

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

For

Indiana Project
Des. Number 1400075
Interstate 465 (I-465) and I-69/Binford Boulevard (a.k.a. "Clear Path 465")
Indianapolis, Indiana

The approved Environmental Assessment (EA) was released for public involvement by the Federal Highway Administration (FHWA) on September 23, 2020. A virtual public information meeting was held on October 13, 2020 and an in-person public hearing was held on October 14, 2020.

The Indiana Department of Transportation (INDOT) proposes to modify the I-465/I-69 interchange and add Interstate travel lanes in the northeast side of Indianapolis, Indiana. The project, also known as "Clear Path 465", will improve traffic congestion and correct safety and operational problems.

The Clear Path 465 project begins along I-465 approximately 2.4 miles west of I-69 at the White River Bridge, continues through the I-69 interchange, and terminates approximately 2.2 miles south of I-69 at the I-465 bridge over Fall Creek Road. Southwest of the I-465/I-69 interchange, the project begins on Binford Boulevard approximately 0.8 mile south of 75th Street and extends northeast along Binford Boulevard and I-69, terminating approximately 1.4 miles northeast of the I-465/I-69 interchange. The project includes the following interchanges: the I-465/Allisonville Road interchange, the I-465/I-69 interchange, and the I-69/82nd Street interchange.

The Selected Alternative includes the following project elements (a full project description is identified as the "Preferred Alternative" and included in the Environmental Assessment Document):

- I-465 and I-69 will be reconstructed to include added through and auxiliary lanes.
- The I-465/I-69/Binford Boulevard interchange will be reconstructed.
- Traffic to and from Binford Boulevard will be separated from Interstate traffic between 75th Street and 82nd Street.
- Traffic to and from 82nd Street will be separated from Interstate traffic between 82nd Street and I-465.
- Of the 26 existing bridges, a total of 16 bridges will be worked on, including 12 new bridges and four bridges that will be rehabilitated and widened.

This project will require approximately 14.076 acres of permanent right-of-way and 4.222 acres of temporary right-of-way, mostly from commercial properties and undeveloped land. A total of seven buildings will be acquired and demolished, and four businesses will be relocated.

Sixteen streams (9,716 linear feet total) will be impacted by the project. Due to the adjacent residential and commercial properties along most of the project corridor, impacts have been reduced as much as possible to stay within existing right-of-way. To mitigate stream impacts, this project will utilize the Indiana Stream and Wetland Mitigation Program (IN SWMP, aka In-Lieu-Fee Program).

A total of 6.090 acres of wetlands will be impacted. A total of 20.49 acres of trees will be impacted, 8.99 acres of which is considered “suitable summer habitat” for federally protected bat species. The project is within range of the federally endangered Indiana bat and the federally threatened northern long-eared bat (NLEB). The project effect finding for these species is “May Affect, Not Likely to Adversely Affect”. On April 16, 2019, USFWS concurred and agreed on site-specific Avoidance and Mitigation Measures.

A Section 106 ‘No Adverse Effect’ finding for the project was issued on February 27, 2020. The State Historic Preservation Officer (SHPO) concurred with the No Adverse Effect finding in a letter dated March 26, 2020.

The project will not require acquisition of right-of-way from any historic or recreational Section 4(f) properties. Therefore, no Section 4(f) resources will be altered or permanently incorporated into the transportation project and an individual Section 4(f) evaluation is not required. The East 71st Street Multi-Use Trail will be temporarily closed for up to one year during project construction. After taking into account the measures to minimize harm, the trail will not be adversely affected and, therefore, it qualifies as a “de minimis” impact. FHWA’s approval of the FONSI constitutes FHWA’s final de minimis determination for the project’s effects on the East 71st Street Multi-Use Trail. The Nickel Plate Trail is under development. Coordination will continue to occur with the owner of the Nickel Plate Trail to minimize impacts to the development of that trail.

This project is located in Marion County, which is currently in attainment for PM 2.5 and a maintenance area for Ozone (O3). Marion County includes a small maintenance area for Carbon Monoxide (CO). The project’s design concept and scope are accurately reflected in both the 2045 Long Range Transportation Plan and Transportation Improvement Plan, and both conform to the State Implementation Plan. Therefore, the conformity requirements of 40 CFR 93 have been met. Additionally, FHWA, USEPA, IDEM, and the Indianapolis MPO concurred that a CO hot spot analysis would not be required for the project. USEPA and FHWA also concurred that the traffic changes were not significant and a quantitative MSAT analysis was not required.

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It was determined that the impacts associated with this project will not have a disproportionately high and adverse effect on minority and/or low-income populations of Environmental Justice (EJ) concern relative to non EJ populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a.

This project is considered a Type 1 project in terms of analyzing traffic noise impacts. Therefore, in accordance with 23 CFR 772 and the INDOT Traffic Noise Analysis Procedure (2017), this action required a formal noise analysis. Based on the studies completed to-date, INDOT has identified 1,212 impacted receptors and has determined that noise abatement is likely, but not guaranteed, at seven locations. A reevaluation of the noise analysis will occur during final design.

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 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.

January 15, 2021

Date

for: Jermaine R. Hannon
Acting Division Administrator