deficiencies;
 - It would not correct existing deteriorated conditions and maintenance problems; or
 - It would result in serious impacts to the motoring public and general welfare of the economy.
- Other (Describe)

X
X
X

ROADWAY CHARACTER:

Interstate 65

Functional Classification:	Principal Arterial (Interstate)				
Current ADT:	57,869	VPD (2016)	Design Year ADT:	84,474	VPD (2040)
Design Hour Volume (DHV):	7,415	Truck Percentage (%)	24		
Designed Speed (mph):	70	Legal Speed (mph):	70		

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County Boone Route I-65 at SR 267 and at CR550S Des. No. _____

Existing Proposed

Number of Lanes:	6		6	
Type of Lanes:	Vehicular – 3 NB, 3 SB		Vehicular – 3 NB, 3 SB	
Pavement Width:	72	ft.	72	ft.
Shoulder Width:	Outside 10 Inside 8	ft.	Outside 10 Inside 8	ft.
Median Width:	18 grass	ft.	18 grass	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

SR 267

Functional Classification: Minor Arterial south of I-65, Collector Intermediate north of I-65
 Current ADT: 9,828 VPD (2016) Design Year ADT: 34,461 VPD (2040)
 Design Hour Volume (DHV): 2,910 Truck Percentage (%) 27
 Designed Speed (mph): 45 Legal Speed (mph): 45

Existing Proposed

Number of Lanes:	2		5	
Type of Lanes:	Vehicular – 1 EB, 1 WB		Vehicular – 2 EB, 3 WB	
Pavement Width:	22	ft.	60	ft.
Shoulder Width:	10	ft.	2	ft.
Median Width:	N/A	ft.	Varies	ft.
Multi-Use Path Width:	8.5	ft.	10	ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

CR550S

Functional Classification: Major Collector west of I-65, Local Road east of I-65, No existing crossing of I-65
 Current ADT: 515 VPD (2016) Design Year ADT: 36,284 VPD (2040)
 Design Hour Volume (DHV): 3,180 Truck Percentage (%) 19
 Designed Speed (mph): 40 Legal Speed (mph): 40

Existing Proposed

Number of Lanes:	2		5	
Type of Lanes:	Vehicular – 1 EB, 1 WB		Vehicular – 2 EB, 3 WB	
Pavement Width:	18	ft.	60	ft.
Shoulder Width:	N/A	ft.	Varies	ft.
Median Width:	N/A	ft.	2.8	ft.
Multi-Use Path Width:	N/A	ft.	10	ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

If the proposed action has multiple roadways, this section should be filled out for each roadway.

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County Boone Route I-65 at SR 267 and at CR550S Des. No. 1400071, 1702143, 1702144, 1702146, 1702147, 1801826, 1801825

DESIGN CRITERIA FOR BRIDGES:

SR 267 (WB only)

Structure/NBI Number(s): 267-06-9291A

Sufficiency Rating: 98.7, Crawfordsville District Bridge Insp. Report (11-1-17)
(Rating, Source of Information)

	Existing	Proposed	
Bridge Type:	continuous composite prestressed concrete box beam	continuous composite prestressed concrete box beam	
Number of Spans:	2	2	
Weight Restrictions:	N/A	N/A	ton
Height Restrictions:	17.71	17.71	ft.
Curb to Curb Width:	56.0	56.0	ft.
Outside to Outside Width:	59.0	59.0	ft.
Shoulder Width:	8.0, 8.0	4.0, 12.0	ft.
Length of Channel Work:	N/A	N/A	ft.

Describe bridges and structures; provide specific location information for small structures.

Remarks: The existing SR 267 bridge over I-65 was reconstructed in 2010 and provides three lanes (one westbound through, one eastbound through and one left turn lane) with shoulders. The bridge will receive partial and full depth patching, as necessary, and a polymeric concrete bridge deck overlay. The bridge will carry three westbound through lanes as part of the new Conventional DDI interchange. See the Crawfordsville District Bridge Inspection Report (Appendix M), dated November 1, 2017, for sufficiency rating and other information regarding the condition of the existing SR 267 over I-65 bridge. A new, parallel bridge will be constructed to the north to carry eastbound SR 267 traffic as part of the new Conventional DDI.

Will the structure be rehabilitated or replaced as part of the project? Yes No N/A

If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

SR 267 (EB only)

Structure/NBI Number(s): N/A

Sufficiency Rating: N/A
(Rating, Source of Information)

	Existing	Proposed	
Bridge Type:	N/A	continuous composite prestressed concrete beam	
Number of Spans:	N/A	2	
Weight Restrictions:	N/A	N/A	ton
Height Restrictions:	N/A	17.0	ft.
Curb to Curb Width:	N/A	45.2	ft.
Outside to Outside Width:	N/A	48.2	ft.
Shoulder Width:	N/A	3.7, 4.0	ft.
Length of Channel Work:	N/A	N/A	ft.

Describe bridges and structures; provide specific location information for small structures.

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Remarks: The new bridge will provide a 3.7 feet outside shoulder, two 12 feet through lanes, and a 4 feet inside shoulder as part of the new Conventional DDI interchange...

Will the structure be rehabilitated or replaced as part of the project? [Yes] [No X] [N/A]

CR550S Structure/NBI Number(s): N/A Sufficiency Rating: N/A (Rating, Source of Information)

Table with 2 columns: Existing, Proposed. Rows include Bridge Type, Number of Spans, Weight Restrictions, Height Restrictions, Curb to Curb Width, Outside to Outside Width, Shoulder Width, Length of Channel Work.

Describe bridges and structures; provide specific location information for small structures.

Remarks: The new bridge will provide 3.7 feet inside and outside shoulders, two 12 feet eastbound through lanes, two 12 feet and one 13 feet westbound through lanes...

Will the structure be rehabilitated or replaced as part of the project? [Yes] [No X] [N/A]

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MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

I-65 at SR 267 Interchange

- Is a temporary bridge proposed?
- Is a temporary roadway proposed?
- Will the project involve the use of a detour or require a ramp closure? (describe in remarks)
 - Provisions will be made for access by local traffic and so posted.
 - Provisions will be made for through-traffic dependent businesses.
 - Provisions will be made to accommodate any local special events or festivals.
- Will the proposed MOT substantially change the environmental consequences of the action?
- Is there substantial controversy associated with the proposed method for MOT?

Yes	No
	X
	X
X	
X	
X	
X	
	X
	X

Remarks:

The new I-65 at CR550S Conventional DDI interchange and the new SR 267 bridge over I-65 (future eastbound lanes for the Conventional DDI) will be built at the same time and constructed outside of and adjacent to existing roadways and bridges, with minimal disruption to existing traffic. The existing I-65 at SR 267 interchange can remain operational, with no restrictions, while this work occurs. Once the new I-65 at CR550S Conventional DDI and the new SR 267 bridge over I-65 are complete, they will be made operational and used for maintenance of traffic during the rehabilitation of the existing SR 267 bridge over I-65 and the reconstruction of the I-65 at SR 267 interchange (Appendix C). There will be disruptions to I-65 traffic when beams are set for the SR 267 bridges over I-65. Efforts will be made to perform this work during the off-peak to minimize queuing. Proper notification and signage will be used to communicate any closure to the public.

With the large amount of local traffic in the area, it is anticipated that some motorists will decide to take an unofficial detour route to the south to Whitestown Parkway. Provisions will be made to maintain access to any adjacent business along SR 267, within the construction zone, that do not already have additional access. The project team will continue to coordinate with the Town of Whitestown and the Boone County Highway Department during design and construction.

I-65 at CR550S Interchange

- Is a temporary bridge proposed?
- Is a temporary roadway proposed?
- Will the project involve the use of a detour or require a ramp closure? (describe in remarks)
 - Provisions will be made for access by local traffic and so posted.
 - Provisions will be made for through-traffic dependent businesses.
 - Provisions will be made to accommodate any local special events or festivals.
- Will the proposed MOT substantially change the environmental consequences of the action?
- Is there substantial controversy associated with the proposed method for MOT?

Yes	No
	X
	X
	X
X	
X	
X	
	X
	X

Remarks:

The new CR550S interchange will be constructed outside of and adjacent to existing roadways and bridges; therefore, this portion of the project construction will occur without impacting existing traffic operations. Maintenance of traffic issues are minor at this location. There will be disruptions to I-65 traffic when beams are set for the new CR550S bridge over I-65. Efforts will be made to perform this during the off-peak to minimize queuing. Proper notification and signage will be used to communicate any closure to the public.

Northbound I-65 Exit to Whitestown Parkway

- Is a temporary bridge proposed?
- Is a temporary roadway proposed?
- Will the project involve the use of a detour or require a ramp closure? (describe in remarks)
 - Provisions will be made for access by local traffic and so posted.
 - Provisions will be made for through-traffic dependent businesses.
 - Provisions will be made to accommodate any local special events or festivals.

Yes	No
	X
	X
	X
X	
X	
X	

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Will the proposed MOT substantially change the environmental consequences of the action?

Is there substantial controversy associated with the proposed method for MOT?

Remarks: Construction will only impact the northbound I-65 exit ramp to Whitestown Parkway. Work will be completed under traffic conditions; however, minimal closure of the ramp may be necessary to complete a construction task. Efforts will be made to perform this during the off-peak to minimize queuing. Proper notification and signage will be used to communicate any closure to the public.

Southbound I-65 Exit to I-865

Is a temporary bridge proposed?

Is a temporary roadway proposed?

Will the project involve the use of a detour or require a ramp closure? (describe in remarks)

Provisions will be made for access by local traffic and so posted.

Provisions will be made for through-traffic dependent businesses.

Provisions will be made to accommodate any local special events or festivals.

Will the proposed MOT substantially change the environmental consequences of the action?

Is there substantial controversy associated with the proposed method for MOT?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: Construction will only impact the southbound I-65 exit ramp to I-865. Work will be completed under traffic conditions; however, minimal closure of the ramp may be necessary to complete a construction task. Efforts will be made to perform this during the off-peak to minimize queuing. Proper notification and signage will be used to communicate any closure to the public.

ESTIMATED PROJECT COST AND SCHEDULE:

I-65 at SR 267 Interchange

Engineering: \$ 4,500,000 (2018) Right-of-Way: \$ 3,092,4055 (2019) Construction: \$ 29,676,000 20/21

Anticipated Start Date of Construction: Spring 2020

Date project incorporated into STIP July 3, 2017

Is the project in an MPO Area? Yes No

If yes,

Name of MPO Indianapolis Metropolitan Planning Organization (MPO)

Location of Project in TIP Page 27

Date of incorporation by reference into the STIP May 24, 2017

CR550S Interchange

Engineering: \$ 1,510,606 (2018) Right-of-Way: \$ _____ (2019) Construction: \$ 11,816,426 (2020)

Anticipated Start Date of Construction: Spring 2020

Date project incorporated into STIP Amend. #18-08 (December 10, 2017)

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Is the project in an MPO Area? **Yes** **No**

If yes,

Name of MPO Indianapolis Metropolitan Planning Organization (MPO)

Location of Project in TIP Resolution Number 17-IMPO-012

Date of incorporation by reference into the STIP December 13, 2017

RIGHT-OF-WAY:

I-65 at SR 267 Interchange

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.0	0.0
Commercial	2.5	0.0
Agricultural	6.3	0.0
Forest	0.0	0.0
Wetlands	0.0	0.0
Other: Scrub/Mowed	0.5	0.0
TOTAL	9.3	0.0

Describe both Permanent and Temporary right-of-way and describe their current use. Typical and Maximum right-of-way widths (existing and proposed) should also be discussed. Any advance acquisition or reacquisition, either known or suspected, and there impacts on the environmental analysis should be discussed.

Remarks: The land use impacts in the previous table include impacts created by new permanent and temporary right-of-way. The preferred alternative will permanently impact 2.5 acres of commercial land, 6.3 acres of agricultural land, and 0.5 acre of scrub/mowed land. No temporary land use impact is anticipated. When including existing right-of-way with the new right-of-way, the preferred alternative will permanently impact 2.5 acres of commercial land, 6.3 acres of agricultural land, 1.9 acres of trees, 3.1 acres of wetlands, and 25.2 acres of scrub/mowed land. Typical right-of-way width along I-65 and the Perry Worth Road (frontage road) at this location is 270 feet (existing) with no plans to widen I-65. Typical right-of-way along SR 267 at this location is 140 feet (existing) and 220 feet (proposed) with a maximum right-of-way of 270 feet (proposed). I-65 and SR 267 right-of-way widths vary within the interchange proper.

I-65 at CR550S Interchange

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	5.9	0.0
Commercial	0.1	0.0
Agricultural	49.5	1.3
Forest	0.0	0.0
Wetlands	0.02	0.00
Other: Mowed	0.5	1.1
TOTAL	56.0	2.4

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Describe both Permanent and Temporary right-of-way and describe their current use. Typical and Maximum right-of-way widths (existing and proposed) should also be discussed. Any advance acquisition or reacquisition, either known or suspected, and there impacts on the environmental analysis should be discussed.

Remarks: The land use impacts in the previous table include impacts created by new permanent and temporary right-of-way. The preferred alternative will permanently impact 5.9 acres of residential land, 0.1 acre of commercial land, 49.5 acres of agricultural land, and 0.5 acre of mowed land. The preferred alternative will temporarily impact 1.3 acres of agricultural land and 1.1 acres of mowed land. When including existing right-of-way with the new right-of-way, the preferred alternative will permanently impact 5.9 acres of residential land, 0.1 acre of commercial land, 49.5 acres of agricultural land, 2.2 acres of trees, 0.02 acre of wetlands, and 19.0 acres of mowed land. Typical right-of-way width along I-65 and the Perry Worth Road (frontage road) at this location is 270 feet (existing) and 340 feet (proposed) with a maximum width of 390 feet (proposed). Typical right-of-way along CR550S at this location is 30 feet (existing) 200 feet (proposed) with a maximum right-of-way of 400 feet (proposed) at the proposed diverging diamond junction on the west side of I-65. I-65 and CR550S right-of-way widths vary within the interchange proper, and there are proposed right-of-way acquisitions in the northeast and southeast quadrants to accommodate the relocation of Perry Worth Road (frontage road).

Northbound I-65 Exit to Whitestown Parkway

Existing right-of-way along I-65 at this location varies from 250 feet, at the southern limit of the proposed improvement, and widens to 260 feet where the exit ramp departs from northbound I-65. No new permanent or temporary right-of-way is required.

Southbound I-65 Exit to I-865

Existing right-of-way along I-65 at this location varies from 260 feet, at the northern limit of the proposed improvement, and widens to 270 feet where the exit ramp departs from southbound I-65. No new permanent or temporary right-of-way is required.

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Part III – Identification and Evaluation of Impacts of the Proposed Action

SECTION A – ECOLOGICAL RESOURCES

	<u>Presence</u>	<u>Impacts</u>	
	<u>Yes</u>	<u>Yes</u>	<u>No</u>
Streams, Rivers, Watercourses & Jurisdictional Ditches		X	
Federal Wild and Scenic Rivers			
State Natural, Scenic or Recreational Rivers			
Nationwide Rivers Inventory (NRI) listed			
Outstanding Rivers List for Indiana			
Navigable Waterways			

Remarks: Three Red Flag Investigations (RFIs) were completed for this project (Appendix E). The Red Flag Investigation (RFI) for the SR 267 interchange modification was approved on April 10, 2018. Two stream segments were located within the 0.5-mile search radius, with the nearest being Fishback Creek approximately 0.09 mile north of the SR 267 interchange modification. Two IDEM 303d Listed Impaired Stream segments were located within the 0.5-mile search radius, including Fishback Creek which is listed as impaired for *E. coli*. No impact is expected due to the distance from the project. The RFI for the added interchange at CR550S was approved on April 26, 2018. Five stream segments were located within the 0.5-mile search radius. The presence of Etter Ditch within the CR550S new interchange area required preparation of a Waters of the U.S. report. Etter Ditch is listed as impaired for *E. coli*. The RFI for ramp modifications at the I-65 exits at Whitestown Parkway and I-865 was approved on May 11, 2018. Four stream segments were located within the 0.5-mile search radius, with the nearest being a tributary of Fishback Creek approximately 0.2 mile east of the I-865 ramp. No impact is expected due to the distance from the project. Workers who are working in or near water with *E. coli* should take care to wear proper PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

Field work for streams was conducted on October 17, 2017, and January 11, 2018. The Waters of the U.S. Report was approved on March 20, 2018 (Appendix H). The I-65 at CR550S interchange is expected to impact two tributaries. Etter Ditch is an excavated riverine intermittent seasonally flooded streambed that drains to the south and has an ordinary high-water mark (OHWM) of 8.0 feet in width and 1.0 foot in depth. The UNT of Etter Ditch is an ephemeral channel which drains west into Etter Ditch and has an OHWM of 6.0 feet in width and 0.75 foot in depth. Etter Ditch is a mapped USGS blue line stream, but UNT to Etter Ditch is not. Roadside ditches with outlets into Etter Ditch did not show characteristics of a tributary. Etter Ditch has apparent connectivity to White Lick Creek, which itself encounters the navigable White River, therefore Etter Ditch and UNT to Etter Ditch are considered likely Waters of the U.S. Approximately 1577 linear feet of Etter Ditch and approximately 975 linear feet of an Unnamed Tributary (UNT) of Etter Ditch are expected to be impacted. See the Waters of the U.S. Report for more information (Appendix H). Mitigation may be required for impacts to streams greater than 300 cumulative feet. Impacts to the streams have been reduced though reduction of the CR550S new interchange right-of-way to the extent practicable in stream areas. Complete avoidance of stream impacts is not practicable because the No-build Alternative would not meet identified project needs.

No other streams, rivers, watercourses, or jurisdictional ditches are expected to be impacted at the SR 267, Whitestown Parkway, or I-865 interchanges. The Waters of the U.S. Report identified some wetland features which occurred within roadside ditches, but these had no OHWMs and were considered potentially impacted wetlands.

Early coordination was sent to the U.S. Army Corps. of Engineers (USACE), Indiana Department of Natural Resources (IDNR) and the U.S. Fish and Wildlife Service (USFWS) on October 2, 2017. The response from USFWS was dated October 3, 2017 and contained no recommendations pertaining to waters (Appendix D-5). More coordination was sent to USFWS regarding the added interchange at CR550S on April 23, 2018, and a

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response was sent on April 25, 2018. This response included recommendations regarding avoidance of work during fish spawning, low-water and channel work restrictions, wildlife crossings where practical, extension of riprap below the low water elevation, and temporary erosion and silt control methods. See Section J – Environmental Commitments for more detail.

The response from IDNR was dated November 2, 2017. IDNR recommended reducing impacts to Etter Ditch to the extent practicable. Impacts to the streams have been reduced though reduction of the CR550S new interchange right-of-way to the extent practicable in stream areas. Complete avoidance of stream impacts is not practicable because the No-build Alternative would not meet identified project needs. The response included recommendations regarding mitigation, erosion control, fish passage, bed and streambank stabilization, fish spawning dates, and the minimization of channel disturbance. See Section J – Environmental Commitments for more detail.

USACE coordination was received on October 20, 2017, (Appendix D-10) USACE stated that a Department of the Army (DA) permit application should be submitted for impacts to any “waters of the United States” including Etter Ditch and UNT to Etter Ditch.

Other Surface Waters

Reservoirs
Lakes
Farm Ponds
Detention Basins
Storm Water Management Facilities
Other: Boone’s Pond (recreation area)

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
Reservoirs			
Lakes	X		X
Farm Ponds			
Detention Basins	X		X
Storm Water Management Facilities			
Other: <u>Boone’s Pond (recreation area)</u>	X		X

Remarks:

Three RFIs were completed for this project (Appendix E). The Red Flag Investigation (RFI) for the SR 267 interchange modification was approved on April 10, 2018. Six lakes are located within the 0.5-mile search radius. The presence of the adjacent Boone’s Pond required preparation of a Waters of the U.S. report. The RFI for the added interchange at CR550S was approved on April 26, 2018. Six lakes are located within the 0.5-mile search radius, with the nearest being 0.05 mile northeast of the proposed interchange. No impact is expected due to the distance from the project. The RFI for ramp modifications at the I-65 exits at Whitestown Parkway and I-865 was approved on May 11, 2018. Thirteen lakes are located within the 0.5-mile search radius, with the nearest being 0.04 mile east of the Whitestown Parkway ramp. No impact is expected due to the distance from the project.

The SR 267 interchange is near four unnamed detention basins with standing water (Appendix H). Three of these are south of the gas station in the south quadrant and the other is in an agricultural field in the west quadrant. None of these are within the project right-of-way. Additionally, there are two detention basins east of the project and associated with the GreenCycle property. The GreenCycle ponds are outside the project right-of-way. All of these detention basins are manmade drainage control structures and therefore isolated exempt waters. Boone’s Pond is a recreational pond used primarily for fishing and approximately 205 feet northeast of the SR 267 northbound entrance ramp. Boone’s Pond is a likely Water of the U.S. due to its apparent significant nexus to Fishback Creek. Boone’s Pond is outside the right-of-way for this project. None of these surface waters are expected to be impacted by the project.

The exit ramp modification at Whitestown Parkway is approximately 250 feet northwest of an unnamed retention pond east of I-65. This pond is outside the right-of-way and is not expected to be impacted by this project.

There are no surface waters in, adjacent to, or near the proposed new interchange at CR550S and exit ramp modification at I-865.

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Wetlands Yes Yes No

Total wetland area: 5.83 acre(s) Total wetland area impacted: 3.41 acre(s)

Preferred Alternative

Table 8 | Wetland Impacts

Wetland No.*	Project	Classification	Total Size (Acres)	Impacted Acres	Quality/ Function	Jurisdictional
1	SR 267	PEM	0.01	0.01	Low – Depression at a pipe outlet	Yes
2	SR 267	PEM	0.73	0.73	Low – Detention area	Yes
3	SR 267	PEM	0.08	0.08	Low – Ditch	Yes
4	SR 267	PEM	0.11	0.01	Low - Ditch	Yes
5	SR 267	PEM	0.02	0.02	Low – Depression at hillslope base	Yes
6	SR 267	PEM	0.36	0.18	Low – Ditch	Yes
7	SR 267	PEM	0.03	0.03	Low – Depression at a pipe outlet	Yes
8	SR 267	PEM	0.08	0.08	Low – Detention area	Yes
9	SR 267	PEM	0.005	0.005	Low – Depression	Yes
10	SR 267	PEM	0.30	0.30	Low – Detention Area	Yes
11	SR 267	PEM	1.54	1.54	Low – Detention Area	Yes
13	CR550S	PEM	2.18	0	Fair – Marsh	Yes
14	CR550S	PEM	0.003	0.003	Low – Ditch Feature	Yes
15	CR550S	PEM	0.005	0.005	Low – Ditch Feature	Yes
16	Whitestown Pkwy	PEM	0.18	0.10	Low – Ditch	Yes
17	I-865	PEM	0.19	0.19	Low - Ditch	Yes
18	SR 267	PEM	0.12	0.12	Low - Ditch	Yes
JAR#1	CR550S	PEM	0.002	0.002	Low – Ditch Feature	Yes
JAR#2	CR550S	PEM	0.001	0.001	Low – Ditch Feature	Yes
JAR#3	CR550S	PEM	0.0005	0.0005	Low – Ditch Feature	Yes
JAR#4	CR550S	PEM	0.0007	0.0007	Low – Ditch Feature	Yes
JAR#5	CR550S	PEM	0.0008	0.0008	Low – Ditch Feature	Yes
JAR#6	CR550S	PEM	0.0004	0.0004	Low – Ditch Feature	Yes
JAR#7	CR550S	PEM	0.001	0.001	Low – Ditch Feature	Yes
JAR#8	CR550S	PEM	0.002	0.002	Low – Ditch Feature	Yes

* Incidental wetland features not exceeding the banks of roadside ditches were classified as Jurisdictional Aquatic Resources (JARs) in the Waters of the U.S. Report (Appendix H)

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Documentation

ES Approval Dates

Wetlands (Mark all that apply)

Wetland Determination	X	3/20/18
Wetland Delineation	X	3/20/18
USACE Isolated Waters Determination		
Mitigation Plan		

Improvements that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that apply and explain):

- | | |
|---|---|
| Substantial adverse impacts to adjacent homes, business or other improved properties; | X |
| Substantially increased project costs; | X |
| Unique engineering, traffic, maintenance, or safety problems; | |
| Substantial adverse social, economic, or environmental impacts, or | |
| The project not meeting the identified needs. | X |

Measures to avoid, minimize, and mitigate wetland impacts need to be discussed in the remarks box.

Remarks:

Three RFIs were completed for this project (Appendix E). The Red Flag Investigation (RFI) for the SR 267 interchange modification was approved on April 10, 2018. Twenty-two National Wetland Inventory (NWI) wetlands are located within the 0.5-mile search radius. The presence of one NWI wetland required preparation of a Waters of the U.S. report. The RFI for the added interchange at CR550S was approved on April 26, 2018. Eighteen NWI wetlands, one NWI wetland point, and five NWI lines are located within the 0.5-mile search radius. The presence of one NWI line, two NWI wetlands and two adjacent NWI wetlands required preparation of a Waters of the U.S. report. The RFI for ramp modifications at the I-65 exits at Whitestown Parkway and I-865 was approved on May 11, 2018. Twenty-two NWI wetlands and one NWI wetland point are located within the 0.5-mile search radius. The presence of one NWI wetland adjacent to the Whitestown Parkway ramp required the preparation of a Waters of the U.S. Report.

The Waters of the U.S. Report was approved on March 30, 2018. It indicated 25 wetlands within the overall project area, of which 8 were small Jurisdictional Aquatic Resources (JAR) incidental to ditches and one (Wetland 13) was not impacted (Appendix H).

During project design it was attempted to reduce wetland impact to the extent practicable. Boone's Pond north of the SR 267 interchange was avoided during design. Wetland 13 north of CR550S, the largest and highest quality wetland identified by the project, was avoided during design of the preferred alternative. All wetland areas affected by this project are either ditches with wetland characteristics, detention areas in the SR 267 interchange, or small incidental depressions in the cases of Wetlands 1, 5, 7, and 9 and all appear to be low or poor quality.

All of the affected ditch and detention areas are dominated by hybrid cattail (*Typha x-glauca*), which is a rapidly spreading vegetation that tends toward monoculture. Cattail marshes are considered low quality wildlife habitat except in very large stands. Wetland 4 is a ditch which contains a sedge marsh in the southern portion – this portion has been avoided by the preferred alternative, which only affects the cattail-dominated portion.

Early coordination was sent to the U.S. Army Corps. of Engineers (USACE), Indiana Department of Natural Resources (IDNR) and the U.S. Fish and Wildlife Service (USFWS) on October 2, 2017. The response from USFWS was dated October 3, 2017, and contained no recommendations pertaining to waters (Appendix D-5). More coordination was sent to USFWS regarding the CR550S project on April 23, 2018, and a response was sent on April 25, 2018. This response contained no recommendations pertaining to wetlands (Appendix D-7).

The response from IDNR was dated November 2, 2017 (Appendix D-14). IDNR recommended reducing

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impacts to Etter Ditch to the extent practicable. The response also recommended the following:

Due to the presence or potential presence of wetlands on site, IDNR recommends contacting and coordinating with the IDEM 401 program and also the USACE 404 program. Impacts to wetland habitat should be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding.

USACE coordination was received on October 20, 2017 (Appendix D-10). USACE stated that a Department of the Army (DA) permit application should be submitted for impacts to any "waters of the United States" including wetlands with significant nexus to Fishback Creek, Etter Ditch, or Green Ditch.

Efforts to avoid and minimize impacts to wetlands have been made in accordance with Executive Order 11990. Based upon the above considerations, it has been determined that there is no practicable alternative to the proposed new construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use. The Do-Nothing Alternative would not result in any wetland impacts but is not practicable because it does not meet the identified needs. FHWA issuance of a Finding of No Significant Impact (FONSI) will constitute approval of the adverse impacts to the wetlands.

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
Terrestrial Habitat	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Unique or High Quality Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Use the remarks box to identify each type of habitat and the acres impacted (i.e. forested, grassland, farmland, lawn, etc).

Remarks: The preferred alternative for the SR 267 interchange modification involves permanent terrestrial habitat impacts to 13.8 acres of mowed area, 11.4 acres of shrub/fencerow, 6.3 acre of agricultural area, and 1.9 acre of trees. Note that impact to trees has been reduced since the completion of the USFWS Information, Planning and Conservation System (IPaC). See Appendix D-58-59.

The preferred alternative for the proposed new CR550S interchange involves permanent terrestrial habitat impacts to 49.5 acres of agricultural area, 19.0 acres of mowed area, and 2.2 acres of trees. The preferred alternative also involves temporary terrestrial impacts to 1.3 acres of agricultural area and 1.1 acres of mowed area.

The preferred alternative for the northbound I-65 exit to Whitestown Parkway involves permanent terrestrial impacts to 0.1 acre of wetlands.

The preferred alternative for the southbound I-65 exit to I-865 involves permanent terrestrial impacts to 0.2 acre of wetlands.

The mowed areas within all project areas consist mostly of grassy roadside habitat dominated by fescue (*Schedonorus* sp.), ryegrass (*Lolium* sp.) and bluegrass (*Poa* sp.). The shrub/fencerow areas are a mixture of upland scrub/shrub and oldfield species, dominated primarily by autumn olive (*Eleagnus umbellata*), non-native honeysuckle (*Lonicera* sp.), and teasel (*Dipsacus fullonium*).

There are between 5-15 isolated trees which will be impacted from the interchange modification at CR 267. Near Wetland 11 there are some red maples (*Acer rubra*) and eastern cottonwood (*Populus deltoides*). Near Wetlands 2 and 11 there are several non-native pines (*Pinus* sp.), some of which are dead. The remaining wooded area is a stand of eastern cottonwood near Wetland 1. There is approximately 2.2 acres of wooded ditch line at the CR550S which will be impacted by the interchange construction. This area is dominated by eastern cottonwood. No trees are expected to be impacted at the Whitestown Parkway and I-865 ramp modifications.

A total of 25 bird species were noted during field work at the SR 267 interchange, but most were associated with Boone's Pond. A total of 12 bird species were noted at CR550S new interchange area, 2 bird species at

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the I-865 ramp, and no wildlife was noted at the Whitestown Parkway ramp. No sensitive habitat or species were observed in or near the project area during the field investigations by the consultant on October 14 and 21, 2016; October 17 and November 13, 2017; and January 11, 2018.

In an early coordination letter dated April 23, 2018, USFWS recommended that tree-clearing be avoided during the period April 1 - September 30 to avoid incidental take from removal of an occupied roost tree.

In an early coordination letter dated November 2, 2017, IDNR recommended the following:

1. IDNR recommends a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Floodway Habitat Mitigation guidelines (and plant lists) can be found online at <http://www.in.gov/legislative/iac/20140806-IR-312140295NRA.xml.pdf>. Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) (IDNR).
2. Revegetate "low maintenance" areas with a mixture of grasses, sedges, and wildflowers native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion; non-native turf-type roadside grasses (excluding tall fescue) may be used in "high maintenance" areas only (low endophyte tall fescue may be used on "high maintenance" ditch bottoms and side slopes only).
3. Do not cut any trees suitable for bat roosting (greater than 3 inches DBH, living or dead, with loose hanging bark) from April 1 through September 30.
4. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized

In the Proposed Roadway Letter, IDEM recommends that appropriate structures and techniques be utilized both during the construction phase, and after completion of the project, to minimize the impacts associated with storm water runoff. The use of appropriate planning and site development and appropriate storm water quality measures are recommended to prevent soil from leaving the construction site during active land disturbance and for post construction water quality concerns (Appendix D-17). Total disturbed area will be greater than the 1 acre threshold for an IDEM Rule 5 Storm Water Runoff Permit.

If there are high incidences of animal movements observed in the project area, or if bridges and other areas appear to be the sole corridor for animal movement, consideration of utilizing wildlife crossings should be taken.

Karst

Is the proposed project located within or adjacent to the potential Karst Area of Indiana?
Are karst features located within or adjacent to the footprint of the proposed project?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

If yes, will the project impact any of these karst features?

<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------

Use the remarks box to identify any karst features within the project area. (Karst investigation must comply with the Karst MOU, dated October 13, 1993)

Remarks:

The project is located outside the designated karst area of the state as identified in the October 13, 1993, Memorandum of Understanding (1993 Karst MOU). No karst features were observed or are known to exist within or adjacent to the proposed project. No impacts to karst features are expected. The 1993 Karst MOU is not applicable to this project, and a karst assessment is not required. No karst features were found in the RFI reports (Appendix E).

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An early coordination response from the Indiana Geological Survey (IGS) dated October 3, 2017, stated that the SR 267 and CR550S project areas have moderate potential for liquefaction, moderate potential for impact to a bedrock resource, and moderate potential for impact to a sand and gravel resource (Appendix D-31). Project design will take these geologic resources into account.

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Threatened or Endangered Species			
Within the known range of any federal species	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Any critical habitat identified within project area	<input type="checkbox"/>		
Federal species found in project area (based upon informal consultation)	<input type="checkbox"/>		
State species found in project area (based upon consultation with IDNR)	<input type="checkbox"/>		
Is Section 7 formal consultation required for this action?	<input type="checkbox"/>	<input type="checkbox"/>	

Remarks: Based on a desktop review and the RFIs (Appendix E), completed by Corradino, LLC on April 10, 2018, April 26, 2018, and May 11, 2018, the IDNR Boone County Endangered, Threatened and Rare (ETR) Species List has been checked and is included in Appendix E-12. The highlighted species on the list reflect the federal and state identified ETR species located within the county.

The IDNR Indiana Natural Heritage Data Center early coordination response dated October 3, 2017, revealed no state rare, threatened, or endangered species near the project site (Appendix D-13). The IDNR early coordination response, dated November 2, 2017, recommended not to cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.

According to the Information for Planning and Consultation (IPaC) Official Species List (Appendix D-41 to D-86), the project is within the range of the federally-endangered Indiana bat, *Myotis sodalis* and the federally-threatened northern long-eared bat, *Myotis septentrionalis*. This project is not expected to impact any critical habitat for these species.

The Programmatic IPaC was not able to assess the situation for the CR550S new interchange area, because there were a large number of trees greater than 300 feet from the roadway. Instead, informal consultation with the USFWS was sent on April 23, 2018 (Appendix D-7). A field inspection by the consultant on April 12, 2018, found no signs of bats at the two 48-inch tall structures at CR550S (a culvert under Indianapolis Road and a culvert east of the intersection of CR550S and Indianapolis Road). The USFWS response on April 25, 2018, stated that the CR550S area had suitable habitat for both Indiana bat and northern long-eared bat, including the wooded areas within the project boundary. The project will not eliminate enough habitat (approximately 2.2 acres) to affect these species, but to avoid incidental take from removal of an occupied roost tree, USFWS recommends that tree-clearing be avoided during the period April 1-September 30. If this measure is implemented, USFWS concurs that the project is not likely to adversely affect the Indiana bat or the northern long-eared bat.

The SR 267 interchange modification, Whitestown Parkway ramp modification, and I-865 ramp modification qualify for the Range-wide Programmatic Informal Consultation for the Indiana Bat and Northern Long-eared Bat, Version 4.0, December 2016, between FHWA, Federal Railroad Administration, and USFWS. Consistency Letters from the USFWS, dated March 22, 2018, found that the Whitestown Parkway and I-865 projects are likely to have no effect on the Indiana bat and northern long-eared bat (Appendix D). A Concurrence Verification Letter from the USFWS, dated May 10, 2018, found that the SR 267 project is not likely to adversely affect (NLAA) the Indiana bat and northern long-eared bat (Appendix D-62). Note that at the time of IPaC coordination, it was believed that 3.0 acres of trees may be impacted at the SR 267 interchange (Appendix D58-59), but since that time expected impacts have been reduced to 1.9 acre. Note that although the Whitestown Parkway and I-865 ramp modifications by themselves have findings of no effect,

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the project as a whole is categorized as NLAA due to the inclusion of SR 267. USFWS requests Avoidance and Minimization Measures (AMMs), including the following as firm commitments:

1. General AMM1 – Ensure all employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.
2. Lighting AMM1 – Direct temporary lighting away from suitable habitat during the active season.
3. Tree Removal AMM1 - Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal in excess of what is required to implement the project safely.
4. Tree Removal AMM 2 - Apply time of year restrictions (October 1 to March 30) when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.
5. Tree Removal AMM 3 - Ensure tree removal is limited to that specified in project plans. Install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits. Ensure that contractors understand clearing limits and how they are marked in the field.
6. Tree Removal AMM 4 – Do not remove documented Indiana bat or northern long-eared bat roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year.

On April 3, 2018, Corradino, LLC reviewed the USFWS map Range Map for the Rusty Patch Bumble Bee (*Bombus affinis*) (<https://www.fws.gov/midwest/endangered/insects/rpbb/rpbbmap.html>) and identified the project area is located outside a High Potential Zone for Rusty Patch Bumble Bee habitat. The RFI reports were approved on April 10, 2018, April 26, 2018, and May 11, 2018, (Appendix E) and INDOT confirmed this project is located outside a High Potential Zone for the Rusty Patch Bumble Bee.

A field inspection by the consultant's biologist on October 17 and November 13, 2017, revealed that appropriate Bald Eagle habitat is not found within the project area. Recommendations from IDNR and USFWS can be found in Section J (Environmental Commitments) of this EA. No impacts to any endangered or threatened species are expected.

SECTION B – OTHER RESOURCES

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Drinking Water Resources			
Wellhead Protection Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public Water System(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Residential Well(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Source Water Protection Area(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sole Source Aquifer (SSA)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If a SSA is present, answer the following:

	Yes	No
Is the Project in the St. Joseph Aquifer System?	<input type="checkbox"/>	<input type="checkbox"/>
Is the FHWA/EPA SSA MOU Applicable?	<input type="checkbox"/>	<input type="checkbox"/>
Initial Groundwater Assessment Required?	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Groundwater Assessment Required?	<input type="checkbox"/>	<input type="checkbox"/>

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Remarks: The proposed project is located within Boone County. Therefore, the project is not located within the legally designated St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state. Therefore, the FHWA/EPA Sole Source Aquifer Memorandum of Agreement (MOA) is not applicable to this project, and a groundwater assessment is not required.

The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (<http://idemmaps.idem.in.gov/whpa/>) was accessed on October 3, 2017, by Corradino, LLC. The required project location data were provided and it was determined that this project is not located within a Wellhead Protection Area. According to the DNR Well Records Viewer (<https://www.in.gov/dnr/water/3595.htm>), accessed on October 13, 2017, and May 8, 2018, by Corradino, LLC, there is one well in the vicinity of the CR500S added interchange and four wells near the SR 267 interchange. No wells were found during the field investigations by the consultant on October 14 and 21, 2016; October 17, and November 13, 2017; and January 11, 2018.

The Whitestown and I-865 interchanges are located within the Boone County Urbanized Area Boundary (UAB). Coordination was sent to the Boone County MS4 Coordinator on October 3, 2017, and no response was received. Public water systems are located throughout the project area. Utility coordination meetings with potentially impacted utility providers have occurred as part of the design development process.

No impacts to drinking water resources are expected to occur.

Flood Plains	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Longitudinal Encroachment	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transverse Encroachment	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Project located within a regulated floodplain	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Homes located in floodplain within 1000' up/downstream from project	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discuss impacts according to classification system described in the "Procedural Manual for Preparing Environmental Studies".

Remarks: The interchange modification at SR 267 includes a grade change within the Fishback Creek floodplain with a new road alignment for Albert White Drive making a longitudinal encroachment, making this a Category 5 project per the INDOT CE Manual. The new interchange at CR550S crosses Etter Ditch with a transverse encroachment at its floodplain near Indianapolis Road. The Whitestown Parkway and I-865 ramp modifications are not near any regulatory floodplain, as determined from available Federal Emergency Management Agency (FEMA) flood plain data (Appendix E-32).

There will be no substantial impacts on natural and beneficial floodplain values; there will be no substantial change in flood risks; and there will be no substantial increase in potential for interruption or termination of emergency service or emergency evaluation routes; therefore, it has been determined that this encroachment is not substantial. A hydraulic design study that addresses various structure size alternates will be completed during the preliminary design phase. A summary of this study will be included with the Field Check Plans.

Early coordination was sent to IDNR on October 2, 2017. The response from IDNR was dated November 2, 2017. IDNR stated that any proposal to construct, excavate, or fill in or on the floodway of a stream which has a drainage area greater than one square mile may require formal approval pursuant of the Flood Control Act (IC 14-28-1) (Appendix D-13). Drainage areas were estimated using the USGS StreamStats tool (<https://water.usgs.gov/osw/streamstats/>). The upstream drainage area at the Etter Ditch crossing at the CR550S project area is 1.005 square mile at the structure location, which meets the rural bridge exemption for

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DNR Construction in a Floodway Permits. Coordination was sent to the Boone County MS4 Coordinator, Boone County Engineer, and Boone County Surveyor on October 3, 2017. No response was received from these entities. A meeting was held by the project designer with the Boone County Surveyor to discuss drainage requirements for the project.

The upstream drainage area at the SR 267 grade change area is 2.379 square miles. Because this area does not have an existing bridge, a Construction in a Floodway Permit will be required.

INDOT will work closely with IDNR to adequately study the impacts to the floodplains during further development of this project. INDOT will submit a formal permit application to IDNR Division of Water during the design phase of project development when a "Construction in a Floodway" permit is required.

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
Farmland – SR 267			
Agricultural Lands	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Total Points (from Section VII of CPA-106/AD-1006*)	121		
<i>*If 160 or greater, see CE Manual for guidance.</i>			

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
Farmland – CR550S			
Agricultural Lands	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Total Points (from Section VII of CPA-106/AD-1006*)	142		
<i>*If 160 or greater, see CE Manual for guidance.</i>			

See CE Manual for guidance to determine which NRCS form is appropriate for your project.

Remarks: As is required by the Farmland Protection Policy Act, the NRCS has been coordinated with and the Form NRCS-AD-1006/ has been completed (Appendix D-35). Since this project received a total point value of less than 160 points, this site will receive no further consideration for farmland protection. No other alternatives other than those already discussed in this document will be considered without a re-evaluation of the project's potential impacts upon farmland. This project will not have a significant impact to farmland.

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SECTION C – CULTURAL RESOURCES

Minor Projects PA Clearance	Category	Type	INDOT Approval Dates	N/A
				X

Eligible and/or Listed
Resource Present

Results of Research

Archaeology	
NRHP Buildings/Site(s)	
NRHP District(s)	X
NRHP Bridge(s)	

Project Effect

No Historic Properties Affected No Adverse Effect Adverse Effect

Documentation
Prepared

Documentation (mark all that apply)

	ES/FHWA Approval Date(s)	SHPO Approval Date(s)
Historic Properties Short Report		
Historic Property Report	X	April 11, 2018
Archaeological Records Check/ Review		May 17, 2018
Archaeological Phase Ia Survey Report	X	September 7, 2018
Archaeological Phase Ic Survey Report		December 5, 2018
Archaeological Phase II Investigation Report		
Archaeological Phase III Data Recovery		
APE, Eligibility and Effect Determination	X	January 10, 2019
800.11 Documentation	X	February 20, 2019

MOA Signature Dates (List all signatories)

Memorandum of Agreement (MOA)

Describe all efforts to document cultural resources, including a detailed summary of the Section 106 process, using the categories outlined in the remarks box. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of paper(s) and the comment period deadline. Likewise include any further Section 106 work which must be completed at a later date, such as mitigation or deep trenching.

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Remarks:

Area of Potential Effect (APE):

The Area of Potential Effect (APE) centers on I-65 and extends from the I-865 eastbound flyover structure to approximately 2,500 feet north of SR 267 (Appendix F). The APE extends approximately one-quarter mile to the east and the west of I-65 at the SR 267 interchange, approximately one mile to the east and west of I-65 at the proposed CR550S interchange, and approximately 250 feet to the east and west of I-65 from Whitestown Parkway south to I-865. The Archaeological APE is confined to the area of proposed soil disturbance, assumed to be the proposed right-of-way.

Archaeology:

As the project's cultural resources Qualified Professional, Weintraut and Associates prepared the Phase Ia Archaeological Records Check and Field Reconnaissance and concluded that the proposed construction activities should have no effect on significant archaeological resources meeting the criteria established for listing in the HRHP.

An area with the potential to contain archaeological deposits was identified in the Archaeological Report. This is the area where the two modern buildings occur at the new interchange for CR550S, where the proposed entrance ramp from East CR550S enters the northbound I-65 travel lanes. It was not possible to survey due to the presence of concrete slabs in the approximate location of a nineteenth-century homestead. Preliminary archival research indicates that the homestead was occupied by the same family for at least eighty years. INDOT has agreed to monitor the site during the demolition.

The Archaeology Report recommended the following firm commitment. The vicinity of the two modern buildings east of I-65 at the CR550S new interchange should be clearly marked on construction plans (as do not disturb) and construction crews should be instructed to stop work within 100 feet and notify the INDOT Cultural Resources Office (Shaun Miller: 317-233-6795, smiller@indot.in.gov or Anuradha Kumar: 317-234-5168, akumar@indot.in.gov) if any foundations, deep pits or stains, or concentrations of historic artifacts are found within this specific area.

Historic Properties:

As the project's cultural resources Qualified Professional, Weintraut and Associates prepared the Historic Property Report and concluded that one property, the Traders Point Hunt Rural Historic District (NR-2085), is located within the APE and no other properties within the APE are eligible for listing in the NHRP.

Coordination with Consulting Parties:

- April 24, 2017 - Early Coordination Letters (ECL) and the Historic Property Report (HPR) were transmitted to the Consulting Parties with a 30-day comment period. Consulting Parties include:
 - Eastern Shawnee Tribe of Oklahoma
 - Forest County Potawatomi Community
 - Miami Tribe of Oklahoma
 - Peoria Tribe of Indians on Oklahoma
 - Pokagon Band of Indians of Oklahoma
 - Indiana Landmarks – Central Regional Office
 - Boone County Historian
 - Boone County Genealogy Society
 - Boone County Historical Society
 - Ralph W. Stark Heritage Center
 - SullivanMunce Cultural Center
 - Indianapolis Metropolitan Planning Organization
 - Boone County Planning and Zoning
 - Boone County Commissioners
 - Whitestown Planning and Community Development
 - Whitestown Town Council Members
 - Whitestown Historic Preservation Commission
 - John Hine – Property Owner
 - State Historic Preservation Officer (SHPO)

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- May 17, 2018 – The SHPO responded to the April 24, 2017, ECL and HPR distribution confirming that the list of consulting parties appeared adequate, the proposed APE appeared to be of appropriate size for a project of this nature, and the National Register of Historic Places (NRHP) listed Traders Point Hunt Rural District (NR-2085) is located partially within the APE. The SHPO also commented that it is unlikely the integrity of any of the characteristics of the district that make it eligible for the NRHP listing would be diminished by the project.

 - May 22, 2018 – Indiana Landmarks responded to the April 24, 2017 ECL and HPR distribution confirming the proposed APE is appropriate, the Traders Point Hunt Rural Historic District is the only resource listed in the NRHP within the APE, and there are no additional resources eligible for listing in the NRHP within the APE.

 - September 7, 2018 – The Phase Ia Archaeological Records Check and Field Reconnaissance was transmitted to Consulting Parties with a 30-day comment period.

 - October 3, 2018 – Miami Tribe of Oklahoma responded to the September 7, 2018, Archaeological Report distribution expressing no objection to the project and commenting that there is no known documentation directly linking a specific Miami cultural or historic site to the project site.

 - December 5, 2018 – The SHPO responded to the September 7, 2018, Archaeological Report distribution expressing concurrence with the Qualified Professional’s opinion that there are no known archaeological resources listed in, or eligible to be listed in, the NRHP. The SHPO also concurred with the Qualified Professional’s recommendation for archaeological monitoring of portions of Survey Area 1, Field 6 (agricultural buildings in the northeast quadrant of the proposed new CR550S interchange) during demolition.

 - February 20, 2019 – The SHPO responded to the February 15, 2019 transmittal of the effect finding and concurred with INDOT’s January 3, 2019 finding, on behalf of FHWA, of “Historic Properties Affected: No Adverse Effect.”
- Documentation, Findings:**
 As the project’s cultural resources Qualified Professional, Weintraut and Associates prepared the APE, Eligibility Determinations, and Effect Finding. The finding is Historic Properties Affected: No Adverse Effect. The Qualified Professional prepared the 800.11(e) documentation summarizing the entire Section 106 process.
- Public Involvement:**
 Public notice of “No Adverse Effect” finding and 800.11(e) documentation availability was advertised in the *Indianapolis Star* on January 16, 2019, with a 30-day comment period closure date of February 18, 2019. The “No Adverse Effect” finding and 800.11(e) documentation was made available for public review at HNTB Indiana, Inc.’s office at 111 Monument Circle, Suite 1200, Indianapolis, IN 46204. No comments were received.

SECTION D – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES

Section 4(f) Involvement (mark all that apply)

Parks & Other Recreational Land

- Publicly owned park
- Publicly owned recreation area
- Other (school, state/national forest, bikeway, etc.)

Presence

X
X

Use

Yes	No
	X
	X

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**Evaluations
Prepared**

Programmatic Section 4(f)*
"De minimis" Impact*
Individual Section 4(f)

**FHWA
Approval date**

--

Presence

Wildlife & Waterfowl Refuges

National Wildlife Refuge
National Natural Landmark
State Wildlife Area
State Nature Preserve

Use

Yes	No

**Evaluations
Prepared**

Programmatic Section 4(f)*
"De minimis" Impact*
Individual Section 4(f)

**FHWA
Approval date**

--

Presence

Historic Properties

Sites eligible and/or listed on the NRHP

--

Use

Yes	No

**Evaluations
Prepared**

Programmatic Section 4(f)*
"De minimis" Impact*
Individual Section 4(f)

**FHWA
Approval date**

--

**FHWA approval of the environmental document also serves as approval of any Section 4f Programmatic and/or De minimis evaluation(s) discussed below.*

Discuss Programmatic Section 4(f) and "de minimis" Section 4(f) impacts in the remarks box below. Individual Section 4(f) documentation must be separate Draft and Final documents. For further discussions on Programmatic, "de minimis" and Individual Section 4(f) evaluations please refer to the "Procedural Manual for the Preparation of Environmental Studies". Discuss proposed alternatives that satisfy the requirements of Section 4(f).

Remarks:

Section 4(f) of the US Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, and wildlife/waterfowl refuges, and NRHP eligible or listed historic properties. Lands that are subject to this law are called Section 4(f) resources. Each Section 4(f) resource has certain activities, features, and attributes that make it eligible for protection.

Based on a desktop review, site visits on October 14, 2017, and October 17, 2017, by Corradino, LLC, the aerial map of the project area (Appendix A-4), and the RFI report (Appendix E-3), there is a 4(f) resource located within 0.5 mile of the project. Boone's Pond Public Fishing Area is owned by IDNR and used for public recreation including fishing and boating. Boone's Pond occurs north of the Perry Worth Road adjacent to the SR 267 interchange modification. During design, the project right-of-way was modified to avoid the Boone's Pond property and eliminate any direct or indirect impacts to the 4(f) resource. The project will not use this resource by taking permanent right-of-way and will not alter the environment in such a way as to constitute constructive use of this resource. Therefore, no impacts are expected.

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The Albert White Drive trail is an open asphalt trail that parallels the south side of Albert White Drive, stops east of I-65, and is managed by the Town of Whitestown. The project will not impact this trail; however, it will connect to the existing trail, carry it to the north side of Albert White Drive, then across the new SR 267 bridge over I-65 and along SR 267 to the south. Providing this connection is consistent with future plans identified in the Whitestown Bicycle and Pedestrian Master Plan, adopted in February 28, 2018.

Early coordination was submitted to IDNR and the Town of Whitestown on October 2, 2017. IDNR's response on November 2, 2017, did not mention Section 4(f) or 6(f) resources and the Town of Whitestown responded that the project presented no adverse impacts (Appendix D-38).

Section 6(f) Involvement

Presence

Use

Yes No

Section 6(f) Property

Discuss proposed alternatives that satisfy the requirements of Section 6(f). Discuss any Section 6(f) involvement.

Remarks:

Section 6(f) resources are lands that were purchased with or improved using funds from the Land and Water Conservation Fund (LWCF). The fund was created through the Land and Water Conservation Fund Act of 1965 to preserve, develop and assure accessibility to outdoor recreation resources, and to strengthen the health and vitality of the public. These public recreation lands are to be maintained for public outdoor recreation use. The program is administered by the National Park Service (NPS) at the national level and by the Indiana Department of Natural Resources (IDNR) Division of Outdoor Recreation at the state level.

Section 6(f) of the act prohibits the conversion of LWCF lands unless the National Park Service (NPS) approves substitution property of reasonably equivalent usefulness and location and of at least equal fair market value. The Section 6(f) regulations may be found at 36 CFR 59.

The NPS LWCF online lists for Indiana (<http://projects.invw.org/data/lwcf/grants-in.html>) were reviewed on April 6, 2018. No LWCF properties are listed for Boone County which are within the project area. Therefore, no Section 6(f) properties would be affected by this project.

SECTION E – Air Quality

Air Quality

Conformity Status of the Project

Is the project in an air quality non-attainment or maintenance area?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>

If YES, then:

Is the project in the most current MPO TIP?

<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------

Is the project exempt from conformity?

<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------

If the project is NOT exempt from conformity, then:

Is the project in the Transportation Plan (TP)?

<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------

Is a hot spot analysis required (CO/PM)?

<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------

Level of MSAT Analysis required?

Level 1a Level 1b Level 2 Level 3 Level 4 Level 5

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Remarks:

This project was incorporated into the INDOT 2018-2021 Statewide Transportation Improvement Program (STIP) on July 3, 2017, and modified on December 10, 2017, via STIP Amendment #18-08. This project was included in the Indianapolis Regional Transportation Improvement Program (TIP), adopted on May 24, 2017, and was amended on December 13, 2017, per resolution number 17-IMPO-014. See Appendix K for STIP and TIP excerpts.

Regardless of the implementation of the preferred alternative, significant development is expected to occur within the open ground along the I-65 corridor in Boone County, and this project is a response to this expectation. According to the Interstate Access Document, approved site development plans adjacent to the project location include All Points at Anson, Fishback Creek Business Park, Whitestown Crossing, Whitestown Business Park, Green Park and Golf Club of Indiana (Appendix G). The project is expected to provide positive impacts for these already-approved developments and to users of the I-65 corridor, including the reduction of existing traffic congestion.

For each alternative in this EA, the amount of mobile source air toxics (MSAT) emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. The VMT estimated for each of the Build Alternatives is typically slightly higher than that for the No Build Alternative, because the interchange facilitates new development that attracts trips that would not otherwise occur in the area. Refer to Table 7 and Roadway Character section. This increase in VMT means MSAT under the Build Alternatives would probably be higher than the No Build Alternative in the study area. There could also be localized differences in MSAT from indirect effects of the project such as associated access traffic, emissions of evaporative MSAT (e.g., benzene) from parked cars, and emissions of diesel particulate matter from delivery trucks (modify depending on the type and extent of the associated development). Travel to other destinations would be reduced with subsequent decreases in emissions at those locations.

Because the estimated VMT under each of the Build Alternatives are nearly the same, varying by less than 5% for the total project, it is expected there would be no appreciable difference in overall MSAT emissions among the various Build Alternatives. For all Alternatives, emissions are virtually certain to be lower than present levels in the design year as a result of the Environmental Protection Agency's (EPA) national control programs that are projected to reduce annual MSAT emissions by over 90 percent from 2010 to 2050 (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, October 12, 2016). Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future than they are today.

In sum, under all Build Alternatives in the design year it is expected there would be slightly higher MSAT emissions in the study area relative to the No Build Alternative due to increased VMT. There also could be increases in MSAT levels in a few localized areas where VMT increases. However, EPA's vehicle and fuel regulations will bring about significantly lower MSAT levels for the area in the future than today.

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SECTION F - NOISE

Noise **Yes** **No**
 Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?

	No	Yes/ Date
ES Review of Noise Analysis	<input type="checkbox"/>	May 7, 2018

Remarks: This project is a Type I project due to the relocated and additional interchange ramps at SR 267 and CR 550S. Existing noise level measurements and traffic counts were taken at five representative locations along the corridor on December 19, 2017. The most current version of FHWA's Traffic Noise Model (TNM 2.5) was used to model base year (2016) and design year (2040) worst hourly traffic noise levels within the I-65 at SR 267 and I-65 at CR550S study areas.

Twenty-three receptors were modeled. Base 2016 noise levels ranged from 56.5 to 72.7 dBA Leq(1h). Residential noise levels ranged from 56.5 to 67.7 dBA Leq(1h). Predicted future 2040 noise levels adjacent to the proposed project would approach or exceed the NAC at three receptors consisting of three residences. The noise levels at these three receptors would range from 66.6 to 67.0 dBA Leq(1h).

The Traffic Noise Analysis report, prepared in May 2018 (Appendix I), concluded that noise barrier is feasible at only one location; however, it is not considered reasonable. Based on the studies thus far accomplished, INDOT has not identified any locations where noise abatement is likely. Noise abatement is based upon preliminary design costs and design criteria. Noise abatement has not been found to be reasonable because in order to achieve a 7.0 dB(A) reduction for the majority of benefitted first row receivers, it would exceed the maximum allowable cost of \$25,000 per benefitted receptor. A reevaluation of the noise analysis will occur during final. If during final design it has been determined that conditions have changed such that noise abatement is feasible and reasonable, the abatement measures might be provided. The final decision on the installation of any abatement measure(s) will be made upon the completion of the project's final design and the public involvement processes.

SECTION G – COMMUNITY IMPACTS

	Yes	No
Regional, Community & Neighborhood Factors		
Will the proposed action comply with the local/regional development patterns for the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the proposed action result in substantial impacts to community cohesion?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the proposed action result in substantial impacts to local tax base or property values?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will construction activities impact community events (festivals, fairs, etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the community have an approved transition plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If No, are steps being made to advance the community's transition plan?	<input type="checkbox"/>	<input type="checkbox"/>
Does the project comply with the transition plan? (explain in the remarks box)	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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Remarks: No significant economic or community impacts are expected as a result of this project. Much of the project, such as the new additional SR 267 bridge over I-65 and the entire new I-65 at CR550S interchange will be constructed outside of and adjacent to existing roadways and bridges, without impacting existing traffic operations. INDOT will construct and make the new I-65 at CR550S interchange operational prior to closing portions of the existing I-65 at SR 267 interchange and realigning the local frontage roads. This sequencing will minimize impacts to the motoring public during construction. There may be 20-minute closures of I-65 at SR 267 and CR550S for setting beams, deck work, and similar overhead work. There may be temporary lane restrictions at the Whitestown Parkway Ramp and I-865. These may cause temporary impacts such as added travel time.

All curb ramps and cross walks associated with signalized intersections for this project will be designed to be compliant with the most recent standards set forth in the Americans with Disabilities Act.

The new interchange at CR550S is expected to have no effect or a positive effect on community cohesion. Community members who normally cross I-65 will have another route to utilize. Because the SR 267, Whitestown Parkway, and I-865 projects will improve existing travel routes with no routes removed, no impact to community cohesion is expected.

The proposed action is not expected to conflict with development patterns or have substantial impacts to property values.

Indirect and Cumulative Impacts

Will the proposed action result in substantial indirect or cumulative impacts? Yes No

Remarks: Indirect impacts are those effects of a project that occur at a different time or location from the immediate course and completion of the project itself, often including a project's potential to induce development in areas which otherwise would remain undeveloped. Cumulative impacts are defined in 40 CFR § 1508.7 as "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions."

This project is not expected to cause negative indirect or cumulative impacts. Regardless of the project improvements, significant development is expected to occur within the open ground along the I-65 corridor in Boone County, and this project is a response to this expectation. According to the Interstate Access Document, approved site development plans adjacent to the project location include All Points at Anson, Fishback Creek Business Park, Whitestown Crossing, Whitestown Business Park, Green Park and Golf Club of Indiana (Appendix G). The project is expected to provide positive impacts for these already-approved developments and to users of the I-65 corridor, including the reduction of existing traffic congestion, reduction of crash rates, and improved access to areas between SR 267 and Whitestown Parkway.

Public Facilities & Services

Will the proposed action result in substantial impacts on health and educational facilities, public and private utilities, emergency services, religious institutions, airports, public transportation or pedestrian and bicycle facilities? *Discuss how the maintenance of traffic will affect public facilities and services.* Yes No

Remarks: Traffic will be maintained on I-65 during construction, and an I-65 road closure with detour will not be necessary. Temporary closures (approximately 20 minutes at a time) are necessary for setting beams and other bridge work at the SR 267 and CR550S interchange areas. Access to a public road will be maintained for all properties during construction. Minor disruption to public facilities and services such as school transport and emergency services may occur due to this project. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. The project will have a well-defined plan for maintenance of traffic with updates on INDOT websites and no access being fully cut.

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The project will result in the closure of CR550S, immediately east of the proposed intersection of the northbound I-65 exit ramp to CR550S and the realigned Perry Worth Road, until a locally initiated CR550S extension project is constructed to connect to the new interchange. Existing CR550S at this location is a single-lane, seldom-used, dirt and gravel road with severe rutting. There are appropriate roads (wider, paved, and capable of handling traffic), such as CR500S, CR650E, and Schooler Drive, that currently serve the community east of the proposed I-65 at CR550S interchange. The temporary closure of CR550S will not negatively affect public facilities and services.

An Indiana Farm Bureau Co-op Association pipeline is located within the I-865 project area. The project designer has held utility coordination meetings with potentially impacted utility providers as part of the design development process.

The Red Flag Investigation indicated no other public facilities within a half mile of the project area (Appendix E).

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Does the project require an EJ analysis?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>

If YES, then:

Are any EJ populations located within the project area?

Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Will the project result in adversely high or disproportionate impacts to EJ populations?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks:

Under FHWA Order 6640.23A, FHWA and INDOT, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that is an EA. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Boone County. The community that overlaps the project limits is called the affected community (AC). In this project, the AC are the Perry and Worth Townships. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the 2011-2015 American Community Survey 5 was obtained from the US Census Bureau Website <https://factfinder.census.gov/> on January 12, 2017 by Corradino, LLC. The data collected for minority and low-income populations within the AC are summarized in the below table.

	Percent Minority	125% COC	Population of EJ Concern?	Percent Poverty	125% COC	Population of EJ Concern?
Boone County (COC)	6.4	8.0		7.6	9.5	
Perry Township (AC)	5.9		No	2.8		No
Worth Township (AC)	6.6		No	4.4		No

Perry Township has a percent minority of 5.9%, which is below 50% and is below the 125% COC threshold. Worth Township has a percent minority of 6.6% which is below 50% and is below the 125% COC threshold. Therefore, both AC's do not contain minority populations of EJ concern.

Perry Township has a percent low-income of 2.8% which is below 50% and is below the 125% COC threshold. Worth Township has a percent low-income of 4.4% which is below 50% and is below the 125% COC

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threshold. Therefore, both AC's do not contain low-income populations of EJ concern.
Conclusion
 The census data sheets, map, and calculations can be found in Appendix J. No further environmental justice analysis is warranted.

Relocation of People, Businesses or Farms

	Yes	No
Will the proposed action result in the relocation of people, businesses or farms?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is a Business Information Survey (BIS) required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a Conceptual Stage Relocation Study (CSRS) required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Has utility relocation coordination been initiated for this project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Number of relocations: Residences: 1 Businesses: 0 Farms: 1 Other: 0

If a BIS or CSRS is required, discuss the results in the remarks box.

Remarks: The preferred alternative, for all four improvement locations combined requires the relocation of one agricultural facility which also contains a residence, in the northeast quadrant of the CR550S new interchange area. On April 7, 2018, the consultant had a meeting with the property owner to gather information about the property and answer questions that they had. A developer has plans to develop this entire farm. The building of any interchange at CR550S makes this relocation unavoidable because the interchange must be located along the alignment of existing CR550S in order to accommodate interchange spacing requirements with the existing Whitestown Parkway interchange to the south and the existing SR 267 interchange to the north. This is the only relocation expected for all project areas.

The acquisition and relocation program will be conducted in accordance with 49 CFR 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. Relocation resources are available to all residential and business relocates without discrimination. No person displaced by this project will be required to move from a displaced dwelling unless comparable replacement housing is available to that person.

Utility coordination and relocation is on-going as final design progresses for this project.

SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)	<u>Documentation</u>
Red Flag Investigation	<input checked="" type="checkbox"/>
Phase I Environmental Site Assessment (Phase I ESA)	<input type="checkbox"/>
Phase II Environmental Site Assessment (Phase II ESA)	<input type="checkbox"/>
Design/Specifications for Remediation required?	<input type="checkbox"/>

	No	Yes/ Date
ES Review of Investigations	<input type="checkbox"/>	April 10, 2018; April 26, 2018; May 11, 2017

Include a summary of findings for each investigation.

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Remarks:

An IDEM Proposed Roadway Letter was received on April 6, 2017 (Appendix D-17). Applicable recommendations include the following:

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103.
2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit <http://www.in.gov/idem/4998.htm>.
3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.
4. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.

Three Red Flag Investigations (RFIs) were developed by the consultant on December 12, 2017 (Appendix E). The SR 267 interchange modification RFI was approved by a representative of INDOT Environmental Services section on April 10, 2018, the CR550S new interchange RFI was approved on April 26, 2018, and the Whitestown Parkway/I-865 ramp modifications RFI was approved on May 11, 2017. Follow-up coordination was conducted with IDEM on May 1, 2018 in regards to clarifications on the location and extent of National Pollutant Discharge Elimination System (NPDES) sites (Appendix D-24) and responses were received on May 2, 2018 and May 11, 2018. The responses determined that NPDES sites associated with a Holiday Inn and Blue & White Service Inc. were outside the project area, despite mapping errors in the IDEM Virtual File Cabinet (<https://vfc.idem.in.gov/DocumentSearch.aspx>).

I-65 at SR 267 Interchange

One solid waste landfill (composting) is located adjacent to the southeast of the interchange modification at SR 267. The GreenCycle company (4227 Perry Worth Rd, Whitestown, IN 46075) produces and stores mulch, topsoil, and compost. It receives pre- and post-consumer food waste for compost use. No impact is expected because the right-of-way is separated from the material piles by approximately 250 feet.

An underground storage tank associated with Loves Travel Stop is located adjacent to the southeast of the SR 267 interchange modification area. IDEM issued a No Further Action Approval Determination Pursuant to RISC on October 12, 2017. Low levels of groundwater and soil contamination remain near the pump islands to the southeast of the building. No impact is expected with the current project limits; however, if project limits change, coordination with INDOT ESD Site Assessment & Management is recommended.

The former Blue & White Service Inc is located approximately 0.06 mile south of the SR 267 interchange modification area. An Environmental Restrictive Covenant (ERC) was placed on the property on December 15, 2015. The ERC is in place to limit or eliminate exposure to groundwater and soil. Due to soil and ground water contamination, impacts may occur if the project limits extend near or into the site. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Coordination occurred with IDEM regarding this site and a response was received on May 11, 2018 (Appendix D-25). It was confirmed that all contamination occurred within the Blue & White Service Inc. property boundaries, which are outside the project area.

I-65 at CR 550S

One former confined feeding operation is within the northeast quadrant of the CR 550S new interchange area. Clark's Pork Farm 1 (5380 E 550 S, Whitestown, IN 46075) requested to be removed as a confined feeding operation. An IDEM Office of Land Quality Inspection on September 4, 2009 found no manure in the facility's storage structures. IDEM approved the request on September 29, 2009. No confined feeding operation permits have been requested at this property since this date. All previous inspection reports indicate the no violations have taken place on this property. No impact is expected as the site no longer has evidence of hazardous material.

One National Pollutant Discharge Elimination System facility, Edmonds Creek at Anson-Section 1, addressed

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at CR550S and S. Perry Worth Road, is within the CR550S project area. There are no records of this facility within the IDEM Virtual File Cabinet. Coordination occurred with the IDEM Office of Water Quality and a response was received on May 11, 2018 (Appendix D-27). No specific recommendations for this site were given, although it was indicated that this may be a sensitive site for discharge of sediment-laden runoff and normal sediment precautions during construction should occur.

The RFI identified two IDEM 303d Listed Impaired Streams near the project area. Fishback Creek, approximately 0.09 mile north of the SR 267 interchange, is listed as impaired for *E. coli*. No impact is expected due to the distance from the project. Etter Ditch, located within the CR550S new interchange area, is listed as impaired for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear proper PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

In addition to the sites listed above, the RFI documented other hazardous material sites within the 0.5-mile search radius of the project. These include seven other NPDES facilities, a waste transfer station, and two Resource Conservation and Recovery Act (RCRA) generators within 0.5 mile of the CR550S new interchange site and eight NPDES facilities, three State Cleanup Sites/Voluntary Remediation Program site, four underground storage tanks, five leaking underground storage tanks, and a Brownfield within 0.5 mile of the Whitestown Crossing and I-865 ramps. All of these sites listed were considered to have enough distance from the project that no impacts are expected. It is not anticipated that the project will impact any other Hazmat sources.

SECTION I – PERMITS CHECKLIST

Permits (mark all that apply)	<u>Likely Required</u>
Army Corps of Engineers (404/Section10 Permit)	
Individual Permit (IP)	<input checked="" type="checkbox"/>
Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Pre-Construction Notification (PCN)	<input type="checkbox"/>
Other	<input type="checkbox"/>
Wetland Mitigation required	<input checked="" type="checkbox"/>
Stream Mitigation required	<input checked="" type="checkbox"/>
IDEM	
Section 401 WQC	<input checked="" type="checkbox"/>
Isolated Wetlands determination	<input type="checkbox"/>
Rule 5	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>
Wetland Mitigation required	<input checked="" type="checkbox"/>
Stream Mitigation required	<input checked="" type="checkbox"/>
IDNR	
Construction in a Floodway	<input checked="" type="checkbox"/>
Navigable Waterway Permit	<input type="checkbox"/>
Lake Preservation Permit	<input type="checkbox"/>
Other	<input type="checkbox"/>
Mitigation Required	<input type="checkbox"/>
US Coast Guard Section 9 Bridge Permit	<input type="checkbox"/>
Others (Please discuss in the remarks box below)	<input type="checkbox"/>

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Remarks: A Rule 5 Permit will be required because disturbance of more than an acre of property is expected. Impacts to jurisdictional streams and over an acre of wetlands will require a Section 404 Individual Permit from USACE and Section 401 permit from IDEM. A Construction in a Floodway permit may be required from IDNR.

An Indiana Tall Structure permit would not be required unless the interchange modification project penetrates a 100:1 slope from the nearest point of the Boone County Airport runway and/or the new interchange project involves the construction of a temporary (e.g., crane) or permanent structure that exceeds a height of 200 feet above ground level.

It will be the responsibility of the designer to submit plans to the INDOT Ecology and Waterway Permitting Office for an official permit determination.

SECTION J- ENVIRONMENTAL COMMITMENTS

The following information should be provided below: List all commitments, name of agency/organization requesting the commitment(s) and indicating which are firm and which are for further consideration. The commitments should be numbered.

Remarks: **Required:**

1. If the scope of work or permanent or temporary right-of-way amounts change, INDOT ESD and the INDOT District Environmental Section will be contacted immediately. (INDOT)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT)
3. Workers who are working in or near water with E. coli should take care to wear proper PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. (INDOT)
4. Archaeological monitoring of portions of Survey Area 1, Field 6 (agricultural buildings in the northeast quadrant of the proposed new CR550S interchange) shall be provided during demolition. The vicinity of the two modern buildings east of I-65 at the CR550S new interchange should be clearly marked on construction plans (as do not disturb) and construction crews should be instructed to stop work within 100 feet and notify the INDOT Cultural Resources Office (Shaun Miller: 317-233-6795, smiller@indot.in.gov or Anuradha Kumar: 317-234-5168, akumar@indot.in.gov) if any foundations, deep pits or stains, or concentrations of historic artifacts are found within this specific area. (INDOT)
5. General AMM1 – Ensure all employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
6. Lighting AMM1 – Direct temporary lighting away from suitable habitat during the active season. (USFWS)
7. Tree Removal AMM1 - Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal in excess of what is required to implement the project safely. (USFWS)
8. Tree Removal AMM 2 - Apply time of year restrictions (October 1 to March 30) when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed (USFWS)
9. Tree Removal AMM 3 - Ensure tree removal is limited to that specified in project plans. Install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits. Ensure that contractors understand clearing limits and how they are marked in the field. (USFWS)

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10. Tree Removal AMM 4 – Do not remove documented Indiana bat or northern long-eared bat roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year (USFWS)
 11. If a spill occurs or contaminated soils or water are encountered during construction, appropriate personal protective equipment (PPE) should be used. Contaminated materials will need to be properly handled by trained personnel and disposed in accordance with current regulations. IDEM should be notified through the spill line at (888) 233-7745 within 24 hours of discovery of a release from a UST system and within two (2) hours of discovery of a spill. (INDOT)
 12. An underground storage tank associated with Loves Travel Stop is located adjacent to the southeast of the SR 267 project area. IDEM issued a No Further Action Approval Determination Pursuant to RISC on October 12, 2017. Low levels of groundwater and soil contamination remain near the pump islands to the southeast of the building. No impact is expected with the current project limits; however, if project limits change, coordination with INDOT ESD Site Assessment & Management is recommended. (INDOT)
 13. The former Blue & White Service Inc is located approximately 0.06 mile south of the SR 267 project area. An Environmental Restrictive Covenant (ERC) was placed on the property on December 15, 2015. The ERC is in place to limit or eliminate exposure to groundwater and soil. Due to soil and ground water contamination, impacts may occur if the project limits extend near or into the site. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper removal and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with IDEM before further site activities occur. (INDOT)
 14. If the project would impact any "waters of the United States," including Ruddell Ditch and/or any jurisdictional wetlands, a Department of the Army (DA) permit application should be submitted for review by the USACE Louisville District Indianapolis Regulatory Office (USACE).
- For Further Consideration:**
15. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment should be operated below Ordinary High-Water Mark during this time unless the machinery is within the caissons or on the cofferdams (USFWS).
 16. Restrict below low-water work to placement of piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap (USFWS).
 17. Restrict channel work and vegetation clearing to the minimum necessary (USFWS).
 18. Construct new structures with a widened span and benches on one or both sides to provide for wildlife crossing, if practical. The crossing should be above normal high water, relatively flat and with natural substrate suitable for use by a wide variety of wildlife (USFWS).
 19. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat.
 20. Implement temporary erosion and siltation control devices such as placement of riprap check dams in drainage ways and ditches, installation of silt fences, covering exposed areas with erosion control materials, and grading slopes to retain runoff in basins. (USFWS)
 21. Re-vegetate all disturbed soil areas immediately upon project completion, using native trees and shrubs in the riparian zone wherever feasible. (USFWS)
 22. Post DO NOT DISTURB signs at the construction zone boundaries and do not clear trees or understory vegetation outside the boundaries. (USFWS)
 23. To avoid incidental take from removal of an occupied roost tree USFWS recommends that tree-clearing be

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avoided during the period April 1 - September 30 (USFWS).

24. IDNR recommends a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Floodway Habitat Mitigation guidelines (and plant lists) can be found online at <http://www.in.gov/legislative/iac/20140806-IR-312140295NRA.xml.pdf>. Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) (IDNR).
25. Due to the presence or potential presence of wetlands on site, IDNR recommends contacting and coordinating with the IDEM 401 program and also the USACE 404 program. Impacts to wetland habitat should be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding. (IDNR)
26. Stream relocations, stream crossings, stream enclosures (e.g. culverts and pipes), and other similar projects typically result in impacts upon in-stream habitat that need in-stream mitigation. Because in-stream impacts vary widely, in-stream mitigation is considered on a case-by-case basis. An early coordination meeting with a Division of Fish and Wildlife Biologist may be recommended to discuss any impacts to Etter Ditch and the alternatives. Impacts to less than 50 feet of stream typically do not require in-stream mitigation. Mitigation may be needed if impacts to important resources occur. Impacts from 50 feet to 300 feet through a single project or an accumulation of projects are typically mitigated at a 1:1 ratio. Impacts over 300 feet often warrant 2:1 mitigation. Exceptions to this ratio may be requested based on the quality of the habitat impacted and fish and wildlife resources that are impacted and may be reviewed in coordination with the USACE and IDEM. Mitigation for in-stream impacts includes various measures. These measures include: the installation of in-stream habitat features, such as boulders or lunker structures; riparian plantings to increase the woody buffer adjacent to a stream (50 feet or greater is a common-sized buffer); bioengineering along the streambank to reduce erosion; improving a nearby crossing structure for the benefit of fish and wildlife; or restoring riffle-run-pool assemblages. Mitigation at a 1:1 ratio involves replacing lost functions and values are replaced along a length of the stream or a nearby stream that is twice the length of impact. Channel relocations are not recommended, are difficult to design, and have a high likelihood of failure or permanent loss of habitat and function. If relocation remains the best option after a complete examination of the possible alternatives and avoidance of impacts, a mitigation plan should be developed. Any hydraulic modeling of a relocated channel should be calculated with mature trees, shrubs, grasses, and other similar habitat. Additional mitigation, such as planting trees along a stream, may affect hydraulic modeling, so mitigation and engineering design should be coordinated. Stream relocation requires replacement of lost qualities and characteristics on the relocated segment, which are at least equal to the original segment, and which fit the surrounding landscape. Natural channel design is applied to the relocated segment, including elements needed to complement upstream and downstream conditions. To the extent practicable, the relocated segment has similar cross-section, substrate, in-stream habitat, and riparian corridor and channel morphology when compared to the original segment. The USDA's Natural Resources Conservation Service provides helpful information on channel design (see <https://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/water/manage/restoration/?cid=stelprdb1044707>). For the relocation of a medium or large trapezoidal channel, a two-stage design may be needed in which there is a low flow channel that is allowed to meander within the new channel. The overbank shelf, or bench is planted with woody vegetation when appropriate. The Woody Riparian Vegetation List in Appendix A of IDNR's mitigation guidelines includes species appropriate for site conditions. (IDNR)
27. For purposes of maintaining fish passage through a crossing structure, the Environmental Unit recommends bridges rather than culverts and bottomless culverts rather than box or pipe culverts. Wide culverts are better than narrow culverts, and culverts with shorter through lengths are better than culverts with longer through lengths. If box or pipe culverts are used, the bottoms should be buried a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure.

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Crossings should: span the entire channel width (a minimum of 1.2 times the bank full width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width / length) of 0.25; and have stream depth and water velocities during low-flow conditions that are approximate to those in the natural stream channel. The new, replacement, or rehabbed structure should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. The Division of Fish and Wildlife would like to emphasize the importance of wildlife passage issues and transportation infrastructure projects. The following is a good place to start in terms of resources to consider in the design of stream crossing structures: <http://www.fs.fed.us/wildlifecrossings/library/> (IDNR).

28. Some form of bank and/or streambed stabilization is almost always needed with the construction, repair, replacement, or modification of a stream channel or crossing structure. For streambank stabilization and erosion control, regrading to a stable slope (2:1 or shallower) and establishing native vegetation along the banks are typically the most effective techniques. A variety of methods to accomplish this include: planting plugs, whips, container stock, seeding, and live stakes. In addition to vegetation establishment, some additional level of bioengineered bank stabilization may be needed under certain circumstances (inability to regrade to a stable slope, flow velocities that exceed the limits of vegetation alone, etc). Combining vegetation with most bank stabilization methods can provide additional bank protection and help reduce impacts upon fish and wildlife. Information about bioengineering techniques can be found at <http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml.pdf>. Also, the following is a USDNRCS document that outlines many different bioengineering techniques for streambank stabilization: <http://directives.sc.egov.usda.gov/17553.wba>. Riprap or other hard bank stabilization materials should be used only at the toe of the side slopes up to the OHWM with the exception of areas directly under bridges for instance. The banks above the OHWM should be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. For streambed stabilization or scour protection, riprap or other stabilization materials should not be placed in the active stream channel above the existing streambed elevation. This is to prevent obstructions to the movement of aquatic organisms upstream and downstream (IDNR).
29. Revegetate "low maintenance" areas with a mixture of grasses, sedges, and wildflowers native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion; non-native turf-type roadside grasses (excluding tall fescue) may be used in "high maintenance" areas only (low endophyte tall fescue may be used on "high maintenance" ditch bottoms and side slopes only (IDNR).
30. Minimize and contain within the project limits in channel disturbance and the clearing of trees and brush (IDNR).
31. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife (IDNR).
32. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30 (IDNR).
33. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized (IDNR).
34. Seed and protect all disturbed streambanks and slopes that are 3:1 or steeper with erosion control blankets (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas (IDNR).
35. Seed and protect areas where runoff is conveyed through a channel/swale with erosion control blankets (follow manufacturer's recommendations for selection and installation) or use an appropriate structural armament; seed and apply mulch on all other disturbed areas (DNR). Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, constructing wind barriers, or treating dusty areas with chemical stabilizers (such as calcium chloride or several other commercial products). Dirt tracked onto paved roads from unpaved areas

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- should be minimized. (IDEM)
- 36. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103. (IDEM) 37. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit <http://www.in.gov/idem/4998.htm>. (IDEM)
 - 37. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures. (IDEM)
 - 38. If Polychlorinated Biphenyls (PCBs) are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site. (IDEM)

SECTION K- EARLY COORDINATION

Please list the date coordination was sent and all agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received. INDOT and FHWA are automatically considered early coordination participants and should only be listed if a response is received.

Remarks: An Early Coordination Letter with accompanying graphics was sent out October 2 and 3, 2017. Additional coordination was sent on December 13, 2017 as design made impacts more clear. A second coordination was done with the U.S. Fish and Wildlife Service on April 23, 2018 to address potential bat impacts at the CR550S project area. A second coordination was done with IDEM on May 1, 2018 to address specific potential HAZMAT areas which needed clarification. A date in the table below means a response was received. All early coordination documentation is contained in Appendix D. No coordinating agencies reported concern with the nature of the project or the preferred alternative.

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Table 9 | Early Coordination Responses

Agency	Date Contacted	Comment Received
US Fish and Wildlife Service	October 2, 2017	October 3, 2017
US Fish and Wildlife Service	April 23, 2018	April 25, 2018
US Dept. of Housing and Urban Develop.	October 2, 2017	No Response
US Army Corps. of Engineers	October 2, 2017	October 20, 2017
National Park Service	October 2, 2017	No Response
Indianapolis MPO	October 2, 2017	No Response
INDOT – Aviation Section	December 13, 2017	December 27, 2017
INDOT – Office of Public Involvement	October 2, 2017	No Response
INDOT – Utilities and Rail	December 13, 2017	No Response
IDNR – SHPO (via Section 106 process)	April 24, 2017	May 17, 2018
IDNR – Department of Fish and Wildlife	October 2, 2017	November 2, 2017
IDEM – Electronic Submittal	October 3, 2017	October 3, 2017
IDEM – Groundwater – Electronic Submittal	October 3, 2017	October 3, 2017
IDEM – HAZMAT Coordination	May 1, 2018	May 11, 2018
Indiana Geological Survey	October 2, 2017	October 3, 2017
Natural Resources Conservation Service	October 2, 2017	April 12, 2018
Boone County Engineers Office	October 3, 2017	No Response
Boone County Surveyors Office	October 3, 2017	No Response
Boone County MS4 Coordinator	October 3, 2017	No Response
City of Lebanon	October 3, 2017	No Response
Town of Whitestown	October 3, 2017	October 3, 2017
Whitestown Parks and Recreation	December 13, 2017	No Response

Attachment B
Section 106 Finding and SHPO Concurrence

**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECTS
ELIGIBILITY DETERMINATIONS
EFFECT FINDING
INTERSTATE-65 AT STATE ROAD 267 AND
INTERSTATE-65 AT COUNTY ROAD 550 INTERCHANGES PROJECT
IN PERRY, EAGLE, AND WORTH TOWNSHIPS, BOONE COUNTY, INDIANA
DES. NO.: 1400071 (Lead)**

AREA OF POTENTIAL EFFECTS

(Pursuant to 36 CFR Section 800.4(a)(1))

The APE consists of a varying-width buffer based on proposed changes at each location. The APE for the upgraded existing SR 267 interchange (Des. Nos.: 1400071, 1702143, 1702144) includes properties within a 0.25-mile buffer because the project includes the addition of a second overpass bridge and a new connector intersection for Perry Worth Road. The APE for the new CR 550 and I-65 interchange (Des. Nos.: 1702147 and 1702146) generally includes properties within a one mile radius since this new elevated interchange will be seen from a distance across a relatively flat terrain. However, at its eastern extent, new construction along Main Street (also S CR 650 E) inhibited the potential for visual effects. The APE for improvements due to exit modifications on north bound I-65 at Whitestown Parkway (Des. No.: 1801825) and south bound exit ramp modification to the I-865 (Des. No.: 1801825) was limited to adjacent areas; work consists of pavement overlays, restriping, and changes to existing signs. The APE for archaeology was the project footprint. (See Appendix A: Maps.)

ELIGIBILITY DETERMINATIONS

(Pursuant to 36 CFR 800.4(c)(2))

As a result of Section 106 identification and evaluation efforts, one resource is listed in the National Register of Historic Places (NRHP): the Traders Point Hunt Rural Historic District (NR-2085).

Traders Point Hunt Rural Historic District — The Traders Point Hunt Rural Historic District contains fifty-six Contributing-rated buildings, structures, and sites and thirty Non-contributing resources. The district is significant under Criterion A for its association the settlement of Eagle Township in Boone County, the rise of agriculture, and the recreational sport of fox hunting and equestrian activities. Additionally, there are agricultural buildings that represent excellent examples of their types and convey architectural trends in farm and barn construction in the area during the period of significance. The recommended period of significance is circa 1932 to about 1967.

EFFECT FINDING

Traders Point Hunt Rural Historic District — No Adverse Effect

The Indiana Department of Transportation (INDOT), acting on behalf of the Federal Highway Administration (FHWA), has determined a finding of “Historic Properties Affected: No Adverse Effect” is appropriate for the Interstate 65 and SR 267 and Interstate 65 and CR 550 Interchanges Project. INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of “Historic Properties Affected: No Adverse Effect.”

SECTION 4(F) COMPLIANCE REQUIREMENTS (for no historic properties)

Traders Point Hunt Rural Historic District — The undertaking will not convert property from the Traders Point Hunt Rural Historic District, a Section 4(f) historic property, to a transportation use; therefore, no Section 4(f) evaluation is required for the Traders Point Hunt Rural Historic District.

Anuradha V. Kumar

Anuradha Kumar, for FHWA
Manager
INDOT Cultural Resources

1/3/2019

Approved Date



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



February 20, 2019

Linda Weintraut, Ph.D.
Weintraut and Associates, Inc.
Post Office Box 5034
Zionsville, Indiana 46077

Federal Agency: Indiana Department of Transportation ("INDOT"),
on behalf of Federal Highway Administration, Indiana Division ("FHWA")

Re: INDOT's January 3, 2019, finding of "No Adverse Effect", on behalf of FHWA, with supporting documentation, for the Interstate-65 at State Road 267 and Interstate-65 at County Road 550 Interchanges Project in Perry, Eagle, and Worth townships, Boone County, Indiana (Des. No. 1400071 [Lead]; DHPA No. 22479)

Dear Dr. Weintraut:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO staff" or "INDNR-DHPA") has reviewed the aforementioned finding and documentation, which arrived under Weintraut & Associates' February 15, 2019, transmittal letter and review request submittal form, all of which we received on February 15. From Weintraut & Associates' transmittal letter, we understand that the other consulting parties were notified of the availability on INSCOPE of the finding and documentation on January 10 and that none of them have commented. INDOT has asked us to comment by March 4, 2019.

As we have said in previous letters about this project, in terms of archaeological resources, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places ("NRHP") within the proposed project area. We concurred with the opinions of the archaeologist, as expressed in the revised archaeological report, that archaeological site 12-Bo-0522 (which was resurveyed during the archaeological investigations) and archaeological site 12-Bo-0575 (which was identified during the archaeological investigations) do not appear eligible for inclusion in the NRHP, and that no further archaeological investigations appear necessary at these portions of the proposed project area.

Additionally, as previously indicated, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we concurred with the opinion of the archaeologist, as expressed in the revised Phase Ia archaeological records check and field reconnaissance survey report (Goldbach, 09/05/2018), that portions of Survey Area 1, Field 6 (which, due to the presence of modern structures, was not archaeologically investigated during the archaeological investigations), are suitable to contain potentially NRHP-eligible intact buried cultural deposits. Therefore, we concurred with the opinion of the qualified professional archaeologist/Principal Investigator that archaeological monitoring, conducted by a qualified professional archaeologist, will be required during any project-related ground disturbing activities at those portions of Survey Area 1, Field 6. The archaeological monitoring must be done according to the provisions of IC 14-21-1, 312 IAC 21, 312 IAC 22, and the most current *Guidebook for Indiana Historic Sites and Structures Inventory- Archaeological Sites*. A plan for the archaeological

monitoring must be submitted to our office for review and comment.

As previously indicated, as a reminder, the archaeological site resurvey form for archaeological site 12-Bo-0522, and the archaeological site survey form for archaeological site 12-Bo-0575, should be submitted to the Indiana DHPA SHAARD system database.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to INDNR-DHPA within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

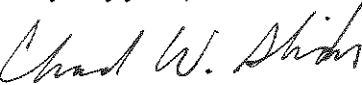
We agree with INDOT's determination in its January 3, 2019, finding and supporting documentation that the only above-ground property identified within the area of potential effects is the NRHP-listed Traders Point Hunt Rural Historic District and that this project will not adversely affect the district.

Accordingly, we concur with INDOT's January 3, 2019, Section 106 finding, on behalf of FHWA, of "Historic Properties Affected: No Adverse Effect."

The structures reviewers for the Indiana SHPO staff on this project are Danielle Kauffmann and John Carr, and the archaeological reviewer is Wade T. Tharp. However, if you have questions about the status of our comments here, please contact initially an INDOT Cultural Resources Office staff member who is assigned to the project.

If there is any future correspondence regarding Interstate-65 at State Road 267 and Interstate-65 at County Road 550 Interchanges Project in Perry, Eagle, and Worth Townships in Boone County, Indiana (Des No. 1400071 [lead]), please continue to refer to DHPA No. 22479.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:JLC:DMK:WTT:wtt

emc: Robert Dirks, P.E., FHWA
Anuradha Kumar, INDOT
Mary Kennedy, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Shirley Clark, INDOT
Joshua Cook, P.E., HNTB Corporation
Linda Weintraut, Ph.D., Weintraut & Associates, Inc.
Bethany Natali, Weintraut & Associates, Inc.
Douglas Fivecoat, Weintraut & Associates, Inc.
Jason Goldbach, Weintraut & Associates, Inc.
John Hine, owner of 3675 E CR 300 S
Miami Tribe of Oklahoma
Indiana Landmarks, Central Regional Office
Danielle Kauffmann, INDNR-DHPA
John Carr, INDNR-DHPA
Wade T. Tharp, INDNR-DHPA

Attachment C
Official Public Hearing Transcript
(Certification of Public Involvement)

David Cleveland

From: Wright, Mary <MWRIGHT@indot.IN.gov>
Sent: Tuesday, May 14, 2019 12:19 PM
To: David Cleveland; Bales, Ronald; Kirk Roth
Cc: Walls, Steven; Cook, Joshua; Hinkle, Meghan; Miller, Brandon
Subject: RE: 1400071 Certification Signature Page PH Transcript
Attachments: 1400071 Certification Signatue Page PH Transcript.pdf

Please find the attached *CE Signature Page* documenting the Certification of Public Involvement: **DATED: May 14, 2019**

Comments, both verbal transcript and written, are included along with the proofs of publication are attached for your convenience.

Public Hearings will upload this certification information into SPMS as a document and will it be recorded as a line item in the log notes.

Thanks,
Mary Wright
INDOT Public Hearings
317-234-0796

Indiana Department of Transportation

County Boone Route I-65 at SR 267 and at CR550S Des. No. 1400071, 1702143, 1702144, 1702146, 1702147, 1801826, 1801825

**FHWA-Indiana Environmental Document
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM
GENERAL PROJECT INFORMATION**

Road No./County:	I-65/Boone County
Designation Number:	1400071, 1702143, 1702144, 1702146, 1702147, 1801826, 1801825
Project Description/Termini:	The project consists of: 1) Modification of the existing Interstate 65 (I-65) interchange at State Road 267 (SR 267), 2) New I-65 interchange at Boone County Road 550 South (CR550S), 3) Modification to northbound I-65 exit ramp to Whitestown Parkway, and 4) Modification to southbound I-65 exit ramp to Interstate 865 (I-865). See Appendix A for location mapping and project boundaries.

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

<input type="checkbox"/>	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
<input type="checkbox"/>	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
<input type="checkbox"/>	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
<input checked="" type="checkbox"/>	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Release for Public Involvement

Ronald E. Bl... 3-13-19 Michelle Allen 3-14-19
 ESD Signature Date FHWA Signature Date

Certification of Public Involvement Mary Wright 5/14/19
 Office of Public Involvement Date

INDOT ES/District Env. Reviewer Signature: Meghan... Date: 3/13/19
 Name and Organization of CE/EA Preparer: Dave Cleveland, Corradino, LLC

This is page 1 of 52 Project name: Int. Mod. (I-65/SR 267) & New Int. (I-65/CR550S) Date: February 27, 2019

The Indianapolis Star
130 South Meridian Street
Indianapolis, IN 46226
Marion County, Indiana

IND DEPT OF TRANSPORTATION

Federal Id: 06-1032273

Account #:INI-1967
Order #:0003475334
of Affidavits:1

Total Amount of Claim:\$194.58

IND DEPT OF TRANSPORTATION
ATTN Richard Phillabaum
100 N SENATE AVE RM N 642
INDIANAPOLIS, IN 46204

PUBLISHER'S AFFIDAVIT

STATE OF WISCONSIN,
County Of Brown

} SS:

Personally appeared before me, a notary public in and for said county and state, the undersigned

I, being duly sworn, say that I am a clerk for THE INDIANAPOLIS NEWSPAPERS a DAILY STAR newspaper of general circulation printed and published in the English language in the city of INDIANAPOLIS in state and county of Marion, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 2 times., the dates of publication being as follows:

The insertion being on the 04/08/2019
The insertion being on the 04/15/2019

Newspaper has a website and this public notice was posted in the same day as it was published in the newspaper.

Pursuant to the provisions and penalties of Ch. 155, Acts 1953,

I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

Anna Kanitz

Date: Apr. 15, 2019 Title: Clerk

Subscribed and sworn to before me this 15 day of April, 2019

Kazoua Yang
Notary Public

Notary Expires:

11/9/22



NOTICE OF PUBLIC HEARING

Indiana Department of Transportation (INDOT) Public Hearing to present the Draft Environmental Assessment (EA) for the I-65 at SR 267 Interchange Modification, I-65 at Boone CR 550 S New Interchange, I-65 Northbound Exit Ramp Modification at Whitestown Parkway, and I-65 Southbound Exit Ramp Modification at I-865. The Indiana Department of Transportation (INDOT) will hold a public hearing **beginning at 6:00 p.m. on Tuesday, April 23, 2019, at the Whitestown Public Hall, 6210 Veterans Drive, Whitestown, IN 46075.**

The purpose of the public hearing is to offer all interested persons an opportunity to comment on the EA environmental document and related materials for the I-65 enhancements. The doors will be open at 5:30 p.m. in order to view displays and talk to the representatives prior to the start of the hearing. The purpose of the project is to improve traffic operations along the I-65 corridor, from I-865 to SR267 near Whitestown, and to provide improved connectivity between I-65 and the rapidly developing area along the CR 550 S corridor. The improvements will address the need to reduce existing traffic congestion along the I-65 corridor, enhance safety, provide pedestrian movements, direct access between I-65 and the rapidly developing area near CR550 S to serve existing and planned land uses and growth patterns along the I-65 corridor. An estimated 65.3 acres of right of way will be required for the total of all proposed improvements and will require the relocation of one agricultural facility which also contains a residence. In general the maintenance of traffic will maintain traffic on I-65 during construction with the exception of temporary closures (20 minutes at a time) for the setting of beams and other bridge work at the

SR267 and CR 550 S Interchange areas. The new I-65 interchange at the CR550 S location will be constructed prior to closing portions of the existing I-65 at SR267 interchange and the realigning of the local frontage roads. CR550 S will result in a full closure immediately east of the proposed intersection of the northbound I-65 exit ramp to CR550 S and the realigned Perry Wroth Road until a locally initiated CR550 S extension project is constructed to connect to the new interchange. The EA includes information regarding community and environmental impacts related to the proposed project. The environmental document and the preliminary designs are available to view prior to the public hearing at the project website <https://www.in.gov/indot/3729.htm> and hard copies of the documentation at the following locations:

1. Hussey-Mayfield Memorial Public Library, 250 N. 5th St., Zionsville, IN 46077
2. INDOT Crawfordsville District at 41 West 300 North, Crawfordsville, IN 46140
3. Hearings Examiner, Room N642 of the IGCN, 100 N. Senate Ave., Indianapolis, IN 46204 2216, Phone # (317) 234-0796

INDOT is soliciting comments on the EA document for the I-65 projects and encourages the community to attend and participate. **The official public comment period for the EA begins on Monday, April 8, 2019 and will end on May 9, 2019.** INDOT respectfully requests that comments be submitted during this time. Verbal statements will be accepted during a public comment session for the official public record immediately following the formal presentation. Verbal comments may be restricted to time limitations based on the number of speakers. In addition, written comments in regard to the projects may be submitted prior to the public hearing and within the comment period to: INDOT Public Hearings, IGCN Room N642, 100 North Senate Avenue, Indianapolis, IN 46204. E-Mail: mwright@indot.in.gov With advance notice, INDOT can provide special accommodation for persons with disabilities and/or limited English speaking ability and persons needing auxiliary aids or services such as interpreters, signers, readers, or large print. Should special accommodation be needed please contact Rickie Clark, Office of Public Involvement at (317) 232-6601, or email rclark@indot.in.gov preferably by April 16, 2019. This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR450.212(a)(7) states: "Public involvement proce-

dures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary, approved by the Federal Highway Administration, U.S. Department of Transportation on August 16, 2012. INDOT, Mary Wright, Public Hearings Examiner, Phone # (317) 234-0796,

hspaxip

(S - 4/8/19, 4/15/19 - 0003475334)

Tax I.D. 82-2664009
To: The Lebanon Reporter
117 E. Washington St. Lebanon, IN 46052

DES# 1400071, 1702147, 1801825, 1801826
NOTICE OF PUBLIC HEARING
Indiana Department of Transportation (INDOT) Public Hearing to present the Draft Environmental Assessment (EA) for the I-65 at SR 267 Interchange Modification, I-65 at Boone CR 550 S New Interchange, I-65 Northbound Exit Ramp Modification at Whitestown Parkway, and I-65 Southbound Exit Ramp Modification at I-865. The Indiana Department of Transportation (INDOT) will hold a public hearing beginning at 6:00 p.m. on Tuesday, April 23, 2019, at the Whitestown Public Hall, 6210 Veterans Drive, Whitestown, IN 46075. The purpose of the public hearing is to offer all interested persons an opportunity to comment on the EA environmental document and related materials for the I-65 enhancements. The doors will be open at 5:30 p.m. in order to view displays and talk to the representatives prior to the start of the hearing. The purpose of the project is to improve traffic operations along the I-65 corridor, from I-865 to SR 267 near Whitestown, and to provide improved connectivity between I-65 and the rapidly developing area along the CR 550 S corridor. The improvements will address the need to reduce existing traffic congestion along the I-65 corridor, enhance safety, provide pedestrian movements, direct access between I-65 and the rapidly developing area near CR 550 S to serve existing and planned land uses and growth patterns along the I-65 corridor. An estimated 65.3 acres of right of way will be required for the total of all proposed improvements and will require the relocation of one agricultural facility which also contains a residence. In general the maintenance of traffic will maintain traffic on I-65 during construction with the exception of temporary closures (20 minutes at a time) for the setting of beams and other bridge work at the SR 267 and CR 550 S interchange areas. The new I-65 interchange at the CR 550 S location will be constructed prior to closing portions of the existing I-65 at SR 267 interchange and the realigning of the local frontage roads. CR 550 S will result in a full closure immediately east of the proposed intersection of the northbound I-65 exit ramp to CR 550 S and the realigned Perry Wroth Road until a locally initiated CR 550 S extension project is constructed to connect to the new interchange. The EA includes information regarding community and environmental impacts related to the proposed project. The environmental document and the preliminary

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I, _____, publisher and proprietor of _____, in accordance with the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is justly claimed and is legally due, after allowing all just credits, and that no part of the same has been paid. The printed matter attached hereto is a true copy, of the same column width and type size, as it appeared in _____ said paper _____ 2 _____ times. The dates of publication being as follows:

April 9, 2019 April 16, 2019

The statement checked below is true and correct:

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- _____ Newspaper has a Web site but refuses to post the public notice.

Key Luchette

Date: April 16, 2019

Title: Legal Advertising Clerk

designs are available to view prior to the public hearing at the project website <https://www.in.gov/indot/3729.htm> and hard copies of the documentation at the following locations:

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TLR-167 4/9, 16 hspaxlp

Public Hearing 4/23/2019

I 65 at SR 267 Interchange Modification

I 65 at CR 500 S New Interchange

DES 1400071 & 1702146

Mr. Yupeng Li – Good Afternoon. My name is Yupeng Li. I live in Whitestown. And I'm strongly against the proposal for the new interchange at CR 550 S. For three reasons. First I don't think it's necessary to build a new access along I 65 because we already have two exists within three miles and the first proposal will increase the traffic capacity at exit 133. So I don't think it is necessary to add a new exit. The second reason is if you increase the noise due to the traffic at CR 550 South and noise will be can be harmful for the nearby residential neighborhoods. And the third reason is it will be very dangerous for the nearby residents because traffic will go through – the traffic on CR 550 will go through the nearby residential neighborhoods. Like the part of 550 South have a new name called (inaudible?) Wheel Drive which is part of the neighborhood called (inaudible) at Anson. So it will be very dangerous for the large traffic to go through that neighborhood. I know that there is a proposal that CR 550 will be disconnected from (inaudible Wheel?) Drive, but (inaudible) have a very sharp turn. So instead of going through (Mandaville?) Drive, it will go to north to 575 but there will be a very sharp turn at the end of 550 so it will be very dangerous. This is exactly what happened in Zionsville at the 96th Street. So these are the three reasons I'm against the proposal at 550 South. Thank you

Craig Triscari – I got to talk to Dave. I appreciate that. I know that there's some of the concerns that we have that the state cannot necessarily impact any of those but we do – the community that I've talked to wants to at least put it on record some of the concerns they have as it relates to 267 an I 65. I'm not here to say we oppose it or don't oppose it because the traffic in that area is pretty bad right now, but one of the concerns that we have on that road is the stop sign that you have now on 265 and I - 65 – Indianapolis - I'm sorry Indianapolis Road and 267 that stop light. Love's truck stop now is gonna have to exist out of that area. And the new Indianapolis Road that was put in by Whitestown faces directly into that community. And so the light, the noise issues are going to increase dramatically as you expand a portion of that road toward that residential area that residential area. We'd liked to put on there is that – I understand that the state can't do anything but Whitestown needs to fix that particular area in order to put up the berms, to put up the trees, in order to block the noise that is going to be created by the events that you're putting in. Additionally we see that traffic in that area is going to pick up dramatically in that community. And again we have a border on Zionsville's side, we have no border on Whitestown's side. There's nothing there. So we live in the devil's triangle, we have Zionsville on one side, Lebanon on one side, and we have Whitestown which you are developing is the most poorly developed for the sound protection for that community and we want that to be addressed or at least noted in (inaudible).

Craig Anderson - Declined

Jim Murphy – I just have two comments. One I think the improvements at the Whitestown exit, I believe it's exit 133, Whitestown Boulevard, might help somewhat but the big problem at that interchange is I just came across it tonight at about 6 o'clock and I was eastbound. So the way that's configured right now in order to dump more traffic off of northbound I-65 and have less backup on I-65 they reduced the eastbound lane to one lane. And there's four lanes I believe going across that bridge. The eastbound lane the north side of the eastbound lane on the bridge is just dedicated to left hand turns. So this evening and even at times before, traffic was backed, all the way back across the intersection back down to the new roundabout at Lafayette Road. And the traffic was also backed up on Lafayette Road. So it really came to a standstill for people on Lafayette Road and even some of the operation of the traffic circle. So it is in dire, dire, need to get two lanes open going across I 65 and if that needs to include widening the bridge then that's what should be done. Only other comment I have is on the 267 interchange, the access to Boone County 400 East gets more complicated. And that road at least from my viewpoint is used extensively, because if I head north on 267 I hit the interchange there, I can get on 400 E, I can go straight north to route 32 and get eastbound over to 421. Therefore it just adds more complication, I think there should be a better direct connection from that interchange to Boone County Road 400 East. Thank you

Douglas (?) - My comments are gonna pretty much my comments are pretty much already reiterated. Mr. Li I think did a good job. My concern would be the impact on 65 north and south flow when you have entrance and exit ramps so close together. You know, that many entrance and exit ramps so close together is bound to impact the flow on 65 and once 65 stops then that's going to back it up in all the entrance and exits ramps and we're going to have worse problems than we do already. The next question I have is, was there any kind of, and this is a question I don't know if guys can answer it, was there any kind of an impact from the pollution, air pollution as well as noise pollution a chance for the people in the districts to give feedback on that or is there ever going to be a possibility of that? Because I can't honestly believe that we're saying there's not going to be any noise impact and there's no need for noise barriers. Plus the air pollution from all the trucks and everything that's going to be traveling on there so I have a hard time with the environmental study.

Danny Hockoff – My name is Danny Hockoff (sp) I'm with the Indianapolis road. Thank you for having this hearing we appreciate it very much. I am in for of this exit. And I have one snag. I understand, I know you can't comment right now, but I understand they are going to take approximately about 18 acres of my property on the, I have no sense of direction, on the west side, on the west side by 65 where the exit is. There is Etter Ditch that goes about through that property. I'd give anything to have that ditch hug against the exit ramp. And that's really important to me because if I don't I'm going to have 9 or 10 acres that I can't use. The farmers can't even get to the property. They can do it in one day. My opinion. But just take the ramp, or take the creek or the ditch and just move it up against or parallel up to the ramp. Number two when they come up off the interstate up the ramp it's going to dump into (inaudible) If I were them I would highly considered putting a ramp about there at the ramp and the road there, Indianapolis Road. And that's it. Thank you very much. I appreciate it.

Matt Stuckey – My only statement is, that once the new interchange at 267 is done, it will cut off the northbound exit from the Love's gas station. Currently I'm coming south on Indianapolis Road turning left onto 267 to get on 65. The issue right now is there's two stop signs and that there are some mornings I wait 3 to 5 minutes just to get a left turn there. With the trucks no longer to be able to take the north exit from the Love's gas station they are now coming out of the straight across onto Indianapolis Road. That's causing, that will cause, probably just a guess, at seven o'clock in the morning, a good 3 to 5 extra minutes from what I'm already waiting. So my concern is that they've already discussed a stop light at that spot. I'd like INDOT to look at that a little bit closer than they have in the past. As growth in those factories that were just built start to open up that's going to cause more and more traffic from 267 coming north as well. That's it.

Wright, Mary

From: Zionsville Country Kennel <zionsvillecountrykennel@gmail.com>
Sent: Wednesday, April 24, 2019 3:18 PM
To: Wright, Mary
Subject: I 65 Proposed New Interchange at CR 550 South DES #1400071

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

The following are my comments, questions, and concerns regarding the above mentioned project, specifically in regards to the Environmental Assessment.

1. **Crash Summary.** As mentioned in the report (page 6), the majority of the car crashes in the area occur on I-65 Mainline - while "queuing onto mainline I-65 at the ends of the exit ramps. Side swipe crashes are typically caused by improper lane changes that typically occur when vehicles are entering or exiting the interstate". A total of 26 accidents occurred at the SR 267 Interchange including one fatality, and another 28 accidents (including a fatality), occurred at the SR 267 / Indianapolis Rd intersection that leads into the SR 267 Interchange. A more realistic presentation is that 54 accidents occurred in relation to the SR 267 Interchange, including 2 fatalities. I could not determine from the table the total number of crashes that occurred at the Whitestown Parkway Interchange, but I imagine that is very pertinent to this analysis. My question is, based on this analysis, how is it reasonable that the addition of another interchange is a safer option, rather than improving the 2 existing interchanges that already exist?? Maybe a study needs to be done on how to improve the safety issues that currently exist, rather than creating new safety issues/concerns. The report also states "the low crash rate at CR550S is because there is no existing interchange". So again based on this report, the crash rate will increase as the "potential conflict points" are introduced with the new interchange. Again, I do not understand how the report concludes that "crash rates can be reduced by enacting the proposed build condition."
2. **Air Pollution.** As mentioned in the report (page 40),"it is expected there would be slightly higher MSAT emissions in the study area relative to the No Build Alternative due to increased VMT". How is this issue being addressed?
3. **Noise Pollution.** The report states that "a re-evaluation of the noise analysis will occur during the final design". When is this scheduled? I would like to understand how the Activity Categories were determined for the various field sites, and I need a better description of the location of the Receiver ID's to determine the specific impact on my property and business interests. I'm not sure if my property qualifies as feasible for noise abatement, but the legal structure of my property (between the business and residence) might impact the reasonability for noise abatement.
4. **Community Impacts.** How will I access my property during the closure and construction of CR550S? How will the access to my property be impacted once the construction is completed?
5. **Construction Impact and Long Term Impact on Ground Water and Existing Wells in the Area.** Has any study or analysis been done on this subject?

Will I get responses to my comments, questions and concerns prior to the May 9th date so that I can comment further if necessary?



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-0796
FAX: (317) 233-4929

Eric Holcomb, Governor
Joe McGuinness, Commissioner

April 23, 2019

The purpose of this meeting is to provide information to concerned citizens and to receive input and feedback. This form is provided for your convenience to comment on the project or the presentation. Comments may be submitted today, or mailed anytime in the next two (2) weeks to:

Mary Wright
INDOT Office of Public Involvement
100 North Senate Avenue
IGCN 642
Indianapolis, IN 46204
Fax: 317-233-4929
E-Mail: mwright@indot.in.gov

Final Comment Date: Thursday, May 9, 2019
Location: I 65 Interchange Modification at SR 267
I 65 Proposed New Interchange at CR 550 South
DES #: 1400071

Name: (Please Print) Alan Cragun May 2, 2019
Address: 2828 South 500 East
Whites town IN 46075 letter #2
E-Mail: nwgarc@gmail.com

Comments:
I am writing again to let you know how I feel about your taking my land. I was okay with the original drawing that Mr. David Pluckebaum showed me March 2018. That drawing parallels Albert white. The latest drawing is shown April 23 takes more of my land. I am a farmer. I cannot replace the land I am losing. This is not fair or acceptable. There is no land available near my farm that I cannot replace what I lose. I am a farmer. That is what I do and I like what I do. I wish you could understand. The first drawing was acceptable. Not the second.

Signature: Alan D. Cragun



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

MAY 07 2019

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

REPLY TO THE ATTENTION OF:

Re: Draft Environmental Assessment for the I-65 at SR 267 Interchange Modification, I-65 at Boone CR550S New Interchange, I-65 Exit Ramp Modification at Whitestown Parkway, and I-65 Exit Ramp Modification at I-865, Boone County, Indiana

Dear Ms. Allen:

The U.S. Environmental Protection Agency has reviewed the Draft Environmental Assessment (EA) for the projects referenced above, dated February 27, 2019. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality's NEPA Implementing Regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act. The Federal Highway Administration (FHWA) is the lead agency under NEPA, and the Indiana Department of Transportation (INDOT) is the project proponent. We offer our recommendations with the goal of facilitating project efficiency by identifying environmental issues and offering solutions early in the planning process.

The purpose of these projects is to improve traffic operations along the Interstate 65 corridor, from Interstate 865 to State Route 267 near Whitestown, and to provide improved connectivity between Interstate 65 and the developing area along the County Road 550 South corridor. The projects include new multi-use trails, which EPA appreciates as a way to promote health and reduce vehicle air emissions. EPA also recognizes discussion in the EA on efforts to first avoid and then minimize impacts to jurisdictional waters, and we understand that a Clean Water Act Section 404 permit will be required from the U.S. Army Corps of Engineers. To promote meeting the project purpose in a way that best protects human health and the environment, please see our enclosed recommendations related to climate resiliency, air quality, and noise.

Thank you for the opportunity to review this project. When the subsequent NEPA document becomes available, please send an electronic copy to Jen Blonn Tyler, the lead NEPA reviewer for this project, at tyler.jennifer@epa.gov. Ms. Tyler is also available at 312-886-6394.

Sincerely,

A handwritten signature in black ink, appearing to read "Kenneth A. Westlake", is written over a circular stamp or seal.

Kenneth A. Westlake
Deputy Director, Office of Multimedia Programs
Office of the Regional Administrator

Enclosures:

EPA's Detailed Scoping Comments
Construction Emission Control Checklist

CC Via Email:

Brandon Miller, Indiana Department of Transportation
David Cleveland, Corradino LLC, Consultant to Indiana Department of Transportation

Enclosure 1

EPA'S DETAILED COMMENTS ON THE DRAFT ENVIRONMENTAL ASSESSMENT FOR THE I-65 AT SR 267 INTERCHANGE MODIFICATION, I-65 AT BOONE CR550S NEW INTERCHANGE, I-65 EXIT RAMP MODIFICATION AT WHITESTOWN PARKWAY, AND I-65 EXIT RAMP MODIFICATION AT I-865, BOONE COUNTY, INDIANA

Resiliency

The National Climate Assessment finds that in the Midwest extreme heat, heavy downpours, and flooding will affect infrastructure, health, air and water quality, and more.¹ The proposed projects include work in a floodplain, furthering the need to fully consider resiliency over the life of the project.

Recommendations for the Subsequent NEPA Document:

- Consider precipitation and temperature trends and modeled future conditions for the project area, which are available in the National Climate Assessment.
- If needed, incorporate resiliency and adaptation measures or plans. See EPA's Adaptation Resource Center² for assistance. As an example, consider enhancing stormwater control measures to reflect recent trends and anticipated extreme weather events. Further, study the resiliency of construction materials to extreme weather events over the life of the projects.

Air Quality

Our air quality recommendations focus on the construction phase of the proposed projects. Temporary fugitive dust and exhaust emissions from demolition, material hauling, and construction activities would occur. In 2002, EPA classified diesel emissions as a likely human carcinogen, and in 2012 the International Agency for Research on Cancer concluded that diesel exhaust is carcinogenic to humans. Diesel exhaust can also lead to other serious health conditions and can worsen heart and lung disease, especially in vulnerable populations, such as children and elderly people.

Recommendations for the Subsequent NEPA Document:

- Require construction teams to use applicable practices in the enclosed Construction Emission Control Checklist and identify measures that would be implemented.
- Commit to create a plain-language list of construction best-practices that contractors would be required to follow. Make the list readily available to the public during project construction, both online and physically posted near construction sites. Include a phone number for residents to call if they notice a violation, such as exceedances of truck idle times.

¹ U.S. Global Change Research Program, 2017 Climate Science Special Report: Fourth National Climate Assessment, Volume 1, available at: <https://www.globalchange.gov/browse/reports>

² EPA's Climate Adaptation Resource Center, available at: <https://www.epa.gov/arc-x>

Noise Impacts

The EA explains that predicted future noise levels adjacent to the proposed projects would approach or exceed FHWA's noise abatement criteria at three residences (page 41). The project team considered a noise barrier at one location, but the EA explains that it is not being carried forward as part of the proposed projects.

Recommendations for the Subsequent NEPA Document:

- Assess whether noise mitigation through insulation and window treatments at impacted residences may minimize noise impacts, while also staying within reasonableness and feasibility parameters. If deemed reasonable and feasible, include relevant commitments in the subsequent NEPA document.

U.S. Environmental Protection Agency
Construction Emission Control Checklist

Consider measures that apply to the proposed project from the following list.

Mobile and Stationary Source Diesel Controls

Purchase or solicit bids that require the use of vehicles that are equipped with zero-emission technologies or the most advanced emission control systems available. Commit to the best available emissions control technologies for project equipment in order to meet the following standards.

- On-Highway Vehicles: On-highway vehicles should meet, or exceed, the EPA exhaust emissions standards for model year 2010 and newer heavy-duty, on-highway compression-ignition engines (e.g., long-haul trucks, refuse haulers, shuttle buses, etc.).³
- Non-road Vehicles and Equipment: Non-road vehicles and equipment should meet, or exceed, the EPA Tier 4 exhaust emissions standards for heavy-duty, non-road compression-ignition engines (e.g., construction equipment, non-road trucks, etc.).⁴
- Locomotives: Locomotives servicing infrastructure sites should meet, or exceed, the U.S. EPA Tier 4 exhaust emissions standards for line-haul and switch locomotive engines where possible.⁵
- Low Emission Equipment Exemptions: The equipment specifications outlined above should be met unless: 1) a piece of specialized equipment is not available for purchase or lease within the; or 2) the relevant project contractor has been awarded funds to retrofit existing equipment, or purchase/lease new equipment, but the funds are not yet available

Consider requiring the following best practices through the construction contracting or oversight process:

- Establish and enforce a clear anti-idling policy for the construction site.
- Use onsite renewable electricity generation and/or grid-based electricity rather than diesel-powered generators or other equipment.
- Use electric starting aids such as block heaters with older vehicles to warm the engine.
- Regularly maintain diesel engines to keep exhaust emissions low. Follow the manufacturer's recommended maintenance schedule and procedures. Smoke color can signal the need for maintenance (e.g., blue/black smoke indicates that an engine requires servicing or tuning).
- Retrofit engines with an exhaust filtration device to capture diesel particulate matter before it enters the construction site.
- Repower older vehicles and/or equipment with diesel- or alternatively-fueled engines certified to meet newer, more stringent emissions standards (e.g., plug-in hybrid-electric

³ <http://www.epa.gov/otaq/standards/heavy-duty/hdci-exhaust.htm>

⁴ <http://www.epa.gov/otaq/standards/nonroad/nonroadci.htm>

⁵ <http://www.epa.gov/otaq/standards/nonroad/locomotives.htm>

vehicles, battery-electric vehicles, fuel cell electric vehicles, advanced technology locomotives, etc.).

Fugitive Dust Source Controls

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative, where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate, and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

Occupational Health

- Reduce exposure through work practices and training, such as turning off engines when vehicles are stopped for more than a few minutes, training diesel-equipment operators to perform routine inspection, and maintaining filtration devices.
- Position the exhaust pipe so that diesel fumes are directed away from the operator and nearby workers, reducing the fume concentration to which personnel are exposed.
- Use enclosed, climate-controlled cabs pressurized and equipped with high-efficiency particulate air (HEPA) filters to reduce the operators' exposure to diesel fumes. Pressurization ensures that air moves from inside to outside. HEPA filters ensure that any incoming air is filtered first.

Wright, Mary

From: Gus Pearcy <gus.pearcy@reporter.net>
Sent: Tuesday, May 07, 2019 12:18 PM
To: Wright, Mary
Subject: RE: Request for story on the I 65 Interchanges

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Mary,

I'm so sorry I dropped the ball on this one. I am sending you the text from the story I wrote about the public meeting.

It is below my signature.

Thanks,

Gus Pearcy
(317) 403-6485
gus.pearcy@reporter.net

In order for the Indiana Department of Transportation to get federal funds for projects, it must complete an environmental impact study.

Tuesday evening, INDOT held a public hearing to announce the findings of such a study and take public comment for the Indiana 267 and Interstate 65 interchange modification and the new interchange at I-65 and County Road 550 South.

Six people stood up to give public comment about the impact of the \$40 million project that will install a new, diverging diamond interchange at both locations. Dave Cleveland with Corradino LLC, a consultant on the study, said the environmental impact is minimal. There's virtually no impact at the current Ind. 267 interchange because there is an existing interchange. There will be a slight impact on the area wetlands, but the project only needs another nine acres to modify the interchange. There will specifically be no impact to Boone's Pond, Cleveland said.

The new interchange at C.R. 550 S. will require one relocation of a farm and 2,500 lineal feet of Etter Ditch. Debbie Douglas, owner of Zionsville Country Kennels, has property that abuts right up to the new interchange. She said she was concerned about the noise. The study concluded that no noise mitigation was needed for either interchange.

"I'm very concerned about the air pollution and noise pollution both," Douglas said, expecting the increase of traffic past her business will affect the dogs. "We've got two exchanges, two exits, right now three miles apart. How do we think putting another one a mile and a half is going to reduce any loads on those two?"

Douglas said she is also concerned about the diverging diamond design and that it looks confusing. Cleveland said there are only three diverging diamond interchanges in Indiana, but he claimed that drivers will not have any trouble because the lanes will channel motorists into the correct lanes as they near the ramps.

"It's easier than a roundabout," he said.

Matt Stuckey expressed concern about the Ind. 267 work which will force the closure of the north exit of the Love's Travel Stop.

"Currently, I'm coming south on Indianapolis Road to turn left on (Ind.) 267 to get onto (I-)65," Stuckey said, adding up to five minutes on his daily commute. "We've already discussed a stop light at that spot. I'd like you not to overlook it."

The project will also add a lane on the merge from I-65 to I-865 and an upgrade on the exit ramp from I-65 to Whitestown Parkway.

The official public comment period on the environmental assessment ends May 9. Copies of the plan and the environmental assessment may be found at the Hussey-Mayfield Public Library, 250 N. 5th St., Zionsville. Comments may be emailed to mwright@indot.in.gov or mailed to INDOT Public Hearings, IGCN Room N462, 100 N. Senate Ave., Indianapolis, IN 46204.

INDOT also has a website on the project with maps at www.in.gov/indot/3729.htm.

Construction is tentatively scheduled to begin next year. Completion is scheduled in 2022.

From: "Wright, Mary (MWRIGHT@indot.IN.gov)" <MWRIGHT@indot.IN.gov>
To: Gus Pearcy <gus.pearcy@reporter.net>
Date: Thu, 25 Apr 2019 14:50:25 +0000
Subject: RE: Request for story on the I 65 Interchanges

I'm not able to access because I cannot purchase the article or day pass.
Again we do appreciate you took the time to cover the hearing.
Mary

From: Gus Pearcy [mailto:gus.pearcy@reporter.net]
Sent: Thursday, April 25, 2019 10:47 AM
To: Wright, Mary <MWRIGHT@indot.IN.gov>
Subject: RE: Request for story on the I 65 Interchanges

**** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ****

Hi, Mary!

The story has not actually been published in the print version. However, it has been online for a day or so. Here's the link you can print: https://www.reporter.net/news/local_news/indot-hears-from-the-public/article_7f9d8516-a311-532e-81e7-654fbd77949b.html

If you need anything else, let me know and I will be glad to help you.

Thanks!

Gus Pearcy
(317) 403-6485
gus.pearcy@reporter.net

From: "Wright, Mary (MWRIGHT@indot.IN.gov)" <MWRIGHT@indot.IN.gov>
To: "gus.pearcy@reporter.net" <gus.pearcy@reporter.net>
Date: Thu, 25 Apr 2019 14:22:57 +0000
Subject: RE: Request for story on the I 65 Interchanges


Hi Gus,
Would you be able to send me the article you wrote about the public hearing on the I 65 interchanges? I would like to have it to include in the transcript for the project.

Thanks,
Mary Wright

**I-65 Interchange Modification at SR 267
and
I-65 Proposed New Interchange at
Boone County CR 550 South
DES# 1400071**

**Tuesday, April 23, 2019
Whitestown, Indiana
6:00 p.m.**



Please silence electronic devices at the start of the hearing.



Agenda



- Welcome & Introductions
- Formal Public Hearing
 - Presentations
 - Public Statements for the Record
 - Adjourn Formal Hearing

Invited to the display area for Q & A with the project team

National Environmental Policy Act (NEPA)

- Conducted as requirement of NEPA
- Federal funding
 - NEPA Environmental Assessment (EA)
 - Used when impacts to the environment are not clearly established.
 - Wetlands and streams
 - Section 106 historic properties
 - Section 4(F) properties
 - Right of Way and Relocations
 - Noise
 - Public Involvement


EA Environmental Document

- Released for Public Involvement on March 14, 2019
- Published Legal Notice
 - Indianapolis Star Lebanon Reporter
 - April 8th & 15th, 2019 April 9th & 16th, 2019
- Announcing the public hearing and the document is available for *viewing*




National Environmental Policy Act (NEPA)

- Public Involvement
 - Community Advisory Committee (CAC) - April 2018
 - Public Information Meeting - May 2018
 - Kitchen table meetings (KTMs) for some projects
 - Public Hearing – April 2019
 - Project web page (<https://www.in.gov/indot/3729.htm>)
 - Simply search "INDOT Crawfordsville"



How Can You Participate?

- Verbally as a Public Statement
 - Statements are recorded
- Comment Form
 - Submit via mail, fax, or drop box
- Email - mwright@indot.in.gov
- Comment Period ends
 - Thursday, May 9, 2019

Please feel free to use any and all methods.



SR 267 Interchange Modification

- Environmental Impacts
 - 9.3 acres of new right-of-way
 - Wetland impacts
 - No stream impacts
 - No Section 4(f) Impacts to Boone's Pond
 - No Section 106 historic impacts
 - Preliminary noise analysis complete – noise barrier not warranted



CR 550 S New Interchange

- Environmental Impacts
 - 56.0 acres of new right-of-way
 - One relocation
 - Wetland impacts
 - Impacts to Etter Ditch
 - No Section 4(f) or Section 106 historic impacts
 - Preliminary noise analysis complete – noise barrier not warranted



Real Estate Acquisition Process

https://www.fhwa.dot.gov/real_estate/uniform_act/acquisition/real_property.cfm



Real Estate Acquisition Process

- "Uniform Act" of 1970
 - All federal, state, and local governments must comply by requiring just compensation.
- Acquisition Process
 - Appraisals
 - Review appraisals
 - Amount of compensation cannot be less than fair market value
 - Offer will be made in writing
 - No agreement
 - Mediation
 - Condemnation



Relocation Assistance Program

- One Relocation
 - Basic process for those persons or properties that may be relocated as a result of the construction of a project.
 - Ensures those individuals are compensated for replacement and moving expense.



https://www.fhwa.dot.gov/real_estate/publications/your_rights/

Project Scope



SR 267 Interchange Modification

- Preferred Alternative – Diverging Diamond Interchange (DDI)
- Other Alternatives Considered
 - Partial Cloverleaf (Parclo) with Slip Ramp
 - DDI with Grade Separation
 - Single Point Urban Interchange (SPUI)



SR 267 Diverging Diamond Interchange (DDI)

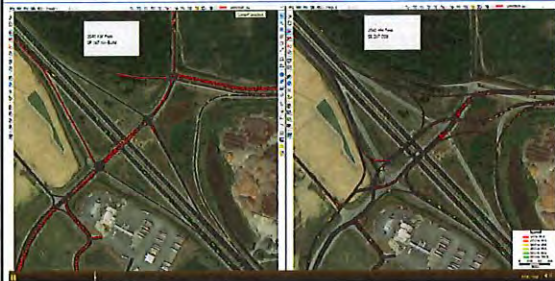
Preferred Alternative



DDI – Example Operations Video



DDI – SR 267 Traffic Simulation



CR 550 S Diverging Diamond Interchange (DDI)

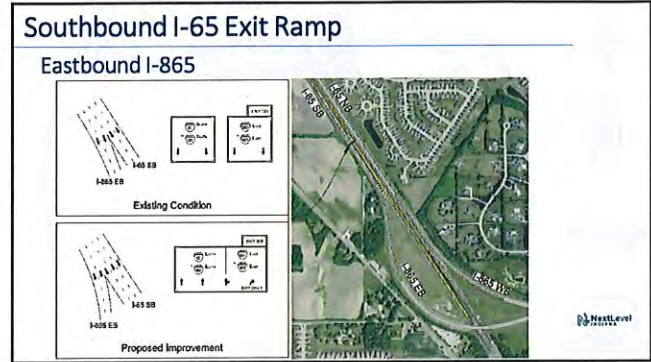
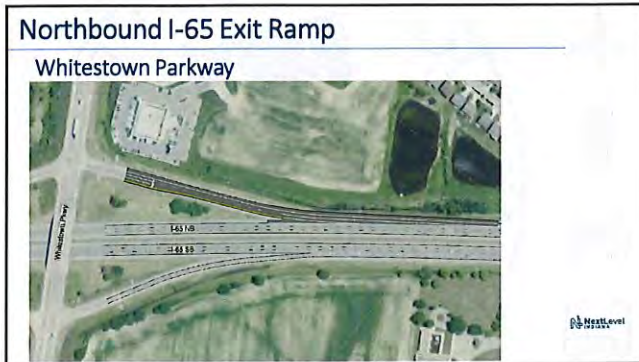
Preferred Alternative



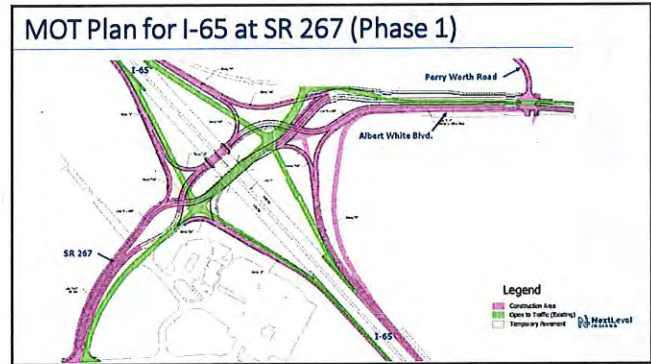
CR 550 S New Interchange

- Preferred Alternative – Diverging Diamond Interchange (DDI)
- Other Alternatives Considered
 - Tight Diamond Interchange (TDI)
 - Single Point Urban Interchange (SPUI)
 - Conventional Diamond Interchange





- ### Maintenance of Traffic (MOT)
- Can build CR 550 S interchange with minimal impact to traffic
 - Can build northern (new) SR 267 bridge and some of SR 267 interchange with minimal impact to traffic
 - Potential to make CR 550 S interchange operational prior to reconstruction of existing portions of SR 267 interchange
 - Special concerns for holiday traffic



- ### What is next?
- After Public Hearing and Public Comments
 - Environmental Document Approval
 - Anticipate a Finding of No Significant Impacts (FONSI)
 - Legal Notice published to formally announce the conclusion of the environmental assessment phase.
 - All comments are addressed in the FONSO
 - Right-of-way Acquisition 2019
 - Permitting and Mitigation 2019
 - Tentative Construction 2020
-

- ### Comment Session
- No responses at this time.
 - Statements are for the official public hearing transcript.
 - First speakers are from the sign-in sheet.
 - Open for additional public statements from the floor.
 - Please come forward to the podium so that we may accurately record your statements.
 - We encourage and appreciate your comments.
-

Public Comments

- Statements recorded at public hearing.
- Written Statements
 - Mary Wright
IGCN Room N642
100 North Senate Avenue
Indianapolis, IN 46204
- E-Mail mwright@indot.in.gov
- Respectfully request comments to be postmarked by Thursday, May 9, 2019

All comments will be reviewed and evaluated and given full consideration before final design decisions.



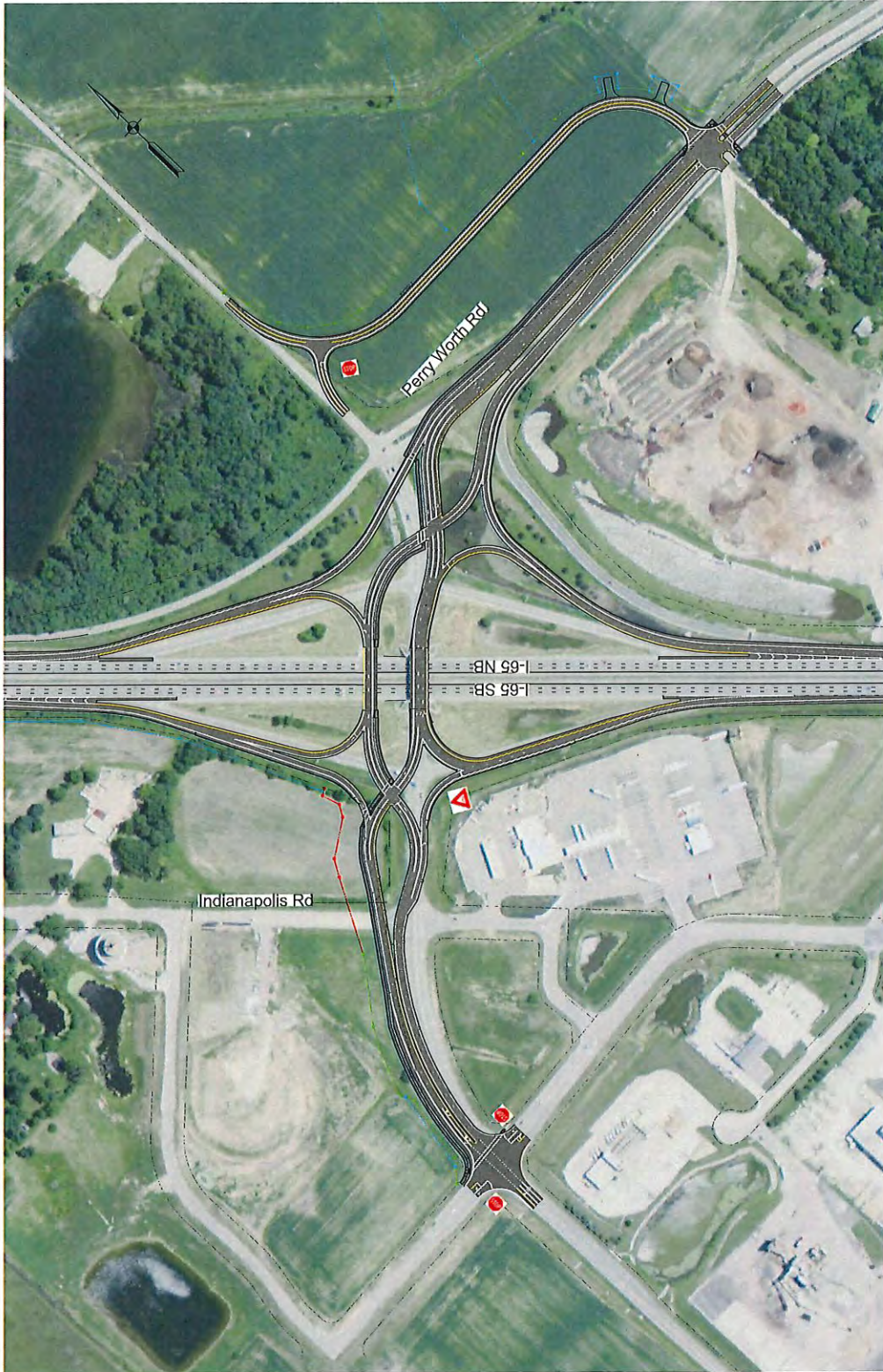
Thank You

- Please visit with project officials following the public comment session.
- View displays and preliminary plans.
- Informal questions and answers
- Informal comments are always welcome, however, please note general conversations are not part of the official record.

Thank you for your attendance this evening.

Formal public hearing is adjourned.



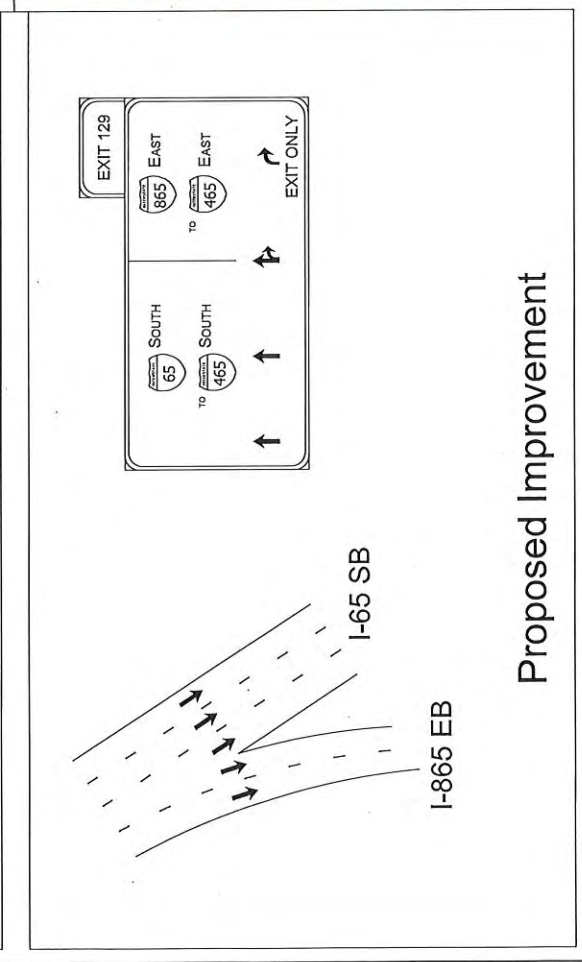
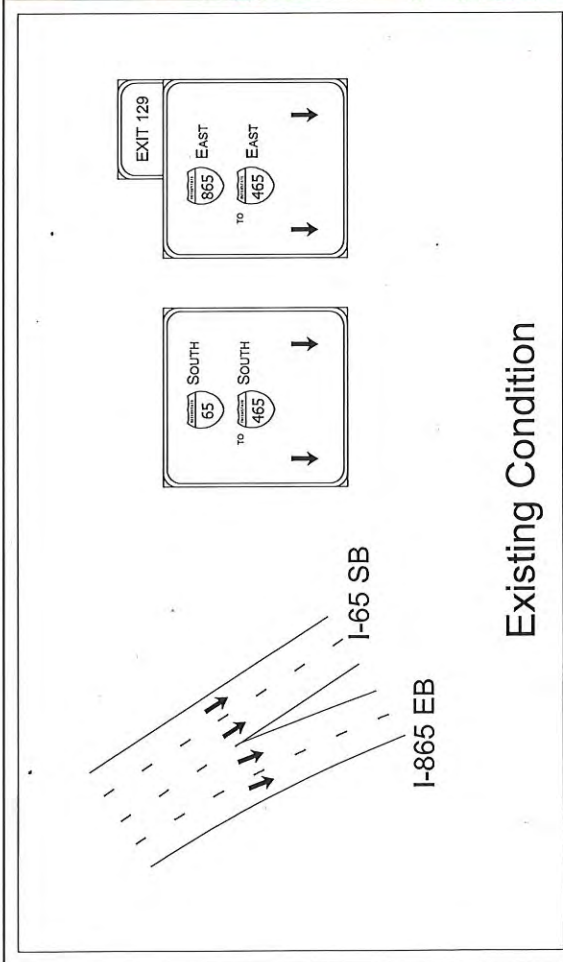


HNTB
 HNTB CORPORATION
 ENGINEERS ARCHITECTS PLANNERS
 111 MONUMENT CIRCLE
 SUITE 2000
 INDIANAPOLIS, IN 46204

I-65 / SR267 - Pavement Markings

SCALE: 1" = 150'
 0' 150' 300'

INDIANA
 DEPARTMENT OF TRANSPORTATION
 INTERCHANGE LAYOUT

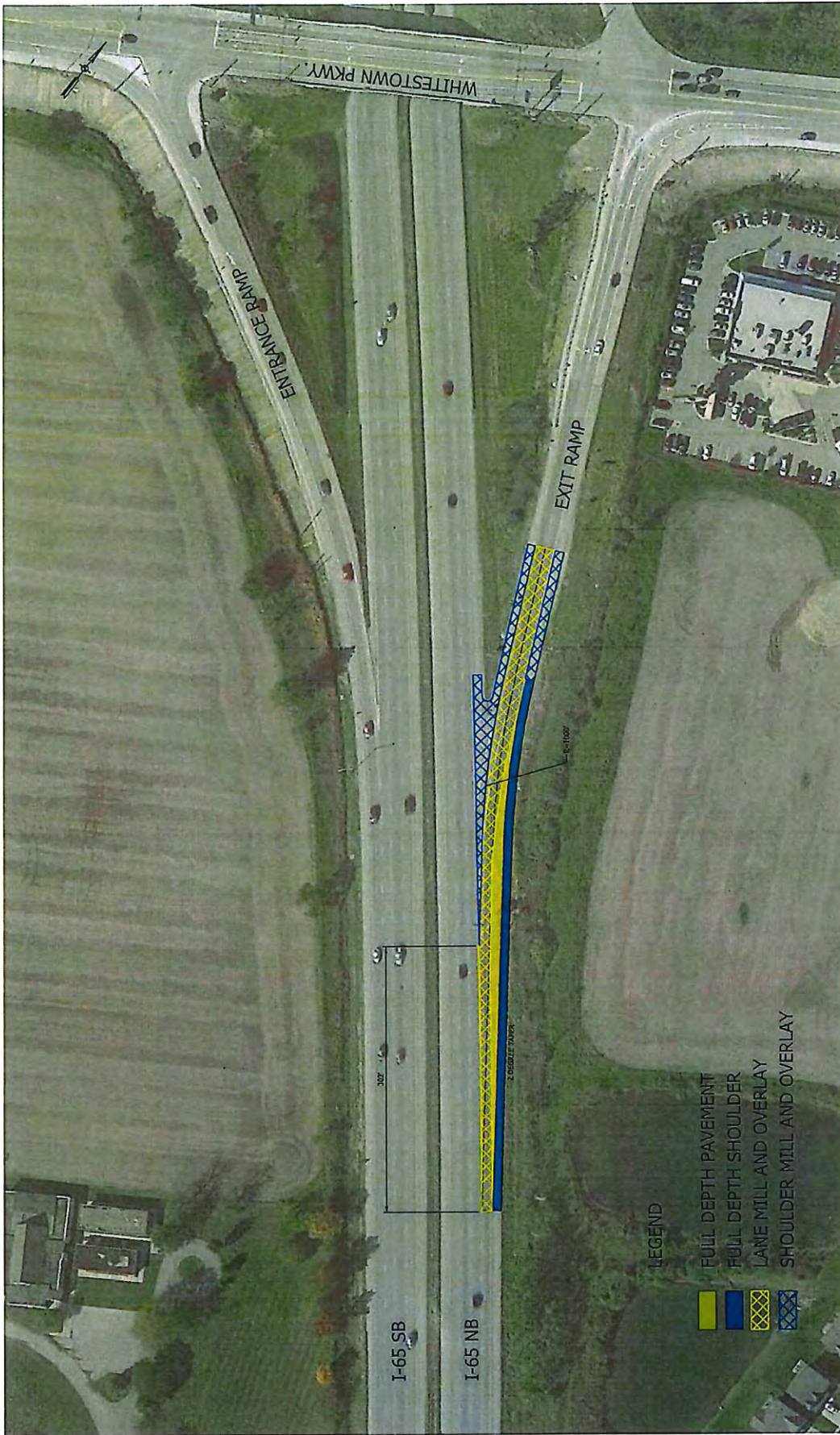


INDIANA
DEPARTMENT OF TRANSPORTATION
INTERCHANGE LAYOUT

**NOT TO
SCALE**

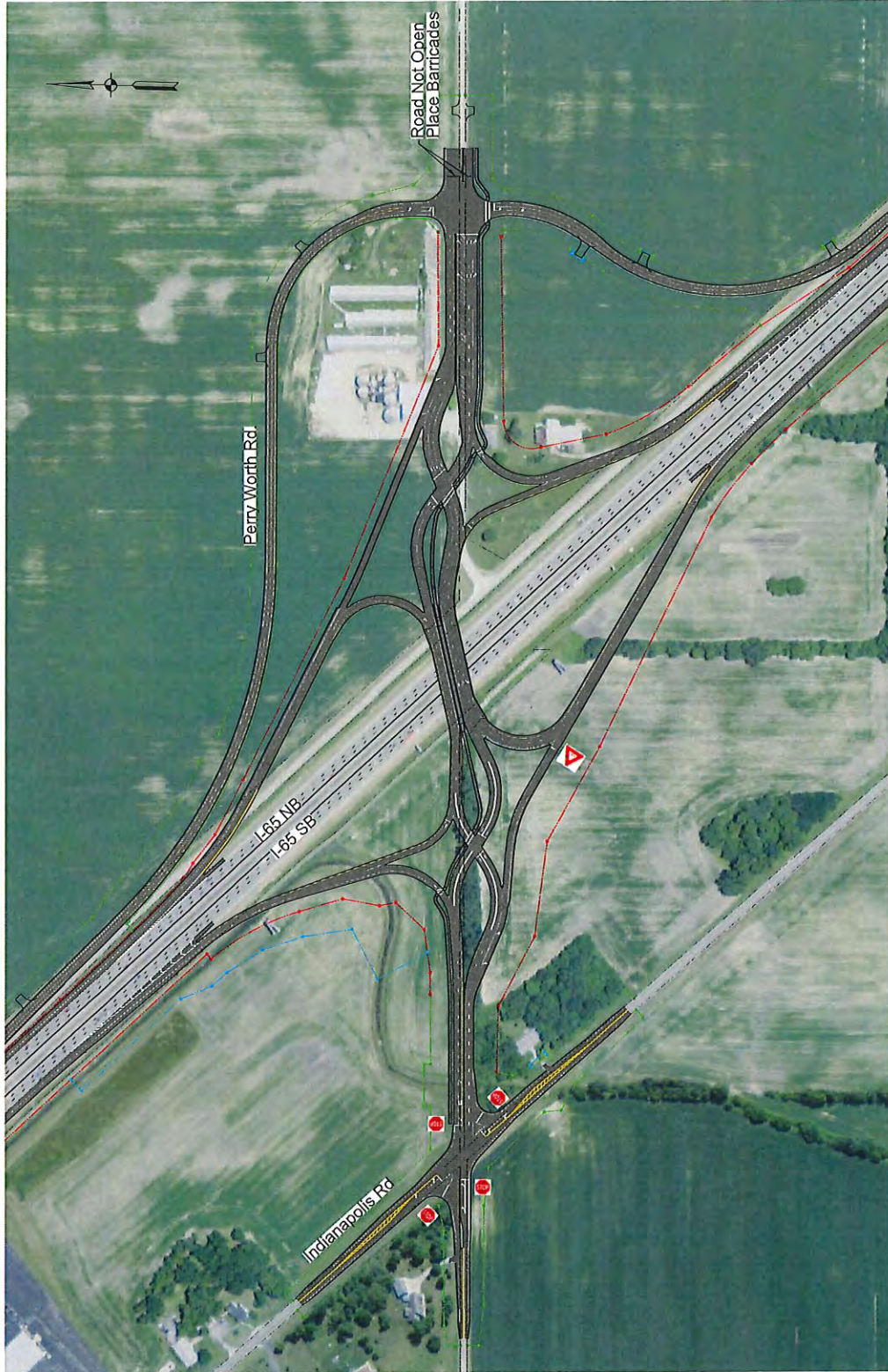
I-65 / I-865 - Pavement Markings


HNTB CORPORATION
THE HNTB COMPANY'S PLANNERS
111 MANLYBURY CIRCLE
SUITE 1300
INDIANAPOLIS, IN 46204



WHITESTOWN PKWY EXIT RAMP REVISION

Appendix B-2



HNTB
 HNTB CORPORATION
 ENGINEERS ARCHITECTS PLANNERS
 111 MONUMENT CIRCLE
 SUITE 2000
 INDIANAPOLIS, IN 46204

I-65 / CR550 - Pavement Markings

SCALE: 1" = 150'
 0 150' 300'

INDIANA
 DEPARTMENT OF TRANSPORTATION
 INTERCHANGE LAYOUT



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-0796
FAX: (317) 233-4929

Eric Holcomb, Governor
Joe McGuinness, Commissioner

April 23, 2019

The purpose of this meeting is to provide information to concerned citizens and to receive input and feedback. This form is provided for your convenience to comment on the project or the presentation. Comments may be submitted today, or mailed anytime in the next two (2) weeks to:

Mary Wright
INDOT Office of Public Involvement
100 North Senate Avenue
IGCN 642
Indianapolis, IN 46204

Fax: 317-233-4929
E-Mail: mwright@indot.in.gov

Final Comment Date:
Thursday, May 9, 2019

Location: I 65 Interchange Modification at SR 267
I 65 Proposed New Interchange at CR 550 South
DES #: 1400071

Name: (Please Print) _____

Address: _____

E-Mail: _____

Comments:

Signature: _____

SIGN-IN SHEET

PLEASE PRINT

DATE:

Before including your address, phone number, e-mail address, or other personal identifying information on the meeting Sign-In Sheet or on your comment submittal, be advised that your comment ~ including your personal identifying information ~ may be made publicly available at any time. While you can ask us to withhold personal identifying information from public review, we cannot guarantee that we will be able to do so.

NAME	ADDRESS	EMAIL- OPTIONAL
Amber Spangler	5541 S Indianapolis Rd Whitestown, IN 46075	a.Spangler.89@gmail.com
Doug Everett	4677 S 250 E Leb. IN 46052	
Dimar Prasetya	FHWA	dimar.prasetya@dot.gov
Brian Herdelmaier	4020 Snaffle Bit Rd Lebanon IN	
Kevin Sosbe	1385 H. John Bart Lebanon, IN	SosbeK@hotmail.com
Danny Hockett	5161 S. Indpls. White	dannyh@icefriday.com
Chad Costa	3502 Woodview Trace Indianapolis, IN	
Bill Plant		
Phil Ludlow	8419 E. 750 NORTH PITTSBORO IN 46167	PLUDLOW@CALLCARPENTER.COM


www.in.gov/indot

SIGN-IN SHEET

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NAME	ADDRESS	EMAIL- OPTIONAL
Dennis + Kathy Giles	6250 S. St Rd 267	KJGILES@TDS.NET
Drew Clark	5371 E 550 S	
Claire Mickerson	6995 S St. Rd. 267 Lebanon	
Gus PEARCY	—	GUS.PEARCY@REPORTER.NET
Mary & Jeff Dickerson	2101 Garfield St.	jdickerson@bremc.com
Samantha Beaupre	6010 Southbay Drive	sbeaupre@lochgroup.com
Anna Tyler Everett	5010 S 300E. Lebanon	farmboy135@aol.com
Jim MURPHY	18726 N. ST ROAD 267	
Pat Long	604 York Cir Noblesville	plong@perciment.com
J.Q. Yr	4918 E 550S Whitesboro	


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NAME	ADDRESS	EMAIL- OPTIONAL
Larry Dewees	Good Oil Co.	ldewees@goodoilcompany.com
CRAIG TRISCARI	3270 Paddal Rd	TRISCARI@TRISCARI.COM TRISCARI@TRISCARI.COM
Linda Collis	Lebanon	-
Chris Schultz	4211 Field Master Dr Zionsville, IN 46077	cschultz@chacompanies.com
Patrick Keller	4930 S. 575E ^{Whitestown} 46075	pkeller@butler.edu
Charoy McFERRAN	3010 E. 400 S. LEBANON	
Ted Amelun	128 Autumn Rd Lebanon	
Hannah Blad	1957 Rocke Street	-
Margaret Stefanik	1477 E 400 S Lebanon	
Noah Evans	1434 E 400 S Lebanon	


www.in.gov/indot

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NAME	ADDRESS	EMAIL- OPTIONAL
Lonnie Kinnard	1905 E. 700 South, Levens	X
Alex Aliaby	3401 Roundlake Ln.	
BRETT CRITCHFIELD	INDOT, CRAWFORDSVILLE	
C. Eugene Strawmyer	1530 W. 800 N Lebanon	
Chet Gow	1650 W 600 S Lebanon	
RICHARD DAY	3475 E. 700 S. LEBANON	
Yupeng Li	6063 Meadowview Dr.	
Clayton Pergal	6195 Schooler Dr. Apt 212	
Karen Pidgeott	1605 S 650 E Whitestown	
Gary Papp	1714 N 500E Crawfordville	


www.in.gov/indot

SIGN-IN SHEET

PLEASE PRINT

DATE:)

Before including your address, phone number, e-mail address, or other personal identifying information on the meeting Sign-In Sheet or on your comment submittal, be advised that your comment ~ including your personal identifying information ~ may be made publicly available at any time. While you can ask us to withhold personal identifying information from public review, we cannot guarantee that we will be able to do so.

NAME	ADDRESS	EMAIL- OPTIONAL
Brenten Reust	3502 Woodview Trace Indianapolis	
Anna Skinner	Current in Zionsville	
Jara Heck	INDOT / Zionsville Res.	
Garen Carnes	9550 Edgewater Ct. Brownsburg, IN 46112	
Chris Kunkel	3502 Woodview Trace Indianapolis	
Craig Anderson	8863 W. Cobblestone Dr. Zionsville, IN 46077	
Maria Beaver	4026 Poplar Dr.	
Patricia Spurgeon &	Whitewoods	
CRAIG PARKS	BOONE COUNTY HILLWAY 1955 Indianapolis Ave Whitewoods, IN 46052	
Kulpreet Singh	4102 SR 267 EAST Whitestown, IN 46075	


www.in.gov/indot

SIGN-IN SHEET

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DATE:

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NAME	ADDRESS	EMAIL- OPTIONAL
Andrew McFerson	3010 E 400 South Lebanon 46052	
Anderson, Nancy	128 Acton Rd Lebanon 46052	
Michael L Smith	1009 Esplanade CT LEBANON 46052	mlvsmith@gmail.com
Doug Ostrega	4034 Poplar Dr Whitestown IN 46075	INDYDOLLIS@YAHOO.COM
Joe Stefanik	1434 E 400 S Lebanon, IN 46052	
LANCE LAUTZ	107K Parkway Dr. Zionsville IN 46077	llautze@zionsville-in.gov
TOM DRAKE	4995 E. 450 S - 46075	
Matt Stucky	3510 S. 50E 46052	matthew_stucky@hotmail.com
Alan Cragun	2828 S 500 E Whitestown	
Aaron Everett	4075 S. 250 E Lebanon	


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CRAIG ANDERSON
8868 W COBBLESTONE DR
ZIONSVILLE IN 46077

SUSAN AUSTIN
5366 S INDIANAPOLIS RD
WHITESTOWN IN 46075

DENNIS & KATHY BILES
6250 S SR 267
LEBANON IN 46052

TAYLOR BLANFORD
11509 TOWNE RD
CARMEL IN 46032

BERNIE & RITA BRIGHT
3879 S 450 E
WHITESTOWN IN 46075

RICHARD DAY
3475 E 700 S
LEBANON IN 46052

STEVE FLEMING
4944 DEER RIDGE DR S
CARMEL IN

DAN GILES
6490 S SR 267
LEBANON IN 46052

DENNIS & KATHY GILES
6250 S SR 267
LEBANON IN 46052

KIMBERLY GREENCO
3925 S 450 E
WHITESTOWN IN 46075

MIKE & CHERYL HANCOCK
5400 E 300 S
WHITESTOWN IN 46075

JOE HANKINS
4050 E 550 S
LEBANON IN 46052

JESSICA HAWLEY
9670 BELLFLOWER DR
ZIONSVILLE IN 46077

BRIAN HERDELMEIER
4020 SNAFFLE BIT RD
LEBANON IN 46052

MARK HERNANDEZ
5062 HARDWICK DR
WHITESTOWN IN 46075

JOHN HINE
3675 E 300 S
LEBANON IN 46052

HUCK LEWIS
1020 BARRY DR
LEBANON IN

BRYAN MCCART
6174 NEW HOPE BLVD
WHITESTOWN IN 46075

DOUG OSTRETA
4034 POPLAR DR
WHITESTOWN IN 46075

CRAIG PARKS
1955 INDIANAPOLIS AVE
LEBANON IN 46052

CRAIG PARKS
1955 INDIANAPOLIS AVE
LEBANON IN 46052

CASEY PRUNIER
3860 S INDIANAPOLIS RD
LEBANON IN 46052

BEV RAMSEY
5435 E 750 S
BROWNSBURG IN 46112

RESIDENT
1121 BROOKSIDE LN
PLAINFIELD IN 46168

RESIDENT
3905 S INDIANAPOLIS RD
LEBANON IN 46052

GARY RHOADS
4100 E 700 S
LEBANON IN 46052

DAWN & GREG SEMMLER
4170 E 550 S
LEBANON IN 46052

KEVIN SOSBE
1385 N JOHN BOAT
LEBANON IN 46052

AMBER SPANGLER
5541 S INDIANAPOLIS RD
WHITESTOWN IN 46075

AMBER SPANGLER
5541 S INDIANAPOLIS RD
WHITESTOWN IN 46075

DAWN & GREG SPIVEY
4020 SNAFFLE BIT RD
LEBANON IN 46052

SANJAY THAKRAR
5062 BRIGHTON DR
WHITESTOWN IN 46075

SUE THOMPSON
6145 S 475 E
LEBANON IN 46052

NANCY VARKLEY
404 N MERIDIAN ST
LEBANON IN 46052

DONNA WILLIAMS
5855 S SR 267
LEBANON IN 46052

BOONE CO COMMISSIONERS
116 W WASHINGTON ST
RM 103
LEBANON IN 46052

BOONE CO HIGHWAY
1955 INDIANAPOLIS AVE
LEBANON IN 46052

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PO BOX 919
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CHESTERTON IN 46304

COURIER & PRESS
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PO BOX 268
EVANSVILLE IN 47702

MAYELA SOSA
FEDERAL HIGHWAY ADMINISTRATION
575 N PENNSYLVANIA ST
RM 254
INDIANAPOLIS IN 46204

MAYOR OF LEBANON
401 S MERIDIAN ST
LEBANON IN 46052

ZIONSVILLE TOWN MANAGER
1100 W OAK ST
ZIONSVILLE IN 46077

Wright, Mary

From: Indiana Department of Transportation <indot@subscriptions.in.gov>
Sent: Thursday, April 18, 2019 11:25 AM
To: Wright, Mary
Subject: Public hearing regarding proposed interchange modification at SR 267 and I-65 in Boone County

Indiana Department of Transportation (INDOT) public hearing to present the draft Environmental Assessment (EA) for the I-65 at SR 267 Interchange Modification, I-65 at Boone CR 550 S New Interchange, I-65 Northbound Exit Ramp Modification at Whitestown Parkway, and I-65 Southbound Exit Ramp Modification at I-865.

The Indiana Department of Transportation (INDOT) will host a public hearing on Tuesday, April 23, 2019 at 6:00 p.m. Whitestown Public Hall, 6210 Veterans Drive, Whitestown, IN 46075. The purpose of the public hearing is to offer all interested persons an opportunity to comment on the EA environmental document and related materials for the I-65 enhancements.

The purpose of the project is to improve traffic operations along the I-65 corridor, from I-865 to SR 267 near Whitestown, and to provide improved connectivity between I-65 and the rapidly developing area along the CR 550 S corridor. The improvements will address the need to reduce existing traffic congestion along the I-65 corridor, enhance safety, pedestrian movements, direct access between I-65 and the rapidly developing area near CR 550 S to serve existing and planned land uses and growth patterns along the I-65 corridor.

An estimated 65 acres of right of way will be required for the total of all proposed improvements and will require the relocation of one agricultural facility which also contains a residence. In general the maintenance of traffic will maintain traffic on I-65 during construction with the exception of temporary closures (approximately 20 minutes at a time) for the setting of beams and other bridge work at the SR 267 and CR 550 S interchange areas. The new I-65 interchange at the CR 550 S location will be constructed prior to closing portions of the existing I-65 at SR 267 interchange and the realigning of the local frontage roads. CR 550 S will result in a full closure immediately east of the proposed intersection of the northbound I-65 exit ramp to CR 550 S and the realigned Perry Wroth Road until a locally initiated CR 550 S extension project is constructed to connect to the new interchange.

The EA includes information regarding community and environmental impacts related to the proposed project. The environmental document and the preliminary designs are available to view prior to the public hearing at the project website <https://www.in.gov/indot/3729.htm> and hard copies of the documentation at the following locations:

1. Hussey-Mayfield Memorial Public Library, 250 N. 5th St., Zionsville, IN 46077
2. INDOT Crawfordsville District at 41 West 300 North, Crawfordsville, IN 46140
3. Hearings Examiner, Room N642 of the IGCN, 100 N. Senate Ave., Indianapolis, IN 46204-2216, Phone # (317) 234-0796

INDOT is soliciting comments on the EA document for the I-65 projects and encourages the community to attend and participate. **Public comments accepted through May 9, 2019,** INDOT respectfully requests comments be submitted during this time.


With advance notice, INDOT can provide accommodation for persons with disabilities requiring auxiliary aids/services such as sign language interpretation, large print materials and other services. Persons of Limited English Proficiency (LEP) requiring accommodation such as

language interpretation services, are encouraged to contact Rickie Clark, Office of Public Involvement at (317) 232-6601, or email rclark@indot.in.gov for coordination of auxiliary aid services.

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Wright, Mary

From: Indiana Department of Transportation <indot@subscriptions.in.gov>
Sent: Thursday, March 28, 2019 3:19 PM
To: Wright, Mary
Subject: Public hearing regarding proposed interchange modification at SR 267 and I-65 in Boone County

NOTICE OF PUBLIC HEARING - Indiana Department of Transportation (INDOT) public hearing to present the draft Environmental Assessment (EA) for the I-65 at SR 267 Interchange Modification, I-65 at Boone CR 550 S New Interchange, I-65 Northbound Exit Ramp Modification at Whitestown Parkway, and I-65 Southbound Exit Ramp Modification at I-865.

The Indiana Department of Transportation (INDOT) will hold a public hearing beginning at 6:00 p.m. on Tuesday, April 23, 2019, at the Whitestown Public Hall, 6210 Veterans Drive, Whitestown, IN 46075. The purpose of the public hearing is to offer all interested persons an opportunity to comment on the EA environmental document and related materials for the I-65 enhancements.

The purpose of the project is to improve traffic operations along the I-65 corridor, from I-865 to SR 267 near Whitestown, and to provide improved connectivity between I-65 and the rapidly developing area along the CR 550 S corridor. The improvements will address the need to reduce existing traffic congestion along the I-65 corridor, enhance safety, pedestrian movements, direct access between I-65 and the rapidly developing area near CR 550 S to serve existing and planned land uses and growth patterns along the I-65 corridor.

An estimated 65 acres of right of way will be required for the total of all proposed improvements and will require the relocation of one agricultural facility which also contains a residence. In general the maintenance of traffic will maintain traffic on I-65 during construction with the exception of temporary closures (approximately 20 minutes at a time) for the setting of beams and other bridge work at the SR 267 and CR 550 S interchange areas. The new I-65 interchange at the CR 550 S location will be constructed prior to closing portions of the existing I-65 at SR 267 interchange and the realigning of the local frontage roads. CR 550 S will result in a full closure immediately east of the proposed intersection of the northbound I-65 exit ramp to CR 550 S and the realigned Perry Wroth Road until a locally initiated CR 550 S extension project is constructed to connect to the new interchange.

The EA includes information regarding community and environmental impacts related to the proposed project. The environmental document and the preliminary designs are available to view prior to the public hearing at the project website <https://www.in.gov/indot/3729.htm> and hard copies of the documentation at the following locations:

1. Hussey-Mayfield Memorial Public Library, 250 N. 5th St., Zionsville, IN 46077
2. INDOT Crawfordsville District at 41 West 300 North, Crawfordsville, IN 46140
3. Hearings Examiner, Room N642 of the IGCN, 100 N. Senate Ave., Indianapolis, IN 46204-2216, Phone # (317) 234-0796

INDOT is soliciting comments on the EA document for the I-65 projects and encourages the community to attend and participate. **The official public comment period for the EA begins on Monday, April 8, 2019 and will end on May 9, 2019.** INDOT respectfully requests that comments be submitted during this time.

With advance notice, INDOT can provide accommodation for persons with disabilities requiring auxiliary aids/services such as sign language interpretation, large print materials and other

services. Persons of Limited English Proficiency (LEP) requiring accommodation such as language interpretation services, are encouraged to contact Rickie Clark, Office of Public Involvement at (317) 232-6601, or email rclark@indot.in.gov for coordination of auxiliary aid services.

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Wright, Mary

From: Indiana Department of Transportation <indot@subscriptions.in.gov>
Sent: Friday, April 05, 2019 4:04 PM
To: Wright, Mary
Subject: Public hearing regarding proposed interchange modification at SR 267 and I-65 in Boone County

NOTICE OF PUBLIC HEARING - Indiana Department of Transportation (INDOT) public hearing to present the draft Environmental Assessment (EA) for the I-65 at SR 267 Interchange Modification, I-65 at Boone CR 550 S New Interchange, I-65 Northbound Exit Ramp Modification at Whitestown Parkway, and I-65 Southbound Exit Ramp Modification at I-865.

The Indiana Department of Transportation (INDOT) will hold a public hearing beginning at 6:00 p.m. on Tuesday, April 23, 2019, at the Whitestown Public Hall, 6210 Veterans Drive, Whitestown, IN 46075. The purpose of the public hearing is to offer all interested persons an opportunity to comment on the EA environmental document and related materials for the I-65 enhancements.

The purpose of the project is to improve traffic operations along the I-65 corridor, from I-865 to SR 267 near Whitestown, and to provide improved connectivity between I-65 and the rapidly developing area along the CR 550 S corridor. The improvements will address the need to reduce existing traffic congestion along the I-65 corridor, enhance safety, pedestrian movements, direct access between I-65 and the rapidly developing area near CR 550 S to serve existing and planned land uses and growth patterns along the I-65 corridor.

An estimated 65 acres of right of way will be required for the total of all proposed improvements and will require the relocation of one agricultural facility which also contains a residence. In general the maintenance of traffic will maintain traffic on I-65 during construction with the exception of temporary closures (approximately 20 minutes at a time) for the setting of beams and other bridge work at the SR 267 and CR 550 S interchange areas. The new I-65 interchange at the CR 550 S location will be constructed prior to closing portions of the existing I-65 at SR 267 interchange and the realigning of the local frontage roads. CR 550 S will result in a full closure immediately east of the proposed intersection of the northbound I-65 exit ramp to CR 550 S and the realigned Perry Wroth Road until a locally initiated CR 550 S extension project is constructed to connect to the new interchange.

The EA includes information regarding community and environmental impacts related to the proposed project. The environmental document and the preliminary designs are available to view prior to the public hearing at the project website <https://www.in.gov/indot/3729.htm> and hard copies of the documentation at the following locations:

1. Hussey-Mayfield Memorial Public Library, 250 N. 5th St., Zionsville, IN 46077
2. INDOT Crawfordsville District at 41 West 300 North, Crawfordsville, IN 46140
3. Hearings Examiner, Room N642 of the IGCN, 100 N. Senate Ave., Indianapolis, IN 46204-2216, Phone # (317) 234-0796

INDOT is soliciting comments on the EA document for the I-65 projects and encourages the community to attend and participate. **The official public comment period for the EA begins on Monday, April 8, 2019 and will end on May 9, 2019.** INDOT respectfully requests that comments be submitted during this time.

With advance notice, INDOT can provide accommodation for persons with disabilities requiring auxiliary aids/services such as sign language interpretation, large print materials and other

Attachment D
Response to Public Hearing Comments Received

Comment No.	Name / Organization / Comment Date	Comment	Response
1	<p>Yupeng Li 6063 Meadowview Drive</p> <p>April 23, 2019 (Verbal Comment)</p>	<p>Good Afternoon. My name is Yupeng Li. I live in Whitestown. And I'm strongly against the proposal for the new interchange at CR 550 S. For three reasons. First I don't think it's necessary to build a new access along I 65 because we already have two exits within three miles and the first proposal will increase the traffic capacity at exit 133. So I don't think it is necessary to add a new exit. The second reason is if you increase the noise due to the traffic at CR 550 South and noise will be can be harmful for the nearby residential neighborhoods. And the third reason is it will be very dangerous for the nearby residents because traffic will go through the traffic on CR 550 will go through the nearby residential neighborhoods. Like the part of 550 South have a new name called (inaudible?) Wheel Drive which is part of the neighborhood called (inaudible) at Anson. So it will be very dangerous for the large traffic to go through that neighborhood. I know that there is a proposal that CR 550 will be disconnected from (inaudible Wheel?) Drive, but (inaudible) have a very sharp turn. So instead of going through (Mandaville?) Drive, it will go to north to 575 but there will be a very sharp turn at the end of 550 so it will be very dangerous. This is exactly what happened in Zionsville at the 96th Street. So these are the three reasons I'm against the proposal at 550 South. Thank you</p>	<ol style="list-style-type: none"> 1. <i>Access/Traffic Operations:</i> This project adheres to the guidance set forth in the relevant <i>State of Indiana Interstate Access Request Procedures</i>, fully addresses the Federal Highway Administration (FHWA) Policy Points outlined in the <i>Federal Register</i> of August 27, 2009, and has been prepared in accordance with Section 48-1.03 of the <i>Indiana Design Manual</i>. After review of the <i>Interstate Access Document (IAD)</i>, including the <i>Framework Document</i>, the <i>Model Calibration Report</i>, and the <i>Alternative Selection Report</i>, which includes traffic operations analysis, FHWA issued a Determination of Engineering and Operational Acceptability on December 21, 2017. The IAD is included as Appendix G in the Environmental Assessment (EA). The spacing of the new CR550S interchange, from the existing SR 267 interchange to the north and the existing Whitestown Parkway interchange to the south, was considered during IAD review. Anticipated future year traffic operations for the proposed alternative was also assessed as part of the IAD process and was found to be acceptable. 2. <i>Noise:</i> The project's traffic noise analysis report is included as Appendix I of the EA. This report evaluated potential noise impacts for the proposed improvements for the SR 267 interchange modification and the CR550S new interchange project in compliance with the Federal Highway Administration's (FHWA) Procedures for Abatement of Highway Traffic Noise and Construction Noise as presented in the Code of Federal Regulations, Title 23 Part 772 (23 CFR 772) and the Indiana Department of Transportation (INDOT) <i>Traffic Noise Analysis Procedure</i> (2017). Existing modeled (2016) peak hour noise levels ranged from 56.5 to 72.7 dBA. Predicted design year (2040) noise levels would approach or exceed the Noise Abatement Criteria (NAC) at three (3) receptors resulting in the need to evaluate noise abatement. Noise abatement was analyzed, however no noise barrier met both the feasibility and reasonableness criterion established by the INDOT <i>Traffic Noise Analysis Procedure</i> (2017). 3. <i>Traffic Safety:</i> Existing CR550S, east of the new intersection with realigned Perry Worth Road, will be closed as part of this project. I-65 access, via CR550S, will only be allowed for

			Perry Worth Road until a time in the future when a CR550S extension is constructed. This would likely be a local initiative. An extension is shown on the current Whitestown Thoroughfare Plan. Any future extension would meet current design standards for the appropriate functional classification.
2	Craig Triscari 3270 Paddal Road April 23, 2019 (Verbal Comment)	I got to talk to Dave. I appreciate that. I know that there's some of the concerns that we have that the state cannot necessarily impact any of those but we do - the community that I've talked to wants to at least put it on record some of the concerns they have as it relates to 267 and I-65. I'm not here to say we oppose it or don't oppose it because the traffic in that area is pretty bad right now, but one of the concerns that we have on that road is the stop sign that you have now on 267 and Indianapolis Road. Love's truck stop now is gonna have to exist out of that area. And the new Indianapolis Road that was put in by Whitestown faces directly into that community. And so the light, the noise issues are going to increase dramatically as you expand a portion of that road toward that residential area that residential area. We'd liked to put on there is that - I understand that the state can't do anything but Whitestown needs to fix that particular area in order to put up the berms, to put up the trees, in order to block the noise that is going to be created by the events that you're putting in. Additionally we see that traffic in that area is going to pick up dramatically in that community. And again we have a border on Zionsville's side, we have no border on Whitestown's side. There's nothing there. So we live in the devil's triangle, we have Zionsville on one side, Lebanon on one side, and we have Whitestown which you are developing is the most poorly developed for the sound protection for that community and we want that to be addressed or at least noted in (inaudible).	<ol style="list-style-type: none"> 1. <i>Access/Traffic Operations:</i> See comment 1, response 1. Also, the preferred alternative for the SR 267 interchange modification does not preclude the conversion of the currently proposed two-way stop-controlled intersection of SR 267 and Indianapolis Road, to a different type of intersection control, such as a traffic signal, in the future as part of a separate project. 2. <i>Noise:</i> See comment 1, response 2.
3	Jim Murphy 10726 North SR 267 April 23, 2019 (Verbal Comment)	I just have two comments. One I think the improvements at the Whitestown exit, I believe it's exit 133, Whitestown Boulevard, might help somewhat but the big problem at that interchange is I just came across it tonight at about 6 o'clock and I was eastbound. So the way that's configured right	<ol style="list-style-type: none"> 1. <i>Access/Traffic Operations:</i> See comment 1, response 1. Also, the comment regarding current Whitestown Parkway traffic operations is noted; however, any significant improvement of the Whitestown Parkway interchange is beyond the scope of the subject project. Project traffic modeling does show that the construction of a new CR550S

		<p>now in order to dump more traffic off of northbound I-65 and have less backup on I-65 they reduced the eastbound lane to one lane. And there's four lanes I believe going across that bridge. The eastbound lane the north side of the eastbound lane on the bridge is just dedicated to left hand turns. So this evening and even at times before, traffic was backed, all the way back across the intersection back down to the new roundabout at Lafayette Road. And the traffic was also backed up on Lafayette Road. So it really came to a standstill for people on Lafayette Road and even some of the operation of the traffic circle. So it is in dire, dire, need to get two lanes open going across I-65 and if that needs to include widening the bridge then that's what should be done. Only other comment I have is on the 267 interchange, the access to Boone County 400 East gets more complicated. And that road at least from my viewpoint is used extensively, because if I head north on 267 I hit the interchange there, I can get on 400 E, I can go straight north to route 32 and get eastbound over to 421. Therefore it just adds more complication, I think there should be a better direct connection from that interchange to Boone County Road 400 East. Thank you</p>	<p>interchange is anticipated to divert some traffic from the Whitestown Parkway interchange in the future; thereby, minimally addressing some of the stated concern. Regarding the comment concerning access to Boone CR400E, the preferred alternative does create additional driving distance and a left turn from Albert White, in order to access Boone CR400E from northbound SR 267. The potential burden to this particular movement is more than offset by the benefits to overall traffic operations. The diverging diamond interchange provides superior traffic operation compared to the existing interchange and positively impacts a larger number of motorists.</p>
4	<p>Deborah Douglas 4918 E. CR550 S. April 23, 2019 (Verbal Comment)</p>	<p>Mr. Li I think did a good job. My concern would be the impact on 65 north and south flow when you have entrance and exit ramps so close together. You know, that many entrance and exit ramps so close together is bound to impact the flow on 65 and once 65 stops then that's going to back it up in all the entrance and exits ramps and we're going to have worse problems than we do already. The next question I have is, was there any kind of, and this is a question I don't know if guys can answer it, was there any kind of an impact from the pollution, air pollution as well as noise pollution a chance for the people in the districts to give feedback on that or is there ever going to be a possibility of that? Because I can't honestly believe that we're saying there's not going to be any noise impact and there's no need for noise barriers. Plus the air pollution from all the trucks and everything that's going to be traveling on</p>	<ol style="list-style-type: none"> 1. <i>Access/Traffic Operations:</i> See comment 1, response 1. 2. <i>Air Quality:</i> Air quality is assessed in the EA and includes a Level 2 mobile source air toxics (MSAT) discussion. The preferred alternative, in the design year, may result in slightly higher MSAT emissions than the no build condition due to increased vehicle miles travelled. However, the Environmental Protection Agency's (EPA's) vehicle and fuel regulations are expected to bring about significantly lower MSAT levels for the area in the future as compared to today. The project exhibited the conformity necessary to be incorporated into the Indianapolis Metropolitan Planning Organization's (IMPO's) Indianapolis Regional Transportation Improvement Program (IRTIP). 3. <i>Noise:</i> See comment 1, response 2.

		there so I have a hard time with the environmental study.	
5	Danny Hockett 5161 S. Indianapolis Rd. April 23, 2019 (Verbal Comment)	My name is Danny Hockett I'm on Indianapolis Road. Thank you for having this hearing we appreciate it very much. I am in for of this exit. And I have one snag. I understand, I know you can't comment right now, but I understand they are going to take approximately about 18 acres of my property on the, I have no sense of direction, on the west side, on the west side by 65 where the exit is. There is Etter Ditch that goes about through that property. I'd give anything to have that ditch hug against the exit ramp. And that's really important to me because if I don't I'm going to have 9 or 10 acres that I can't use. The farmers can't even get to the property. They can do it in one day. My opinion. But just take the ramp, or take the creek or the ditch and just move it up against or parallel up to the ramp. Number two when they come up off the interstate up the ramp it's going to dump into (inaudible) If I were them I would highly consider putting a roundabout there at the ramp and the road there, Indianapolis Road. And that's it. Thank you very much. I appreciate it.	<ol style="list-style-type: none"> 1. <i>Etter Ditch:</i> Etter Ditch is considered a Waters of the U.S. with U.S. Army Corps of Engineers (USACE) jurisdiction. INDOT is required to take appropriate steps to avoid impacting this jurisdictional stream and must minimize impacts where impacts cannot be avoided. Impacts are required to be mitigated. Realigning Etter Ditch to follow the proposed ramp, in order to minimize the size of the property between Etter Ditch and the proposed ramp, is not considered an avoidance or a minimization measure. 2. <i>Access/Traffic Operations:</i> See comment 1, response 1. Also, the preferred alternative for the CR550S interchange modification does not preclude the conversion of the currently proposed four-way stop-controlled intersection of CR550S and Indianapolis Road, to a different type of intersection control, such as a roundabout, in the future as part of a separate project.
6	Matt Stucky 3510 S. CR 50 E. April 23, 2019 (Verbal Comment)	My only statement is, that once the new interchange at 267 is done, it will cut off the northbound exit from the Love's gas station. Currently I'm coming south on Indianapolis Road turning left onto 267 to get on 65. The issue right now is there's two stop signs and that there are some mornings I wait 3 to 5 minutes just to get a left turn there. With the trucks no longer to be able to take the north exit from the Love's gas station they are now coming out of the straight across onto Indianapolis Road. That's causing, that will cause, probably just a guess, at seven o'clock in the morning, a good 3 to 5 extra minutes from what I'm already waiting. So my concern is that they've already discussed a stop light at that spot. I'd like INDOT to look at that a little bit closer than they have in the past. As growth in those factories that were just built start to open up that's going to cause more and more traffic from 267 coming north as well. That's it.	<ol style="list-style-type: none"> 1. <i>Access/Traffic Operations:</i> See comment 1, response 1. Also, the preferred alternative for the SR 267 interchange modification does not preclude the conversion of the currently proposed two-way stop-controlled intersection of SR 267 and Indianapolis Road, to a different type of intersection control, such as a traffic signal, in the future as part of a separate project.

<p>7</p>	<p>Deborah Douglas 4918 E. CR550 S.</p> <p>April 24, 2019 (email)</p>	<p>The following are my comments, questions, and concerns regarding the above mentioned project, specifically in regards to the Environmental Assessment.</p> <ol style="list-style-type: none"> 1. Crash Summary. As mentioned in the report (page 6), the majority of the car crashes in the area occur on I-65 Mainline - while "queuing onto mainline I-65 at the ends of the exit ramps. Side swipe crashes are typically caused by improper lane changes that typically occur when vehicles are entering or exiting the interstate". A total of 26 accidents occurred at the SR 267 Interchange including one fatality, and another 28 accidents (including a fatality), occurred at the SR 267 / Indianapolis Rd intersection that leads into the SR 261 Interchange. A more realistic presentation is that 54 accidents occurred in relation to the SR 267 Interchange, including 2 fatalities. I could not determine from the table the total number of crashes that occurred at the Whitestown Parkway Interchange, but I imagine that is very pertinent to this analysis. My question is, based on this analysis, how is it reasonable that the addition of another interchange is a safer option, rather than improving the 2 existing interchanges that already exist?? Maybe a study needs to be done on how to improve the safety issues that currently exist, rather than creating new safety issues/concerns. The report also states "the low crash rate at CR550S is because there is no existing interchange". So again based on this report, the crash rate will increase as the "potential conflict points" are introduced with the new interchange. Again, I do not understand how the report concludes that "crash rates can be reduced by enacting the proposed build condition." 2. Air Pollution. As mentioned in the report (page 40), "it is expected there would be slightly higher MSAT emissions in the study area relative to the No Build Alternative due to increased VMT". How is this issue being addressed? 	<ol style="list-style-type: none"> 1. Safety: Interactive Highway Safety Design Model (IHSDM) analysis is included in Appendix H of the IAD. After review of the IAD, FHWA issued a Determination of Engineering and Operational Acceptability on December 21, 2017. For this project, IHSDM predicts an 18.5% overall reduction of crashes for preferred alternative, as compared to the no build alternative. 2. Air Quality: See comment 4, response 2. 3. Noise: See comment 1, response 2. Also, this project will undertake a re-evaluation of the noise analysis and noise models once design of the roadway project has progressed to a near final stage to determine if noise abatement meets the feasibility and reasonability standards set forth in INDOT's Traffic Noise Analysis Procedures. Additional public involvement will be completed as necessary. 4. Access to Property: Access will be perpetuated to the property during construction by the contractor. The preferred alternative does not permanently relocate or close the existing driveway access to the property. Full access into and out of the driveway will continue to exist. 5. Ground Water: The project is not located within a sole source aquifer; therefore, detailed groundwater assessment was not conducted as part of the National Environmental Policy Act (NEPA) process for this project. As part of the public outreach effort for this project, INDOT held a "kitchen table meeting" (KTM) with each willing impacted property owner to discuss the project scope and the project development process. Part of the purpose of the KTM is to give INDOT a better knowledge of the parcel to more accurately assess the potential impacts of the project. Well and septic locations are included in the KTM survey form.
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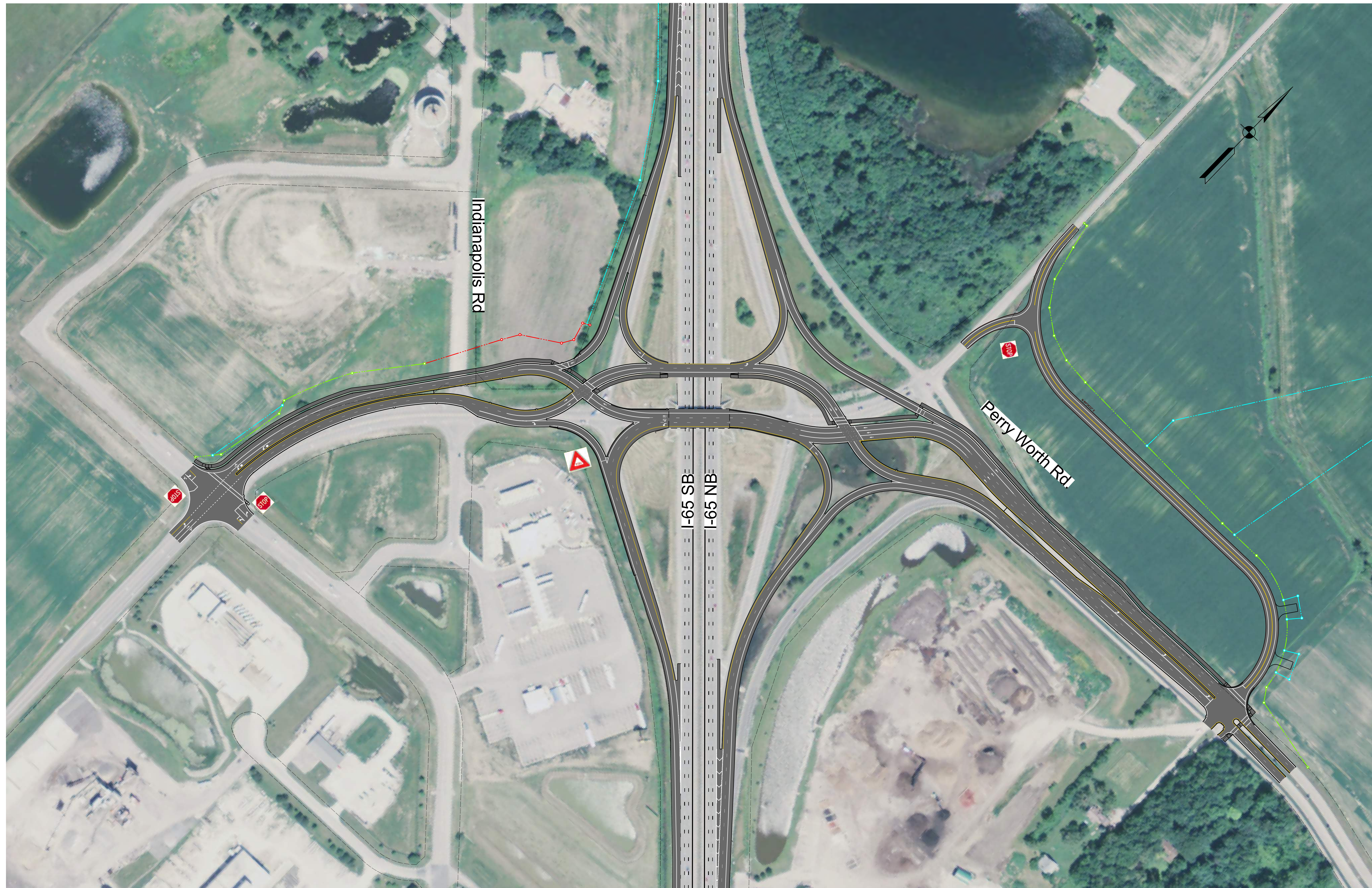
		<p>3. Noise Pollution. The report states that "a re-evaluation of the noise analysis will occur during the final design". When is this scheduled? I would like to understand how the Activity Categories were determined for the various field sites, and I need a better description of the location of the Receiver ID's to determine the specific impact on my property and business interests. I'm not sure if my property qualifies as feasible for noise abatement, but the legal structure of my property (between the business and residence) might impact the reasonability for noise abatement.</p> <p>4. Community Impacts. How will I access my property during the closure and construction of CR550S? How will the access to my property be impacted once the construction is completed?</p> <p>5. Construction Impact and Long Term Impact on Ground Water and Existing Wells in the Area. Has any study or analysis been done on this subject?</p> <p>6. Will I get responses to my comments, questions and concerns prior to the May 9th date so that I can comment further if necessary?</p>	
8	<p>Alan Cragan 2828 S. CR500 E.</p> <p>May 2, 2019 (mailed-in hearing comment form)</p>	<p>I am writing again to let you know how I feel about your taking my land. I was okay with the original drawing that Mr. David Pluckebaum showed me in March 2018. That drawing parallels Albert White. The latest drawing as shown April 23 takes more of my land. I am a farmer. I cannot replace the land I am using. This is not fair or acceptable. There is no land available near my farm that cannot replace what I lose. I am a farmer. That is what I do and I like what I do. I wish you could understand. The first drawing was acceptable. Not the second.</p>	<p>1. <i>Right-of-way Acquisition:</i> The revised alignment of the local roadway in the northeast quadrant of the SR 267 interchange requires approximately 2.3 additional acres of agricultural land. The local roadway was revised to provide better traffic operations by providing a free flow movement between Albert White Boulevard and Boone CR400E instead of providing a free flow movement for Perry Worth Road, north of the interchange. Per the 2018 INDOT Traffic Count Database System, the Boone CR400E traffic volume (2,435 vehicles per day) is significantly higher than the Perry Worth Road traffic volume (602 vehicles per day). Per FHWA's Manual on Uniform Traffic Control Devices (MUTCD), neither a traffic signal or an all-way stop (sign) control is warranted for this intersection. Only single approach stop (sign) control for the minor leg is warranted. All right-of-way will be acquired in accordance with applicable federal and state procedures. Those procedures include specific requirements for appraisals, review appraisals, negotiations, and relocation benefits. Compliance with these procedures will assure the</p>

			<p>fair and equitable treatment of affected residents and businesses. The acquisition and relocation program will be conducted in accordance with 49 CFR 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. Acquisition and relocation information can also be viewed at http://www.fhwa.dot.gov/real_estate/.</p>
9	<p>Kenneth A. Westlake Deputy Director Office of Multimedia Programs Office of the Regional Administrator EPA – Region 5 77 West Jackson Boulevard Chicago, IL 60604</p> <p>May 7, 2019 (comment letter)</p>	<p>EPA's detailed comments on the draft Environmental Assessment for the I-65 at SR 267 interchange modification, I-65 at Boone CR550S new interchange, I-65 exit ramp modification at Whitestown Parkway, and I-65 exit ramp modification at I-865, Boone County, Indiana.</p> <p><u>Resiliency:</u> The National Climate Assessment finds that in the Midwest extreme heat, heavy downpours, and flooding will affect infrastructure, health, air and water quality. and more. The proposed projects include work in a floodplain, furthering the need to fully consider resiliency over the life of the project.</p> <p><u>Recommendation for the Subsequent NEPA Document:</u></p> <ul style="list-style-type: none"> • Consider precipitation and temperature trends and modeled future conditions for the project area, which are available in the National Climate Assessment. • If needed, incorporate resiliency and adaptation measures or plans. See EPA' s Adaptation Resource Center for assistance. As an example, consider enhancing stormwater control measures to reflect recent trends and anticipated extreme weather events. Further, study the resiliency of construction materials to extreme weather events over the life of the projects. <p><u>Air Quality:</u> Our air quality recommendations focus on the construction phase of the proposed projects. Temporary fugitive dust and exhaust emissions from</p>	<ol style="list-style-type: none"> 1. <i>Resiliency:</i> The project may require a Construction in a Floodway (CIF) permit due to a proposed local road realignment near Fishback Creek, as part of the I-65 at SR 267 interchange modification construction. FHWA's Hydraulic Engineering Circular (HEC) 17, "Highways in the River Environment: Extreme Events, Risk and Resilience", will be taken into consideration during the development of any CIF application. 2. <i>Air Quality:</i> The recommendations included items regarding mobile and stationary source diesel controls, best practices through construction contracting or oversight process, fugitive dust source controls, and occupational and community health procedures. The INDOT Standard Specifications section 107.08 set some regulations regarding dust and air pollution during projects. Pay items are normally included with projects on an as-needed basis dependent on scope of work for dust control and erosion prevention. 3. <i>Noise:</i> Noise was evaluated pursuant to 23 CFR 772. Impacts were evaluated for exterior areas where frequent human use occurs (23 CFR 772.11). As listed in 23 CFR 772.11(c), there is one activity category (Activity Category D) that assesses interior impacts for certain land use facilities listed in Activity Category C. Activity Category B covers residential land uses. The only residential land uses that could fall into Activity Category C are land uses identified as Section 4(f) sites. None of the impacted residential land uses were identified as Section 4(f) sites within the EA. As a result, interior noise mitigation is not required pursuant to 23 CFR 772.

	<p>demolition, material hauling, and construction activities would occur. In 2002, EPA classified diesel emissions as a likely human carcinogen, and in 2012 the International Agency for Research on Cancer concluded that diesel exhaust is carcinogenic to humans. Diesel exhaust can also lead to other serious health conditions and can worsen heart and lung disease. especially in vulnerable populations, such as children and elderly people. (Note: a Construction Emission Checklist was enclosed with EPA's May 7, 2019 comment letter.)</p> <p><i>Recommendations for the Subsequent NEPA Document:</i></p> <ul style="list-style-type: none"> • Require construction teams to use applicable practices in the enclosed Construction Emission Control Checklist and identify measures that would be implemented. • Commit to create a plain-language list of construction best-practices that contractors would be required to follow. Make the list readily available to the public during project construction, both online and physically posted near construction sites. Include a phone number for residents to call if they notice a violation, such as exceedances of truck idle times. <p><i>Noise Impacts:</i></p> <p>The EA explains that predicted future noise levels adjacent to the proposed projects would approach or exceed FHW A's noise abatement criteria at three residences (page 41). The project team considered a noise barrier at one location, but the EA explains that it is not being carried forward as part of the proposed projects.</p> <p><i>Recommendations for the Subsequent NEPA Document:</i></p> <p>Assess whether noise mitigation through insulation and window treatments at impacted residences may minimize noise impacts, while also staying within reasonableness and feasibility parameters. If</p>	
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		deemed reasonable and feasible, include relevant commitments in the subsequent NEPA document.	
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Attachment E
Revised Boone CR400E Realignment Plan
(I-65 at SR 267 Interchange)



HNTB CORPORATION
 THE HNTB COMPANIES
 ENGINEERS ARCHITECTS PLANNERS
 111 MONUMENT CIRCLE
 SUITE 1200
 INDIANAPOLIS, IN 46204

I-65 / SR267 - Pavement Markings

SCALE: 1" = 150'
 0' 150' 300'

INDIANA
 DEPARTMENT OF TRANSPORTATION

INTERCHANGE LAYOUT

Attachment F
Additional Coordination with NCRS

From: Kirk Roth <kroth@CORRADINO.com>
Sent: Wednesday, May 08, 2019 10:03 AM
To: Neilson, Rick - NRCS, Indianapolis, IN <rick.neilson@in.usda.gov>
Cc: David Cleveland <DCleveland@CORRADINO.com>
Subject: Re: Early Coordination - DES 1400071 - Boone County

Rick, I thought the attached maps may be helpful.

The public hearing was held on April 23, 2019. We are currently preparing the Finding of No Significant Impact (FONSI) request for INDOT and then FHWA review. Sorry for the short notice, but please provide any additional comment, if you would like for it to be included in the updated information of the FONSI request, by May 15, 2019. If you do not plan to provide additional comment, please just let me know in a response to this email.

Thank you very much,

Kirk Roth

Corradino, LLC

317-488-2363



United States Department of Agriculture

June 4, 2019

Kirk Roth
Corradino, LLC
200 South Meridian Street, Suite 330
Indianapolis, Indiana 46225

Dear Mr. Roth:

The proposed project to make interchange improvements on State Road 267 in Boone County, Indiana (Des No. 1400071), as referred to in your letter received May 8, 2019, will cause a conversion of prime farmland.

The attached packet of information is for your use completing Parts VI and VII of the AD-1106. After Completion, the federal funding agency needs to forward one copy to NRCS for our records.

If you need additional information, please contact Daniel Phillips at 317-295-5871.

Sincerely,

JERRY RAYNOR
State Conservationist

Enclosures

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request				
Name of Project DES 1400071 - SR 267		Federal Agency Involved FHWA				
Proposed Land Use Transportation - Interchanges		County and State Boone County, Indiana				
PART II (To be completed by NRCS)		Date Request Received By NRCS 5/8/2019		Person Completing Form: DP		
Does the site contain Prime, Unique, Statewide or Local Important Farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)		YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated	Average Farm Size 282 Ac	
Major Crop(s) Corn	Farmable Land In Govt. Jurisdiction Acres: 261,313% 96	Amount of Farmland As Defined In FPPA Acres: 254,641% 94				
Name of Land Evaluation System Used LESA	Name of State or Local Site Assessment System	Date Land Evaluation Returned by NRCS 6/4/2019				
PART III (To be completed by Federal Agency)		Alternative Site Rating				
		Site A	Site B	Site C	Site D	
A. Total Acres To Be Converted Directly						
B. Total Acres To Be Converted Indirectly						
C. Total Acres In Site						
PART IV (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime And Unique Farmland		8.6				
B. Total Acres Statewide Important or Local Important Farmland		0				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		0.003				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		40				
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)		84				
PART VI (To be completed by Federal Agency) Site Assessment Criteria (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)		Maximum Points	Site A	Site B	Site C	Site D
1. Area In Non-urban Use		(15)	11			
2. Perimeter In Non-urban Use		(10)	3			
3. Percent Of Site Being Farmed		(20)	3			
4. Protection Provided By State and Local Government		(20)	0			
5. Distance From Urban Built-up Area		(15)	15			
6. Distance To Urban Support Services		(15)	0			
7. Size Of Present Farm Unit Compared To Average		(10)	0			
8. Creation Of Non-farmable Farmland		(10)	0			
9. Availability Of Farm Support Services		(5)	5			
10. On-Farm Investments		(20)	0			
11. Effects Of Conversion On Farm Support Services		(10)	0			
12. Compatibility With Existing Agricultural Use		(10)	0			
TOTAL SITE ASSESSMENT POINTS		160	37			
PART VII (To be completed by Federal Agency)						
Relative Value Of Farmland (From Part V)		100	0 84			
Total Site Assessment (From Part VI above or local site assessment)		160	37			
TOTAL POINTS (Total of above 2 lines)		260	37 121			
Site Selected: Site C		Date Of Selection	Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>			
Reason For Selection: Alternative A has significantly higher cost. Alternative B has significantly higher cost and affects a 4(f) resource. Alternative C is preferred over Alternative D because has the fewest traffic conflict points, it fully utilizes the life of existing infrastructure investments, has lower cost, and minimizes disruption to SR						
Name of Federal agency representative completing this form: Kirk Roth					Date:	

(See Instructions on reverse side)

Form AD-1006 (03-02)

Note: The Farmland Conversion Impact Rating sheet received by the NEPA consultant (Corradino), during early coordination, did not correctly transfer Part V totals to Part VII. The corrections in red were made by Corradino manually.

Attachment G
Additional Coordination with USACE and IDEM

I-65 at SR 267 and CR 550S Interchanges Resource Agency Meeting Notes

PROJECT: DES 1400071 and 1702147
DATE: 10:00 am, April 18, 2019
LOCATION: Boone CR 550S and Indianapolis Road

Deb Snyder (USACE), J Turner (IDEM) Justus McGill (INDOT), Ken McMullen (INDOT), Steve Walls (INDOT), Dave Cleveland (Corradino), Kirk Roth (Corradino)

OVERVIEW

- The meeting began with an overview of the mapping to refamiliarize everyone with the project. A major concern is how to address the ditch which heads east from Etter Ditch along a line even with CR 550S. This ditch has variably been viewed as either a simple ditch, a wetland, or a tributary during the course of the project and definition is needed for permitting. This is also an opportunity for USACE and IDEM to investigate the project area and answer any questions they may have.
- There was discussion of the project in the area. An interchange would be built at CR 550S. It can not be shifted north or south due to the proximity of other interchanges in both directions. Efforts to adjust the interchange in place would have caused more impacts to Etter Ditch and to a relatively high quality wetland, which is otherwise avoided entirely. Impacts to Etter Ditch have been reduced to the extent practicable. Flow of Etter Ditch will be improved due to a wider culvert at CR 550S which is outside the OHWM, unlike current conditions, and a bridge at Indianapolis Road instead of the current small culvert. Construction is expected in 2020 and the project planned to be ready for contracts in December 2019.
- In lieu fee is the intended and preferred mitigation method.
- The meeting ended at roughly 12pm. Deb Snyder will review the ditch area at CR550S and inform Justus McGill regarding its status.* The project team will discuss the production of an AJD and move forward with producing the 401/404 permit. Deb Snyder and J Turner will review the Waters of the U.S. Report and let the project team know if there are any questions.
- *On April 22, 2019, Deb Snyder informed Justus McGill that USACE's conclusion is that the agricultural ditch that flows into Etter Ditch near CR 550 South would be considered a non-jurisdictional ditch and not a forested wetland.

DITCH AT CR 550S

- The ditch line was investigated. There was currently a rainstorm and heavy rains during the early morning, so moderately high water was noted in the ditch. Kirk Roth handed out the wetland delineation forms which showed conditions during October 2017, at which time the ditch was dry. Observations in July and November also had conditions without water. In this area. Currently, water had pooled and appeared "dammed" from Etter Ditch in some areas by wooden debris, leaf litter, and sediment. In some areas, dumped brush appeared to be impeding any kind of flow and in another a maple of approximately 4 inches DBH was growing in the middle of the ditch and its base was collecting sediment and leaf litter. Water extended past the wooded area to an area of ditch with vegetation growth throughout the low area. In summer, this area had contained upland plants such as cocklebur, Canada goldenrod, teasel, and upland grasses.
- Wetland characteristics of the ditch were discussed. When Kirk Roth did the delineation, he considered the wetland to end where the upland honeysuckle began. Otherwise the ditch, slope and bank areas were dominated mostly by Eastern Cottonwood, including saplings as well as small and large trees. Soil

characteristics indicate hydric soil. While herbaceous vegetation has not been noted in the wetland area, there are Eastern Cottonwood, Silver Maple and possibly Boxelder which grow within it.

APPROVED JURISDICTIONAL DETERMINATION

- There was discussion of the jurisdiction of the roadside ditches along I-65 with wetland characteristics. These are areas of cattail which have grown in otherwise fescue-dominated ditches along the roadside. Deb Snyder says that USACE usually doesn't take jurisdiction over these and they would be waters of the state. Wetland ditches were recommended to be handled in an Approved Jurisdictional Determination form. The AJD would treat only the wetlands which do not extend outside the ditches and are true linear roadside ditches. These would include all of the Jurisdictional Aquatic Resources from the Waters Report as well as Wetlands 3, 4, 6, 14, 15, 16, 17, and 18.
- J Turner said that IDEM would likely consider the non-jurisdictional aquatic resources to be isolated wetlands. The ditches at Whitestown Parkway and I-865 fall into this category.

ETTER DITCH

- Etter Ditch was examined and pictures were taken. Near the CR550S bridge it is relatively open except for an area of cattails probably caused by sediment obstruction by the bridge itself. After the first bend, Etter Ditch begins to be filled with cattails for the rest of the way north outside the project area. It was reiterated that the amount of lost linear feet to Etter Ditch would be mitigated.

SR 267

- The wetlands at the existing SR 267 interchange were examined. The westmost wetland affected by the project appeared to be a ditch wetland which would be treated by an AJD. All the other wetlands appeared to extend outside of ditch areas. It was noted that the largest wetland in the area did not connect hydraulically with Boone's Pond and Fishback Creek to the north, but possibly did to Etter Ditch to the south via the roadside ditches.

Attachment H
Revised Waters of the U.S. Report
May 16, 2019
(Body Plus Maps and Preliminary Jurisdictional Determination Form)

Waters of the U.S. Determination

Designation Numbers 1400071 and 1702147

- Interchange Modification at I-65 and SR 267
- New Interchange at I-65 and CR 550
- Minor Ramp Improvements – I-65 at Whitestown Parkway and I-65 at I-865

Boone County, Indiana

Prepared for:

Indiana Department of Transportation

Prepared by:

Corradino LLC

Kirk Roth

May 16, 2019

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2. Project Site Background	4
3. Site Reconnaissance	7
4. Summary and Conclusions	16

Appendices:

Appendix A – Project Location, Topographic Map, Aerial Photo and LIDAR

Appendix B - Water Resources Map

Appendix C – Soils Map

Appendix D – Photo Key and Photo Log

Appendix E – Wetland Determination Data Forms

Appendix F –Preliminary Jurisdictional Determination

1. Introduction

Field Work Dates:

Field work for this report was conducted by Corradino, LLC on:

- October 14 and 21, 2016,
- October 17 and November 13, 2017
- January 11, 2018
- April 18, 2019

Contributors: Kirk Roth, Environmental Scientist

Project Location:

Fayette and Zionsville Quadrangles

SR 267 - Township 18 North, Range 1 East, Sections 22, 23, 26, 27,

CR 550S – Township 18 North, Range 1 East, Sections 35 and 36

Whitestown Parkway – Township 17 North, Range 2 East, Section 6

I-865 – Township 17 North, Range 2 East, Section 7

Boone County, Indiana

8-digit Hydrologic Unit - 05120201

Project Description:

This project is being developed by the Indiana Department of Transportation (INDOT) Crawfordsville District to improve overall traffic operations in this high-growth area. The project is located in Boone County, and includes four interchanges, beginning approximately 4.5 miles northwest of the I-465/I-865 interchange on the northwest side of Indianapolis, Indiana, and extending southeast to the I-465/I-865 interchange. The project includes the following:

- the modification of the existing I-65 interchange with SR 267
- the addition of a new I-65 interchange at Boone County Road 550 South (CR 550S)
- a ramp revision at Whitestown Parkway
- a ramp revision at the I-865 interchange

The project is federally funded, and new right-of-way will be required. Several interchange alternatives are being investigated at the SR 267 and CR 550S locations as part of the Interchange Access Document (IAD) process, which requires Federal Highway Administration review and approval. Selection of the preferred interchange type at each location will occur as part of the National Environmental Policy Act document development process and the IAD approval process.

Note that all distances below are referenced to one of four reference points. For the purposes of this Waters Report, the modifications will be referred to as SR 267, CR 550S, Whitestown Parkway, and I-865. The reference point for SR 267 is located at the intersecting centerlines of I-65 and SR 267. The reference point for CR 550S is located at the intersecting centerlines of I-65 and CR 550S. The reference point for Whitestown Parkway is on the northbound I-65 to Whitestown Parkway exit ramp, in the southeast quadrant of the

interchange. The reference point for I-865 is along southbound I-65, between the exit to eastbound I-865 and the I-856 ramp bridge over I-65, within the interchange area.

At SR 267, INDOT proposes to reconstruct the existing diamond interchange with a more efficient, higher capacity urban interchange. Additional thru lanes will be provided along SR 267. The “kink” formed by the intersection of existing Perry Worth Road, CR400E, and Albert White Boulevard intersection, east of the interchange, will be straightened out with an east-west roadway segment. Approximately 12.7 acres of new permanent right-of-way will be acquired.

At CR 550S, INDOT proposes to construct a new urban interchange. The interchange will provide an adequate number of CR 550S travel lanes to operate at an adequate level in the 2040 design year. Etter Ditch flows from northeast to southwest through the northwest quadrant of the proposed interchange and will likely require some relocation to accommodate the future southbound I-65 exit ramp to CR 550S.

INDOT proposes to construct minor pavement widening and restriping at the existing southbound I-65 to eastbound I-865 exit and at the existing northbound I-65 to Whitestown Parkway exit to improve traffic operations at these exits. Improvements at the I-865 exit are anticipated to fit within the existing right-of-way. Minor right-of-way purchase may be required for the Whitestown Parkway improvements.

2. Project Site Background

Methodology

Prior to site reconnaissance, an office evaluation was done. This evaluation included review of topographic maps (Appendix A-2 to A-5), soil data (Appendix C-1 to C-4), and National Wetland Inventory (NWI) maps Appendix B-1 to B-4), as described in further detail below. The project is located within the Upper White River Watershed, HUC 05120201.

Additionally, the Indiana Maps website (<http://maps.indiana.edu/>) was used to investigate aerial photographs and from 1998, 2008, and 2013, including Flood Rate Insurance Map (FIRM) data to investigate floodplains and potential hydrologic features. LiDAR Mapping mapping was also used to investigate topography and drainage (Appendix A10 to A13).

Topographic Data

SR 267

The Fayette Indiana USGS 7.5 Topographic Maps (Appendix A-2) indicate that Fishback Creek, a USGS blue-line tributary, occurs approximately 0.3 mile northeast of the SR 267 Interchange. Fishback Creek flows southeast, eventually encountering Eagle Creek. Fishback Creek is not expected to be impacted by construction at the SR 267 interchange. The land use surrounding the investigation area is primarily agricultural and commercial (Appendix A-2).

CR 550S

The Zionsville Indiana USGS 7.5 Topographic Maps (Appendix A-3) indicate that Etter Ditch, a blue line tributary, may be impacted by the project southwest of I-65. The upstream drainage area was investigated using the USGS StreamStats website (<https://streamstats.usgs.gov/ss/>). The upstream drainage is at or near 1.0 square mile at the structure location with a disclaimer that “estimates were extrapolated with unknown errors.” More investigation will be required to determine whether a Construction in a Floodway permit is warranted. Etter Ditch flows south, eventually encountering the jurisdictional White Lick Creek. Etter Ditch may be impacted by interchange construction. The land use surrounding the investigation area is primarily agricultural (Appendix A-3).

WHITESTOWN PARKWAY

The Zionsville Indiana USGS 7.5 Topographic Maps (Appendix A-4) indicate that Green Ditch is a USGS blue-line tributary which occurs 0.2 mile northwest of the project area. Green Ditch flows southwest to Etter Ditch, which leads to the jurisdictional White Lick Creek. Green Ditch Creek is not expected to be impacted by construction at the Whitestown Parkway interchange. The land use surrounding the investigation area is primarily agricultural and commercial (Appendix A-4).

I-865

The Zionsville Indiana USGS 7.5 Topographic Maps (Appendix A-5) indicate that an unnamed tributary (UNT) to Fishback Creek occurs approximately 0.18 mile east of the project area. This UNT flows east into Fishback Creek, which eventually encounters the navigable Eagle Creek. This UNT is not expected to be impacted by construction at the I-865 interchange. The land use surrounding the investigation area is primarily roadside and residential (Appendix A-5).

Soil Data

SR 267

The Natural Resources Conservation Service (NRCS) – Boone County Soil Survey identifies most of the project area as Treaty Silty Clay Loam (Appendix C-1). Treaty is 70-100% hydric soil. The project area also has small incursions of non-hydric Crosby Silt Loam and non-hydric Fincastle Silt Loam.

CR 550S

The NRCS – Boone County Soil Survey identifies most of the project area as Treaty Silty Clay Loam and Crosby Silt Loam (Appendix C-2). Treaty is 70-100% hydric soil and Crosby Silt Loam is non-hydric. The project area also has small incursions of non-hydric Fincastle Silt Loam.

WHITESTOWN PARKWAY

The NRCS – Boone County Soil Survey identifies most of the project area as Urban Land – Fincastle Complex (Appendix C-3). The urban land soil types are not given a hydric rating by NRCS, but the components of Urban Land – Fincastle Complex include 0-10% hydric soil. The south end of the project area may encounter Urban Land - Cyclone Complex, which is 30-65% hydric.

I-865

The NRCS – Boone County Soil Survey identifies most of the project area as Urban Land – Fincastle Complex and Urban Land – Cyclone Complex (Appendix C-4). The urban land soil types are not given a hydric rating by NRCS, but the components of Urban Land – Fincastle Complex include 0-10% hydric soil and the components of Urban Land – Cyclone Complex include 30-65% hydric components.

National Wetland Inventory Map and FIRM Data

SR 267

The NWI map (Appendix B-1) identifies two wetlands encountering the project area. There is a 0.25 acre palustrine emergent seasonally flooded marsh (PEM1C) approximately 400 feet northeast of the interchange and a 2.77 acre intermittently exposed palustrine pond with unconsolidated bottom (PUBGx) approximately 700 feet east of the interchange.

The project area is not within the designated FEMA 100-year floodplain (Appendix B-1). The floodplain of Fishback Creek extends to approximately 130 feet from Boone’s Pond. Karst features were not shown at this location in IndianaMap nor were they observed at the site location.

CR550S

The NWI map (Appendix B-2) identifies a wetland and a wetland line in the project area. The wetland is a 2.57 acre palustrine emergent semipermanently flooded marsh (PEM1F) located immediately west of I-65. The project is being designed to avoid this wetland. The wetland line is Etter Ditch, a 5.59 acre excavated riverine intermittent seasonally flooded streambed (R4SBCx) which occurs immediately west of the PEM1F wetland.

FIRM mapping shows the FEMA 100-year floodplain ending at Indianapolis Road and extending south (Appendix B-2). The project area may encounter this floodplain. Karst features were not shown at this location in IndianaMap nor were they observed at the site location.

WHITESTOWN PARKWAY

The NWI map (Appendix B-3) identifies no wetlands within the project area. The nearest wetland is a 1.26 acre impounded palustrine intermittently exposed pond with unconsolidated bottom (PUBGh) approximately 0.08 mile southeast of the project area.

The project area is not within the designated FEMA 100-year floodplain (Appendix B-3). Karst features were not shown at this location in IndianaMap nor were they observed at the site location.

I-865

The NWI map (Appendix B-4) identifies no wetlands within the project area. The nearest wetland is a 0.69 acre seasonally flooded intermittent streambed (R4SBC) approximately 0.16 mile northeast of the project area.

The project area is not within the designated FEMA 100-year floodplain (Appendix B-4). Karst features were not shown at this location in IndianaMap nor were they observed at the site location.

3. Site Reconnaissance

Site reconnaissance was conducted on October 14 and 21, 2016, and October 17, November 13, 2017 and January 11, 2018 by Corradino, LLC. A field check on April 18, 2019 included representatives from the U.S. Army Corps of Engineers, Indiana Department of Environmental Management, Indiana Department of Transportation, and Corradino, LLC. Photos and associated mapping from site reconnaissance are attached in Appendix D.

Stream Analysis

No streams, tributaries, or features with Ordinary High Water Marks (OHWM) were observed within the SR 267, Whitestown Parkway, and I-865 project areas.

CR 550S (Appendix A-7)

Etter Ditch

Etter Ditch was identified as a blue-line tributary during topographic review (Appendix A-3). Two small structures occur within the project area. The “550S Bridge” is at the same latitude as County Road 550S, although it is east of the road itself. The “Indianapolis Road Bridge” is where Indianapolis Road and Etter Ditch intersect. During the site inspection, aquatic vegetation was present in Etter Ditch north of the 550S Bridge. The majority of the area north of the 550S Bridge was filled with *Typha* sp. with a small area just north of the bridge dominated by *Potamogeton crispus* and other aquatic and semiaquatic plants. The change in plant community from aquatic vegetation to upland is an OHWM characteristic.

A Wetland Data Point was taken for the area of Etter Ditch north of the 550S Bridge (Appendix E – 59-61). This area was dominated by *Typha x glauca*. The low areas exhibited hydric soil characteristics (depleted dark surface) and several hydrology indicators, especially including surface water, saturation, water marks, sediment deposits, and water-stained leaves. The adjacent hillslope and mowed grassy areas did not exhibit apparent hydric soil or characteristics of wetland hydrology. One wetland and one upland data point were taken for Etter Ditch; see Photo Key Map (Appendix D; 202-205 for data points).

Etter Ditch shows an OHWM approximately 8 feet wide and 1 foot deep on average. According to the USGS StreamStats website, Etter Ditch has a drainage area of approximately 1.001 acre. Etter Ditch is likely a Waters of the U.S. due to its apparent connectivity with White Lick Creek which itself encounters the navigable White River, presence of an OHWM, and identification as a blue line stream on topographic maps. Etter Ditch is considered average quality for wildlife habitat due to the shallow water with few shelter features such as large pools. It appears to be an intermittent tributary within the project area. Less than 1925 linear feet of Etter Ditch are expected to be impacted by this project.

Wetland Analysis

SR 267 (Appendix A-6)

Fishback Creek is the major connector to navigable waters in this area. Any waters which have significant nexus with Fishback Creek are likely to be jurisdictional Waters of the U.S.

Wetland 1 – Data Points 1A, 1B

Wetland 1 was a small depression dominated by *Phalaris arundinacea* and *Populus deltoides* with patches of other wetland species such as *Typha*. The low areas exhibited hydric soil characteristics (redox dark surface, depleted dark surface, and hydrogen sulfide odor) and several hydrology indicators, especially including a sparsely vegetated surface, hydrogen sulfide odor, and water-stained leaves. The adjacent hillslope areas did not exhibit apparent hydric soil or characteristics of wetland hydrology. Wetland characteristics only extended within a short basin area near a pipe outflow and did not connect with nearby Boone Pond to the north. One wetland and one upland data point were taken for Wetland 1; see Photo Key Map (Appendix D; 33-36 for data points). Wetland 1 is approximately 0.1 mile southeast of Boone's Pond and may have hydrologic connectivity to it through the woodland which borders both water bodies. Due to its likely association with the jurisdictional Fishback Creek, Wetland 1 is a likely Waters of the U.S. It is anticipated that approximately 0.01 acre or less of Wetland 1 will be impacted by this project.

Wetland 2 – Data Points 2A, 2B, 2C

Wetland 2 was a flattened shallow marsh with two distinct vegetation regimes. The inner portion of the marsh was dominated by *Typha x glauca*. This area was surrounded by a sedge marsh dominated by *Carex lupulina*. Both areas exhibited hydric soil characteristics (depleted matrix and redox dark surface). The *Typha* area had several hydrology indicators, especially including sediment deposits, oxidized rhizospheres, and water-stained leaves. The *Carex* area exhibited only a lowered geomorphic position and FAC-Neutral Test to indicate wetland hydrology. The adjacent field areas did not exhibit apparent hydric soil or characteristics of wetland hydrology. Two wetland and one upland data point were taken for Wetland 2; see Photo Key Map (Appendix D; 39-44 for data points). Wetland 2 is connected to Wetland 1 via a pipe. Wetland 1 may have hydrologic connectivity Fishback Creek via Boone's Pond. Due to its likely association with the jurisdictional Fishback Creek, Wetland 2 is a likely Waters of the U.S. It is anticipated that approximately 0.73 acre or less of Wetland 2 will be impacted by this project.

Wetland 3 – Data Points 3A, 3B

Wetland 3 was a marshy ditch dominated by *Typha x glauca*, and *Echinochloa crus-galli*. It exhibited hydric soil characteristics (depleted matrix, redox dark surface, and depleted dark surface) and several hydrology indicators, including a sparsely vegetated surface, lowered geomorphic position, and FAC-Neutral Test. The adjacent hillslope areas did not exhibit apparent hydric soil or characteristics of wetland hydrology. One wetland and one upland data point were taken for Wetland 3; see Photo Key Map (Appendix D; 51-54 for data points). Wetland 3 continues southeast until it merges with RSD 1, which has primarily upland characteristics. Wetland 3 appears to show hydrological connectivity with Wetland 11 and a retention pond to the east. Due to the proximity to the Fishback Creek floodplain and the complex of associated wetlands in the area, Wetland

3 is likely to have a significant nexus to Fishback Creek and is a likely Water of the U.S. It is anticipated that approximately 0.08 acre and 1068 linear feet of Wetland 3 will be impacted by this project.

Wetland 4 – Data Points 4A, 4B, 4C, 4D

Wetland 4 was a marshy ditch with various vegetation types. The wetland forks in an area outside the project area and encounters the project in two spots. The northmost spot was dominated by *Typha x glauca* and *Echinochloa crus-galli*. The southern spot was dominated by *Echinochloa crus-galli* and two obligate *Cyperus* species. Both areas exhibited hydric soil characteristics (redox dark surface) and several hydrology indicators, especially including surface water and saturation. The adjacent mowed grass areas did not exhibit apparent hydric soil or characteristics of wetland hydrology. Two wetland and two upland data points were taken for Wetland 4; see Photo Key Map (Appendix D; 59-62 for data points). Wetland 4 drains the roadside into a retaining pond to the east, which itself has potential connectivity to other retention ponds to the south and east. Field review on April 18, 2019 by the U.S. Army Corps of Engineers determined that Wetland 4 was considered a non-jurisdictional roadside ditch, but it is a likely Isolated Water of the State.

Wetland 5 – Data Points 5A, 5B

Wetland 5 was a depression dominated by *Typha x glauca* and *Phalaris arundinacea*. The low areas exhibited hydric soil characteristics (depleted matrix) and several hydrology indicators, especially including surface water, saturation, and water-stained leaves. The adjacent hillslope areas did not exhibit apparent hydric soil or characteristics of wetland hydrology. Wetland characteristics occurred in the corner of a hillslope to the SR 267 interchange, but not far from the corner area. One wetland and one upland data point were taken for Wetland 5; see Photo Key Map (Appendix D; 69-72 for data points). Storm water from the adjacent entrance ramp appears to either settle in Wetland 5 or continue south to a retaining pond. Due to the proximity to the Fishback Creek floodplain and the complex of associated wetlands in the area, Wetland 5 is likely to have a significant nexus to Fishback Creek and is a likely Water of the U.S. It is anticipated that approximately 0.02 acre or less of Wetland 5 will be impacted by this project.

Wetland 6 – Data Points 6A, 6B, 6C

Wetland 6 was a marshy ditch dominated by *Typha x glauca*. The low areas exhibited hydric soil characteristics (depleted matrix, redox dark surface) and several hydrology indicators, especially including surface water, saturation, and sediment deposits. The adjacent hillslope areas did not exhibit apparent hydric soil or characteristics of wetland hydrology. Two wetland and one upland data point were taken for Wetland 6; see Photo Key Map (Appendix D; 77-82 for data points). Wetland 6 encounters a pipe which crosses I-65 in an area approximately 800 feet northwest of Wetland 2, which is believed to have connectivity to Fishback Creek. Due to its likely association with the jurisdictional Fishback Creek, Wetland 6 is a likely Waters of the U.S. It is anticipated that approximately 0.18 acre and 1176 linear feet of Wetland 6 will be impacted by this project.

Wetland 7 – Data Points 7A, 7B

Wetland 7 was a depression dominated by *Typha x glauca* and *Schoenoplectus tabermontani*. The low areas exhibited hydric soil characteristics (depleted matrix) and several hydrology indicators, especially including surface water, saturation, and sediment deposits. The adjacent mowed grassy areas did not exhibit apparent

hydric soil or characteristics of wetland hydrology. One wetland and one upland data point were taken for Wetland 7; see Photo Key Map (Appendix D; 85-88 for data points). A pipe drains into Wetland 7 from the I-65 median, and this area is approximately 140 feet from Wetland 9, which itself is connected to Wetland 2. Due to the likely hydrologic connectivity of Wetland 2 to Fishback Creek, Wetland 7 is a likely Water of the U.S. It is anticipated that approximately 0.03 acre or less of Wetland 7 will be impacted by this project.

Wetland 8 – Data Points 8A, 8B

Wetland 8 was a depression dominated by *Phragmites australis* and *Typha x glauca*. The low areas exhibited hydric soil characteristics (redox dark surface) and several hydrology indicators, especially including a surface water, saturation, drift deposits and sediment deposits. The adjacent mowed grassy areas did not exhibit apparent hydric soil or characteristics of wetland hydrology. One wetland and one upland data point were taken for Wetland 8; see Photo Key Map (Appendix D; 91-94 for data points). Wetland 8 is a depression where storm water from the south quadrant of the interchange settles. Due to the proximity to the Fishback Creek floodplain and the complex of associated wetlands in the area, Wetland 8 is likely to have a significant nexus to Fishback Creek and is a likely Water of the U.S. It is anticipated that approximately 0.08 acre or less of Wetland 8 will be impacted by this project.

Wetland 9 – Data Points 9A, 9B

Wetland 9 was a small depression dominated by *Typha x glauca* and *Schoenoplectus tabermontanei*. The low areas exhibited hydric soil characteristics (redox dark surface) and several hydrology indicators, especially including surface water, saturation, and sediment deposits. The adjacent mowed grassy areas did not exhibit apparent hydric soil or characteristics of wetland hydrology. One wetland and one upland data point were taken for Wetland 9; see Photo Key Map (Appendix D; 97-100 for data points). Wetland 9 is connected to Wetland 2 via a pipe. Due to the likely hydrologic connectivity of Wetland 2 to Fishback Creek, Wetland 9 is a likely Water of the U.S. It is anticipated that approximately 0.005 acre or less of Wetland 9 will be impacted by this project.

Wetland 10 – Data Points 10A, 10B

Wetland 10 was a depression dominated by *Typha x glauca*. At the time of wetland delineation, the depression had been mowed. The low areas exhibited hydric soil characteristics (redox dark surface, and depleted dark surface) and several hydrology indicators, especially including surface water, saturation, and algal mat. The adjacent mowed grassy areas did not exhibit apparent hydric soil or characteristics of wetland hydrology. One wetland and one upland data point were taken for Wetland 10; see Photo Key Map (Appendix D; 103-106 for data points). Wetland 10 is a depression which receives storm water from the east quadrant of the interchange and water from Wetland 11 via a pipe. Due to the proximity to the Fishback Creek floodplain and the complex of associated wetlands in the area, Wetland 10 is likely to have a significant nexus to Fishback Creek and is a likely Water of the U.S. It is anticipated that approximately 0.30 acre or less of Wetland 10 will be impacted by this project.

Wetland 11 – Data Points 11A, 11B, 11C, 11D, 11E

Wetland 11 was a cattail marsh dominated by *Typha x glauca* and had significant infiltration of *Solidago canadensis* into some of the wetland area. The low areas exhibited hydric soil characteristics (redox dark surface, depleted dark surface) and several hydrology indicators, especially including surface water, saturation, drift deposits, and water-stained leaves. The adjacent hillslope and field areas did not exhibit apparent hydric soil or characteristics of wetland hydrology. Three wetland and two upland data point were taken for Wetland 11; see Photo Key Map (Appendix D; 113-122 for data points). Wetland 11 is a depression which receives storm water from the east quadrant of the interchange, Perry Worth Road, and water from Wetland 10 via a pipe. Due to the proximity to the Fishback Creek floodplain and the complex of associated wetlands in the area, Wetland 10 is likely to have a significant nexus to Fishback Creek and is a likely Water of the U.S. It is anticipated that approximately 1.54 acre or less of Wetland 11 will be impacted by this project.

Wetland 18

A ditch line extends south from Wetland 11 and exhibits the same characteristics as that wetland. This ditch area with wetland characteristics is referred to in this report as Wetland 18. Although no data points were taken within this ditch area, it is assumed that Wetland 18 shares the same wetland characteristics as Wetland 11, to which it is joined. Wetland 18 is a ditch dominated by *Typha x glauca*. Several hydrology indicators were observed during field visits on October 14 and 21, 2016 and October 17, 2017, including surface water, drift deposits, and water-stained leaves. The adjacent hillslope was dominated by upland grasses such as fescue (*Schedonorus* sp.) and showed no apparent wetland hydrology indicators. Due to its direct connection with Wetland 11, a likely Water of the U.S., Wetland 18 is also a likely Water of the U.S. It is anticipated that approximately 0.12 acre and 1677 linear feet of Wetland 18 will be impacted by this project.

CR 550S (Appendix A-7)

Wetland 12 – Data Points 12A, 12B

Wetland 12 is a wooded ditch at the same approximate latitude as CR 550S which had shallow water in the immediate area and extended to a dry area to the east. Within Wetland 12 an area without herbaceous vegetation extended almost to I-65 where the ditch abruptly became filled with upland vegetation. However, wooded vegetation occurs within Wetland 12 including *Celastrus orbiculatus* vines, *Populus deltoides* saplings and *Acer saccharinum* up to approximately 4 inches DBH. Wetland 12 exhibited hydric soil characteristics (depleted matrix) and several hydrology indicators, including water marks, water-stained leaves, drift deposits and sediment deposits. Within the project area, Wetland 12 drains only the surrounding agricultural areas. Water was observed in Wetland 12 on April 18, 2019 after a day of very heavy rain, but no water was observed on October 17, 2017, November 13, 2017 and January 11, 2018. Wetland 12 may be considered poor quality due to low plant abundance and low water levels. Field review on April 18, 2019 by the U.S. Army Corps of Engineers determined that Wetland 12 was considered a non-jurisdictional roadside ditch but is likely an Isolated Water of the State. It is anticipated that approximately 0.13 acre and 975 linear feet of Wetland 12 will be impacted by this project.

Wetland 13 – Data Points 13A, 13B

Wetland 13 was an NWI wetland dominated by *Echinochloa crus-galli*, *Eleocharis obtusa*, and *Typha x glauca*. The low areas exhibited hydric soil characteristics (loamy mucky mineral, redox dark surface, and depleted dark surface) and several hydrology indicators, especially including drift deposits and sediment deposits. The adjacent hillslope and mowed grassy areas did not exhibit apparent hydric soil or characteristics of wetland hydrology. One wetland and one upland data point were taken for Wetland 13; see Photo Key Map (Appendix D; 206-209 for data points). Wetland 13 may be considered an average quality wetland due to a relatively large size and apparent plant diversity. Due to its proximity to the jurisdictional Etter Ditch, Wetland 13 is a likely Waters of the U.S. It is anticipated that Wetland 13 will not be impacted by this project.

Wetland 14 – Data Points 14A, 14B

Wetland 14 was a portion of a ditch dominated by *Typha x glauca* and *Echinochloa crus-galli*. The low areas exhibited hydric soil characteristics (loamy mucky mineral, redox dark surface) and several hydrology indicators, especially including surface water, water marks, sediment deposits, and water-stained leaves. The adjacent hillslope and mowed grassy areas did not exhibit apparent hydric soil or characteristics of wetland hydrology. One wetland and one upland data point were taken for Wetland 14; see Photo Key Map (Appendix D; 214-217 for data points). Due to its proximity to the jurisdictional Etter Ditch, Wetland 14 is a likely Waters of the U.S. It is anticipated that approximately 0.003 acre or less of Wetland 14 will be impacted by this project.

Wetland 15 – Data Points 15A, 15B

Wetland 15 was a portion of a ditch dominated by *Typha x glauca* and *Eleocharis erythropoda*. The low areas exhibited hydric soil characteristics (redox dark surface) and several hydrology indicators, especially including saturation and water-stained leaves. The adjacent hillslope and mowed grassy areas did not exhibit apparent hydric soil or characteristics of wetland hydrology. One wetland and one upland data point were taken for Wetland 15; see Photo Key Map (Appendix D; 210-213 for data points). Due to its proximity to the jurisdictional Etter Ditch, Wetland 15 is a likely Waters of the U.S. It is anticipated that approximately 0.005 acre or less of Wetland 15 will be impacted by this project.

Small Jurisdictional Aquatic Resources (JAR)

The roadside ditches (RSDs) east of I-65 contain seven small areas with wetland characteristics which do not exceed the boundaries of the ditches. All of these are depression areas within the ditches, associated with pipe outlets. All JARs are dominated by *Typha sp.* and *Echinochloa crus-galli* which is surrounded by upland vegetation, especially *Schedonorus sp.* These areas show hydrologic connectivity with Etter Ditch via ditchlines and pipes associated with the ditches adjacent to Wetlands 14 and 15. These are considered Jurisdictional Aquatic Resources and Waters of the U.S. See Appendix A-7 for JAR locations.

JAR #1 – associated with RSD 4, directly east of Perry Worth Road. Affected area is 25 linear feet and 0.002 acre.

JAR #2 - associated with RSD 4, directly east of Perry Worth Road. Affected area is 32 linear feet and 0.001 acre.

JAR #3 – associated with RSD 5, directly east of I-65. Affected area is 10 linear feet and 0.0005 acre.

JAR #4– associated with RSD 5, directly east of I-65. Affected area is 15 linear feet and 0.0007 acre.

JAR #5– associated with RSD 5, directly east of I-65. Affected area is 12 linear feet and 0.0008 acre.

JAR #6– associated with RSD 5, directly east of I-65. Affected area is 6 linear feet and 0.0004 acre.

JAR #7– associated with RSD 5, directly east of I-65. Affected area is 16 linear feet and 0.001 acre.

JAR #8 - At the northwest corner of CR 550S and Indianapolis Road, another apparent JAR occurs (JAR #8). It showed a sparsely vegetated area with facultative *Barbarea vulgaris* and various non-fescue grasses on January 11, 2018. While the date is after the recommended time period for wetland delineations, observations indicate that this area would be likely to have wetland characteristics and is treated as such in this report. JAR #8 acts as a small basin which receives water from RSD 7 (via a culvert) and RSD 8. JAR #8 does not exceed the boundary of RSD 8. JAR #8 is considered a Jurisdictional Aquatic Resource and Water of the U.S. The affected area is 22 linear feet and 0.002 acre.

Total small JAR impact in the CR 550S area is 138 linear feet and 0.0084 acre.

WHITESTOWN PARKWAY (Appendix A-8)

Green Ditch is the major connector to navigable waters in this area. Any waters which have significant nexus with Green Ditch are likely to be jurisdictional Waters of the U.S.

Wetland 16

Wetland 16 was a portion of a ditch dominated by *Typha x glauca* and *Phragmites australis*. The low areas exhibited hydric soil characteristics (hydrogen sulfide odor and loamy gleyed matrix) and several hydrology indicators, especially including surface water, saturation, hydrogen sulfide odor, and water-stained leaves. The adjacent hillslope and mowed grassy areas did not exhibit apparent hydric soil or characteristics of wetland hydrology. One wetland and one upland data point were taken for Wetland 16; see Photo Key Map (Appendix D; 288-291 for data points).

Wetland characteristics were restricted entirely to the ditch area, which apparently retains water (as evidenced by pipe outlets directing into the ditch and wetland characteristics ending at north and south ends within the ditch. Hydrologic connectivity may occur to retention ponds to the east. From the pipe on its south end Wetland 16 drains ditches west of I-65, which show likely significant nexus to Green Ditch. Therefore, Wetland 16 is a likely Water of the U.S. It is anticipated that approximately 1094 linear feet and 0.10 acre or less of Wetland 16 will be impacted by this project.

I-865 (Appendix A-9)

Fishback Creek is the major connector to navigable waters in this area. Any waters which have significant nexus with Fishback Creek are likely to be jurisdictional Waters of the U.S.

Wetland 17

Wetland 17 was a ditch dominated by *Typha x glauca*. The low areas exhibited hydric soil characteristics (depleted dark surface) and several hydrology indicators, especially including surface water, drift deposits, sediment deposits, oxidized rhizospheres, and water-stained leaves. The adjacent hillslope and mowed grassy areas did not exhibit apparent hydric soil or characteristics of wetland hydrology. One wetland and one upland data point were taken for Wetland 17; see Photo Key Map (Appendix D; 337-340 for data points). There is a scoured area approximately 50 feet long toward the south end of Wetland 17 (See Appendix D; 309-310). This area appeared eroded although some fescue grass (*Schedonorus* sp.) was growing in small patches within the scour.

Wetland characteristics were restricted entirely to the ditch area, which apparently retains water; as evidenced by pipe outlets directing into the ditch, wetland characteristics ending at north and south ends within the ditch, and its apparent drainage into a basin entirely contained within the I-865 interchange. The large pipe on the south end of Wetland 17 connects with a ditch that follows I-865 to Fishback Creek and shows likely significant nexus with that jurisdictional waterway, therefore Wetland 17 is a likely Water of the U.S. The project avoids impacts to Wetland 17.

Roadside Ditch Analysis

SR 267 (Appendix A-6)

RSD 1

A non-wetland roadside ditch occurs east of Perry Worth Road on the south end of the project area and is named RSD 1 for the purposes of this report. It appears to drain into Wetland 3. See Appendix A-6 for mapping of the roadside ditches. Within the project area, RSD 1 does not exhibit an OHWM or signs of wetland hydrology and is dominated by the upland grass *Schedonorus* sp. Due to the lack of an OHWM, RSD 1 does not exhibit the characteristics of a tributary. Because RSD 1 is not a wetland or tributary, it is not likely a Water of the U.S.

CR 550S (Appendix A-7)

RSD 2

A non-wetland roadside ditch occurs west of I-65 and south of CR 550S within the project area and is named RSD 2 for the purposes of this report. It appears to drain into the Etter Ditch via pipes. This ditch is very flat in most areas and may drain by sheet flow for major portions. See Appendix A-7 for mapping of the roadside ditches. The roadside ditch was dry during the site visit. RSD 2 does not exhibit an OHWM or signs of wetland hydrology and is dominated by upland or facultative upland species such as *Setaria faberi*, *Solidago canadensis*, *Conyza canadensis*, and *Schedonorus* sp. Due to the lack of an OHWM, RSD 2 does not exhibit the characteristics of a tributary. Because RSD 2 is not a wetland or tributary, it is not likely a Water of the U.S.

RSD 3

A non-wetland roadside ditch occurs west of I-65 and north of CR 550S within the project area and is named RSD 3 for the purposes of this report. It appears to drain into Etter Ditch via pipes and contains Wetlands 14 and 15. Wetland 14 consists of *Typha* marsh approximately 25 feet long and 5 feet wide within the slopes of RSD 3. Wetland 14 is located near the northern end of the sinuosity of Etter Ditch (See Appendix A-7). Wetland 15 is another *Typha* marsh approximately 6 feet wide within the slopes of RSD 3 and extends north outside of the project area. While the steeper slopes of RSD3 contain these wetlands, the ditch is very flat in most areas and may drain by sheet flow for major portions. See Appendix A-7 for mapping of the roadside ditches. RSD 3 does not exhibit an OHWM or signs of wetland hydrology and is dominated by the upland grass *Schedonorus sp.* Due to the lack of an OHWM, RSD 3 does not exhibit the characteristics of a tributary. Because RSD 3 is not a wetland or tributary, it is not likely a Water of the U.S.

RSD 4

A non-wetland roadside ditch occurs east of Perry Worth Road within the project area and is named RSD 4 for the purposes of this report. This ditch is very flat in most areas and may drain by sheet flow for major portions. See Appendix A-7 for mapping of the roadside ditches. RSD 4 does not exhibit an OHWM or signs of wetland hydrology and is dominated by the upland grass *Schedonorus sp.*, with the exception of JARs # 1 and 2 (see Wetland Analysis). JAR 1 is a *Typha* marsh approximately 25 feet long and 3 feet wide within the slopes of RSD 4 and adjacent to an agricultural field and fence line. JAR 2 is a *Typha* marsh approximately 32 feet long and 2 feet wide within the slopes of RSD 4. JAR 2 is on either side of a driveway. Due to the lack of an OHWM, RSD 4 does not exhibit the characteristics of a tributary. Because RSD 4 is not a wetland or tributary, it is not likely a Water of the U.S.

RSD 5

A non-wetland roadside ditch occurs between Perry Worth Road and I-65 within the project area and is named RSD 5 for the purposes of this report. This ditch is flat in some areas and sloped in others. See Appendix A-7 for mapping of the roadside ditches. RSD 5 does not exhibit an OHWM or signs of wetland hydrology and is dominated by the upland grass *Schedonorus sp* with the exception of JARs #3-7. Due to the lack of an OHWM, RSD 5 does not exhibit the characteristics of a tributary. Because RSD 5 is not a wetland or tributary, it is not likely a Water of the U.S.

RSD 6

A non-wetland roadside ditch occurs east of Indianapolis Road southeast of Etter Ditch and is named RSD 6 for the purposes of this report. See Appendix A-7 for mapping of the roadside ditches. RSD 6 does not exhibit an OHWM or signs of wetland hydrology and is dominated by the upland grass *Schedonorus sp.* Due to the lack of an OHWM, RSD 6 does not exhibit the characteristics of a tributary. Because RSD 6 is not a wetland or tributary, it is not likely a Water of the U.S.

RSD 7

A non-wetland roadside ditch occurs west of Indianapolis Road south of CR 550S and curving west along the south side of CR 550S and is named RSD 7 for the purposes of this report. See Appendix A-7 for mapping of

the roadside ditches. RSD 6 does not exhibit an OHWM or signs of wetland hydrology and is dominated by the upland grass *Schedonorus sp.* Due to the lack of an OHWM, RSD 7 does not exhibit the characteristics of a tributary. Because RSD 7 is not a wetland or tributary, it is not likely a Water of the U.S.

RSD 8

A non-wetland roadside ditch occurs north CR 550S west of Indianapolis Road and is named RSD 8 for the purposes of this report. See Appendix A-7 for mapping of the roadside ditches. RSD 8 does not exhibit an OHWM or signs of wetland hydrology and is dominated by the upland grass *Schedonorus sp.* Due to the lack of an OHWM, RSD 8 does not exhibit the characteristics of a tributary. Because RSD 8 is not a wetland or tributary, it is not likely a Water of the U.S.

WHITESTOWN PARKWAY (Appendix A-8)

No non-wetland ditches were observed within the project area at the Whitestown Parkway exit.

I-865 (Appendix A-9)

RSD 9

A non-wetland roadside ditch occurs east of I-65 within the project area and is named RSD 9 for the purposes of this report. It appears to drain into Wetland I-865. This ditch is very flat in most areas and may drain by sheet flow for major portions. See Appendix A-9 for mapping of the roadside ditches. The roadside ditch was dry during the site visit, despite surface water in Wetland 17. Within the project area, RSD 9 does not exhibit an OHWM or signs of wetland hydrology and is dominated by the upland grass *Schedonorus sp.* Due to the lack of an OHWM, RSD 9 does not exhibit the characteristics of a tributary. Because RSD 9 is not a wetland or tributary, it is not likely a Water of the U.S.

4. Summary and Conclusions

In this area, the Louisville District of the U.S. Army Corps of Engineers has final discretionary authority over all federal jurisdictional determinations and the Indiana Department of Environmental Management has final discretionary authority of state waters jurisdiction.

SR 267

Fishback Creek is the major connector to navigable waters at the SR 267 project area. Wetlands 1, 2, 6, 7, and 9 showed some connection with Fishback Creek, via Boone's Pond north of the project area. These wetlands, all northwest of SR 267, displayed connectivity to Fishback Creek via pipes and/or proximity to Boone's Pond. Wetlands 3, 5, 8, 10, and 11 exhibit likely significant nexus with Wetlands 1, 2, 6, 7, and 9. These wetlands are also all likely Waters of the U.S. Wetland 4 is a likely isolated Water of the State.

CR 550

As a running waterway traceable to White River, Etter Ditch within the project area is a jurisdictional Water of the U.S. The associated Wetlands 13, 14, and 15 are also apparent Waters of the U.S. The Jurisdictional Aquatic Resources 1, 2, 3, 4, 5, 6, 7, and 8 showed likely significant nexus with Wetlands 14 and 15 and are likely Waters of the U.S. Wetland 12 is a likely isolated Water of the State.

WHITESTOWN PARKWAY

Wetland 16 shows likely significant nexus with the jurisdictional Green Ditch to the northwest. Wetland 16 is a likely Water of the U.S.

I-865

Wetland 17 shows likely significant nexus with the jurisdictional Fishback Creek to the east. Wetland 17 is a likely Water of the U.S.

**Table 1: Stream Summary
I-65
Boone County, Indiana
Designation Number: 1702147**

Stream Name	Photo Number	Lat/Long	OHW Width (feet)	OHW Depth (feet)	USGS Blue-line?	Riffles? Pools?	Substrate	Quality	Likely Water of U.S.?
Etter Ditch	130;133-142;147-148;166-167; 175-176; 179-180; 182; 202-203	39.959846 -86.374607	8.0	1.0	Yes	Yes	Silt, Gravel, Cobbles	Average	Yes

**Table 2: Wetland Summary
I-65
Boone County, Indiana
Designation Number: 1400071 and 1702147**

Wetland Name	Photo Number	Lat/Lon	Cowardin Type	Quality	Total Acreage	Acreage Impacted	Linear Feet Impacted	Likely Water of U.S.?
1	31-34; 36	39.982724 -86.394085	PEM	Poor	0.01	0.01	N/A	Yes
2	37-42	39.982298 -86.394384	PEM	Poor	0.73	0.73	N/A	Yes
3	45-48; 51-52; 110	39.981228 -83.393020	PEM	Poor	0.08	0.08	1068	Yes
4	55-60; 63-64	39.978745 -86.397906	PEM	Poor	0.11	0.01	N/A	No
5	67-70	39.980280 -86.396155	PEM	Poor	0.02	0.02	N/A	Yes
6	73-78; 81-82	39.980502 -86.396556	PEM	Poor	0.36	0.18	1176	Yes
7	83-84; 87-88	39.981168 -86.395886	PEM	Poor	0.03	0.03	N/A	Yes

8	89-92	39.980382 -86.394897	PEM	Poor	0.08	0.08	N/A	Yes
9	95-98	39.981490 -86.395346	PEM	Poor	0.005	0.005	N/A	Yes
10	101-104	39.980444 -86.394078	PEM	Poor	0.30	0.30	N/A	Yes
11	107-114; 117-118; 121-122	39.980531 -86.393645	PEM	Poor	1.54	1.54	N/A	Yes
12	149-150 168-174	39.960463 -86.370740	PFO	Poor	0.13	0.13	N/A	No
13	143-146; 206-207	39.963195 -86.374300	PEM	Average	2.18	0	N/A	Yes
14	161-162; 210-211	39.962043 -86.372316	PEM	Poor	0.003	0.003	N/A	Yes
15	165; 214-215	39.964487 -86.375320	PEM	Poor	0.005	0.005	N/A	Yes
JAR#1	225-226	39.958320 -86.366566	PEM	Poor	0.002	0.002	75	Yes
JAR#2	228-231	39.959293 -86.367808	PEM	Poor	0.001	0.001	64	Yes
JAR#3	240-242	39.963277 -86.372992	PEM	Poor	0.0005	0.0005	20	Yes
JAR#4	246-248	39.962537 -86.372061	PEM	Poor	0.0007	0.0007	30	Yes
JAR#5	253-254	39.959667 -86.368527	PEM	Poor	0.0008	0.0008	36	Yes
JAR#6	256-257	39.959206 -86.367976	PEM	Poor	0.0004	0.0004	18	Yes
JAR#7	258-260	39.958919 -86.367614	PEM	Poor	0.001	0.001	48	Yes
JAR#8	189-191	39.960573 -86.375660	PEM	Poor	0.002	0.002	66	Yes
16	272; 276-285; 287-289	39.945028 -86.350874	PEM	Poor	0.18	0.10	N/A	Yes
17	303-312; 337-338	39.935792 -86.343566	PEM	Poor	0.19	0	N/A	Yes
18	111-112	39.978176 -86.391287	PEM	Poor	0.12	0.12	1677	Yes
RSD 1	49-50; 112	39.978343 -86.391213	N/A	N/A			11	No
RSD 2	151-156	39.960034 -86.370078	N/A	N/A			2152	No
RSD 3	158-165	39.960844 -86.370945	N/A	N/A			2008	No

RSD 4	222; 224-237	39.960609 -86.369426	N/A	N/A		4139	No
RSD 5	238-259; 261-264	39.960106 -86.369055	N/A	N/A		4109	No
RSD 6	180	39.959841 -86.374381	N/A	N/A		324	No
RSD 7	184-188; 195-196; 200-201	39.960450 -86.375366	N/A	N/A		898	No
RSD 8	189; 191-192; 197-199	39.960556 -86.375948	N/A	N/A		503	No
RSD 9	314-336	39.935865 -86.343284	N/A	N/A		2766	No
RSD 10	131-132; 149-150; 168-174	39.960480 -86.373096	N/A	N/A		975	No
RDS 11	55-60; 63-64	39.978745 -86.397906	N/A	N/A		12	No

**Table 3: Wetland Plot Summary
I-65
Boone County, Indiana
Designation Number: 1400071**

Plot Name	Photo Number	Hydrophytic Vegetation	Hydric Soils	Wetland Hydrology	Within A Wetland
Wetland 1-A	33-34	Yes	Yes	Yes	Yes
Wetland 1-B	35-36	No	No	No	No
Wetland 2-A	39-40	Yes	Yes	Yes	Yes
Wetland 2-B	43-44	No	No	No	No
Wetland 2-C	41-42	Yes	Yes	Yes	Yes
Wetland 3-A	51-52	Yes	Yes	Yes	Yes
Wetland 3-B	53-54	No	No	No	No
Wetland 4-A	59-60	Yes	Yes	Yes	Yes
Wetland 4-B	61-62	No	No	No	No
Wetland 4-C	63-64	Yes	Yes	Yes	Yes
Wetland 4-D	65-66	No	No	No	No
Wetland 5-A	69-70	Yes	Yes	Yes	Yes
Wetland 5-B	71-72	No	No	No	No
Wetland 6-A	77-78	Yes	Yes	Yes	Yes
Wetland 6-B	79-80	No	No	No	No
Wetland 6-C	81-82	Yes	Yes	Yes	Yes
Wetland 7-A	87-88	Yes	Yes	Yes	Yes
Wetland 7-B	85-86	No	No	No	No
Wetland 8-A	91-92	Yes	Yes	Yes	Yes
Wetland 8-B	93-94	No	No	No	No
Wetland 9-A	97-98	Yes	Yes	Yes	Yes

Wetland 9-B	99-100	No	No	No	No
Wetland 10-A	103-104	Yes	Yes	Yes	Yes
Wetland 10-B	105-106	No	No	No	No
Wetland 11-A	113-114	Yes	Yes	Yes	Yes
Wetland 11-B	115-116	No	No	No	No
Wetland 11-C	117-118	Yes	Yes	Yes	Yes
Wetland 11-D	119-120	Yes	No	No	No
Wetland 11-E	121-122	Yes	Yes	Yes	Yes
Etter Ditch-A	202-203	Yes	Yes	Yes	Yes
Etter Ditch-B	204-205	No	No	No	No
Wetland 12-A	149-150	Yes	Yes	Yes	Yes
Wetland 12-B	151	No	No	No	No
Wetland 13-A	206-207	Yes	Yes	Yes	Yes
Wetland 13-B	208-209	No	No	No	No
Wetland 14-A	210-211	Yes	Yes	Yes	Yes
Wetland 14-B	212-213	No	No	No	No
Wetland 15-A	214-215	Yes	Yes	Yes	Yes
Wetland 15-B	216-217	No	No	No	No
Wetland 16-A	288-289	Yes	Yes	Yes	Yes
Wetland 16-B	290-291	No	No	No	No
Wetland 17-A	337-338	Yes	Yes	Yes	Yes
Wetland 17-B	339-340	No	No	No	No

Aerial Photo of the Project Area (SR 267)
 Des. No. 1400071, I-65 and SR 267 / I-65 and CR 550 S
 Existing Interchange Modification / New Interchange Construction
 Boone County, Indiana



Legend

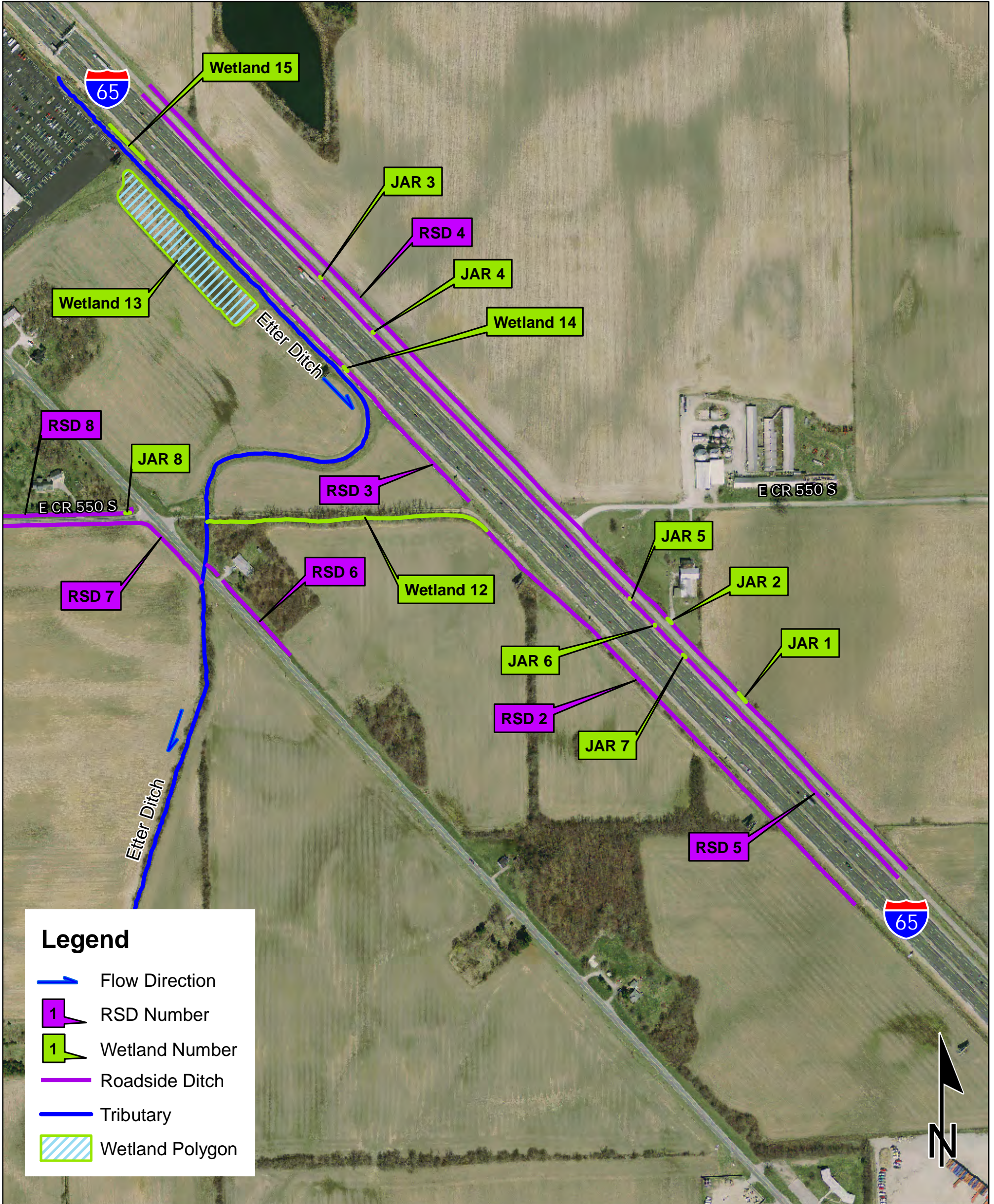
- Pipes
- RSD Number
- Wetland Number
- Wetland Ditch
- Upland Ditch
- Wetland Polygon

Sources: 0.095 0.0475 0 0.095 Miles
Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

**INDIANA STATEWIDE
 AERIAL IMAGERY
 FLOWN IN 2011**

Aerial Photo of the Project Area (CR 550 S)
 Des. No. 1400071, I-65 and SR 267 / I-65 and CR 550 S
 Existing Interchange Modification / New Interchange Construction
 Boone County, Indiana



Sources: 0.095 0.0475 0 0.095 Miles
Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

INDIANA STATEWIDE
 AERIAL IMAGERY
 FLOWN IN 2011

Aerial Photo of the Project Area (Whitestown Parkway)
 Des. No. 1400071, I-65 and SR 267 / I-65 and CR 550 S
 Existing Interchange Modification / New Interchange Construction
 Boone County, Indiana

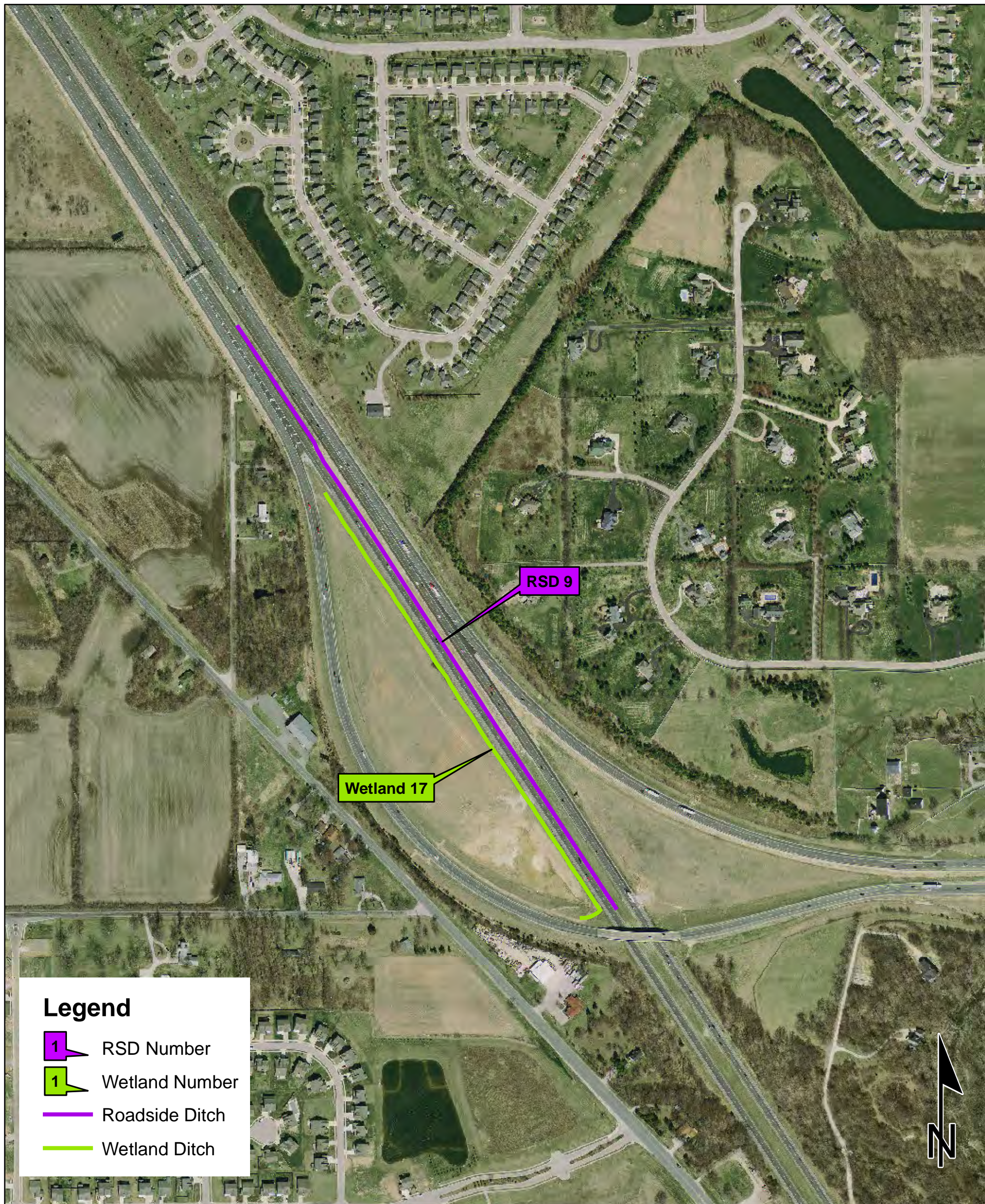


Sources: 0.095 0.0475 0 0.095 Miles
Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

**INDIANA STATEWIDE
 AERIAL IMAGERY
 FLOWN IN 2011**

Aerial Photo of the Project Area (I-865)
 Des. No. 1400071, I-65 and SR 267 / I-65 and CR 550 S
 Existing Interchange Modification / New Interchange Construction
 Boone County, Indiana



Sources: 0.095 0.0475 0 0.095 Miles
Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

INDIANA STATEWIDE
 AERIAL IMAGERY
 FLOWN IN 2011

ATTACHMENT

PRELIMINARY JURISDICTIONAL DETERMINATION FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PRELIMINARY JURISDICTIONAL DETERMINATION (JD): 4/30/19

B. NAME AND ADDRESS OF PERSON REQUESTING PRELIMINARY JD:

Kirk Roth, Corradino, LLC
200 S. Meridian Street
Indianapolis, IN 46225

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

This project, DES 1400071 and DES 1702147, is being developed by the Indiana Department of Transportation (INDOT) with federal aid. The project is located in Boone County, and includes four interchanges, beginning approximately 4.5 miles northwest of the I-465/I-865 interchange on the northwest side of Indianapolis, Indiana, and extending southeast to the I-465/I-865 interchange. The project includes the following:

- the modification of the existing I-65 interchange with SR 267
- the addition of a new I-65 interchange at Boone County Road 550 South (CR 550S)
- a ramp revision at Whitestown Parkway
- a ramp revision at the I-865 interchange

At SR 267, INDOT proposes to reconstruct the existing diamond interchange with a more efficient, higher capacity urban interchange. Additional thru lanes will be provided along SR 267. The “kink” formed by the intersection of existing Perry Worth Road, CR400E, and Albert White Boulevard intersection, east of the interchange, will be straightened out with an east-west roadway segment. Approximately 12.7 acres of new permanent right-of-way will be acquired.

At CR 550S, INDOT proposes to construct a new urban interchange. The interchange will provide an adequate number of CR 550S travel lanes to operate at an adequate level in the 2040 design year. Etter Ditch flows from northeast to southwest through the northwest quadrant of the proposed interchange and will

likely require some relocation to accommodate the future southbound I-65 exit ramp to CR 550S.

INDOT proposes to construct minor pavement widening and restriping at the existing southbound I-65 to eastbound I-865 exit and at the existing northbound I-65 to Whitestown Parkway exit to improve traffic operations at these exits. Improvements at the I-865 exit are anticipated to fit within the existing right-of-way. Minor right-of-way purchase may be required for the Whitestown Parkway improvements.

(USE THE ATTACHED TABLE TO DOCUMENT MULTIPLE WATERBODIES AT DIFFERENT SITES)

State: Indiana County: Boone City: Lebanon, Whitestown
Center coordinates of site (lat/long in degree decimal format):
Lat. 39.952908°, Long. -86.360667°

Name of nearest waterbody: Fishback Creek, Etter Ditch, Green Ditch

Identify (estimate) amount of waters in the review area:
Non-wetland waters: 1925 linear feet at 8.0 ft. width
Cowardin Class: R4SBCx
Stream Flow: Intermittent
Wetlands: 2.723 acres and 5372 linear feet
Cowardin Class: PEM

Name of any water bodies on the site that have been identified as Section 10 waters:

Tidal:
Non-Tidal:

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

- Office (Desk) Determination. Date:
- Field Determination. Date(s):

1. The Corps of Engineers believes that there may be jurisdictional waters of the United States on the subject site, and the permit applicant or other affected party who requested this preliminary JD is hereby advised of his or her option to request and obtain an approved jurisdictional determination (JD) for that site. Nevertheless, the permit applicant or other person who requested this preliminary JD has declined to exercise the option to obtain an approved JD in this instance and at this time.

2. In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre-construction notification" (PCN), or requests verification for a non-reporting

NWP or other general permit, and the permit applicant has not requested an approved JD for the activity, the permit applicant is hereby made aware of the following: (1) the permit applicant has elected to seek a permit authorization based on a preliminary JD, which does not make an official determination of jurisdictional waters; (2) that the applicant has the option to request an approved JD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an approved JD could possibly result in less compensatory mitigation being required or different special conditions; (3) that the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) that the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) that undertaking any activity in reliance upon the subject permit authorization without requesting an approved JD constitutes the applicant's acceptance of the use of the preliminary JD, but that either form of JD will be processed as soon as is practicable; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a preliminary JD constitutes agreement that all wetlands and other water bodies on the site affected in any way by that activity are jurisdictional waters of the United States, and precludes any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an approved JD or a preliminary JD, that JD will be processed as soon as is practicable. Further, an approved JD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331, and that in any administrative appeal, jurisdictional issues can be raised (see 33 C.F.R. 331.5(a)(2)). If, during that administrative appeal, it becomes necessary to make an official determination whether CWA jurisdiction exists over a site, or to provide an official delineation of jurisdictional waters on the site, the Corps will provide an approved JD to accomplish that result, as soon as is practicable. This preliminary JD finds that there *"may be"* waters of the United States on the subject project site, and identifies all aquatic features on the site that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for preliminary JD (check all that apply

- checked items should be included in case file and, where checked and requested, appropriately reference sources below):

X Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant: **Corradino, LLC**.

X Data sheets prepared/submitted by or on behalf of the applicant/consultant.

Office concurs with data sheets/delineation report.

Office does not concur with data sheets/delineation report.

Data sheets prepared by the Corps: .

Corps navigable waters' study: .

- U.S. Geological Survey Hydrologic Atlas:
 - USGS NHD data.
 - USGS 8 and 12 digit HUC maps.
- X U.S. Geological Survey map(s). Cite scale & quad name: 1:20,000 Zionsville/Fayette.
- X USDA Natural Resources Conservation Service Soil Survey. Citation: NRCS Soil Survey – Boone County, Indiana.
- X National wetlands inventory map(s). Cite name: Water Resources Des. No. 1400071, I-65 and SR 267 / I-65 and CR 550 S Existing Interchange Modification / New Interchange Construction Boone County, Indiana.
- State/Local wetland inventory map(s):
- X FEMA/FIRM maps: Clinton Co, Indiana.
- 100-year Floodplain Elevation is: (National Geodetic Vertical Datum of 1929)
- X Photographs: X Aerial (Name & Date): Indiana Statewide Aerial Imagery 2011.
 - or X Other (Name & Date): October 14 and 21, 2016; October 17, November 13, 2017; January 11, 2018, Corradino, LLC
- Previous determination(s). File no. and date of response letter:
- Other information (please specify):

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

 Signature and date of
 Regulatory Project Manager
 (REQUIRED)



April 30, 2019
 Signature and date of
 person requesting preliminary JD
 (REQUIRED, unless obtaining
 the signature is impracticable)

Site Number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (Acreage)	Estimated amount of aquatic resource in review area (Linear Feet)	Type of aquatic resource	Geographic authority to which the aquatic resource "may be" subject
Etter Ditch	39.959846	-86.374607	N/A	1925	Non-wetland	Section 404
1	39.982724	-86.394085	0.01	N/A	Wetland	Section 404
2	39.982298	-86.394384	0.73	N/A	Wetland	Section 404
3	39.981228	-83.393020	N/A	1068	Wetland	Section 404
5	39.980280	-86.396155	0.02	N/A	Wetland	Section 404
6	39.980502	-86.396556	N/A	1176	Wetland	Section 404
7	39.981168	-86.395886	0.03	N/A	Wetland	Section 404
8	39.980382	-86.394897	0.08	N/A	Wetland	Section 404
9	39.981490	-86.395346	0.005	N/A	Wetland	Section 404
10	39.980444	-86.394078	0.30	N/A	Wetland	Section 404
11	39.980531	-86.393645	1.54	N/A	Wetland	Section 404
13	39.963195	-86.371300	0.0 (no impact)	N/A	Wetland	Section 404
14	39.962043	-86.372316	0.003	N/A	Wetland	Section 404
15	39.964487	-86.375320	0.005	N/A	Wetland	Section 404
JAR#1	39.958320	-86.366566	N/A	75	Wetland	Section 404
JAR#2	39.959293	-86.367808	N/A	64	Wetland	Section 404
JAR#3	39.963277	-86.372992	N/A	20	Wetland	Section 404
JAR#4	39.962537	-86.372061	N/A	30	Wetland	Section 404
JAR#5	39.959667	-86.368527	N/A	36	Wetland	Section 404
JAR#6	39.959206	-86.367976	N/A	18	Wetland	Section 404
JAR#7	39.958919	-86.367614	N/A	48	Wetland	Section 404

JAR#8	39.960573	-86.375660	N/A	66	Wetland	Section 404
16	39.945028	-86.350874	N/A	1094	Wetland	Section 404
17	39.935792	-86.343566	N/A	0.0 (no impact)	Wetland	Section 404
18	39.978176	-86.391287	N/A	1677	Wetland	Section 404

Attachment I
Project Commitments

**I-65 at SR 267 Interchange Modification, I-65 at Boone CR550S New Interchange,
NB I-65 Exit Ramp Modification, and SB I-65 Exit Ramp Modification at I-865**

(Lead Des. No. 1400071)

Project Commitments

Firm Commitments:

1. If the scope of work or permanent or temporary right-of-way amounts change, INDOT ESD and the INDOT District Environmental Section will be contacted immediately. (INDOT)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT)
3. Workers who are working in or near water with E. coli should take care to wear proper PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. (INDOT)
4. Archaeological monitoring of portions of Survey Area 1, Field 6 (agricultural buildings in the northeast quadrant of the proposed new CR550S interchange) shall be provided during demolition. The vicinity of the two modern buildings east of I-65 at the CR550S new interchange should be clearly marked on construction plans (as do not disturb) and construction crews should be instructed to stop work within 100 feet and notify the INDOT Cultural Resources Office (Shaun Miller: 317-233-6795, smiller@indot.in.gov or Anuradha Kumar: 317-234-5168, akumar@indot.in.gov) if any foundations, deep pits or stains, or concentrations of historic artifacts are found within this specific area. (INDOT)
5. General AMM1 – Ensure all employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
6. Lighting AMM1 – Direct temporary lighting away from suitable habitat during the active season. (USFWS)
7. Tree Removal AMM1 - Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal in excess of what is required to implement the project safely. (USFWS)
8. Tree Removal AMM 2 - Apply time of year restrictions (October 1 to March 30) when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed (USFWS)
9. Tree Removal AMM 3 - Ensure tree removal is limited to that specified in project plans. Install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits. Ensure that contractors understand clearing limits and how they are marked in the field. (USFWS)
10. Tree Removal AMM 4 – Do not remove documented Indiana bat or northern long-eared bat roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year (USFWS)

11. If a spill occurs or contaminated soils or water are encountered during construction, appropriate personal protective equipment (PPE) should be used. Contaminated materials will need to be properly handled by trained personnel and disposed in accordance with current regulations. IDEM should be notified through the spill line at (888) 233-7745 within 24 hours of discovery of a release from a UST system and within two (2) hours of discovery of a spill. (INDOT)
12. An underground storage tank associated with Loves Travel Stop is located adjacent to the southeast of the SR 267 project area. IDEM issued a No Further Action Approval Determination Pursuant to RISC on October 12, 2017. Low levels of groundwater and soil contamination remain near the pump islands to the southeast of the building. No impact is expected with the current project limits; however, if project limits change, coordination with INDOT ESD Site Assessment & Management is recommended. (INDOT)
13. The former Blue & White Service Inc is located approximately 0.06 mile south of the SR 267 project area. An Environmental Restrictive Covenant (ERC) was placed on the property on December 15, 2015. The ERC is in place to limit or eliminate exposure to groundwater and soil. Due to soil and ground water contamination, impacts may occur if the project limits extend near or into the site. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper removal and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with IDEM before further site activities occur. (INDOT)
14. If the project would impact any "waters of the United States," including Ruddell Ditch and/or any jurisdictional wetlands, a Department of the Army (DA) permit application should be submitted for review by the USACE Louisville District Indianapolis Regulatory Office (USACE).

For Consideration Commitments:

15. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment should be operated below Ordinary High-Water Mark during this time unless the machinery is within the caissons or on the cofferdams (USFWS).
16. Restrict below low-water work to placement of piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap (USFWS).
17. Restrict channel work and vegetation clearing to the minimum necessary (USFWS).
18. Construct new structures with a widened span and benches on one or both sides to provide for wildlife crossing, if practical. The crossing should be above normal high water, relatively flat and with natural substrate suitable for use by a wide variety of wildlife (USFWS).
19. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat.
20. Implement temporary erosion and siltation control devices such as placement of riprap check dams in drainage ways and ditches, installation of silt fences, covering exposed areas with erosion control materials, and grading slopes to retain runoff in basins. (USFWS)
21. Re-vegetate all disturbed soil areas immediately upon project completion, using native trees and shrubs in the riparian zone wherever feasible. (USFWS)
22. Post DO NOT DISTURB signs at the construction zone boundaries and do not clear trees or understory vegetation outside the boundaries. (USFWS)

23. To avoid incidental take from removal of an occupied roost tree USFWS recommends that tree-clearing be avoided during the period April 1 - September 30 (USFWS).
24. IDNR recommends a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Floodway Habitat Mitigation guidelines (and plant lists) can be found online at <http://www.in.gov/legislative/iac/20140806-IR-312140295NRA.xml.pdf>. Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) (IDNR).
25. Due to the presence or potential presence of wetlands on site, IDNR recommends contacting and coordinating with the IDEM 401 program and also the USACE 404 program. Impacts to wetland habitat should be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding. (IDNR)
26. Stream relocations, stream crossings, stream enclosures (e.g. culverts and pipes), and other similar projects typically result in impacts upon in-stream habitat that need in-stream mitigation. Because in-stream impacts vary widely, in-stream mitigation is considered on a case-by-case basis. An early coordination meeting with a Division of Fish and Wildlife Biologist may be recommended to discuss any impacts to Etter Ditch and the alternatives. Impacts to less than 50 feet of stream typically do not require in-stream mitigation. Mitigation may be needed if impacts to important resources occur. Impacts from 50 feet to 300 feet through a single project or an accumulation of projects are typically mitigated at a 1:1 ratio. Impacts over 300 feet often warrant 2:1 mitigation. Exceptions to this ratio may be requested based on the quality of the habitat impacted and fish and wildlife resources that are impacted and may be reviewed in coordination with the USACE and IDEM. Mitigation for in-stream impacts includes various measures. These measures include: the installation of in-stream habitat features, such as boulders or lunger structures; riparian plantings to increase the woody buffer adjacent to a stream (50 feet or greater is a common-sized buffer); bioengineering along the streambank to reduce erosion; improving a nearby crossing structure for the benefit of fish and wildlife; or restoring riffle-run-pool assemblages. Mitigation at a 1:1 ratio involves replacing lost functions and values are replaced along a length of the stream or a nearby stream that is twice the length of impact. Channel relocations are not recommended, are difficult to design, and have a high likelihood of failure or permanent loss of habitat and function. If relocation remains the best option after a complete examination of the possible alternatives and avoidance of impacts, a mitigation plan should be developed. Any hydraulic modeling of a relocated channel should be calculated with mature trees, shrubs, grasses, and other similar habitat. Additional mitigation, such as planting trees along a stream, may affect hydraulic modeling, so mitigation and engineering design should be coordinated. Stream relocation requires replacement of lost qualities and characteristics on the relocated segment, which are at least equal to the original segment, and which fit the surrounding landscape. Natural channel design is applied to the relocated segment, including elements needed to complement upstream and downstream conditions. To the extent practicable, the relocated segment has similar cross-section, substrate, in-stream habitat, and riparian corridor and channel morphology when compared to the original segment. The USDA's Natural Resources Conservation Service provides helpful information on channel design (see <https://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/water/manage/restoration/?cid=stelprdb1044707>). For the relocation of a medium or large trapezoidal channel, a two-stage design may be needed in which there is a low flow channel that is allowed to meander within the new channel. The overbank shelf, or bench is planted with woody vegetation when

appropriate. The Woody Riparian Vegetation List in Appendix A of IDNR's mitigation guidelines includes species appropriate for site conditions. (IDNR)

27. For purposes of maintaining fish passage through a crossing structure, the Environmental Unit recommends bridges rather than culverts and bottomless culverts rather than box or pipe culverts. Wide culverts are better than narrow culverts, and culverts with shorter through lengths are better than culverts with longer through lengths. If box or pipe culverts are used, the bottoms should be buried a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the bank full width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width / length) of 0.25; and have stream depth and water velocities during low-flow conditions that are approximate to those in the natural stream channel. The new, replacement, or rehabbed structure should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. The Division of Fish and Wildlife would like to emphasize the importance of wildlife passage issues and transportation infrastructure projects. The following is a good place to start in terms of resources to consider in the design of stream crossing structures: <http://www.fs.fed.us/wildlifecrossings/library/> (IDNR).
28. Some form of bank and/or streambed stabilization is almost always needed with the construction, repair, replacement, or modification of a stream channel or crossing structure. For streambank stabilization and erosion control, regrading to a stable slope (2:1 or shallower) and establishing native vegetation along the banks are typically the most effective techniques. A variety of methods to accomplish this include: planting plugs, whips, container stock, seeding, and live stakes. In addition to vegetation establishment, some additional level of bioengineered bank stabilization may be needed under certain circumstances (inability to regrade to a stable slope, flow velocities that exceed the limits of vegetation alone, etc). Combining vegetation with most bank stabilization methods can provide additional bank protection and help reduce impacts upon fish and wildlife. Information about bioengineering techniques can be found at <http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml.pdf>. Also, the following is a USDNRCS document that outlines many different bioengineering techniques for streambank stabilization: <http://directives.sc.egov.usda.gov/17553.wba>. Riprap or other hard bank stabilization materials should be used only at the toe of the side slopes up to the OHWM with the exception of areas directly under bridges for instance. The banks above the OHWM should be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. For streambed stabilization or scour protection, riprap or other stabilization materials should not be placed in the active stream channel above the existing streambed elevation. This is to prevent obstructions to the movement of aquatic organisms upstream and downstream (IDNR).
29. Revegetate "low maintenance" areas with a mixture of grasses, sedges, and wildflowers native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion; non-native turf-type roadside grasses (excluding tall fescue) may be used in "high maintenance" areas only (low endophyte tall fescue may be used on "high maintenance" ditch bottoms and side slopes only (IDNR).
30. Minimize and contain within the project limits in channel disturbance and the clearing of trees and brush (IDNR).
31. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife (IDNR)

32. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30 (IDNR).
33. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized (IDNR)
34. Seed and protect all disturbed streambanks and slopes that are 3:1 or steeper with erosion control blankets (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas (IDNR).
35. Seed and protect areas where runoff is conveyed through a channel/swale with erosion control blankets (follow manufacturer's recommendations for selection and installation) or use an appropriate structural armament; seed and apply mulch on all other disturbed areas (DNR). Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, constructing wind barriers, or treating dusty areas with chemical stabilizers (such as calcium chloride or several other commercial products). Dirt tracked onto paved roads from unpaved areas should be minimized. (IDEM)
36. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103. (IDEM) 37. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit <http://www.in.gov/idem/4998.htm>. (IDEM)
37. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures. (IDEM)
38. If Polychlorinated Biphenyls (PCBs) are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site. (IDEM)