

# Categorical Exclusion: Level 3

## I-69 Interstate Expansion

Project 1 (Added travel lanes, from 106th St to 0.5 mi N of Southeastern Parkway/Campus Parkway) & Project 3 (Added travel lanes from 0.5 mi N of Southeastern Parkway/Campus Pkwy to 0.5 mi East of SR 13); Hamilton and Madison Counties

Designation Numbers: 1383332, 1383336, 1383486, 1383487, 1383488, 1383509, 1383510, 1383512, 1383513, 1383514, 1383515, and 1006439



Prepared By:

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# I-69 Interstate Expansion

Project 1 (Added travel lanes, from 106th St to 0.5 mi N of Southeastern Parkway/Campus Parkway) & Project 3 (Added travel lanes from 0.5 mi N of Southeastern Parkway/Campus Pkwy to 0.5 mi East of SR 13); Hamilton & Madison Counties

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**Indiana Department of Transportation**

Counties: Hamilton & Madison

Route: I-69

Des. Nos.: 1383332, 1383336, 1383486, 1383487, 1383488, 1383509, 1383510, 1383512, 1383513, 1383514, 1383515, & 1006439

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

**Road No./Counties:**

I-69; Hamilton & Madison Counties

**Designation Numbers:**

1383332, 1383336, 1383486, 1383487, 1383488, 1383509, 1383510, 1383512, 1383513, 1383514, 1383515, & 1006439

**Project Description/Termini:**

I-69 Interstate Expansion; Project 1 (Added travel lanes, from 106<sup>th</sup> St to 0.5 mile N of Southeastern Parkway/Campus Parkway) & Project 3 (Added travel lanes from 0.5 mile N of Southeastern Parkway/Campus Parkway to 0.5 mile East of SR 13)

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):

	<b>Categorical Exclusion, Level 2</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
✓	<b>Categorical Exclusion, Level 3</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
	<b>Categorical Exclusion, Level 4</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
	<b>Environmental Assessment (EA)</b> – 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.

**Approval**

\_\_\_\_\_ Date \_\_\_\_\_ Date  
ESM Signature ES Signature

\_\_\_\_\_ Date \_\_\_\_\_  
FHWA Signature

**Release for Public Involvement**

\_\_\_\_\_ PAC \_\_\_\_\_ 12/18/2014  
ESM Initials Date ES Initials Date

**Certification of Public Involvement**

\_\_\_\_\_ Date \_\_\_\_\_  
Office of Public Involvement

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env.

Reviewer Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name and Organization of CE/EA Preparer: Daniel J. Miller, Parsons Transportation Group, Inc.

This is page 1 of 47 Project name: I-69 Interstate Expansion; Projects 1 & 3: Added Travel Lanes from 106<sup>th</sup> St. to 0.5 mi E of SR 13 Date: December 9, 2014

# Indiana Department of Transportation

Counties: Hamilton & Madison

Route: I-69

Des. Nos.: 1383332, 1383336, 1383486, 1383487, 1383488,  
1383509, 1383510, 1383512, 1383513, 1383514,  
1383515, & 1006439

## 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 Entry (NOE) letters were mailed out to potentially affected property owners on March 14, 2014 (see Appendix J, pages 1-3).

The Indiana Department of Transportation (INDOT) has determined, due to the scope of these projects, that it is in the public's interest to hold a public hearing. Therefore, in accordance with INDOT's Federal Highway Administration (FHWA)-approved public involvement guidelines, a public hearing will be held to offer the public an opportunity to comment on this environmental document, the Section 106 documentation (see Appendix E), the results of the Noise Analysis (see Appendix I), and the preliminary design plans. The availability of the CE document and the hearing will be advertised in the local media. Any comments received both during the public hearing and after, within the advertised 30 day comment period, will be summarized and included in this Categorical Exclusion (CE). Subsequent to the certification of the public involvement requirements and the successful completion of the Section 106 process, this CE document will be revised appropriately and re-submitted for INDOT approval.

**Public Controversy on Environmental Grounds**

Will the project involve substantial controversy concerning community and/or natural resource impacts?	Yes	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: The proposed projects will address capacity issues within the project areas. Environmental impacts have been minimized and addressed through coordination with the U.S. Fish and Wildlife Service (USFWS), the Indiana Department of Natural Resources (IDNR), the U.S. Army Corps of Engineers (USACE), and other resource agencies (see Appendix D). The preferred alternative will stay within existing right-of-way and require no relocations. To date, these projects have not generated substantial public controversy concerning community or natural resource impacts.

**Indiana Department of Transportation**

Counties: Hamilton & Madison

Route: I-69

Des. Nos.: 1383332, 1383336, 1383486, 1383487, 1383488, 1383509, 1383510, 1383512, 1383513, 1383514, 1383515, & 1006439

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

Sponsor of the Project: Indiana Department of Transportation INDOT District: Greenfield  
Local Name of the Facility: I-69

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

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

**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 need for these projects stems from traffic congestion issues that currently exist on these segments of I-69. Traffic data was analyzed using Highway Capacity Manual methodology in Highway Capacity Software (HCS). The data was collected by INDOT in 2011, and a 1.5% per year growth rate was applied to forecast the traffic for 2013 ("current year") and 2033 ("design year"). The adjusted and balanced data was then used to produce results in Level of Service (LOS). LOS is a rating for traffic congestion with LOS A being the least delay and LOS F being the most delay. I-69 between Exit 205 and SR 38 is currently operating at LOS E, which is characterized as "unstable flow". In 2033, I-69 from Exit 205 to SR 13 is predicted to experience "forced flow" (LOS F). This is likely to appear in the form of queuing upstream of ramp junctions (southbound (SB) at SR 13 in the AM peak hours and northbound (NB) at Exit 210 in the PM peak hours). I-69 is considered to be urban to Exit 210 from the south and rural from Exit 210 to the north, which means the minimally acceptable LOS's are D and C, respectively. The results show unacceptable LOS for both existing and future traffic in each direction for these segments of I-69.

The purpose of these projects is to improve overall traffic operation by reducing congestion on these segments of I-69.

**PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):**

Counties: Hamilton & Madison Municipality: Fishers

Limits of Proposed Work: I-69 from 106<sup>th</sup> Street to 0.5 mile east of SR 13

Total Work Length: 13.7 Mile(s) Total Work Area: 477.5 Acre(s)

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required?  
If yes, when did the FHWA grant a conditional approval for this project?

Yes <sup>1</sup>	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date: _____	

<sup>1</sup>If an IMS or IJS is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IMS/IJS.

## Indiana Department of Transportation

Counties: Hamilton & Madison

Route: I-69

Des. Nos.: 1383332, 1383336, 1383486, 1383487, 1383488,  
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1383515, & 1006439

*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 is planning an I-69 Interstate Expansion from 106<sup>th</sup> Street in Fishers to Exit 226 (SR 9 & 109 in Anderson), in Hamilton and Madison Counties. This expansion has been broken into multiple projects with independent utility and logical termini. This document has been prepared for Project 1 (Des. No. 1383332), from 106<sup>th</sup> Street to 0.5 mile N of Southeastern Parkway/Campus Parkway, and Project 3 (Des. No. 1383336), from 0.5 mile N of Southeastern Parkway/Campus Parkway to 0.5 mile East of SR 13. See Project Location Maps in Appendix B, pages 1-2.

**Existing Conditions:** The existing cross section of I-69 from Exit 205 to 0.5 mile E of SR 13 has 2 travel lanes in each direction. The northbound (NB) cross section of 3 lanes in each direction ends at Cumberland Rd. The southbound (SB) 5-lane section starts with the SB SR 37 entrance ramps. A pavement resurfacing project (Des. No. 0900053) has recently been completed for this segment of I-69. The pavement condition in this area will be determined by INDOT Pavement Design and the ultimate decision on the level of pavement work required for the projects will depend on the condition of the pavement.

Project 1 is located along an urbanized section of I-69, with land use within vicinity of the project consisting primarily of residential and commercial properties. Project 3 is located along a more rural section of I-69, with land use within vicinity of the project consisting primarily of agricultural properties.

Apparent existing right-of-way (ROW) varies throughout the project areas. The typical apparent existing ROW along I-69 is approximately 260 feet in the areas without the bifurcated median. The maximum ROW at the widest point of the bifurcated median is approximately 400 feet. The typical apparent existing ROW at the interchanges varies throughout the projects, with a maximum ROW (at the Southeastern Parkway/Campus Parkway interchange) of approximately 1,500 feet.

### **Proposed Projects:**

#### Project 1: I-69 from 106<sup>th</sup> Street to 0.5 mile north of Southeastern Parkway/Campus Parkway, Hamilton County

The project will construct additional lanes within the existing median from Exit 205 (116<sup>th</sup> Street and SR 37 in Fishers) to 0.5 mile north of Exit 210 (Southeastern Parkway/Campus Parkway). An outside auxiliary lane will be added on SB I-69 from 106<sup>th</sup> Street to 116<sup>th</sup> Street. Existing pavement will be resurfaced. The cross section will have a 10-foot (8-foot paved and 2-foot aggregate) inside shoulder and a 10-foot paved outside shoulder. A concrete barrier or guardrail will be installed in the median. All mainline bridges will be widened in the median (including the Sand Creek NB bridge (Des. No. 1383486) and SB bridge (Des. No. 1383487)). Riprap will be installed, where necessary. The structure at Brooks School Road over I-69 will have the bridge deck replaced (Des. No. 1383488). The overhead structures at Cumberland Road and 126<sup>th</sup> Street will require no additional work. The interchange at Exit 210 will be modified as part of a separate project (Project 2, Des. No. 1383489). All small structures along this stretch of I-69 were evaluated by INDOT to determine if rehabilitation or replacement was necessary. Three structures will be rehabilitated as part of this project. SS-I69-29-06.05 (Structure 8) will be lined with a cured-in-place pipe (CIPP) liner. Class I riprap will be installed at the inlet and outlet of this structure. SS-I69-29-08.80 (Structure 15, Des. No. 1006439) will be lined with a 183-foot long, 27.7-inch by 38.7-inch high-density polyethylene (HDPE) liner. Class I riprap will be installed at the inlet and outlet of the structure. SS-I69-29-09.38 (Structure 17) will be lined with a 219-foot long CIPP liner. Class II riprap will be installed at the inlet and outlet of the structure. Stormwater detention, such as the placement of berms within the median and roadside ditches, will be added, where applicable, within the project limits to mitigate for impacts to all legal drains.

#### Project 3: I-69 from 0.5 mile north of Southeastern Parkway/Campus Parkway to 0.5 mile east of SR 13, Hamilton and Madison Counties

The project will construct additional lanes within the existing median from 0.5 mile north of Exit 210 to 0.5 mile east of SR 13. Existing pavement will be resurfaced. The cross section will have a 10-foot (8-foot paved and 2-foot aggregate) inside shoulder where guardrail is present, an 8-foot paved inside shoulder in areas without guardrail, and a 10-foot paved outside shoulder. Double-sided guardrail will be installed in most areas, though not in wide median areas. All

## Indiana Department of Transportation

Counties: Hamilton & Madison

Route: I-69

Des. Nos.: 1383332, 1383336, 1383486, 1383487, 1383488,  
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1383515, & 1006439

mainline bridges will be widened in the median (including the Mud Creek NB bridge (Des. No. 1383509) and SB bridge (Des. No. 1383510), the Thorpe Creek NB bridge (Des. No. 1383512) and SB bridge (Des. No. 1383513), and the SR 13 NB bridge (Des. No. 1383514) and SB bridge (Des. No. 1383515)). Riprap will be installed, where necessary. The overhead structures at Olio Road and Cyntheanne Road will require no additional work. The pavement on SR 13 under I-69 will be lowered to provide adequate bridge clearance. All small structures along this stretch of I-69 were evaluated to determine if rehabilitation or replacement was necessary. Four structures will be rehabilitated as part of this project. SS-I69-29-11.77 (Structure 21) will be lined with a 120-foot long, 39.5-inch by 59.5-inch HDPE liner. An additional 126-foot long, 36-inch RCP will be bored adjacent to the lined structure. Revetment riprap will be installed at the inlet and outlet of the existing pipe, and Class I riprap will be installed at the inlet and outlet of the new pipe structure. SS-I69-29-12.74 (Structure 22) will be lined with a 126-foot long, 39.5-inch by 59.5-inch HDPE liner. An additional 126-foot long, 36-inch RCP will be bored adjacent to the lined structure. Class II riprap will be installed at the inlet and outlet of both structures. SS-I69-29-12.74 (Structure 25) will be lined with a 191-foot long, 27.7-inch by 38.7-inch HDPE liner. Class I riprap will be installed at the inlet and outlet of the structure. SS-I-69-29-12.93 (Structure 26), also known as John Underwood Drain, will be lined with a 211-foot long, 102-inch by 66-inch HDPE line. Headwalls will be added to the structure, as well as Class II riprap at the inlet and outlet of the structure. Stormwater detention will be added, where applicable, within the project limits to mitigate for impacts to all legal drains.

Preliminary plans for both projects are located in Appendix E, pages 15-56.

**Right-of-Way (ROW):** No new permanent or temporary ROW will be required for either project.

**Maintenance of Traffic (MOT):** For Maintenance of traffic (MOT), the project has been broken into 5 phases. Two travel lanes will be open in both directions at all times, with the exception of short duration (20 to 30 minute) nighttime closures. Access to and from all ramps will be maintained at all times by the contractor. These are firm commitments. For a full description of the MOT, see pages 19-20.

**Estimated Cost:**

<u>Project 1: Des. No. 1383332</u>	<u>Project 3: Des. No. 1383336</u>
Construction: \$ 46,290,000	Construction: \$ 32,800,000
Right-of-way: \$ 0	Right-of-way: \$ 0
Engineering: \$ 1,573,490	Engineering: \$ 1,313,830
<u>Total: \$ 47,863,490</u>	<u>Total: \$ 34,113,830</u>
<i>*Costs include associated bridge and small structure work</i>	<i>*Costs include associated bridge and small structure work</i>

**Environmental Concerns:** The preferred alternative will impact seven wetlands (approximately 0.0375 acre total) and six streams (approximately 2,269 linear feet total). These impacts exceed the 300 linear feet threshold for stream impacts and will thus likely require stream mitigation. Three floodplains lie within the project areas. Permits must be received and the impacts mitigated for either concurrently with or before construction of this project.

These projects are Type I projects. Therefore, Noise Analyses have been conducted, per INDOT's Traffic Noise Analysis Procedure (2011), and the feasibility and cost effectiveness of noise barriers (NB) were evaluated at all locations in the project areas where noise impacts were identified under the future build alternative. Based on the studies completed to date, the State of Indiana has identified 825 impacted receptors (representing 1,098 dwelling units) and has determined that noise abatement is likely, but not guaranteed, at four locations. The viewpoints of the benefited residents and property owners will be sought at the hearing, and their comments will be considered in determining the reasonableness of highway traffic noise abatement measures for proposed highway construction projects.

All other environmental impacts are minimal and have been addressed through coordination with USFWS, IDNR, and other resource agencies (see Appendix D). Environmental impacts are described in detail below in Part III of this

## Indiana Department of Transportation

Counties: Hamilton & Madison

Route: I-69

Des. Nos.: 1383332, 1383336, 1383486, 1383487, 1383488,  
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1383515, & 1006439

document.

The preferred alternative will meet the Purpose and Need of the projects by adding travel lanes from Exit 205 (116<sup>th</sup> Street and SR 37 in Fishers) to SR 13 and adding an outside auxiliary lane on SB I-69 from 106<sup>th</sup> Street to 116<sup>th</sup> Street to address the capacity issues within the project areas.

### OTHER ALTERNATIVES CONSIDERED:

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

#### Alternative A: Do Nothing (No Build)

The "Do Nothing" alternative would have no project cost and no environmental impacts. However, this alternative would not address the congestion issues along these sections of I-69, which will continue to worsen and is predicted to experience "forced flow" (LOS F) in 2033. Thus, the "Do Nothing" Alternative was rejected because it does not meet the Purpose and Need of the projects.

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

It will not correct existing capacity deficiencies;

It will not correct existing safety hazards;

It will not correct the existing roadway geometric deficiencies;

It will not correct existing deteriorated conditions and maintenance problems; or

It will result in serious impacts to the motoring public and general welfare of the economy.

Other (Describe)

✓

### ROADWAY CHARACTER:

*Note: The "current" year (2015) and "design" year (2035) listed below were updated since the 2011 Traffic Data Analysis (described in the Purpose and Need, which evaluated a 2013 "current" year and 2033 "design" year).*

#### Project 1: I-69 from 106<sup>th</sup> Street to 116<sup>th</sup> Street

Functional Classification:	Principal Arterial				
Current ADT:	118,560	VPD (2015)	Design Year ADT:	163,300	VPD (2035)
Design Hour Volume (DHV):	13,064	Truck Percentage (%)	8		
Designed Speed (mph):	70	Legal Speed (mph):	65		

#### Existing

#### Proposed

	Existing	Proposed
Number of Lanes:	5 SB *	6 SB*
Type of Lanes:	Through	Through
Pavement Width:	60ft	72ft
Shoulder Width:	4ft	4ft
	10ft	10ft
Median Width:	12ft	12ft
Sidewalk Width:	N/A	N/A

Setting:                     Urban                     Suburban                     Rural  
 Topography:             Level                     Rolling                     Hilly

*\*No work will occur on the NB lanes in this section. Therefore, the information only includes the SB lanes.*

## Indiana Department of Transportation

Counties: Hamilton & Madison

Route: I-69

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### **Project 1: 116<sup>th</sup> Street Southbound Ramp**

Functional Classification: Principal Arterial  
 Current ADT: 12,350 VPD (2015) Design Year ADT: 15,670 VPD (2035)  
 Design Hour Volume (DHV): 1,411 Truck Percentage (%) 5  
 Designed Speed (mph): 35/60 Legal Speed (mph): 45

**Existing                      Proposed**

Number of Lanes:	1	1
Type of Lanes:	Ramp	Ramp
Pavement Width:	16ft	16ft
Shoulder Width:	4ft	4ft
	6ft	8ft
Median Width:	N/A	N/A
Sidewalk Width:	N/A	N/A

Setting:                       Urban                       Suburban                       Rural  
 Topography:                       Level                       Rolling                       Hilly

### **Project 1: I-69 from 116<sup>th</sup> Street to Southeastern Parkway/Campus Parkway**

Functional Classification: Principal Arterial  
 Current ADT: 63,440 VPD (2015) Design Year ADT: 83,850 VPD (2035)  
 Design Hour Volume (DHV): 5,870 Truck Percentage (%) 20  
 Designed Speed (mph): 70 Legal Speed (mph): 70

**Existing                      Proposed**

Number of Lanes:	4 (2 NB, 2 SB)	6 (3 NB, 3 SB)
Type of Lanes:	Through	Through
Pavement Width:	48ft	72ft
Shoulder Width:	4ft	10ft
	10ft	10ft
Median Width:	60ft	36ft
Sidewalk Width:	N/A	N/A

Setting:                       Urban                       Suburban                       Rural  
 Topography:                       Level                       Rolling                       Hilly

### **Project 3: I-69 from Southeastern Parkway/Campus Parkway to SR 13**

Functional Classification: Principal Arterial  
 Current ADT: 56,140 VPD (2015) Design Year ADT: 66,190 VPD (2035)  
 Design Hour Volume (DHV): 5,296 Truck Percentage (%) 10  
 Designed Speed (mph): 70 Legal Speed (mph): 70

**Existing                      Proposed**



## Indiana Department of Transportation

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

Remarks: Small Structure 8 (SS-I69-29-06.05) is located under I-69, approximately 200 feet east of the Cumberland Road Overpass, in Hamilton County. The existing structure is a 156-foot long, 30-inch by 48-inch elliptical CMP.

The preferred alternative is to line Small Structure 8 with a CIPP liner. Class I riprap will be installed at the inlet and outlet of this structure. No channel work or tree clearing will be required.

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

Structure/NBI Number(s): I69-06-05313D SBL      Sufficiency Rating: 95.4, per 2013 Bridge Report  
(Rating, Source of Information)

	Existing	Proposed
Bridge Type:	Reinforced Concrete Slab	Reinforced Concrete Slab
Number of Spans:	3 spans (27ft, 36ft, and 27ft)	3 spans (27ft, 36ft, and 27ft)
Weight Restrictions:	N/A	N/A
Height Restrictions:	N/A	N/A
Curb to Curb Width:	39ft-10in	56ft
Outside to Outside Width:	42ft-6in	58ft-10in
Shoulder Width:	Inside 5ft-11in	10ft
	Outside 9ft-11in	10ft
Length of Channel Work:		85 ft

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

Remarks: Bridge No. I69-06-05313D SBL is located on SB I-69 over Sand Creek, approximately 1.53 miles east of SR 37, in Hamilton County. The bridge is a 90-foot long, three-span, reinforced concrete slab bridge, which was constructed in 1966. It accommodates two 12-foot lanes, a 5-foot-11-inch inside shoulder, and a 9-foot-11-inch outside shoulder. The existing approaches consist of two 12-foot lanes, 4-foot inside shoulders, and 10-foot outside shoulders.

The preferred alternative will overlay and widen the existing bridge deck. The proposed structure will accommodate three 12-foot lanes and 10-foot inside and outside shoulders. Riprap will be extended along the piers and banks to prevent erosion and local scour. Approaches will be widened to match the added travel lanes' roadway character. Approximately 85 linear feet of channel work will be required for bridge widening and scour protection. No tree clearing will be required.

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

## Indiana Department of Transportation

Counties: Hamilton & Madison

Route: I-69

Des. Nos.: 1383332, 1383336, 1383486, 1383487, 1383488,  
1383509, 1383510, 1383512, 1383513, 1383514,  
1383515, & 1006439

Structure/NBI Number(s): I69-06-05313D NBL

Sufficiency Rating: 95.4, per 2013 Bridge Inspection  
(Rating, Source of Information)

### Existing

### Proposed

Bridge Type:	Reinforced Concrete Slab	Reinforced Concrete Slab
Number of Spans:	3 spans (27ft, 36ft, and 27ft)	3 spans (27ft, 36ft, and 27ft)
Weight Restrictions:	N/A	N/A
Height Restrictions:	N/A	N/A
Curb to Curb Width:	39ft-10in	56ft
Outside to Outside Width:	42ft-6in	58ft-10in
Shoulder Width:	Inside 5ft-11in	10ft
	Outside 9ft-11in	10ft
Length of Channel Work:		26 lft

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

Remarks: Bridge No. I69-06-05313D NBL is located on NB I-69 over Sand Creek, approximately 1.53 miles east of SR 37, in Hamilton County. The bridge is a 90-foot long, three-span, reinforced concrete slab bridge, which was constructed in 1966. It accommodates two 12-foot lanes, a 5-foot-11-inch inside shoulder, and a 9-foot-11-inch outside shoulder. The existing approaches consist of two 12-foot lanes, 4-foot inside shoulders, and 10-foot outside shoulders.

The preferred alternative will overlay and widen the existing bridge deck. The proposed structure will accommodate three 12-foot lanes and 10-foot inside and outside shoulders. Riprap will be extended along the banks to prevent erosion. Approaches will be widened to match the added travel lanes' roadway character. Approximately 26 linear feet of channel work will be required for bridge widening and scour protection. No tree clearing will be required.

Will the structure be rehabilitated or replaced as part of the project?

<b>Yes</b>	<b>No</b>	<b>N/A</b>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Structure/NBI Number(s): Small Structure 15 (SS-I69-29-08.80)

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

### Existing

### Proposed

Bridge Type:	33in by 49in elliptical CMP	Line existing with a 27.7in by 38.7in HDPE lined pipe
Number of Spans:	N/A	N/A
Weight Restrictions:	N/A	N/A
Height Restrictions:	N/A	N/A
Curb to Curb Width:	N/A	N/A
Outside to Outside Width:	N/A	N/A
Shoulder Width:	N/A	N/A
Length of Channel Work:		N/A

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

Remarks: Small Structure 15 (SS-I69-29-08.80) is located under I-69, approximately 0.25 mile west of the Brooks School Road overpass, in Hamilton County. The existing structure is a 183-foot long, 33-inch by 49-inch elliptical CMP.

## Indiana Department of Transportation

Counties: Hamilton & Madison

Route: I-69

Des. Nos.: 1383332, 1383336, 1383486, 1383487, 1383488,  
1383509, 1383510, 1383512, 1383513, 1383514,  
1383515, & 1006439

The preferred alternative is to line Small Structure 15 with a 183-foot long, 27.7-inch by 38.7-inch HDPE liner. Class I riprap will be installed at the inlet and outlet of the structure. No channel work or tree clearing will be required.

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

Structure/NBI Number(s): I69-08-05315B    Sufficiency Rating: 85.3, per 2013 Bridge Inspection  
(Rating, Source of Information)

	Existing	Proposed
Bridge Type:	Continuous Composite Steel Beam	Continuous Composite Steel Beam
Number of Spans:	4 spans (44ft, 76ft-6in, 76ft-6in, and 44ft)	4 spans (44ft, 76ft-6in, 76ft-6in, and 44ft)
Weight Restrictions:	N/A	N/A
Height Restrictions:	16ft-1in	16ft
Curb to Curb Width:	27ft-6in	30ft
Outside to Outside Width:	31ft-6in	32ft
Shoulder Width:	2ft-9in	4ft
Length of Channel Work:		NA

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

Remarks: Bridge No. I69-08-05315B is the Brooks School Road overpass over I-69, approximately 3.56 miles east of SR 37, in Hamilton County. The bridge is a 241-foot long, four-span, continuous composite steel beam bridge, which was constructed in 1966. It accommodates two 11-foot lanes with 2-foot-9-inch shoulders. The existing approaches consist of two 11-foot lanes, 3-foot paved shoulders, and 5-foot earthen shoulders.

The preferred alternative will rehabilitate the bridge and replace the existing bridge deck. The proposed structure will accommodate two 11-foot lanes with 4-foot shoulders. Approach work will consist of replacing approach slabs, installing milled asphalt transitions, and installing riprap drainage turnouts. No channel work or tree clearing will be required.

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

Structure/NBI Number(s): Small Structure 17 (SS-I69-29-09.38)    Sufficiency Rating: N/A  
(Rating, Source of Information)

	Existing	Proposed
Bridge Type:	36in CMP	Line existing with CIPP liner
Number of Spans:	N/A	N/A
Weight Restrictions:	N/A	N/A
Height Restrictions:	N/A	N/A
Curb to Curb Width:	N/A	N/A
Outside to Outside Width:	N/A	N/A
Shoulder Width:	N/A	N/A
Length of Channel Work:		218 lft

This is page 11 of 47    Project name: I-69 Interstate Expansion; Projects 1 & 3: Added Travel Lanes from 106<sup>th</sup> St. to 0.5 mi E of SR 13    Date: December 9, 2014

## Indiana Department of Transportation

Counties: Hamilton & Madison

Route: I-69

Des. Nos.: 1383332, 1383336, 1383486, 1383487, 1383488, 1383509, 1383510, 1383512, 1383513, 1383514, 1383515, & 1006439

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

Remarks: Small Structure 17 (SS-I69-29-09.38) is located under I-69 at Unnamed Tributary (UNT) 5 to Sand Creek, approximately 0.77 mile west of the Southeastern Parkway/Campus Parkway/I-69 Interchange, in Hamilton County. The existing structure is a 219-foot long, 36-inch CMP.

The preferred alternative is to line Small Structure 17 with a CIPP liner. Class II riprap will be installed at the inlet and outlet of the structure. Approximately 218 linear feet of channel work will be required for the slip-lining and scour protection. No tree clearing will be required.

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

Structure/NBI Number(s): I69-10-05318D SBL      Sufficiency Rating: 95.4, per 2013 Bridge Inspection  
(Rating, Source of Information)

	Existing	Proposed
Bridge Type:	Reinforced Concrete Slab	Reinforced Concrete Slab
Number of Spans:	3 spans (31ft-3in, 41ft-6in, and 31ft-3in)	3 spans (31ft-3in, 41ft-6in, and 31ft-3in)
Weight Restrictions:	N/A	N/A
Height Restrictions:	N/A	N/A
Curb to Curb Width:	39ft-10in	56ft
Outside to Outside Width:	42ft-6in	58ft-10in
Shoulder Width:     Inside	5ft-11in	10ft
Outside	9ft-11in	10ft
Length of Channel Work:		21 ft

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

Remarks: Bridge No. I69-10-05318D SBL is located on SB I-69 over Mud Creek, approximately 1.17 miles east of the Southeastern Parkway/Campus Parkway/I-69 Interchange, in Hamilton County. The bridge is a 104-foot long, three-span, reinforced concrete slab bridge, which was constructed in 1966. It accommodates two 12-foot lanes, a 5-foot-11-inch inside shoulder, and a 9-foot-11-inch outside shoulder. The existing approaches consist of two 12-foot lanes, a 4-foot inside shoulder, and a 10-foot outside shoulder.

The preferred alternative will overlay and widen the existing bridge deck. The proposed structure will accommodate three 12-foot lanes and 10-foot inside and outside shoulders. Riprap will be extended along the banks to prevent erosion. Approaches will be widened to match the added travel lanes' roadway character. Approximately 21 linear feet of channel work will be required for bridge widening and scour protection. Minor tree clearing (5 trees/shrubs less than 10 inches diameter at breast height) in the median of I-69 will be required.

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

## Indiana Department of Transportation

Counties: Hamilton & Madison

Route: I-69

Des. Nos.: 1383332, 1383336, 1383486, 1383487, 1383488,  
1383509, 1383510, 1383512, 1383513, 1383514,  
1383515, & 1006439

Structure/NBI Number(s): I69-10-05318D NBL Sufficiency Rating: 95.4, per 2013 Bridge Inspection  
(Rating, Source of Information)

	Existing	Proposed
Bridge Type:	Reinforced Concrete Slab	Reinforced Concrete Slab
Number of Spans:	3 spans (31ft-3in, 41ft-6in, and 31ft-3in)	3 spans (31ft-3in, 41ft-6in, and 31ft-3in)
Weight Restrictions:	N/A	N/A
Height Restrictions:	N/A	N/A
Curb to Curb Width:	39ft-10in	56ft
Outside to Outside Width:	42ft-6in	58ft-10in
Shoulder Width: Inside	5ft-11in	10ft
Shoulder Width: Outside	9ft-11in	10ft
Length of Channel Work:		21 ft

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

Remarks: Bridge No. I69-10-05318D NBL is located on NB I-69 over Mud Creek, approximately 1.17 miles east of the Southeastern Parkway/Campus Parkway/I-69 Interchange, in Hamilton County. The bridge is a 104-foot long, three-span, reinforced concrete slab bridge, which was constructed in 1966. It accommodates two 12-foot lanes, a 5-foot-11-inch inside shoulder, and a 9-foot-11-inch outside shoulder. The existing approaches consist of two 12-foot lanes, a 4-foot inside shoulder, and a 10-foot outside shoulder.

The preferred alternative will overlay and widen the existing bridge deck. The proposed structure will accommodate three 12-foot lanes and 10-foot inside and outside shoulders. Riprap will be extended along the piers to prevent erosion. Approaches will be widened to match the added travel lanes' roadway character. Approximately 21 linear feet of channel work will be required for bridge widening and scour protection. Minor tree clearing will be required (described above for SB I-69 over Mud Creek).

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

Structure/NBI Number(s): Small Structure 22 (SS-I69-29-12.74) Sufficiency Rating: N/A  
(Rating, Source of Information)

	Existing	Proposed
Bridge Type:	4ft by 6ft squashed pipe	Line existing with a 39.5in by 59.5in HDPE liner and bore a new trenchless 36in RCP
Number of Spans:	N/A	N/A
Weight Restrictions:	N/A	N/A
Height Restrictions:	N/A	N/A
Curb to Curb Width:	N/A	N/A
Outside to Outside Width:	N/A	N/A
Shoulder Width:	N/A	N/A
Length of Channel Work:		N/A

This is page 13 of 47 Project name: I-69 Interstate Expansion; Projects 1 & 3: Added Travel Lanes from 106<sup>th</sup> St. to 0.5 mi E of SR 13 Date: December 9, 2014

## Indiana Department of Transportation

Counties: Hamilton & Madison

Route: I-69

Des. Nos.: 1383332, 1383336, 1383486, 1383487, 1383488,  
1383509, 1383510, 1383512, 1383513, 1383514,  
1383515, & 1006439

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

Remarks: Small Structure 22 (SS-I69-29-12.74) is located under I-69 at George Burke Drain, approximately 0.65 mile west of the Cyntheanne Road overpass, in Hamilton County. The existing structure is a 126-foot long, 4-foot by 6-foot squashed pipe.

The preferred alternative is to line Small Structure 22 with a 126-foot long, 39.5-inch by 59.5-inch HDPE liner. An additional 126-foot long, 36-inch RCP will be bored adjacent to the lined structure. Class II riprap will be installed at the inlet and outlet of both structures. No channel work or tree clearing will be required.

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

Structure/NBI Number(s): Small Structure 21(SS-I69-29-11.77)      Sufficiency Rating: N/A  
(Rating, Source of Information)

	Existing	Proposed
Bridge Type:	4ft by 6ft squashed pipe	Line existing with a 39.5in by 59.5in HDPE liner and bore a new trenchless 36in RCP
Number of Spans:	N/A	N/A
Weight Restrictions:	N/A	N/A
Height Restrictions:	N/A	N/A
Curb to Curb Width:	N/A	N/A
Outside to Outside Width:	N/A	N/A
Shoulder Width:	N/A	N/A
Length of Channel Work:		N/A

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

Remarks: Small Structure 21 (SS-I69-29-11.77) is located on I-69 at George Burke Drain, approximately 0.62 mile west of the Cyntheanne Road overpass, in Hamilton County. The existing structure is a 120-foot long, 4-foot by 6-foot squashed pipe.

The preferred alternative is to line Small Structure 21 with a 120-foot long, 39.5-inch by 59.5-inch HDPE liner. An additional 120-foot long, 36-inch RCP will be bored adjacent to the lined structure. Revetment riprap will be installed at the inlet and outlet of the existing pipe, and Class I riprap will be installed at the inlet and outlet of the new pipe structure. No channel work or tree clearing will be required.

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

## Indiana Department of Transportation

Counties: Hamilton & Madison

Route: I-69

Des. Nos.: 1383332, 1383336, 1383486, 1383487, 1383488,  
1383509, 1383510, 1383512, 1383513, 1383514,  
1383515, & 1006439

Structure/NBI Number(s): Small Structure 25 (SS-I69-29-12.74) Sufficiency Rating: N/A  
(Rating, Source of Information)

	Existing	Proposed
Bridge Type:	33in by 49in elliptical CMP	Line existing with a 27.7in by 38.7in HDPE liner
Number of Spans:	N/A	N/A
Weight Restrictions:	N/A	N/A
Height Restrictions:	N/A	N/A
Curb to Curb Width:	N/A	N/A
Outside to Outside Width:	N/A	N/A
Shoulder Width:	N/A	N/A
Length of Channel Work:		N/A

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

Remarks: Small Structure 25 (SS-I69-29-12.74) is located under I-69, approximately 0.3 mile east of the Cyntheanne Road overpass, in Hamilton County. The existing structure is a 191-foot long, 33-inch by 49-inch elliptical CMP.

The preferred alternative is to line Small Structure 21 with a 191-foot long, 27.7-inch by 38.7-inch HDPE liner. Class I riprap will be installed at the inlet and outlet of the structure. No channel work or tree clearing will be required.

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

Structure/NBI Number(s): Small Structure 26 (SS-I-69-29-12.93) Sufficiency Rating: N/A  
(Rating, Source of Information)

	Existing	Proposed
Bridge Type:	6ft-9in by 9ft-3in steel plate structure	Line existing with a 102-inch by 66-inch HDPE liner
Number of Spans:	N/A	N/A
Weight Restrictions:	N/A	N/A
Height Restrictions:	N/A	N/A
Curb to Curb Width:	N/A	N/A
Outside to Outside Width:	N/A	N/A
Shoulder Width:	N/A	N/A
Length of Channel Work:		260 lft

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

Remarks: Small Structure 26 (SS-I-69-29-12.93) is located on I-69 at John Underwood Drain, approximately 1.5 miles west of the I-69/SR 13 Interchange, in Hamilton County. The existing structure is a 211-foot long, 6-foot-9-inch by 9-foot-3-inch steel plate structure.

The preferred alternative is to line Small Structure 26 with a 211-foot long, 102-inch by 66-inch HDPE liner. Headwalls will be added to the structure. Class II riprap will be installed at the inlet and outlet of the structure. Approximately 260 linear feet of channel work will be required for slip-lining and scour protection. No tree clearing will be required.

This is page 15 of 47 Project name: I-69 Interstate Expansion; Projects 1 & 3: Added Travel Lanes from 106<sup>th</sup> St. to 0.5 mi E of SR 13 Date: December 9, 2014

## Indiana Department of Transportation

Counties: Hamilton & Madison

Route: I-69

Des. Nos.: 1383332, 1383336, 1383486, 1383487, 1383488, 1383509, 1383510, 1383512, 1383513, 1383514, 1383515, & 1006439

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

Structure/NBI Number(s): I-69-13-5320C SBL      Sufficiency Rating: 93.3, per 2013 Bridge Inspection  
 (Rating, Source of Information)

	Existing	Proposed
Bridge Type:	Reinforced concrete slab	Reinforced concrete slab
Number of Spans:	3 spans (21ft-9in, 27ft-6in, and 21ft-9in)	3 spans (21ft-9in, 27ft-6in, and 21ft-9in)
Weight Restrictions:	N/A	N/A
Height Restrictions:	N/A	N/A
Curb to Curb Width:	Varies 49ft-11in to 51ft-5in	Varies 68 ft to 69ft-6in
Outside to Outside Width:	Varies 52ft-11in to 54ft-5in	Varies 71ft to 72ft-6in
Shoulder Width:    Inside Outside	5ft-9in varies 8ft-2in to 9ft-8in	10ft varies 10ft to 11ft-6in
Length of Channel Work:		20 lft

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

Remarks: Bridge No. I69-13-5320C SBL is located on SB I-69 over Thorpe Creek, approximately 0.28 mile west of SR 13, in Madison County. The bridge is a 71-foot long, three-span, reinforced concrete slab bridge, which was constructed in 1966. The existing bridge and approaches consists of two 12-foot lanes, a 5-foot-9-inch inside shoulder, a variable (8-foot-2-inch to 9-foot-8-inch) outside shoulder, and a 12-foot acceleration lane.

The preferred alternative will overlay and widen the existing bridge deck. The proposed structure will accommodate three 12-foot lanes, a 10-foot inside shoulder, a variable (10-foot to 11-foot-6-inch) outside shoulder, and a 12-foot acceleration lane. Riprap will be extended along the banks to prevent erosion. Approaches will be widened to match the added travel lanes' roadway character. Approximately 20 linear feet of channel work will be required for bridge widening and scour protection. Tree clearing will not be required.

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

## Indiana Department of Transportation

Counties: Hamilton & Madison

Route: I-69

Des. Nos.: 1383332, 1383336, 1383486, 1383487, 1383488,  
1383509, 1383510, 1383512, 1383513, 1383514,  
1383515, & 1006439

Structure/NBI Number(s): I69-13-5320JC NBL

Sufficiency Rating: 94.4, per 2013 Bridge Inspection  
(Rating, Source of Information)

**Existing**

**Proposed**

Bridge Type:	Reinforced concrete slab	Reinforced concrete slab
Number of Spans:	3 spans (21ft-9in, 27ft-6in, and 21ft-9in)	3 spans (21ft-9in, 27ft-6in, and 21ft-9in)
Weight Restrictions:	N/A	N/A
Height Restrictions:	N/A	N/A
Curb to Curb Width:	Varies 51ft-11in to 54ft-10in	Varies 68 ft to 69ft-6in
Outside to Outside Width:	Varies 54ft-11in to 57ft-10in	Varies 71ft to 72ft-6in
Shoulder Width:     Inside Outside	5ft-9in; 10ft-8in	10ft 10ft
Length of Channel Work:		20 lft

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

Remarks: Bridge No. I69-13-5320JC NBL is located on NB I-69 over Thorpe Creek, approximately 0.28 mile west of SR 13, in Madison County. The bridge is a 71-foot long, three-span, reinforced concrete slab bridge, which was constructed in 1966. The existing bridge and approaches consist of two 12-foot lanes, a 5-foot-9-inch inside shoulder, a 10-foot-8-inch outside shoulder, and an 11-foot-6-inch to 14-foot-5-inch deceleration lane.

The preferred alternative will overlay and widen the existing bridge deck. The proposed structure will accommodate three 12-foot lanes, 10-foot inside and outside shoulders, and a variable (12-foot to 14-foot-4-inch) deceleration lane. Riprap will be extended along the banks to prevent erosion. Approaches will be widened to match the added travel lanes' roadway character. Approximately 20 linear feet of channel work will be required for bridge widening and scour protection. Tree clearing will not be required.

Will the structure be rehabilitated or replaced as part of the project?

<b>Yes</b>	<b>No</b>	<b>N/A</b>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Structure/NBI Number(s): I69-13-05321C NBL

Sufficiency Rating: 94.3, per 2013 Bridge Inspection  
(Rating, Source of Information)

**Existing**

**Proposed**

Bridge Type:	Composite Continuous Steel Beam	Composite Continuous Steel Beam
Number of Spans:	2 spans (both 73-foot)	2 spans (both 73-foot)
Weight Restrictions:	N/A	N/A
Height Restrictions:	14ft-4in	14ft-7in
Curb to Curb Width:	40ft-6in	57ft-7in
Outside to Outside Width:	43ft-6in	60ft-7in

This is page 17 of 47    Project name:

I-69 Interstate Expansion; Projects 1 & 3: Added Travel  
Lanes from 106<sup>th</sup> St. to 0.5 mi E of SR 13

Date: December 9, 2014

## Indiana Department of Transportation

Counties: Hamilton & Madison

Route: I-69

Des. Nos.: 1383332, 1383336, 1383486, 1383487, 1383488, 1383509, 1383510, 1383512, 1383513, 1383514, 1383515, & 1006439

Shoulder Width:	Inside	varies 5ft-9in to 6ft-8¼in;	varies 10ft to 11ft-7in
	Outside	varies 9ft-9¾in to 10ft-9in	varies 10ft to 11ft-7in
Length of Channel Work:			N/A

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

Remarks: Bridge No. I69-13-05321C NBL is located on NB I-69 over SR 13, approximately 4.3 miles east of the Southeastern Parkway/Campus Parkway/I-69 Interchange, in Madison County. The bridge is a 146-foot long, two-span, composite continuous steel beam bridge, which was constructed in 1966. It accommodates two 12-foot lanes, a variable (5-foot-9-inch to 6-foot-8¼-inch) inside shoulder, and a variable (9-foot-9¾-inch to 10-foot-9-inch) outside shoulder. The existing approaches consist of two 12-foot lanes, a 4-foot inside shoulder, and a 10-foot outside shoulder.

The preferred alternative will widen the existing bridge deck. The proposed structure will accommodate three 12-foot lanes and variable (10-foot to 11-foot-7-inch) inside and outside shoulders. Riprap side slopes will be extended to the centerline of the median. Approaches will be widened to match the added travel lanes' roadway character. There will be no channel work or tree clearing at this location.

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

Structure/NBI Number(s): I69-13-05321C SBL Sufficiency Rating: 94.3, per 2013 Bridge Inspection  
(Rating, Source of Information)

	Existing	Proposed
Bridge Type:	Composite Continuous Steel Beam	Composite Continuous Steel Beam
Number of Spans:	2 spans (both 73-foot)	2 spans (both 73-foot)
Weight Restrictions:	N/A	N/A
Height Restrictions:	14ft-6in	15ft
Curb to Curb Width:	40ft-6in	57ft-7in
Outside to Outside Width:	43ft-6in	60ft-7in
Shoulder Width:	Inside varies 5ft-9in to 6ft-8¼in; Outside varies 9ft-9¾in to 10ft-9in	varies 10ft to 11ft-7in varies 10ft to 11ft- 7in
Length of Channel Work:		N/A

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

Remarks: Bridge No. I69-13-05321C SBL is located on SB I-69 over SR 13, approximately 4.3 miles east of the Southeastern Parkway/Campus Parkway/I-69 Interchange, in Madison County. The bridge is a 146-foot long, two-span, composite continuous steel beam bridge, which was constructed in 1966. It accommodates two 12-foot lanes, a variable (5-foot-9-inch to 6-foot-8¼-inch) inside shoulder, and a variable (9-foot-9¾-inch to 10-foot-9-inch) outside shoulder. The existing approaches consist of two 12-foot lanes, a 4-foot inside shoulder, and a 10-foot outside shoulder.

## Indiana Department of Transportation

Counties: Hamilton & Madison

Route: I-69

Des. Nos.: 1383332, 1383336, 1383486, 1383487, 1383488,  
1383509, 1383510, 1383512, 1383513, 1383514,  
1383515, & 1006439

The preferred alternative will widen the existing bridge deck. The proposed structure will accommodate three 12-foot lanes and variable (10-foot to 11-foot-7-inch) inside and outside shoulders. Riprap side slopes will be extended to the centerline of the median. Approaches will be widened to match the added travel lanes' roadway character. There will be no channel work or tree clearing at this location.

**Yes**      **No**      **N/A**  
           

Will the structure be rehabilitated or replaced as part of the project?  
*If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.*

**MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:**

	Yes	No
Is a temporary bridge proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a temporary roadway proposed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the project involve the use of a detour or require a ramp closure? (describe in remarks)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Provisions will be made for access by local traffic and so posted.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Provisions will be made for through-traffic dependent businesses.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Provisions will be made to accommodate any local special events or festivals.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the proposed MOT substantially change the environmental consequences of the action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there substantial controversy associated with the proposed method for MOT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: The Maintenance of traffic (MOT) for the projects has been broken into the following 5 phases:

Phase 1:  
 Traffic will be shifted to the inside lanes, utilizing 11-foot lanes to build temporary full depth pavement where necessary for both NB and SB locations. Temporary lanes will be built along the east side of SR 13.

Phase 2:  
 Traffic will be shifted to the outside lanes, utilizing 11-foot lanes and temporary full depth pavement, where necessary. An additional lane and full depth shoulder will be built in the existing median for both NB and SB lanes, and guardrail will be installed. A median barrier will not be built at the southern end of the projects in this phase, as a cross over will be utilized in Phases 3 and 4 (see below). A portion of the SB 116<sup>th</sup> Street to SB I-69 ramp will be built, while maintaining ramp traffic at all times. SR 13 traffic will be shifted to the temporary lanes to the east.

Phase 3:  
 The NB 3 lanes will be merged to 2 lanes at the southern end of the projects. After the merge, the NB lanes will be shifted to the outside lanes, utilizing 11-foot lanes. SB traffic will utilize the inside shoulder and travel lanes to accommodate two 11-foot lanes. Just south of the Cumberland Road overpass, the SB lanes will split. One travel lane will use the newly constructed NB inside lane and shoulder, and the second SB lane will use the newly constructed lane and shoulder on the SB side. Proposed construction to the SB lanes will occur. A crossover will be required at the southern end of the projects. All SB ramps shall be maintained to traffic during construction. SR 13 traffic will be shifted to the newly constructed lanes and the temporary pavement will be removed.

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**Phase 4:**

SB traffic will be shifted over to the newly constructed SB lanes, utilizing 11-foot travel lanes. NB traffic will be merged from 3 lanes to 2, as shown in Phase 3. The NB traffic will utilize the NB and SB inside lanes and shoulders constructed in Phase 2. Proposed construction to the NB lanes will occur. A crossover will be required at the southern end of the projects. All NB ramps will be maintained to traffic during construction.

**Phase 5:**

NB and SB traffic will be shifted back to the appropriate lanes. Two lanes in each direction will be maintained on the outside lanes. The inside lanes and shoulders constructed in Phase 2 will have the remaining 4 inches of pavement overlaid. The proposed concrete median barrier will be constructed.

These projects should not create any permanent disruptions to public services or facilities. Two travel lanes will be open in both directions at all times, with the exception of short duration (20 to 30 minute) nighttime closures. Access to and from all ramps will be maintained at all times by the contractor. During construction, the projects could cause delays to emergency services. Coordination will occur with emergency services prior to the implementation of each phase of the MOT. These are firm commitments.

**ESTIMATED PROJECT COST AND SCHEDULE:**

**Project 1**

Engineering: \$ 1,573,490 (2014) Right-of-Way: \$ 0 (2014) Construction: \$ 46,290,000 (2015)

**Project 3**

Engineering: \$ 1,313,830 (2014) Right-of-Way: \$ 0 (2014) Construction: \$ 32,800,000 (2015)

Anticipated Start Date of Construction: Fall 2015

Date projects incorporated into STIP October 2, 2014 (see Appendix H, pages 1-6)

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

If yes,

Name of MPOs Indianapolis Metropolitan Planning Organization (IMPO) and Madison County Council of Governments (MCCOG)

Location of Projects in TIP Page 24 of 2014-2017 TIP & 2014 First and Second Quarter Amendments (IMPO) and MCCOG Current 2012-2015 TIP (see Appendix H, pages 7-15)

Date of incorporation by reference into the STIP December 12, 2013, March 5 and May 28, 2014 (IMPO) March 6 and June 5, 2014 (MCCOG)

This is page 20 of 47 Project name: I-69 Interstate Expansion; Projects 1 & 3: Added Travel Lanes from 106<sup>th</sup> St. to 0.5 mi E of SR 13 Date: December 9, 2014

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**RIGHT-OF-WAY:**

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0	0
Commercial	0	0
Agricultural	0	0
Forest	0	0
Wetlands	0	0
Other:	0	0
Other:	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>

*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 their impacts on the environmental analysis should be discussed.*

Remarks: No new permanent or temporary right-of-way (ROW) will be required for either project.

Apparent existing ROW varies throughout the project areas. The typical apparent existing ROW along I-69 is approximately 260 feet in the areas without the bifurcated median. The maximum ROW at the widest point of the bifurcated median is approximately 400 feet. The typical apparent existing ROW at the interchanges varies throughout the projects, with a maximum ROW (at the Southeastern Parkway/Campus Parkway interchange) of approximately 1,500 feet.

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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>No</u>
<b>Streams, Rivers, Watercourses &amp; Jurisdictional Ditches</b>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Federal Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Natural, Scenic or Recreational Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nationwide Rivers Inventory (NRI) listed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outstanding Rivers List for Indiana	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Navigable Waterways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Remarks: Field investigations were conducted in May through August 2014 by Parsons to determine the presence of jurisdictional streams and wetlands within the project areas. A Waters of the US Determination Report was completed on October 16, 2014 by Parsons (see Appendix F), and was approved by INDOT Environmental Services on October 20, 2014 (see Appendix F, pages 241-243). Nineteen likely jurisdictional streams were identified within the projects limits.

Cheeny Creek is noted as an intermittent stream (dashed blue line) on the USGS 7.5 minute Fishers Quadrangle Topographic Map, and exhibited an ordinary high-water mark (OHWM) at the field check. Therefore, it is likely a jurisdictional Water of the US. Five Unnamed Tributaries (UNTs) to Cheeny Creek were documented within the projects limits. UNT1 to Cheeny Creek is located along the west side of I-69, from the SR 37 Interchange to Cheeny Creek. UNT2 to Cheeny Creek is located along the east side of I-69 within the roadside drainage. This stream discharges at the southeast quadrant of the Cheeny Creek crossing under I-69. Historic drainage was noted for this area during the desktop evaluation, indicating that a stream may have been captured during I-69's construction. UNT3 to Cheeny Creek is located along the east side of I-69 within the roadside drainage. This stream discharges at the northeast quadrant of the Cheeny Creek crossing under I-69. UNT4 to Cheeny Creek is located along the east side of I-69 in the roadside drainage between UNT3 to Cheeny Creek and USA Parkway. This stream discharges at the northeast quadrant of the Cheeny Creek crossing under I-69. This stream is channelized and lined with concrete. UNT5 to Cheeny Creek is located in the southwest quadrant of the 106<sup>th</sup> Street Overpass over I-69. None of the UNTs were noted as streams on USGS 7.5 minute topographic maps, but all exhibited an OHWM during field review. Each UNT has connectivity to a likely Water of the US (Cheeny Creek). Therefore, each UNT is likely a jurisdictional Water of the US.

Bridges I-69-6-5313D NBL & SBL are located on I-69 over Sand Creek. Sand Creek is noted as a perennial stream (solid blue line) on the USGS 7.5 minute McCordsville Quadrangle Topographic Map, and exhibited an OHWM at the field check. Therefore, it is likely a jurisdictional Water of the US. Five UNTs to Sand Creek were documented within the projects limits. UNT1 to Sand Creek is located on the south side of I-69 near the I-69 NB bridge over Sand Creek. UNT1 discharges into Sand Creek approximately 430 linear feet west of this bridge. UNT2 to Sand Creek is located in the northwest quadrant of the I-69 SB bridge over Sand Creek. UNT3 to Sand Creek is located in the southeast quadrant of the I-69 NB bridge over Sand Creek. UNT4 to Sand Creek is located approximately 1,000 feet north of the I-69 bridges over Sand Creek. UNT4 discharges into Sand Creek approximately 1,700 linear feet upstream (north) of the I-69 crossings. This stream is largely encapsulated within INDOT right-of-way. UNT5 to Sand Creek is located approximately 0.75 mile west of the Southeastern Parkway/Campus Parkway Interchange. UNT5 discharges into Sand Creek approximately 2 miles upstream (north) of the I-69 bridges over Sand Creek. This stream is

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primarily encapsulated within INDOT right-of-way. None of the UNTs were noted as streams on USGS 7.5 minute topographic maps, but all exhibited an OHWM during field review. Each UNT has connectivity to a likely Water of the US (Sand Creek). Therefore, each UNT is likely a jurisdictional Water of the US.

Bridges I-69-10-5318D NBL & SBL are located on I-69 over Mud Creek. Mud Creek is noted as a perennial stream (solid blue line) on the USGS 7.5 minute McCordsville Quadrangle Topographic Map, and exhibited an OHWM at the field check. Therefore, it is likely a jurisdictional Water of the US. Three UNTs to Mud Creek were documented within the projects limits. UNT1 to Mud Creek is located on the south side of I-69 and discharges into Mud Creek at the southwest quadrant of the NB bridge. UNT2 to Mud Creek is located on the south side of I-69 and discharges into Mud Creek at the southeast quadrant of the NB bridge. UNT3 to Mud Creek is located on the north side of I-69 and discharges into Mud Creek at the northeast quadrant of the I-69 SB bridge. None of the UNTs were noted as streams on USGS 7.5 minute topographic maps, but all exhibited an OHWM during field review. Each UNT has connectivity to a likely Water of the US (Mud Creek). Therefore, each UNT is likely a jurisdictional Water of the US.

Bridges I-69-13-5320JC NBL and I-69-13-5320C SBL are located on I-69 over Thorpe Creek. Thorpe Creek is noted as a perennial stream (solid blue line) on the USGS 7.5 minute Ingalls Quadrangle Topographic Map, and exhibited an OHWM at the field check. Therefore, it is likely a jurisdictional Water of the US. Two UNTs to Thorpe Creek were documented within the projects limits. UNT1 to Thorpe Creek (John Underwood Drain) crosses under I-69 approximately 0.5 mile east of the Cyntheanne Road overpass. UNT2 to Thorpe Creek is located along the south side of I-69. UNT2 to Thorpe Creek discharges into UNT1 to Thorpe Creek at the southeast quadrant of this crossing. Neither of the UNTs were noted as streams on USGS 7.5 minute topographic maps, but both exhibited an OHWM during field review. Each UNT has connectivity to a likely Water of the US (Thorpe Creek). Therefore, each UNT is likely a jurisdictional Water of the US.

None of the above streams are listed as *Federal Wild and Scenic Rivers*, *State Natural*, *Scenic and Recreational Rivers*, or navigable waterways, nor are any on the Indiana Register's listing of *Outstanding Rivers and Streams* or the *National Rivers Inventory*. No other streams, rivers, watercourses or jurisdictional ditches are present within the project areas. For more details, including Headwater Habitat Evaluation Index (HHEI) or Qualitative Habitat Evaluation Index (QHEI) evaluations of the streams, see the Waters of the US Determination Report in Appendix F.

The preferred alternative will not impact Cheeney Creek and four of its UNTs (UNT2, UNT3, UNT4, and UNT5). UNT 1 to Cheeney Creek, however, will be impacted. The portion of UNT 1 to Cheeney Creek that will be impacted is concrete-lined. Originally, approximately 1,200 linear feet of UNT 1 to Cheeney Creek would have been impacted by the proposed projects. On August 13, 2014, a meeting was held between USACE, IDEM, INDOT, and Parsons to discuss what resources were identified in the field, some problematic areas, recent changes in guidance from the USACE on features that lie completely within roadside ditches, expected impacts, and other issues relating to the projects. A follow-up field review with these agencies was held on August 18, 2014. Combined minutes from these two meetings are provided in Appendix F.

The impacts to UNT 1 to Cheeney Creek were discussed at the meetings. Parsons noted that an additional 400 linear feet of concrete-lined ditch would not be impacted by the projects. The agencies agreed that removing the entire concrete-lined portion of the stream and making it a vegetated ditch would be seen as a "post construction improvement". Therefore, the entire concrete-lined portion of UNT 1 to Cheeney Creek, approximately 1,600 linear feet, will be removed and vegetated with an approved seed mix. The agencies agreed that these impacts to UNT 1 to Cheeney Creek will not be viewed as a traditional mitigation project requiring monitoring. No tree clearing will be associated with this impact.

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The preferred alternative will impact approximately 109 linear feet of Sand Creek. This impact will be associated with pier widening and the placement of revetment riprap for scour protection. No tree clearing will be associated with this impact.

The preferred alternative will not impact UNT 1, UNT2, UNT3, or UNT4 to Sand Creek. It will, however, impact UNT5 to Sand Creek. The existing pipe carrying UNT5 to Sand Creek under I-69 will be lined. Class II riprap will be installed at the inlet and outlet of the structure. Approximately 218 linear feet of channel work will be required for the slip-lining and scour protection. No tree clearing will be associated with this impact.

The preferred alternative will impact approximately 42 linear feet of Mud Creek. This impact will be associated with pier widening and the placement of revetment riprap for scour protection. Minor tree clearing (5 trees/shrubs less than 10 inches diameter at breast height) in the median of I-69 will be associated with this impact. The preferred alternative will not impact UNT 1, UNT2, or UNT3 to Mud Creek.

The preferred alternative will impact approximately 40 linear feet of Thorpe Creek. This impact will be associated with pier widening and the placement of revetment riprap for scour protection. No tree clearing will be associated with this impact.

The preferred alternative will not impact UNT2 Thorpe Creek. It will, however, impact UNT1 to Thorpe Creek (John Underwood Drain). The existing pipe carrying UNT1 under I-69 will be lined, which will result in approximately 260 linear feet of impacts to UNT1. No tree clearing will be associated with this impact.

All work for these projects will occur within existing ROW. Shoulders and sideslopes have been reduced, where appropriate, throughout the projects to minimize impacts to streams. Reducing sideslopes eliminated all impacts to UNT1 to Mud Creek (previously 391 feet). Approximately 2,269 linear feet of stream (total) will be impacted by the proposed projects.

USFWS, IDNR, and USACE were coordinated with on September 4, 2014 (see Appendix D, pages 1-5). On September 18, 2014, USFWS determined that these projects qualified under the Programmatic Agreement (see Appendix D, pages 14-15), which includes a list of standard recommendations. On October 1, 2014, IDNR responded, stating "We were not able to adequately assess impacts to fish, wildlife, and botanical resources resulting from the project with the information provided... As project plans develop, we recommend submitting more information for further review" (see Appendix D, page 7). Additional information, including preliminary project plans, was e-mailed to IDNR on October 24, 2014 (see Appendix D, page 8). On October 28, 2014, IDNR responded with comments to help reduce potential impacts in the project areas (see Appendix D, pages 10-12). No response was received from USACE.

Project commitments are located below in "Section J: Environmental Commitments". Due to the impacts expected, a USACE 404 permit and an IDEM 401 WQC permit will be required for these projects. Because these projects impact over 300 linear feet of stream, mitigation may be required. USACE and IDEM have agreed that credits from the Central Indiana Mitigation Bank could be acquired if the projects require mitigation.

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**Other Surface Waters**

Reservoirs  
Lakes  
Farm Ponds  
Detention Basins  
Storm Water Management Facilities  
Other: \_\_\_\_\_

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Reservoirs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lakes	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Farm Ponds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detention Basins	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Storm Water Management Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Remarks: Seventy-four lakes/detention basins lie within a half-mile radius of the projects limits with several located adjacent to the projects limits (see Water Resources Maps, Appendix B, pages 18-22). Field investigations conducted in May through August 2014 confirmed the location of these features. None of these lakes/detention basins will be impacted by the proposed projects. No other surface waters are located in or near the project areas.

**Wetlands**

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Wetlands	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Total wetland area: 5.6205 acre(s)      Total wetland area impacted: 0.0357 acre(s)

(If a determination has not been made for non-isolated/isolated wetlands, fill in the total wetland area impacted above.)

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments
1	Palustrine Emergent	0.0438	N/A	This wetland will not be impacted by the projects.
2	Palustrine Emergent	0.0495	N/A	This wetland will not be impacted by the projects.
3	Palustrine Emergent	0.1479	N/A	This wetland will not be impacted by the projects.
4	Palustrine Emergent	0.0344	N/A	This wetland will not be impacted by the projects.
5	Palustrine Emergent	0.0290	N/A	This wetland will not be impacted by the projects.
6	Palustrine Emergent	0.4532	0.0002	Impact associated with road widening along I-69 curve.
7	Palustrine Emergent	0.2222	N/A	This wetland will not be impacted by the projects.
8	Palustrine Emergent	0.7879	N/A	This wetland extends outside of the projects limits. This wetland will not be impacted by the projects.
9	Palustrine Forested	0.0845	<0.0001	Impact associated with installation of Structure 8.
10	Palustrine Emergent	0.1198	0.0030	Impact associated with installation of Structure 8.
11	Palustrine Emergent	0.0556	N/A	This wetland will not be impacted by the projects.
12	Palustrine Emergent	0.0216	N/A	This wetland will not be impacted by the projects.
13	Palustrine Emergent	0.1800	N/A	This wetland will not be impacted by the projects.

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14	Palustrine Emergent	0.0084	N/A	This wetland will not be impacted by the projects.
15	Palustrine Emergent	0.0037	N/A	This wetland will not be impacted by the projects.
16	Palustrine Emergent	0.1970	N/A	This wetland extends outside of the projects limits. This wetland will not be impacted.
17	Palustrine Emergent	0.0350	N/A	This wetland will not be impacted by the projects.
18	Palustrine Forested	0.0549	N/A	This wetland extends outside of the projects limits. This wetland will not be impacted.
19	Palustrine Emergent	0.2472	N/A	This wetland will not be impacted by the projects.
20	Palustrine Emergent	0.1946	N/A	This wetland will not be impacted by the projects.
21	Palustrine Emergent	0.0090	N/A	This wetland will not be impacted by the projects.
22	Palustrine Emergent	0.0659	N/A	This wetland extends outside of the projects limits. This wetland will not be impacted.
23	Palustrine Emergent	0.0225	N/A	This wetland will not be impacted by the projects.
24	Palustrine Shrub-Scrub and Palustrine Emergent	0.2720	0.0120	This wetland extends outside of the projects limits. Impact is associated with the installation of Structure 17.
25	Palustrine Emergent	0.0072	0.0044	Impact is associated with the installation of Structure 17.
26	Palustrine Emergent	0.1881	N/A	This wetland extends outside of the projects limits. This wetland will not be impacted.
27	Palustrine Emergent	0.0592	N/A	This wetland will not be impacted by the projects.
28	Palustrine Forested and Palustrine Emergent	0.8000	N/A	This wetland will not be impacted by the projects.
29	Palustrine Emergent	0.6763	N/A	This wetland will not be impacted by the projects.
30	Palustrine Emergent	0.0110	N/A	This wetland will not be impacted by the projects.
31	Palustrine Emergent	0.0709	N/A	This wetland will not be impacted by the projects.
32	Palustrine Forested	0.0947	N/A	This wetland will not be impacted by the projects.
33	Palustrine Emergent	0.0490	N/A	This wetland will not be impacted by the projects.
34	Palustrine Emergent	0.0708	0.0080	Impact is associated with the widening of the I-69 Bridges over Thorpe Creek.
35	Palustrine Emergent	0.0434	0.0080	Impact is associated with the widening of the I-69 Bridges over Thorpe Creek.
36	Palustrine Emergent	0.0061	N/A	This wetland will not be impacted by the projects.
37	Palustrine Emergent	0.0046	N/A	This wetland will not be impacted by the projects.
38	Palustrine Emergent	0.0214	N/A	This wetland will not be impacted by the projects.

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39	Palustrine Emergent	0.0232	N/A	This wetland will not be impacted by the projects.
40	Palustrine Emergent	0.0321	N/A	This wetland will not be impacted by the projects.
41	Palustrine Emergent	0.0385	N/A	This wetland will not be impacted by the projects.
42	Palustrine Emergent	0.0843	N/A	This wetland will not be impacted by the projects.

### Documentation

### ES Approval Dates

**Wetlands** (Mark all that apply)

- Wetland Determination
- Wetland Delineation
- USACE Isolated Waters Determination
- Mitigation Plan

✓
✓

October 20, 2014
October 20, 2014

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

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

✓
✓

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

Remarks:

The National Wetlands Inventory (NWI) map identifies seven NWI-points, thirty-six NWI-wetland polygons, and eighteen NWI-line segments within a half-mile radius of the projects limits. All of the NWI-points lie well outside of the projects limits. Twelve NWI-wetland polygons lie adjacent to, but outside of the projects limits. Three NWI-line segments lie within the project areas (along Sand Creek, Mud Creek, and Thorpe Creek (see Appendix B, pages 18-22). According to the Soil Survey Geographic (SSURGO) Database for Hamilton and Madison Counties, Indiana, the project areas contain nationally listed hydric soils. In addition, several of the non-hydric soils that are prevalent within the projects limits contain hydric inclusions (see NRCS Soils Map, Appendix B, page 33).

A formal delineation and waters determination was conducted in May through August 2014 by Parsons to determine the presence of jurisdictional streams and wetlands within the project areas. A total of forty-two wetlands totaling 5.6205 acres were identified within the projects limits. Of these, the vast majority (thirty-seven) were emergent wetlands, with four forested wetlands and one shrub-scrub wetland observed. Twenty-two wetlands are likely jurisdictional because of their connection to a likely Water of the US. The remaining twenty wetlands are likely isolated due to the absence of a detectable connection to a Water of the U.S. Descriptions of these wetlands can be found in the above table. For more details, see the Waters of the US Report in Appendix F.

On August 13, 2014, a meeting was held between USACE, IDEM, INDOT, and Parsons to discuss what was identified, some problematic areas, recent changes in guidance from the USACE on features that lie completely within roadside ditches, expected impacts, and other issues relating to the projects. A follow-up field review with these agencies was held on August 18, 2014. Combined minutes from these two meetings are provided in Appendix F. On September 17, 2014, an additional conference call between Parsons and USACE provided further guidance (see Appendix F).

As a result of this coordination, multiple features delineated by Parsons will **not** be considered jurisdictional,

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despite meeting all three wetland criteria. Based on agency coordination, features were considered non-jurisdictional if they were entirely contained within roadside drainage. If the feature extended beyond the existing ditch-line, the feature was considered a wetland. The mapped soil unit did not factor into this determination.

Based on regulatory agency feedback, ninety likely non-jurisdictional features that met the three wetland criteria, but fall under the USACE roadside ditch guidance, were delineated in the field. Table 5 (pages 40 to 43) in the Waters of the US Report (Appendix F) summarizes these features. Their boundaries are included on the resource maps (pages 70 to 118), and each is documented in the report with a single photograph (pages 120 to 218). IDEM is currently reviewing USACE's roadside ditch guidance, and some of the features USACE has determined to be non-jurisdictional may still qualify as Waters of the State. All Waters of the State will be identified, permitted, and mitigated for, if necessary, before the project is allowed to go to construction.

Seven wetlands (Wetlands 6, 9, 10, 24, 25, 34, and 35; approximately 0.0357 acre total) will be impacted by the proposed projects (see the above list for a description of the impacts). All work for these projects will occur within existing ROW. Shoulders and sideslopes have been reduced, where appropriate, throughout the projects, which originally would have impacted approximately 0.86 acre of wetlands. All of the wetlands impacted by the projects are low quality, palustrine emergent wetlands.

As stated above in Part II of this document, one alternative ("Do Nothing") was analyzed which would eliminate impacts to wetlands. The "Do Nothing" alternative would not address the congestion issues along these sections of I-69, which will continue to worsen and is predicted to experience "forced flow" (LOS F) in 2033. Thus, the "Do Nothing" Alternative was rejected because it does not meet the Purpose and Need of the projects.

USFWS, IDNR, and USACE were coordinated with on September 4, 2014 (see Appendix D, pages 1-5). On September 18, 2014, USFWS determined that these projects qualified under the Programmatic Agreement (see Appendix D, pages 14-15), which includes a list of standard recommendations. On October 28, 2014, IDNR responded with comments to help reduce potential impacts in the project areas (see Appendix D, pages 10-12). No Early Coordination response was received from USACE.

Project commitments are located below in "Section J: Environmental Commitments". Due to the impacts expected, a USACE 404 permit and an IDEM 401 WQC permit will be required for these projects. Due to impacts to wetlands being reduced to under 0.1 acre, wetland mitigation is not expected to be required. However, USACE and IDEM have agreed that credits from the Central Indiana Mitigation Bank could be acquired if the projects ended up requiring mitigation.

**Terrestrial Habitat**  
Unique or High Quality Habitat

**Presence**

✓

**Impacts**

<b>Yes</b>	<b>No</b>
✓	

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

Remarks: Field checks were conducted in May through August 2014 by Parsons to determine the land use within and adjacent to the project areas. Project 1 is located along an urbanized section of I-69, with land use within vicinity of the project consisting primarily of residential and commercial properties. Project 3 is located along a more rural section of I-69, with land use within vicinity of the project consisting primarily of agricultural properties.

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The projects would impact approximately 56 acres of grassy, maintained median, approximately 19 acres of grassy, maintained shoulders and ditch-lines, and approximately 0.0357 acre of wetlands. The projects would also require minimal (approximately 0.07 acre) tree and scrub-shrub clearing. All impacts will occur within existing ROW within the interstate median and ditch-lines, which provide poor habitat for native species. Therefore, impacts to terrestrial habitat will be minimal.

As previously stated, USFWS and IDNR were coordinated with on September 4, 2014 (see Appendix D, pages 1-5). On September 18, 2014, USFWS determined that these projects qualified under the Programmatic Agreement (see Appendix D, pages 14-15), which includes a list of standard recommendations. On October 28, 2014, IDNR responded with comments to help reduce potential impacts in the project areas (see Appendix D, pages 10-12). Commitments from these agencies are located in "Section J: Environmental Commitments".

*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:

These projects are located outside of the designated karst area of the state as identified in the October 13, 1993 Memorandum of Understanding (MOU) between INDOT, IDNR, IDEM, and USFWS. No karst features are mapped within the project limits (see Appendix B, pages 18-22). Therefore, this project is not anticipated to impact any karst features.

**Threatened or Endangered Species**

Within the known range of any federal species  
Any critical habitat identified within project area  
Federal species found in project area (based upon informal consultation)  
State species found in project area (based upon consultation with IDNR)

<u>Presence</u>	<u>Impacts</u>	
	Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Is Section 7 formal consultation required for this action?

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

Remarks:

These projects are within the range of the northern long-eared bat (*Myotis septentrionalis*), which is currently proposed for listing under the Endangered Species Act (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*). USFWS and IDNR were coordinated with on September 4, 2014 (see Appendix D, pages 1-5). On October 24, 2014, IDNR responded "The Natural Heritage Program's data have been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity" (see Appendix D, pages 10-12). On September 18, 2014, USFWS determined that these projects qualified under the Programmatic Agreement (see Appendix D, pages 14-15). If a project falls under the programmatic, then USFWS has determined that it is "Not Likely to Adversely Affect" any endangered, threatened, or rare (ETR) species. USFWS recommended the following commitment: "Prior to the initiation of any construction activities on bridges, including the removal of any bridge structures, we recommend the underside of each bridge be carefully examined for the presence of bats,

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especially between April 1 and September 30. If any bats are found roosting on the underside of the bridge, we request that you immediately contact our office.”  
To ensure that no impacts to the northern long-eared bat occur, this has been included as a firm commitment (see Section J: Environmental Commitments).

USFWS concluded, “Based on the project description and information, we do not anticipate any adverse impacts to the northern long-eared bat. This precludes the need for further consultation on this species for this project under Section 7 of the Endangered Species Act (as amended).”

Therefore, impacts to endangered, threatened, or rare species are not likely to occur. This satisfies the requirements for coordination as required by Section 7 of the Endangered Species Act.

**SECTION B – OTHER RESOURCES**

**Drinking Water Resources**

- Wellhead Protection Area
- Public Water System(s)
- Residential Well(s)
- Source Water Protection Area(s)
- Sole Source Aquifer (SSA)

**Presence**

✓
✓

**Impacts**

Yes	No
	✓
	✓

If a SSA is present, answer the following:

- Is the Project in the St. Joseph Aquifer System?
- Is the FHWA/EPA SSA MOU Applicable?
- Initial Groundwater Assessment Required?
- Detailed Groundwater Assessment Required?

Yes	No

Remarks:

These projects are not located within the St. Joseph Aquifer System, the only legally designated SSA in Indiana.

The Indiana Department of Environmental Management’s Wellhead Proximity Determinator website (<http://idemmaps.idem.in.gov/whpa/>) was reviewed by Parsons on September 5, 2014. Per the website, the projects are “not in a Wellhead Protection Area.”

IDNR’s Waterwells Layer (Geographic Information System (GIS)) was reviewed. Several water wells were identified adjacent to the project areas. Field investigations conducted in May through August 2014 by Parsons did not identify any residential wells in the project areas.

The Town of Fishers is supplied by two public water systems (Citizen’s Energy Group and The American Water Company). As previously stated, all work will occur within existing ROW. Temporary erosion and sediment control methods will be implemented within areas of disturbed soil, and all disturbed soil areas will be vegetated following INDOT’s standard specifications upon completion of the projects. Utility coordination is ongoing. Currently, no impacts are expected to occur to either public water system. Any impacts to utilities must be appropriately mitigated for.

No other drinking water resources are known to occur within the project areas.

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**Flood Plains**

- Longitudinal Encroachment
- Transverse Encroachment
- Project located within a regulated floodplain
- Homes located in floodplain within 1000' up/downstream from project

	Presence	Impacts	
		Yes	No
Longitudinal Encroachment	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**Remarks:**

Portions of these projects lie within three regulatory floodplains: Sand Creek, Mud Creek, and Thorpe Creek (see Appendix B, pages 18-22). A fourth regulatory floodplain (Cheeney Creek) lies just outside of the projects limits and will not be impacted by the proposed projects.

Per the INDOT CE Manual, these projects will have Category 3 impacts. Category 3 impacts include projects involving modifications to existing drainage structures. The modifications to drainage structures included in these projects will result in an insubstantial change in their capacity to carry flood water. This change could cause a minimal increase in flood heights and flood limits. These minimal increases will not result in any substantial adverse impacts on the natural and beneficial floodplain values; they will not result in substantial change in flood risks or damage; and they do not have substantial potential for interruption or termination of emergency service or emergency routes; therefore, it has been determined that this encroachment is not substantial.

IDNR was coordinated with on September 4, 2014 (see Appendix D, pages 1-5). On October 28, 2014, IDNR responded, stating "Formal approval by the Department of Natural Resources under the regulatory programs administered by the Division of Water is not required for this project" (see Appendix D, pages 10-12).

However, work at three crossings will not meet any IDNR exemptions under the Flood Control Act. Therefore, Construction in a Floodway (CIF) permits will be required for the Sand Creek and Mud Creek crossings. Both are located within the incorporated boundary of Fishers, and are therefore excluded from the "Rural Bridge Exemption." All required permits will be applied for and obtained before the projects can go to construction.

Work proposed at the Thorpe Creek crossing meets the "Rural Bridge Exemption" as it is a state bridge project located in a rural area with an upstream drainage area of less than 50 square miles. Therefore, it will not require a CIF permit.

**Farmland**

- Agricultural Lands
- Prime Farmland (per NRCS)

	Presence	Impacts	
		Yes	No
Agricultural Lands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Total Points (from Section VII of CPA-106/AD-1006\*     N/A      
\*If 160 or greater, see CE Manual for guidance.

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

**Remarks:**

The Natural Resources Conservation Service (NRCS) was coordinated with for these projects on September 4, 2014 (see Appendix D, pages 1-5). On September 23, 2014, NRCS responded that these projects "will not cause a conversion of prime farmland" (see Appendix D, page 16). Therefore, the requirements of the Farmland Protection Policy Act (FPPA) do not apply to these projects. No other alternatives other than those already discussed in this document will be considered without a re-evaluation of the projects' potential impacts upon farmland. These projects will not have a significant impact to farmland.

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### SECTION C – CULTURAL RESOURCES

	<b>Category</b>	<b>Type</b>	<b>INDOT Approval Dates</b>	<b>N/A</b>
Minor Projects PA Clearance				<input checked="" type="checkbox"/>

**Eligible and/or Listed  
Resource Present**

**Results of Research**

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

**Project Effect**

No Historic Properties Affected       No Adverse Effect       Adverse Effect

**Documentation  
Prepared**

**Documentation** (mark all that apply)

	<b>ES/FHWA Approval Date(s)</b>	<b>SHPO Approval Date(s)</b>
Historic Properties Short Report		
Historic Property Report	June 16, 2014	October 22, 2014
Archaeological Records Check/ Review	September 10, 2014	October 3, 2014
Archaeological Phase Ia Survey Report		
Archaeological Phase Ic Survey Report		
Archaeological Phase II Investigation Report		
Archaeological Phase III Data Recovery		
APE, Eligibility and Effect Determination	October 30, 2014	Pending
800.11 Documentation	October 30, 2014	Pending

Memorandum of Agreement (MOA)       **MOA Signature Dates** (List all signatories)

*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.*

Remarks: **Area of Potential Effect (APE):** The Area of Potential Effect (APE) for these projects incorporates the project locations and includes properties that may be impacted by project activities, such as noise and visual intrusions. Weintraut & Associates (W&A) initially drew an APE for historic structures approximately 1,000 feet from the edge of the project locations to take into account any potential for noise impacts. The APE was expanded at intersections and overpasses and also to the east where topography did not shield views to I-69 or in areas where detours may occur. The APE for archaeological resources was defined as the projects footprints (see Appendix E, pages 15-92).

**Coordination with Consulting Parties:** Early Coordination was initiated on July 24, 2014 with a letter inviting organizations and individuals to become consulting parties (see Appendix E, pages 111-114). The

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Indiana State Historic Preservation Officer (SHPO), FHWA, and INDOT Cultural Resources Office (CRO) are automatically consulting parties. On August 11, 2014, Indiana Landmarks Central Office accepted the invitation to become a consulting party and suggested that Indiana Landmarks Eastern Regional Office and Visit Hamilton County Indiana be invited to join in consultation (see Appendix E, page 117). Therefore, early coordination was sent out on August 12, 2014 to Indiana Landmarks Eastern Regional Office and Visit Hamilton County Indiana, inviting these additional organizations to become consulting parties (see Appendix E, pages 118-123). The following is a list of the organizations and individuals formally invited to become a consulting party (those who indicated they wished to be consulting parties are in bold) :

- **Indiana Landmarks—Central Regional Office**
- Hamilton County Historian
- Hamilton County Historical Society
- Hamilton County Genealogy Society
- Carmel-Clay Historical Society
- Fishers Historic Preservation Committee
- Noblesville Preservation Alliance
- City of Noblesville
- City of Fishers
- **Hamilton County Commissioners (Government)**
- Fishers Chamber of Commerce
- Noblesville Chamber of Commerce
- **Madison County Historian**
- Madison County Historical Society
- **Madison County Commissioners**
- Hancock County Historical Society
- **Hancock County Historian**
- Indianapolis Metropolitan Planning Organization
- **Indiana Landmarks—Eastern Regional Office**
- **Visit Hamilton County Indiana (Hamilton County Tourism Inc.)**

In their August 11, 2014 letter, Indiana Landmarks Central Office inquired about the decision “To separate the overall I-69 Expansion...into several, individual projects with separate environmental analysis,” and asked, “will any of these projects occurring between Exit 205 and Exit 226 be completed concurrently?” (see Appendix E, page 117). On August 15, 2014, W&A replied that “it is my understanding that construction will likely occur on Projects 1 and 3 at the same time but that the interchange [may] occur at a later date. All of these projects are part of the ‘Major Moves 2020’ program; each of these corridors associated with this project has independent utility and logical termini so that if one project is delayed it will not affect the funding for other projects” (see Appendix E, page 124). SHPO responded multiple times, as described below. No other responses were received.

**Archaeology:** An Indiana Archaeological Short Report was prepared for these projects on September 3, 2014 (see Appendix E, pages 107-109). No archaeological sites were found within the project areas, and the report noted that the projects “will require no new ROW, and any prehistoric or historic archaeological resources within the existing ROW are assumed to be destroyed”. Therefore, it was determined that “the project area does not have the potential to contain archaeological resources.” The report was approved by INDOT CRO on September 10, 2014 and then forwarded to SHPO for concurrence. SHPO agreed with the conclusions of the report in a letter dated October 3, 2014, stating, in part, “we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area.” SHPO stated this conclusion was “subject to project activities remaining within areas disturbed by previous construction of a recent and non-historical nature” (see Appendix E, page 153).

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Additionally, SHPO stated that Indiana state law requires the Department of Natural Resources be notified within two business days in the event that “archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities.” This is a firm commitment.

**Historic Properties:** A Historic Properties Report was completed for these projects in May 2014 (see Appendix E, pages 104-106). W&A Historians identified the Flanagan House (057-206-50019) as a property that SHPO had previously believed to be eligible and two other properties that they recommended eligible for listing in the NRHP: Hamilton County Bridge No. 177 (S2-3) and Center School (095-343-65015). The report was submitted to INDOT CRO on June 9, 2014, and the report was approved on June 16, 2014. The HPR and early coordination letters were forwarded to SHPO and the other consulting parties for review on July 24, 2014.

On August 22, 2014, the staff of the SHPO responded to the early coordination letter and the HPR (see Appendix E, page 125). The staff agreed that the Flanagan House, Hamilton County Bridge No. 177 and the Center School are “eligible for inclusion” in the NRHP. The staff, however, stated that the Fishers Methodist Episcopal Church and the mid-century House at 7883 South SR 13 “are potentially eligible for listing in the [NRHP], if the interiors are intact.” SHPO added, “We understand that it may not be possible to determine the condition of the interiors of these structures; therefore, we will be willing to consider them eligible for listing for the purposes of this review”.

On September 18, 2014, staff of the SHPO responded via email to a phone message left by staff of W&A regarding the identification and eligibility of the Fishers Methodist Episcopal Church and the House at 7883 South SR 13. SHPO stated the Fishers Methodist Episcopal church will be eligible under Criterion C (Architecture), though “[a] case may also be able to be made for Religion depending on what additional information is available in the future.” The House at 7883 South SR 13 will be eligible under Criterion C (Architecture) (see Appendix E, page 129).

W&A replied to SHPO’s comments on the HPR in an email dated September 23, 2014. W&A questioned the eligibility of the Fishers Methodist Episcopal Church given alterations observed in the field and based on previous consultation with SHPO on a similar structure. W&A also questioned the eligibility of the House at 7883 South SR 13 given previous consultation with SHPO (see Appendix E, pages 129-137).

SHPO staff responded to W&A questions in an email dated September 29, 2014, and stated that staff believe both the Fishers Methodist Episcopal Church and House at 7883 South SR 13 to be “potentially eligible pending additional information.” Regarding the church, SHPO noted the “ongoing and dramatic loss of historic resources has focused attention on a limited pool of historic places that now stand out as representative to the history of the community.” SHPO attached an essay regarding mid-twentieth century resources (see Appendix E, pages 138-152).

On October 9, 2014, INDOT CRO sent a letter to the SHPO and to the Survey & Registration leader of IDNR’s Division of Historic Preservation and Archaeology (DHPA) advising that a private entity had moved the Flanagan House to a new location, approximately 0.25 mile north of its previous location on 106<sup>th</sup> Street and requesting an opinion of continued eligibility (see Appendix E, pages 154-160). In prior consultation (Des. No.1298035) INDOT’s consultant had recommended the Flanagan House eligible, and SHPO had concurred with that recommendation. On October 9, 2014, INDOT CRO expressed the opinion that the Flanagan House (sometimes referred to as the Kincaid House) will still be eligible since its significance is derived from its architecture (Criterion C). INDOT stated: “Its new setting, very close in proximity and character to its previous setting, does not detract from the house’s features that made it National Register eligible”.

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On October 22, 2014, the Assistant Director of Preservation Services for DHPA responded to the request for an opinion of eligibility on the Flanagan House: “[a]fter some debate, we have reached the conclusion that the house no longer meets the National Register criteria. In particular, the siting and orientation of the house render it incapable of conveying its architectural significance.” He noted, “Examples of vernacular architecture like the Kincaid House [Flanagan House] convey their sense of time and place, in good measure, by their orientation” (see Appendix E, page 161). Thus, for the purposes of these projects, the Flanagan House is not considered eligible for listing in the NRHP.

Therefore, there are four historic properties (Hamilton County Bridge No. 177, the Center School, Fishers Methodist Episcopal Church, and the mid-century House at 7883 South SR 13) within the APE that have been found NRHP-eligible as a result of this consultation.

**Documentation, Findings:** An 800.5(c) document was completed on October 30, 2014 with INDOT, on behalf of FHWA, issuing a “No Adverse Effect” finding (see Appendix E). SHPO’s concurrence is pending, and concurrence must be received before approval of this environmental document.

The determination of effect for each of the four NRHP-eligible properties is described below:

The Fishers Methodist Episcopal Church is located within the APE of Project 1 at 11425 Lantern Road, west of the undertaking. No ROW will be taken from the resource and all improvements will occur within the ROW of I-69. Houses and trees block views to the interstate, and the property is more than 800 feet from the undertaking. There will be no effect to the Fishers Methodist Episcopal Church as a result of this undertaking.

Hamilton County Bridge No. 177 is located within the APE of Project 3 on an abandoned section of Prairie Baptist Road. The road presently provides access for the Burk(e) Cemetery. Since the road is abandoned, traffic will not be added. The bridge is located in proximity to an existing interstate, and the setting of the bridge will not be impacted by the additional lanes within existing ROW. A noise analysis was not conducted at this location because previous consultation with the SHPO had concluded that noise or lack thereof is not an aspect of this type of property’s setting that qualifies it for inclusion in the NRHP. The bridge will not be affected as a result of the undertaking.

Center School is located within the APE of Project 3, along SR 13 at the eastern edge of the APE, and has a direct view of the undertaking. Traffic and subsequent development may increase as a result as the undertaking, but since this property is near the location of an existing interstate and interchange, it is already subject to traffic and development. Therefore, the undertaking would not adversely impact the property. The Center School is more than 800 feet from the undertaking; therefore, noise impacts were not analyzed. The property will not be affected adversely as a result of this undertaking.

The House at 7883 South SR 13 is located along SR 13 and has a direct view to the undertaking, including the interchange modifications. The pavement on SR 13 will be lowered to provide bridge clearance. This will affect the view from the property, but not adversely. Traffic and subsequent development may increase as a result of the undertaking, but since this property is near the location of an existing interstate and interchange, it is already subject to traffic and development. The house is nearly 1,000 feet from the interchange; therefore the added traffic noise that comes with added travel lanes should not be an issue. The property will be affected, but not adversely, as a result of the undertaking.

**Public Involvement:** As previously stated, a public hearing will be held to offer the public an opportunity to comment on this environmental document, the Section 106 documentation, the results of the Noise Analysis, and the preliminary design plans. The availability of the CE document and the hearing will be advertised in

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the local media. Any comments received both during the public hearing and after, within the advertised 30 day comment period, will be summarized and included in this CE. Subsequent to the certification of the public involvement requirements and the successful completion of the Section 106 process, this CE document will be revised appropriately and submitted for approval.

### 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

✓
✓
✓

Use

Yes	No
	✓
	✓
	✓

Evaluations Prepared

- Programmatic Section 4(f)\*
- “De minimis” Impact\*
- Individual Section 4(f)


FHWA Approval date

--

**Wildlife & Waterfowl Refuges**

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

Presence


Use

Yes	No

Evaluations Prepared

- Programmatic Section 4(f)\*
- “De minimis” Impact\*
- Individual Section 4(f)


FHWA Approval date

--

**Historic Properties**

- Sites eligible and/or listed on the NRHP

Presence

✓
---

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

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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: One publicly owned park (Billerclay Park), one publicly owned recreational area (Cheeney Creek Natural Area), two schools (Fishers Elementary School and Fishers High School), and portions of five open trail segments (Billerclay Park Trail, Brooks School Road/Fall Creek Road to 136<sup>th</sup> Street, Lantern Road/106<sup>th</sup> Street to Cheeney Creek Park, Commercial Drive to Oak Drive North, and Marilyn Road/146<sup>th</sup> Street to I-69), lie directly adjacent to the project areas, but outside of the projects limits (see Appendix B, pages 13-17).

As previously stated, four NRHP-eligible historic properties (Hamilton County Bridge No. 177, the Center School, Fishers Methodist Episcopal Church, and the mid-century House at 7883 South SR 13) were noted within the APE of the project areas.

All work will occur within existing ROW, and the projects will not substantially impair the activities, features, and attributes of the resources that make them eligible for protection. Therefore, these projects will not result in a "Use" of these Section 4(f) resources.

**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.

No Section 6(f) resources were identified during a check of the National Park Service's Land and Water Conservation Fund website (<http://www.nps.gov/nrcr/programs/lwcf/history.html>). As previously stated, all work will occur within existing INDOT ROW. Therefore, the projects will not involve any properties acquired by or improved with the Land and Water Conservation Fund.

**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"/>

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

If YES, then:

Is the project in the most current MPO TIP?

Yes	No
✓	<input type="checkbox"/>

Yes	No
<input type="checkbox"/>	✓

Is the project exempt from conformity?

If the project is NOT exempt from conformity, then:

Is the project in the Transportation Plan (TP)?

Yes	No
✓	<input type="checkbox"/>

Yes	No
<input type="checkbox"/>	✓

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

Level of MSAT Analysis required?

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

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Remarks:

These projects are located in Hamilton and Madison Counties. Hamilton and Madison Counties were previously maintenance areas for Ozone. The 1997 Ozone standard has since been revoked, and a maintenance plan is no longer required for either county. Hamilton County is currently a maintenance area for PM<sub>2.5</sub>. Madison County is currently in attainment for all criteria pollutants. The projects' design concept and scope are accurately reflected in the Indianapolis Metropolitan Planning Organization's (IMPO's) and Madison County Council of Governments' (MCCOG's) Transportation Plan (TP) and Transportation Improvement Program (TIP) (see Appendix H, pages 7-22). Both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met.

Michael Baker International, LLC conducted air quality analyses for all of the INDOT 20/20 projects, including the I-69 projects, to determine if a PM<sub>2.5</sub> hot spot analysis was required (see Appendix H, pages 23-36). On September 18, 2014, INDOT and FHWA hosted an Interagency Consultation Group Meeting to discuss whether any of the projects would qualify as "projects of air quality concern" for PM<sub>2.5</sub> pollutants (see Appendix H, pages 37-38). It was determined that "**none** of the listed projects were to be considered with that distinction" and that "quantitative analyses were not required for each of the projects". Therefore, a hotspot analysis for PM<sub>2.5</sub> is not required.

The purpose of these projects is to improve overall traffic operation by reducing congestion on these segments of I-69 by constructing added travel lanes from Exit 205 (116<sup>th</sup> Street and SR 37 in Fishers) to SR 13 and adding an outside auxiliary lane on SB I-69 from 106<sup>th</sup> Street to 116<sup>th</sup> Street to address the capacity issues within the project areas. These projects have been determined to generate minimal air quality impacts for CAAA criteria pollutants and have not been linked with any special MSAT concerns. As such, these projects will not result in changes in traffic volumes, vehicle mix, basic project locations, or any other factor that would cause an increase in MSAT impacts of the project from that of the no-build alternative.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES model forecasts a combined reduction of over 80 percent in the total annual emission rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 100 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from these projects.

<b>SECTION F - NOISE</b>
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<b>Noise</b>	<b>Yes</b>	<b>No</b>
Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	No	Yes/ Date
<b>ES Review of Noise Analysis</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/> /October 27, 2014

Remarks:

These projects are Type I projects. Therefore, Noise Analyses have been conducted, per INDOT's Traffic Noise Analysis Procedure (2011), and the feasibility and cost effectiveness of noise barriers (NB) were evaluated at all locations in the project areas where noise impacts were identified under the future build alternative (see Appendix I). Based on the studies completed to date, the State of Indiana has identified 825 impacted receptors (representing 1,098 dwelling units) and has determined that noise abatement is likely, but not guaranteed, at four locations. Noise abatement at these locations is based upon preliminary design costs and design criteria. Noise abatement in these locations at this time has

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been estimated to cost \$4,685,100 and will reduce noise level by a minimum of 7 dB(A) at a majority of the identified impacted receptors. A reevaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed such that noise abatement is not feasible and reasonable, the abatement measures might not be provided. The final decision on the installation of any abatement measure(s) will be made upon the completion of the projects' final design and the public involvement process.

The viewpoints of the benefited residents and property owners will be sought at the hearing, and their comments will be considered in determining the reasonableness of highway traffic noise abatement measures for proposed highway construction projects. INDOT will incorporate highway traffic noise consideration in on-going activities for public involvement in the highway program.

### SECTION G – COMMUNITY IMPACTS

**Regional, Community & Neighborhood Factors**

- Will the proposed action comply with the local/regional development patterns for the area?
- Will the proposed action result in substantial impacts to community cohesion?
- Will the proposed action result in substantial impacts to local tax base or property values?
- Will construction activities impact community events (festivals, fairs, etc.)?
- Does the community have an approved transition plan?  
If No, are steps being made to advance the community's transition plan?
- Does the project comply with the transition plan? (explain in the remarks box)

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

Remarks: No significant economic or community impacts are expected to develop as a result of these projects. These projects are necessary to address the congestion issues along these sections of I-69. Therefore, these projects will positively impact motorists using this facility. The projects should have minimal impacts to community cohesion, the local tax base, or property values. As previously stated, two travel lanes will be open in both directions at all times, with the exception of short duration (20 to 30 minute) nighttime closures, and access to and from all ramps will be maintained at all times by the contractor. Therefore, impacts from the MOT will be minimal and should not significantly affect community events.

Hamilton County, Madison County, and the Town of Fishers all have approved ADA transition plans. No sidewalks or trails will be impacted by the proposed projects. Therefore, there are no facilities in the project areas that require ADA compliance.

**Indirect and Cumulative Impacts**

Will the proposed action result in substantial indirect or cumulative impacts?

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

Remarks: There will be no substantial indirect or cumulative impacts as a result of these projects. Although these projects will add capacity to an existing interstate to address the congestion issues along these sections of I-69, the projects occur in a rapidly expanding area that has new commercial and residential developments underway and several future developments planned, regardless of these projects. Therefore, these projects will not substantially increase impacts to land use or development patterns in the area.

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**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
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks:

Two travel lanes will be open in both directions at all times, with the exception of short duration (20 to 30 minute) nighttime closures, and access to and from all ramps will be maintained at all times by the contractor. Therefore, impacts from the MOT will be minimal and should not significantly affect community events. The preferred alternative will have positive impacts on public services by addressing the congestion issues along these sections of I-69. Schools and local emergency facilities, such as the police and fire departments, will be coordinated with prior to each phase of construction.

**Environmental Justice (EJ)** (Presidential EO 12898)

During the development of the project were EJ issues identified?  
Does the project require an EJ analysis?

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

If YES, then:

Are any EJ populations located within the project area?

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

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

Remarks:

These projects will not relocate residences or businesses, will not require additional permanent right-of-way, and will not change access to properties or access within the community. The projects will therefore not have a significant negative impact on low-income populations or minority populations that are of concern for environmental justice consideration.

**Relocation of People, Businesses or Farms**

Will the proposed action result in the relocation of people, businesses or farms?  
Is a Business Information Survey (BIS) required?  
Is a Conceptual Stage Relocation Study (CSRS) required?  
Has utility relocation coordination been initiated for this project?

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"/>

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

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

Remarks:

No relocations of people, businesses, or farms will take place as a result of these projects.  
  
Utility coordination has been initiated by Parsons and is ongoing. No underground utilities will be impacted by these projects. One utility (near the SR 13 bridge) may be relocated as part of the projects.

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### SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

#### Documentation

**Hazardous Materials & Regulated Substances** (Mark all that apply)

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**

<b>ES Review of Investigations</b>		✓/September 2, 2014
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*Include a summary of findings for each investigation.*

Remarks: A Red Flag Investigation (RFI) was completed on August 13, 2014 by Parsons (see Appendix G). One Confined Feeding Operation, two state clean-up sites, three industrial waste sites, nine leaking underground storage tanks, five underground storage tanks, and one inactive NPDES Facility were located within a half-mile radius of the projects, but outside of the project areas. Therefore, these HAZMAT items of concern will not be impacted by the proposed projects. Four NPDES Pipe Locations are located within a half-mile radius of the project areas. Three of the pipes (IH Sewer Corporation, Pilot Travel Center, and Carefree Homes Mobile Homes Park) are located directly adjacent to the project areas. These pipe locations are outside of the project areas, and will not be impacted by the proposed projects. Site investigations from May through August, 2014 did not identify any items of concern within the projects limits. INDOT Environmental Services approved the RFI on September 2, 2014. Further investigation for hazardous materials is not required at this time.

### SECTION I – PERMITS CHECKLIST

**Permits** (mark all that apply)

#### Likely Required

**Army Corps of Engineers (404/Section10 Permit)**

Individual Permit (IP)	<input type="checkbox"/>
Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<input checked="" type="checkbox"/>
Pre-Construction Notification (PCN)	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>
Wetland Mitigation required	<input type="checkbox"/>
Stream Mitigation required	<input 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 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**

Others (Please discuss in the remarks box below)	<input checked="" type="checkbox"/>
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This is page 41 of 47    Project name: I-69 Interstate Expansion; Projects 1 & 3: Added Travel Lanes from 106<sup>th</sup> St. to 0.5 mi E of SR 13    Date: December 9, 2014

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Remarks:

Permits will be required for these projects. A USACE Regional General Permit (RGP) and an IDEM Section 401 WQC will be required due to impacts to likely jurisdictional Waters of the US. Mitigation may be required. USACE and IDEM have agreed that credits from the Central Indiana Mitigation Bank could be acquired for mitigation if the projects require mitigation.

An IDEM Rule 5 permit will be required as more than one acre of land will be disturbed.

Construction in a Floodway (CIF) permits will be required for the Sand Creek and Mud Creek crossings. Both are located within the incorporated boundary of Fishers and are therefore excluded from the "Rural Bridge Exemption." Work proposed at the Thorpe Creek crossing meets the "Rural Bridge Exemption" as it is a state bridge project located in a rural area with an upstream drainage area of less than 50 square miles. Therefore, it will not require a CIF permit.

I-69 crosses over eight county regulated drains in Hamilton County and one county regulated drain in Madison County. Coordination is ongoing with both counties' drainage boards. Detention has been added within the projects limits to mitigate for impacts caused by the projects. A Hamilton County regulated drain permit will be required. Madison County's drainage board will be coordinated with after final design, although a permit will not be required.

It will be the responsibility of the designer to obtain the USACE Section 404 permit, the IDEM Section 401 permit, and the IDNR CIF permits. It will be the responsibility of the design-build contractor to obtain the Rule 5 permit and any modifications required for the Section 404, Section 401, or CIF permits. The design-build contractor must submit their design and obtain a Hamilton County regulated drain permit, using the Hamilton County Surveyor's Office as a contact. The design-build contractor must also submit their design to Madison County's drainage board for a drainage review, although no permit will be required.

### 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:

<b>Firm:</b>	
1.	If permanent and/or temporary right-of-way increases beyond what is covered in this environmental document, INDOT Environmental Services must be contacted immediately. (INDOT; Firm)
2.	If any 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 must be reported to the Department of Natural Resources within two (2) business days. In the 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. (SHPO; Firm)
3.	If any potential hazardous materials are discovered during construction, the IDEM Spill Line should be notified with details of the discovery within 24 hours. IDEM Spill Line: 1-888-233-7745. (INDOT; Firm)
4.	Any work in a wetland area within INDOT's right-of-way or borrow/waste areas is prohibited unless specifically allowed in the USACE or IDEM permit. (INDOT; Firm)
5.	A USACE RGP and an IDEM Section 401 WQC will be required due to impacts to likely jurisdictional Waters of the US. Mitigation may be required. USACE and IDEM have agreed that credits from the Central Indiana Mitigation Bank could be acquired for mitigation if the projects require mitigation. Mitigation must take place concurrently with or before construction begins. (INDOT; Firm)

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6.	An IDEM Rule 5 permit will be required as more than one acre of land will be disturbed. (INDOT; Firm)
7.	CIF permits will be required for the Sand Creek and Mud Creek crossings. (INDOT; Firm)
8.	It will be the responsibility of the designer to obtain the USACE Section 404 permit, the IDEM Section 401 permit, and the IDNR CIF permits. (INDOT; Firm)
9.	It will be the responsibility of the design-build contractor to obtain the Rule 5 permit and any modifications required for the Section 404, Section 401, or CIF permits. The design-build contractor must submit their design and obtain a Hamilton County regulated drain permit, using the Hamilton County Surveyor's Office as a contact. The design-build contractor must also submit their design to Madison County's drainage board for a drainage review, although no permit will be required. (INDOT; Firm)
10.	Restrict channel work and vegetation clearing to the minimum necessary for installation of the stream crossing structure. (USFWS & IDNR; Firm)
11.	Prior to the initiation of any construction activities on bridges, including the removal of any bridge structures, the underside of each bridge must be carefully examined for the presence of bats, especially between April 1 and September 30. If any bats are found roosting on the underside of the bridge, you must immediately contact the USFWS office (call Robin McWilliams Munson at 812-334-4261). (USFWS; Firm)
12.	Implement temporary erosion and sediment control methods within areas of disturbed soil. All disturbed soil areas upon project completion must be vegetated following INDOT's standard specifications. (USFWS & IDNR; Firm)
13.	Revegetate all bare and disturbed areas in the floodway with a mixture of native grasses, sedges, wildflowers, and also native hardwood trees and shrubs as soon as possible upon completion. Do not use any varieties of Tall Fescue or other non-native plants (e.g. crown-vetch). (USFWS & IDNR; Firm)
14.	Minimize and contain within the projects limits inchannel disturbance and the clearing of trees and brush. (IDNR; Firm)
15.	Do not work in the waterway from April 1 through June 30 without the prior written approval from IDNR's Division of Fish and Wildlife. (IDNR; Firm)
16.	Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure. (IDNR; Firm)
17.	Do not construct any temporary runarounds or causeways. (IDNR; Firm)
18.	Operate equipment from the existing roadway or from the top of the bank to the greatest extent possible. (IDNR; Firm)
19.	Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR; Firm)
20.	Do not use broken concrete as riprap. (IDNR; Firm)
21.	Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap. (IDNR; Firm)
22.	Minimize the movement of resuspended bottom sediment from the immediate project area. (IDNR; Firm)
23.	Do not deposit or allow demolition materials or debris to fall or otherwise enter the waterway. (IDNR; Firm)
24.	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; Firm)
25.	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; Firm)

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26.	The Indianapolis Metropolitan Airport is located 9,400 feet North of the projects. If any permanent structures or equipment utilized for the projects penetrates the 100:1 slope from the airport, FAA Form 7460 (Notice of Proposed construction or alteration) must be filed. For assistance contact Marcus Dial, INDOT Office of Aviation, 317-232-1494. (INDOT Aviation; Firm)
27.	Appropriate structures and techniques must be utilized both during the construction phase, and after completion of the projects, to minimize the impacts associated with storm water runoff. (IDEM; Firm)
28.	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 must be minimized. (IDEM; Firm)
29.	The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2 , Asphalt Paving Rule ( <a href="http://www.ai.org/legislative/iac/T03260/A00080.PDF">http://www.ai.org/legislative/iac/T03260/A00080.PDF</a> ). (IDEM; Firm)
30.	Two travel lanes must be open in both directions at all times, with the exception of short duration (20 to 30 minute) nighttime closures. Access to and from all ramps must be maintained at all times by the contractor. (INDOT; Firm)
31.	Coordination must occur with emergency services prior to the implementation of each phase of the MOT. (INDOT; Firm)
32.	A Final Approval submittal to the Madison County Drainage Board and review is required for the completed plans and specifications from the Design-Build contractor. The submitted plans, computations and hydraulic models should be submitted to Banning Engineering (attn. Jeff Healy, PE) with a carbon copy of the transmittal to the Madison County Drainage Board. (Madison County Drainage Board; Firm)
33.	The erosion and sediment control for the construction site (Rule 5) must be coordinated through the Madison County Soil and Water Conservation District. The Post-construction stormwater quality measures, practices and operation and maintenance methods and plans should be submitted to Banning Engineering (attn. Jeff Healy, PE) with a carbon copy of the transmittal to the Madison County Drainage Board. (Madison County Drainage Board; Firm)
<b>For Further Consideration:</b>	
1.	Do not clear trees or understory vegetation outside the construction zone boundaries. (USFWS; For Consideration)
2.	Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottomed culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community. (USFWS; For Consideration)
3.	Restrict channel work and vegetation clearing to the minimum necessary for installation of the stream crossing structure. (USFWS; For Consideration)
4.	Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If rip rap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat. (USFWS; For Consideration)
5.	Avoid all work within the inundated part of the stream channel 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 shall be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams. (USFWS; For Consideration)

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6.	Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing. (USWFS; For Consideration)
7.	Lining the existing pipes should result in fewer impacts compared to a complete replacement. However, upon completion of the projects, the liner could produce more negative in-stream impacts compared to culvert replacement. Installing a culvert liner generally reduces the size of the culvert, which can increase flow velocity, thereby causing negative impacts on fish and wildlife passage, as well as increased turbidity and potential scour in the surrounding area. Liners can also create a perched culvert in which the inlet or outlet are placed above the streambed elevation, causing a barrier to fish and wildlife species using the culvert. Installing a liner is a practical option when there is very little habitat surrounding the culvert and use by fish and wildlife is expected to be minimal. Installing a new culvert (preferably 3-sided) can provide better passage for fish and wildlife even though initial impacts to the stream bed, banks, and riparian habitat could occur. These disturbances are expected to be temporary. The culvert alternative will likely help reduce debris blockage, provide better fish and wildlife passage, maintain stream substrate continuity, and reduce or maintain flow velocities. The culvert, either with a liner or a replacement, should be allowed to accumulate some amount of natural bed substrate in order to maintain or improve the biological integrity of the stream. (IDNR; For Consideration)
8.	The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to current conditions. A level area of natural ground under the structure is ideal for wildlife passage. If channel clearing will result in a flat bench area above the normal water level under the structure, this area should allow wildlife passage and should remain free of riprap and other similar materials that can impair wildlife passage. If hard armoring is needed, wildlife passage can be facilitated by using a smooth-surfaced armoring material instead of riprap, such as articulated concrete block mats, fabric-formed concrete mats, or other similar smooth-surfaced material. (IDNR; For Consideration)
9.	Minimize the use of riprap and use alternative erosion protection materials whenever possible. Where riprap must be used, we recommend placing only enough riprap to provide stream bank toe protection, such as from the toe of the bank up to the ordinary high water mark (OHWM). From the OHWM to the top of the bank, we recommend using bioengineered bank stabilization methods instead of riprap. This can provide equal or better erosion control protection than riprap. This will allow a natural, vegetated stream bank to develop and will allow wildlife passage along the creek's banks and riparian corridor. Information about bioengineering techniques can be found at: <a href="http://www.in.gov/legislative/iac/20120404-1R-312120154NRA.xml.pdf">http://www.in.gov/legislative/iac/20120404-1R-312120154NRA.xml.pdf</a>  Also, the following is a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: <a href="http://directives.sc.egov.usda.gov/17553.wba">http://directives.sc.egov.usda.gov/17553.wba</a> . (IDNR; For Consideration)
10.	IDNR recommends a mitigation plan be developed if habitat impacts will occur. IDNR's Floodway Habitat Mitigation guidelines (and plant lists) can be found on line at: <a href="http://www.in.gov/legislative/iac/20140806-IR-312140295NRA.xml.pdf">http://www.in.gov/legislative/iac/20140806-IR-312140295NRA.xml.pdf</a> . Impacts to non-wetland forest <i>over</i> one (1) acre should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is <i>removed</i> 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 <i>five</i> trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is <i>removed</i> that is 10 inches dbh or greater (5:1 mitigation based on the number of large trees). (IDNR; For Consideration)
11.	Do not cut any trees suitable for Indiana bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark) from April 1 through September 30. (IDNR; For Consideration)

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12.	The Madison County Drainage Ordinance (DRAFT-An Ordinance Pertaining to Erosion and Sediment Control; Storm Water Quality and Drainage; Regulated Drain Crossings; and Pond Construction, current revision 2-7-2014) and the Madison County Stormwater Technical Standards Manual (DRAFT) should be followed in so much as they are applicable. In other words, stormwater detention and treatment will be expected for the newly developed/expanded areas. (Madison County Drainage Board; For Consideration)
13.	The Madison County Drainage Board is interested in establishing written expectations and understandings for and from the perspectives of both INDOT and the Drainage Board. This pertains primarily to operation and maintenance of the regulated drain once the projects are completed. (Madison County Drainage Board; For Consideration)

### 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:

Early coordination was initiated on September 4 and 5, 2014 with applicable federal, state, and local agencies (see Appendix D, pages 1-5). Additional coordination was sent to USFWS September 5, 2014 (see Appendix D, page 13) and to IDNR on October 24, 2014 (see Appendix D, page 8). Review comments from those agencies that returned a reply have been incorporated into this study, as appropriate. The resource agencies and dates of their responses are listed below.

Agency	Response	Appendix D Page #s
Indiana Department of Natural Resources; Division of Fish and Wildlife	September 28, 2014 (E-mail) October 1, 2014 (Response Letter) October 27, 2014 (E-mail) October 28, 2014 (Response Letter)	6 7 9 10-12
U.S. Fish and Wildlife Service	September 4, 2014 (E-mail) September 18, 2014 (Response Letter)	13 14-15
Natural Resources Conservation Service	September 23, 2014 (Response Letter) NRCS-CPA-106 Form	16 17
Indiana Geological Survey	October 20, 2014 (Questionnaire)	18
Indiana Department of Environmental Management Roadway Construction Letter	September 5, 2014 (Automated)	19-29
Indiana Department of Transportation Office of Aviation Office of Public Involvement	September 10, 2014 No Response	30
U.S. Dept. of Housing and Urban Development	No Response	
U.S. Army Corps of Engineers	No Response	
National Park Service	No Response	
Hamilton County Commissioners	No Response	
Hamilton County Council Members	No Response	
Hamilton County Drainage Board	No Response	
Hamilton County Engineer	No Response	
Hamilton County Surveyor	No Response	

**Indiana Department of Transportation**

Counties: Hamilton & Madison

Route: I-69

Des. Nos.: 1383332, 1383336, 1383486, 1383487, 1383488,  
1383509, 1383510, 1383512, 1383513, 1383514,  
1383515, & 1006439

Indianapolis MPO	No Response		
Madison County Commissioners	No Response		
Madison County Drainage Board	September 10, 2014 (Letter from Banning Engineering)	31-33	
Madison County Surveyor	No Response		
Fishers Town Council	No Response		
Fishers Elementary School	No Response		
Indianapolis Metropolitan Airport	No Response		

# Appendix A: Categorical Exclusion Level Thresholds

### Categorical Exclusion Level Thresholds

	Level 1	Level 2	Level 3	Level 4
<b>Relocations</b>	None	≤ 2	> 2	> 10
<b>Right-of-Way<sup>1</sup></b>	< 0.5 acre	< 10 acres	≥ 10 acres	≥ 10 acres
<b>Length of Added Through Lane</b>	None	None	Any	Any
<b>Permanent Traffic Pattern Alteration</b>	None	None	Yes	Yes
<b>New Alignment</b>	None	None	< 1 mile	≥ 1 mile <sup>2</sup>
<b>Wetlands</b>	< 0.1 acre	< 1 acre	< 1 acre	≥ 1 acre
<b>Stream Impacts*</b>	≤ 300 linear feet of stream impacts, no work beyond 75 feet from pavement	> 300 linear feet impacts, or work beyond 75 feet from pavement	N/A	N/A
<b>Section 4(f)</b>	None	None	None	Any impacts
<b>Section 6(f)</b>	None	None	Any impacts	Any impacts
<b>Section 106*</b>	“No Historic Properties Affected” or falls within guidelines of Minor Projects PA	“No Adverse Effect” or “Adverse Effect”	N/A	If ACHP involved Or Historic Bridge Involvement <sup>7</sup>
<b>Noise Analysis Required</b>	No	No	Yes <sup>3</sup>	Yes <sup>3</sup>
<b>Threatened/Endangered Species</b>	"Not likely to Adversely Affect", or Falls within Guidelines of USFWS 9/8/93 Programmatic Response	N/A	N/A	“Likely to Adversely Affect” <sup>4</sup>
<b>Sole Source Aquifer Groundwater Assessment</b>	Detailed Assessment Not Required	Detailed Assessment Not Required	Detailed Assessment Not Required	Detailed Assessment Required
<b>Approval Level</b> • ESM <sup>5</sup> • ES <sup>6</sup> • FHWA	Yes	Yes	Yes Yes	Yes Yes Yes

\*These thresholds have changed from the March 2011 Manual.

<sup>1</sup>Permanent and/or temporary right-of-way.

<sup>2</sup>If the length of the new alignment is equal to or greater than one mile, contact the FHWA’s Air Quality/Environmental Specialist.

<sup>3</sup>In accordance with INDOT’s Noise Policy.

<sup>4</sup> If the project is considered Likely to Adversely Affect Threatened and/or Endangered Species, INDOT and the FHWA should be consulted to determine whether a higher class of document is warranted.

<sup>5</sup>Environmental Scoping Manager

<sup>6</sup>Environmental Services Division

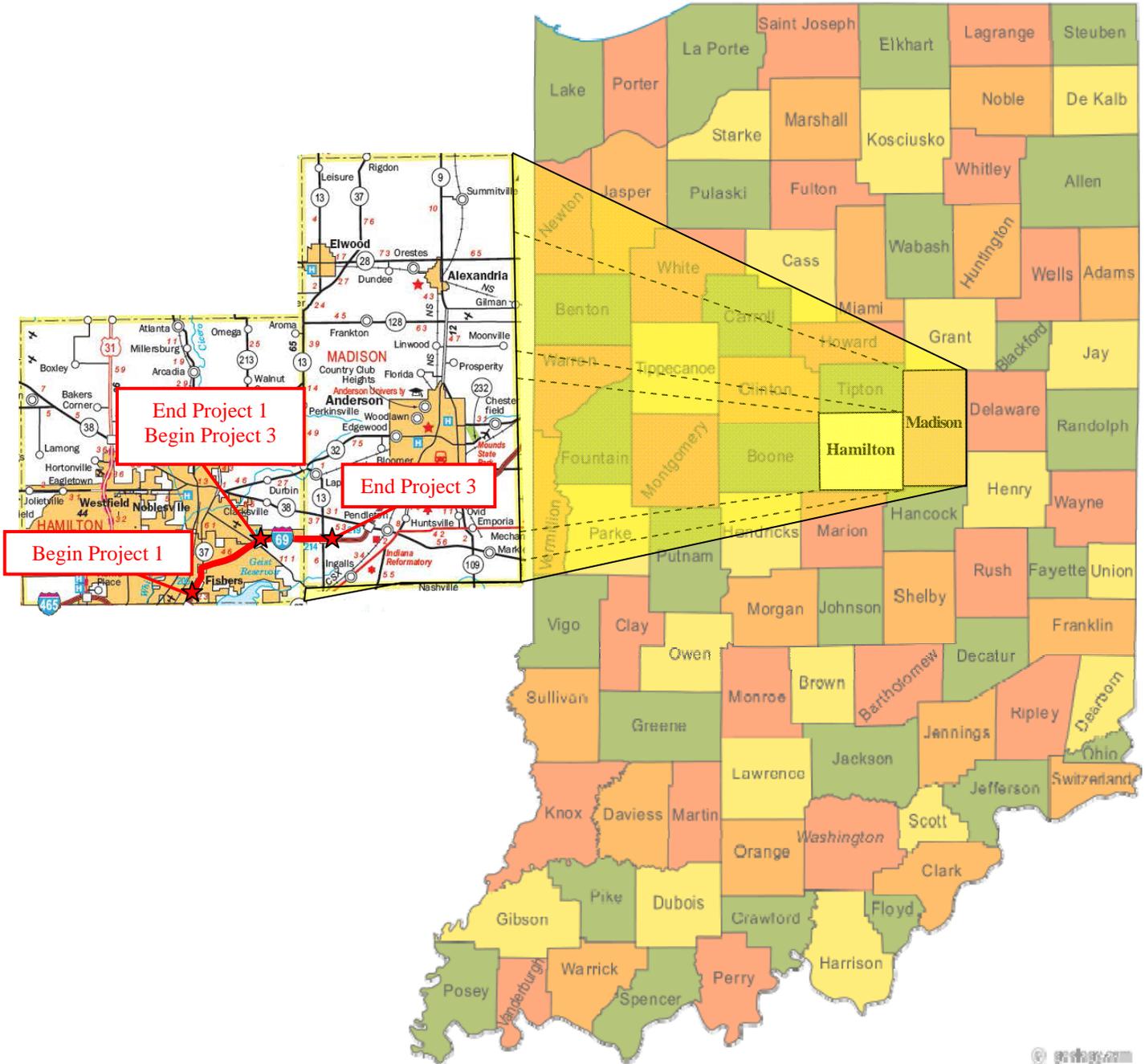
<sup>7</sup> Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement

# Appendix B: Graphics

	<u>Page(s)</u>
Project Location.....	1-2
Aerial Maps.....	3-7
Topography.....	8-12
Infrastructure.....	13-17
Water Resources.....	18-22
Mining/Mineral Exploration.....	23-27
Hazardous Materials.....	28-32
Soils.....	33

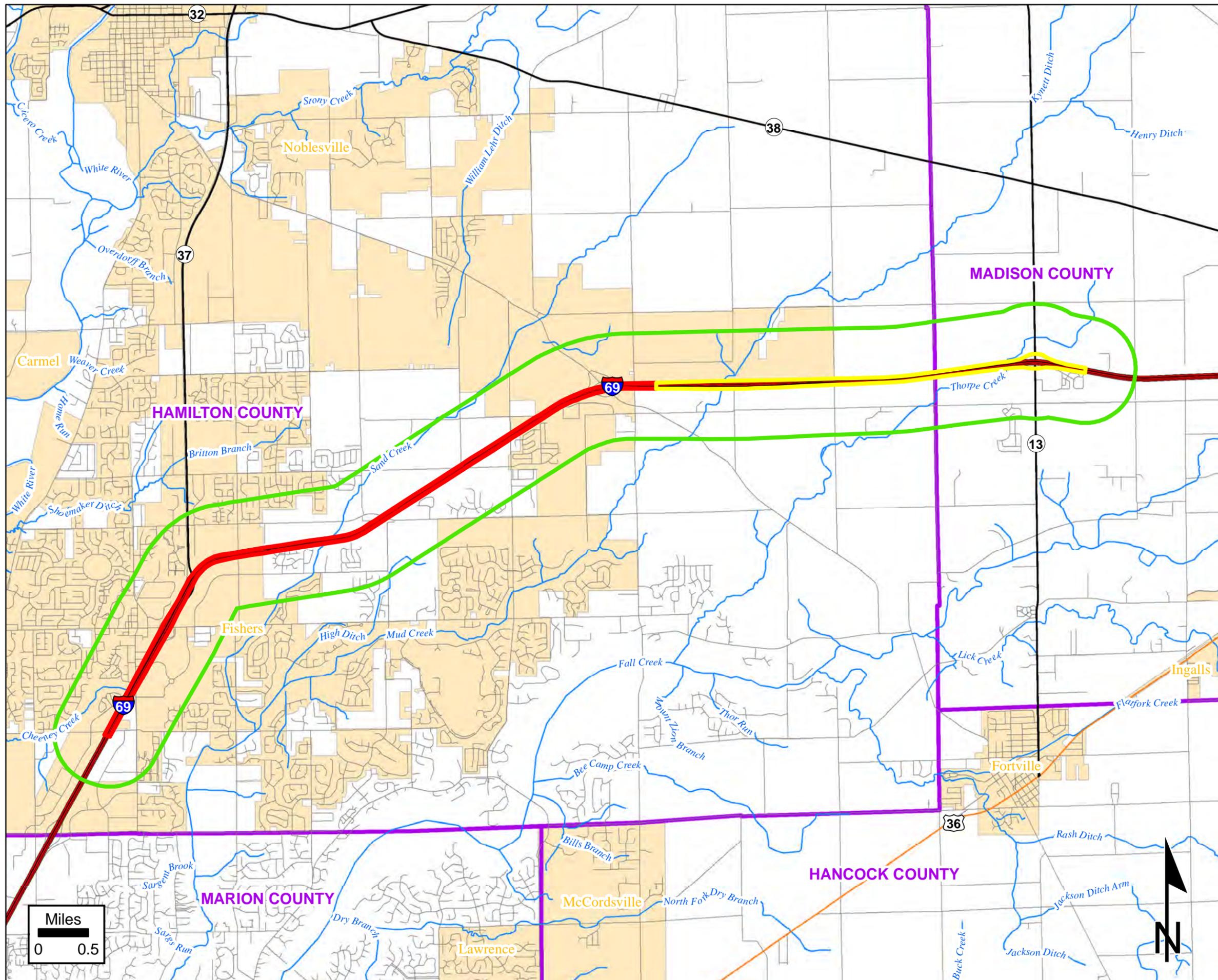
# I-69 Interstate Expansion

Project 1 (Added travel lanes, from 106th St to 0.5 mi N of Southeastern Parkway/Campus Parkway) & Project 3 (Added travel lanes from 0.5 mi N of Southeastern Parkway/Campus Pkwy to 0.5 mi East of SR 13); Hamilton & Madison Counties  
Project Location Map #1



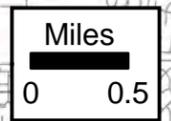
**Des. No. 1383332 & 1383336**

Project 1 (Added travel lanes, from 106th St to 0.5 mi N of Southeastern Parkway/Campus Parkway) & Project 3 (Added travel lanes from 0.5 mi N of Southeastern Parkway/Campus Pkwy to 0.5 mi East of SR 13); Hamilton and Madison Counties



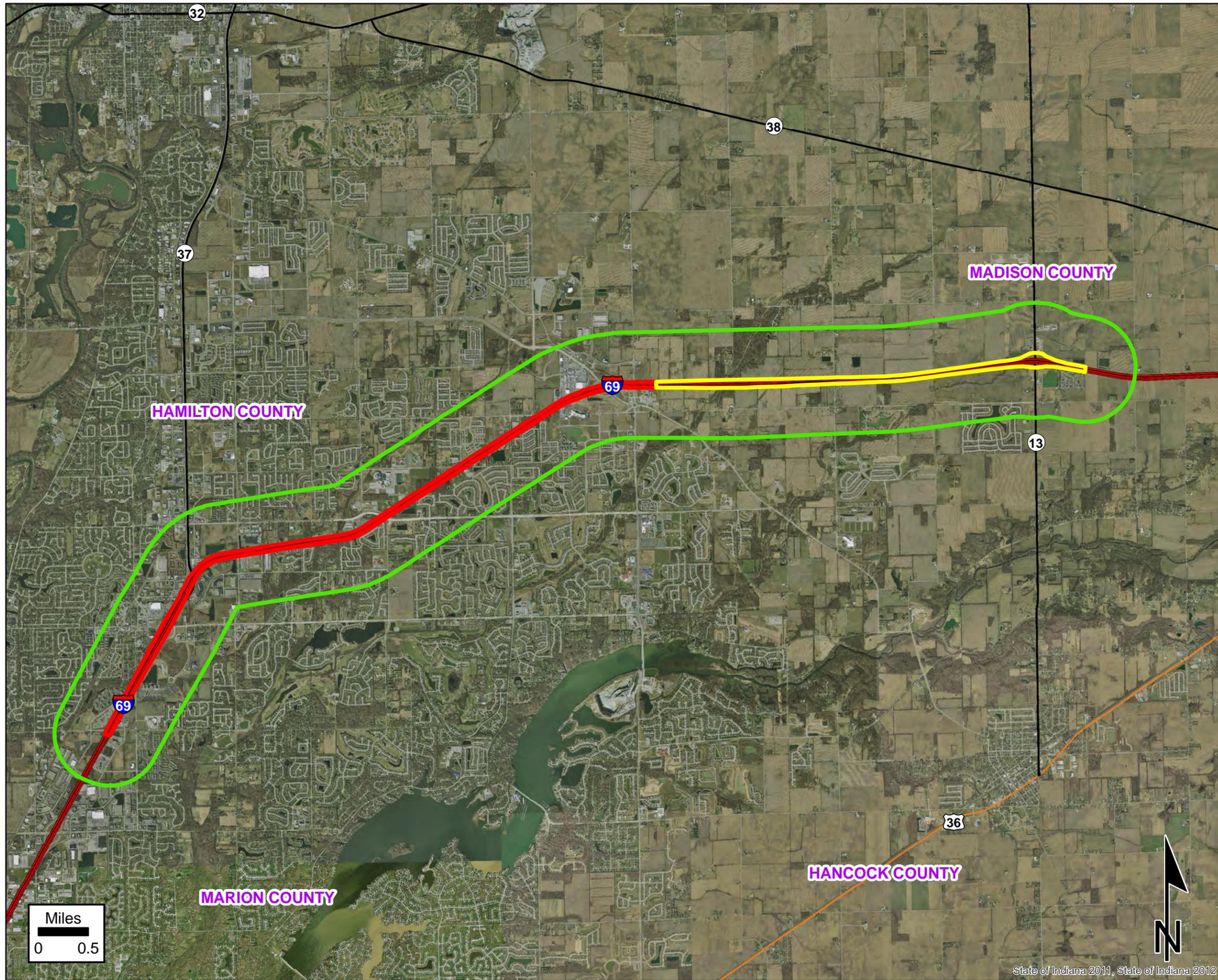
**Project Location Map #2**

- Project Area 1
- Project Area 3
- Half Mile Radius
- Streams (IDNR\*)
- Incorporated Areas
- County Boundary
- Interstate
- State
- US
- Local



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

**Sources:**  
**Non Orthophotography Data** - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))  
**Map Projection:** UTM Zone 16 N  
**Map Datum:** NAD83



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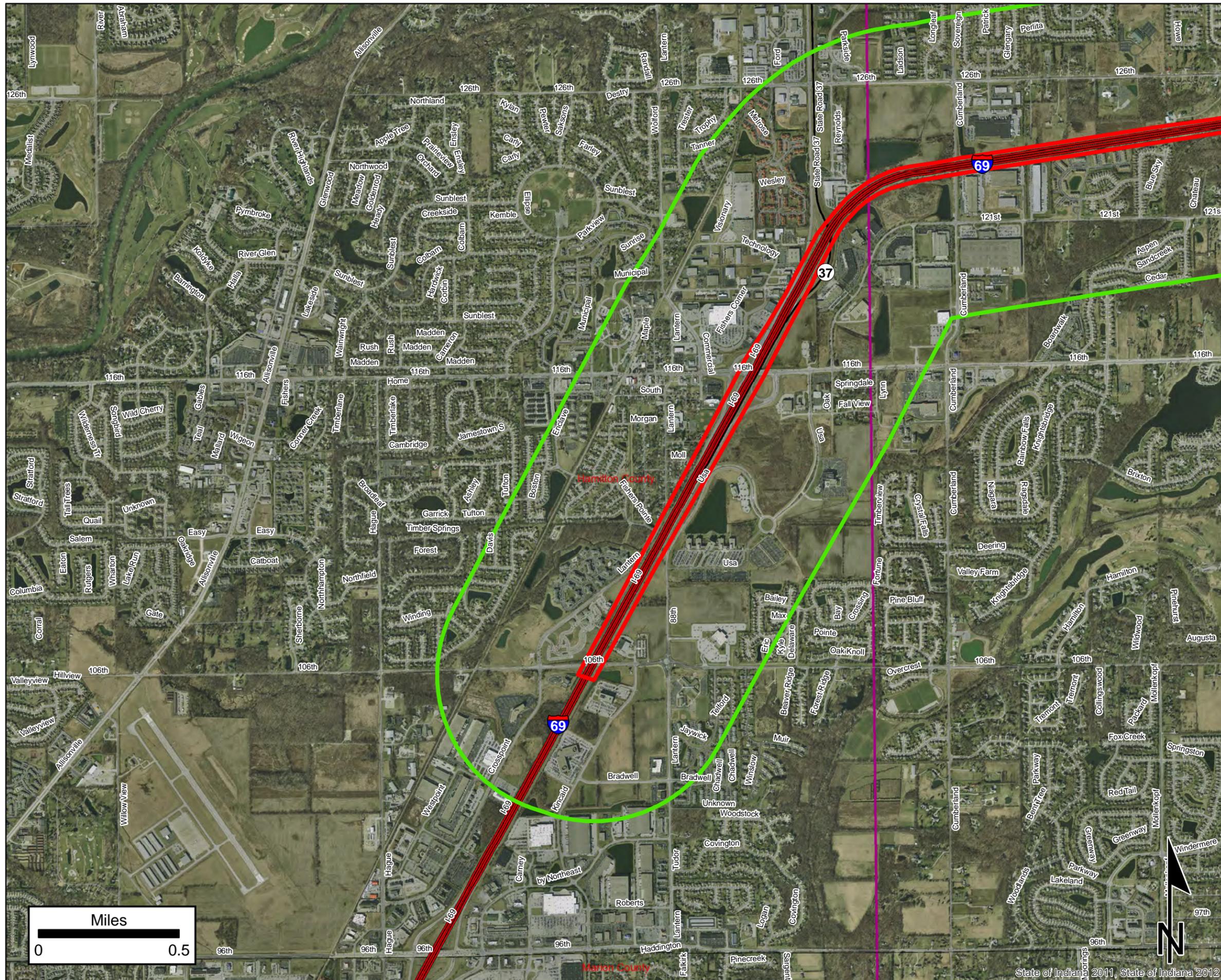
**2012 Orthos Aerial Photography  
Map 1: Full Project**

- Project Area
- Project Area 3
- Half Mile Radius
- Interstate
- State
- US
- Local

**Orthos - 1 meter - 2012**

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**Des. No. 1383332 & 1383336**

Project 1 (Added travel lanes, from 106th St to 0.5 mi N of Southeastern Parkway/Campus Parkway) & Project 3 (Added travel lanes from 0.5 mi N of Southeastern Parkway/Campus Pkwy to 0.5 mi East of SR 13); Hamilton and Madison Counties

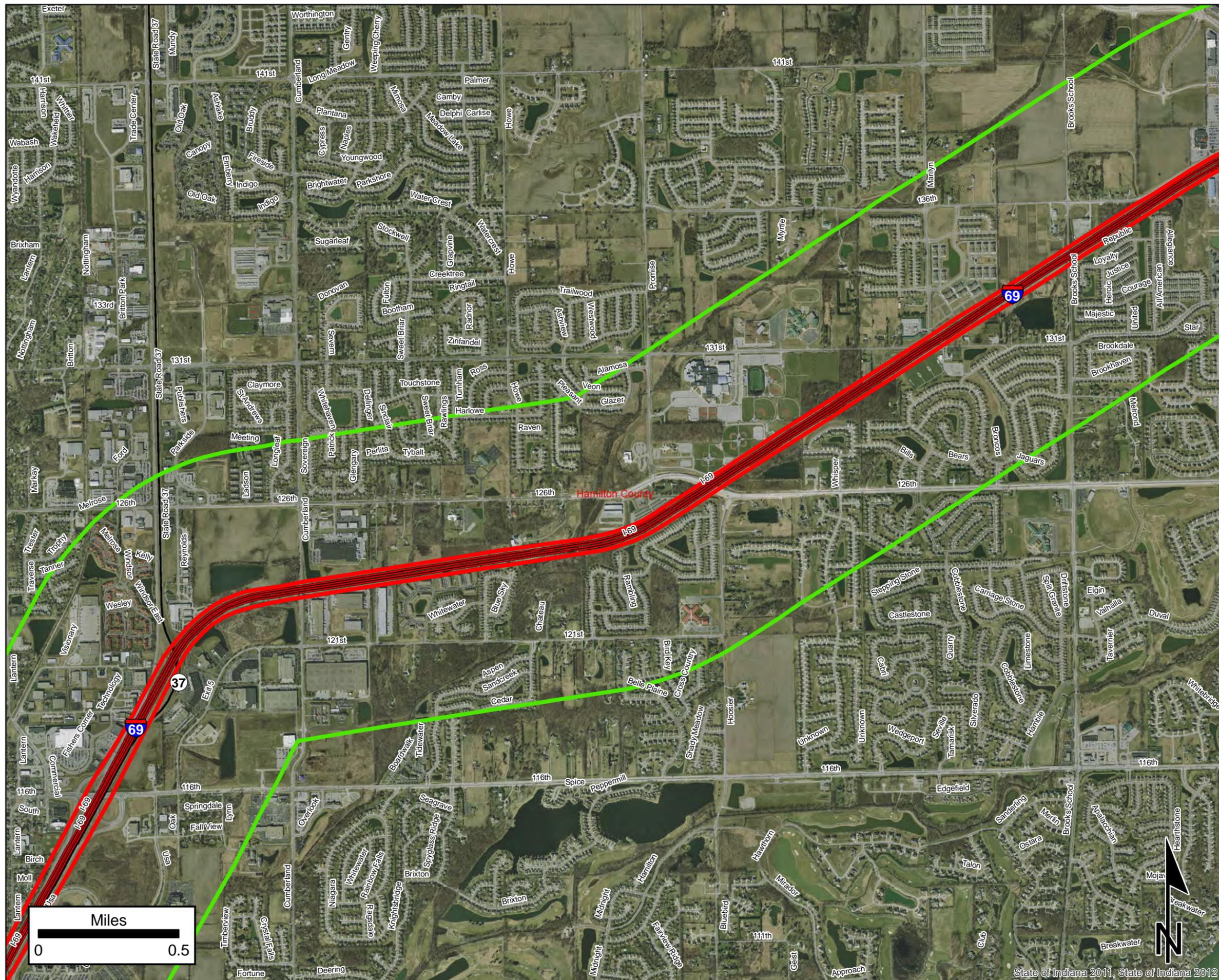
**2012 Orthos Aerial Photography  
Map 2: Beginning Project to SR 37**

- Project Area
- Half Mile Radius
- Interstate
- State
- US
- Local

**Orthos - 1 meter - 2012**

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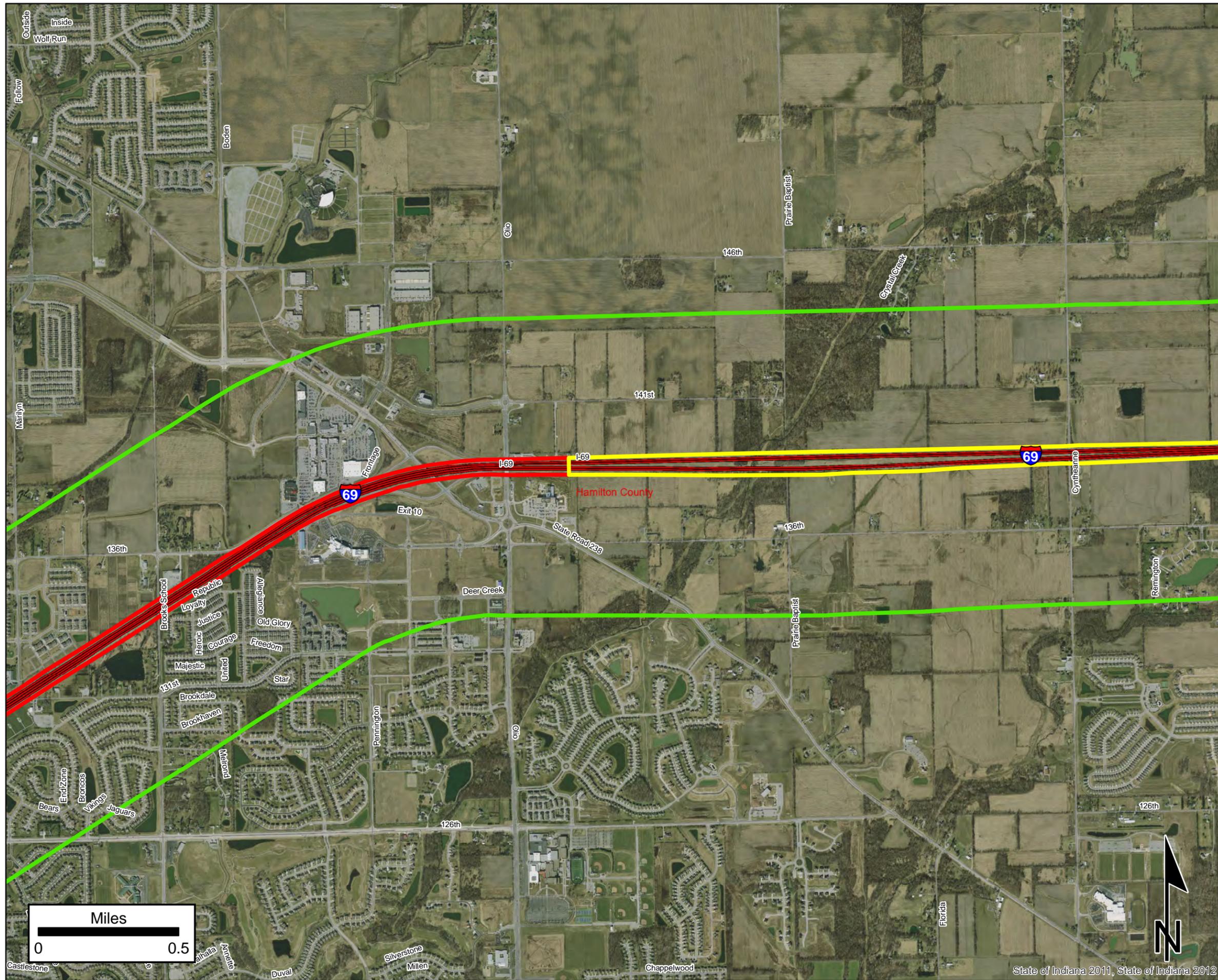
**2012 Orthos Aerial Photography  
Map 3: SR 37 to Brooks School Rd**

- Project Area
- Half Mile Radius
- Interstate
- State
- US
- Local

**Orthos - 1 meter - 2012**

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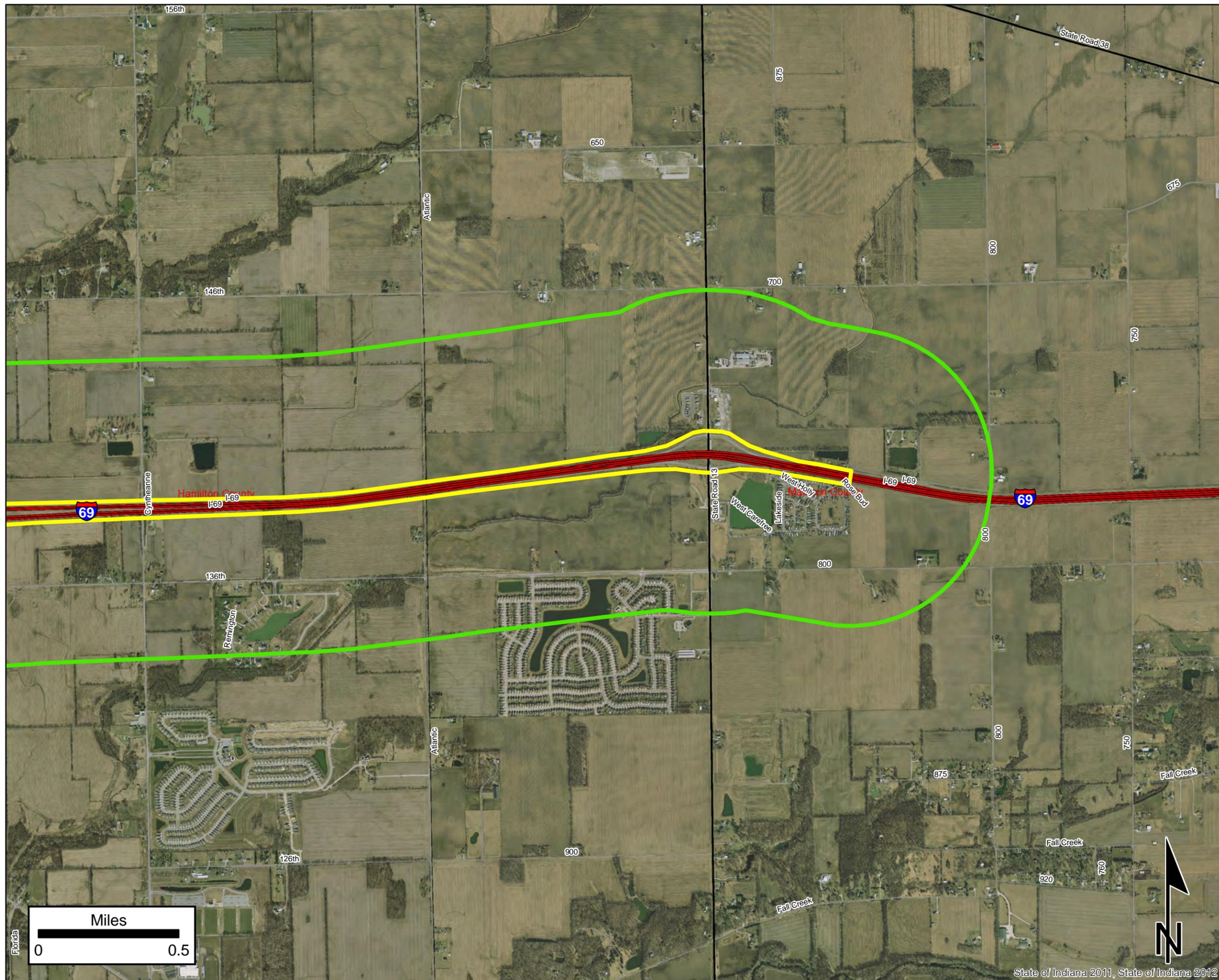
**2012 Orthos Aerial Photography**  
 Map 4: Brooks School Rd to Cyntheanne Rd

- Project Area 1
- Project Area 3
- Half Mile Radius
- Interstate
- State
- US
- Local

**Orthos - 1 meter - 2012**

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**Des. No. 1383332 & 1383336**

Project 1 (Added travel lanes, from 106th St to 0.5 mi N of Southeastern Parkway/Campus Parkway) & Project 3 (Added travel lanes from 0.5 mi N of Southeastern Parkway/Campus Pkwy to 0.5 mi East of SR 13); Hamilton and Madison Counties

**2012 Orthos Aerial Photography**

Map 5: Cynthianne Rd to End of Project

- Project Area 1
- Project Area 3
- Half Mile Radius
- Interstate
- State
- US
- Local

**Orthos - 1 meter - 2012**

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**Sources:**

**Non Orthophotography**

**Data** - Obtained from the State of Indiana Geographical Information Office Library

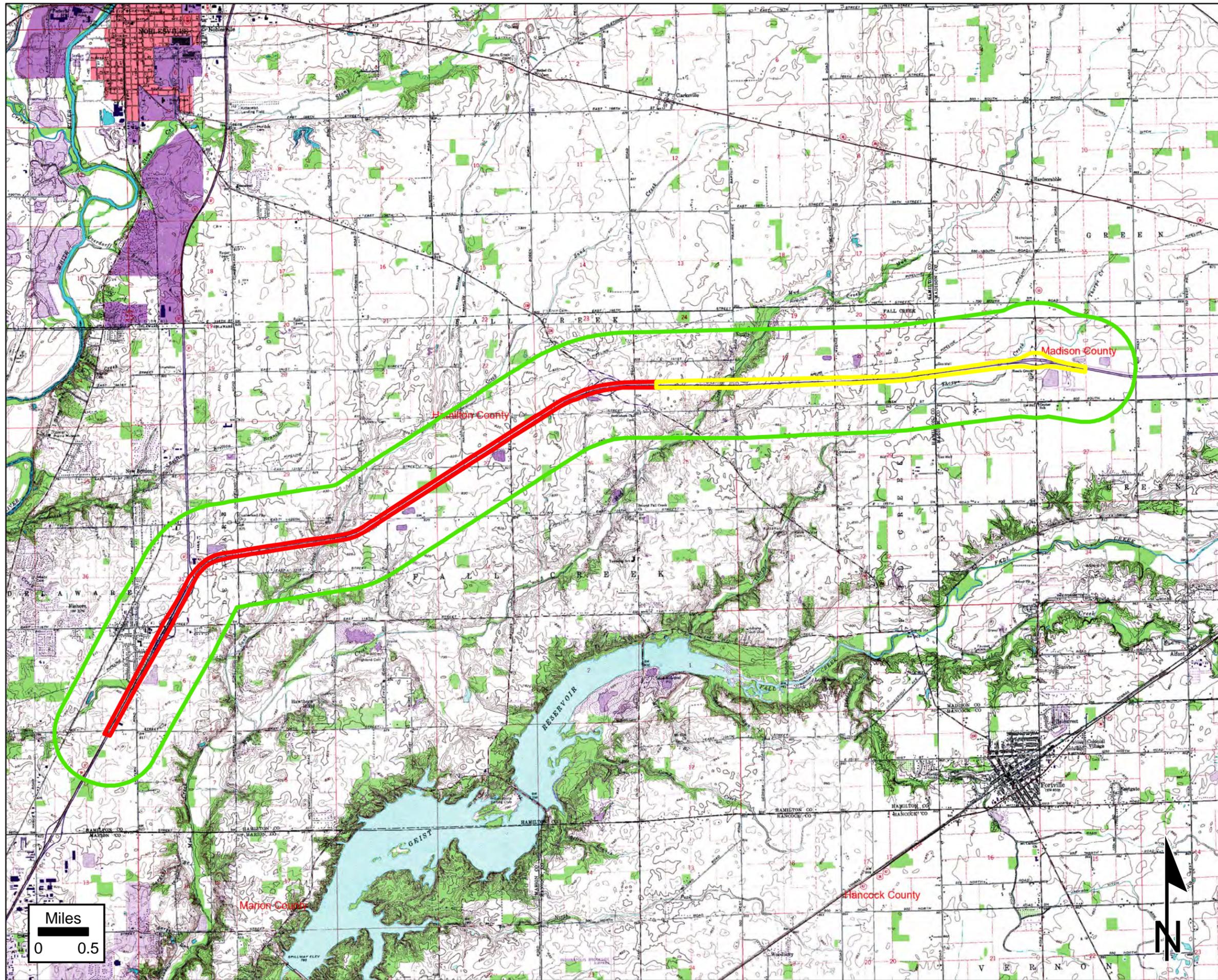
**Orthophotography** - Obtained from Indiana Map Framework Data

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

**Map Projection:** UTM Zone 16 N

**Map Datum:** NAD83

State of Indiana 2011, State of Indiana 2012



**Des. No. 1383332 & 1383336**

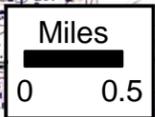
Project 1 (Added travel lanes, from 106th St to 0.5 mi N of Southeastern Parkway/Campus Parkway) & Project 3 (Added travel lanes from 0.5 mi N of Southeastern Parkway/Campus Pkwy to 0.5 mi East of SR 13); Hamilton and Madison Counties

**USGS 7.5" Topographic Map  
Map 1: Full Project**

- Project Area 1
- Project Area 3
- Half Mile Radius

**USGS Topography Map**

- Red: Band\_1
- Green: Band\_2
- Blue: Band\_3



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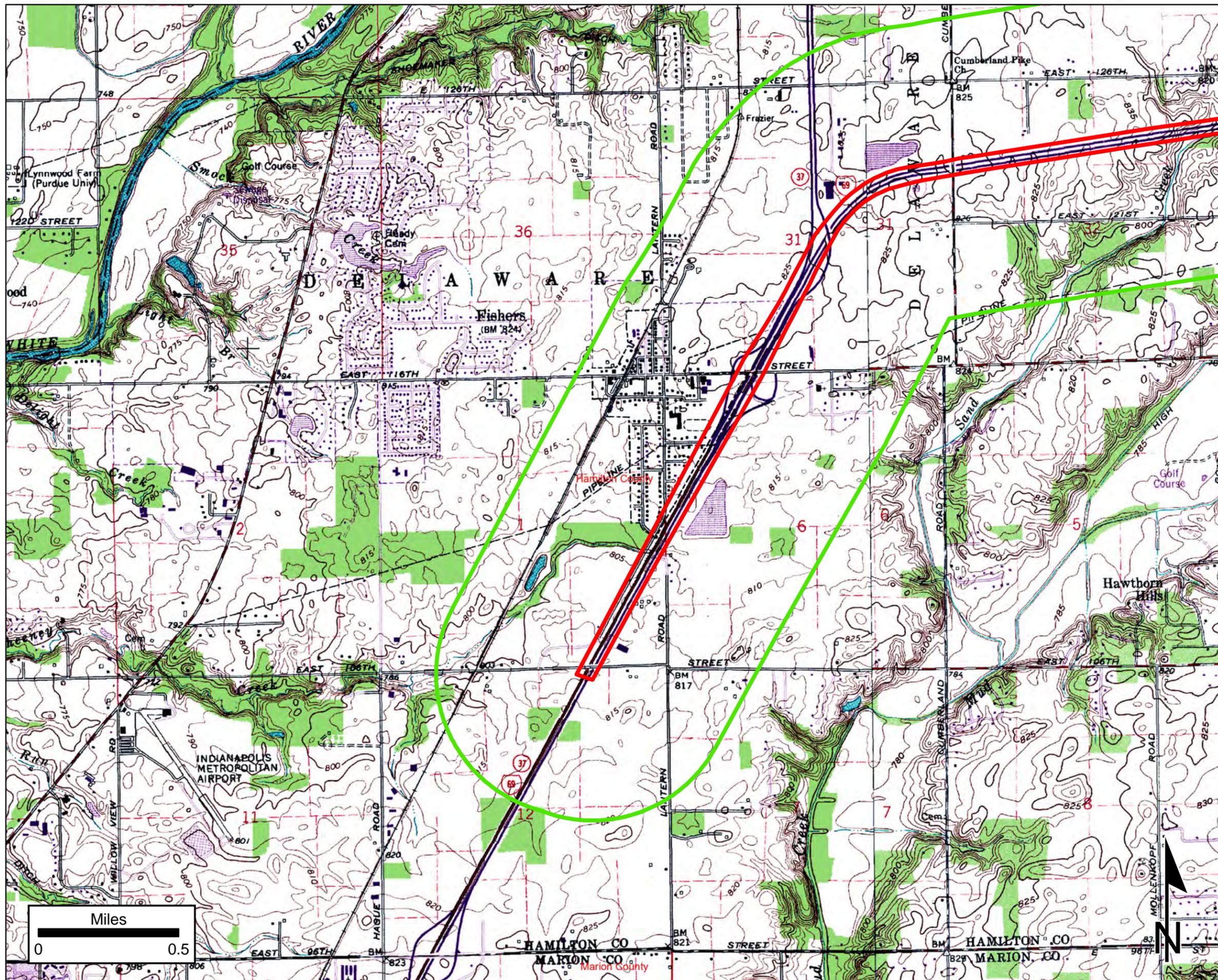
**Sources:**

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**USGS 7.5" Topographic Map  
Map 2: Beginning of Project to SR 37**

- Project Area 1
- Project Area 3
- Half Mile Radius

**USGS Topography Map**

- Red: Band\_1
- Green: Band\_2
- Blue: Band\_3

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**Sources:**

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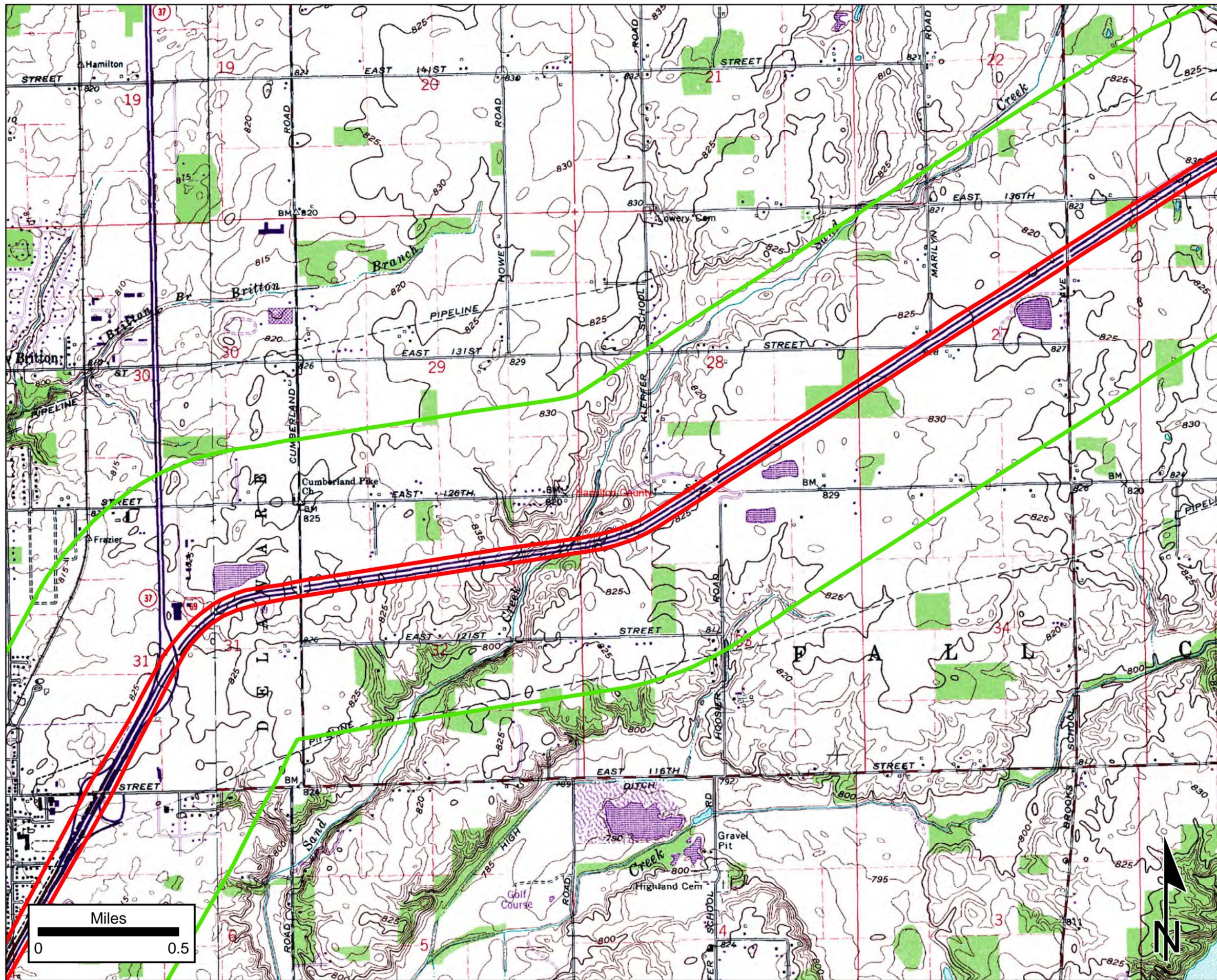
**Orthophotography** - Obtained from

Indiana Map Framework Data

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

Map Projection: UTM Zone 16 N

Map Datum: NAD83



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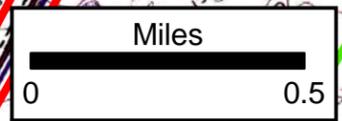
Project 1 (Added travel lanes, from 106th St to 0.5 mi N of Southeastern Parkway/Campus Parkway) & Project 3 (Added travel lanes from 0.5 mi N of Southeastern Parkway/Campus Pkwy to 0.5 mi East of SR 13); Hamilton and Madison Counties

**USGS 7.5" Topographic Map  
Map 3: SR 37 to Brooks School Rd**

- Project Area 1
- Project Area 3
- Half Mile Radius

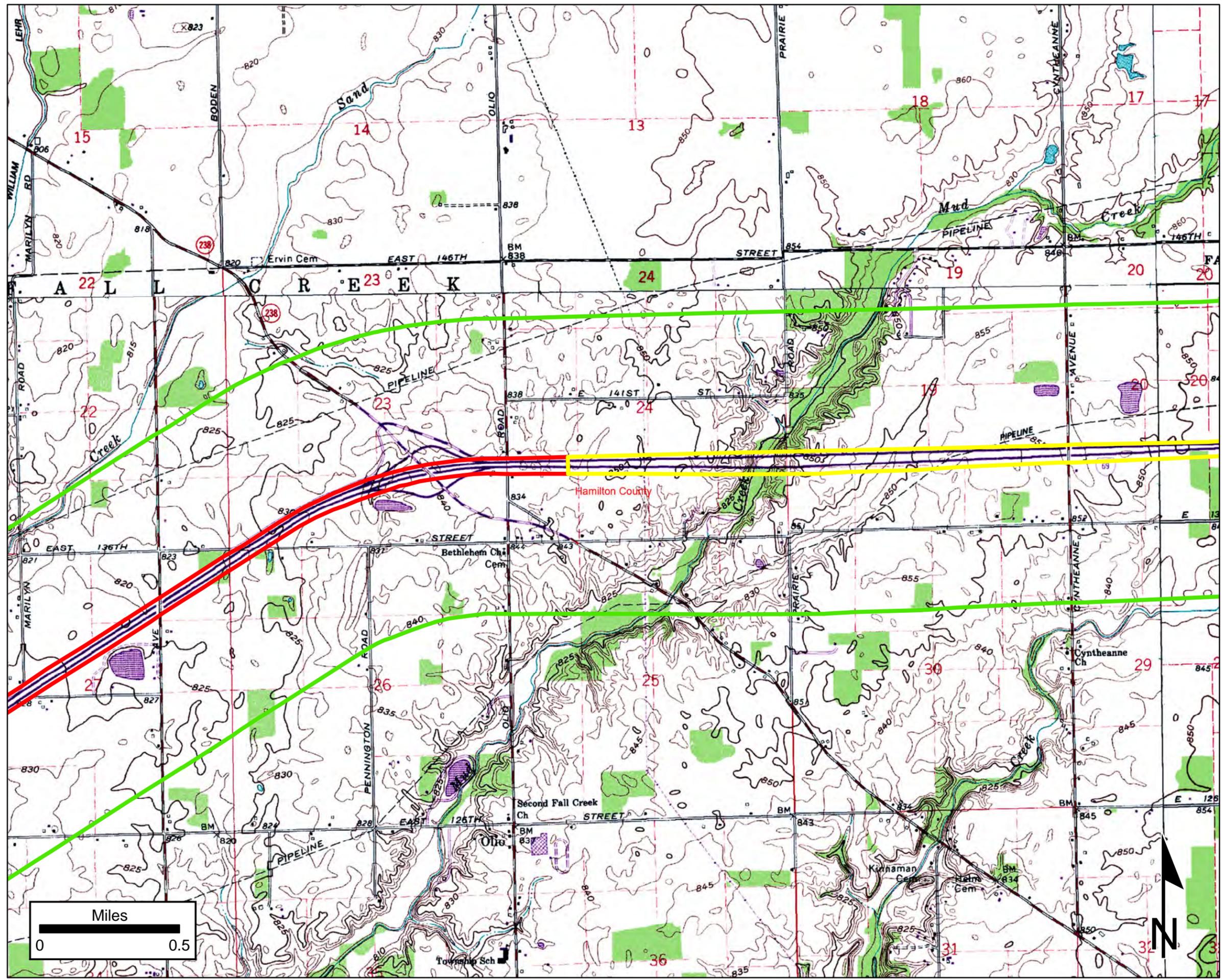
**USGS Topography Map**

- Red: Band\_1
- Green: Band\_2
- Blue: Band\_3



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**USGS 7.5" Topographic Map**  
 Map 4: Brooks School Rd to Cynthianne Rd

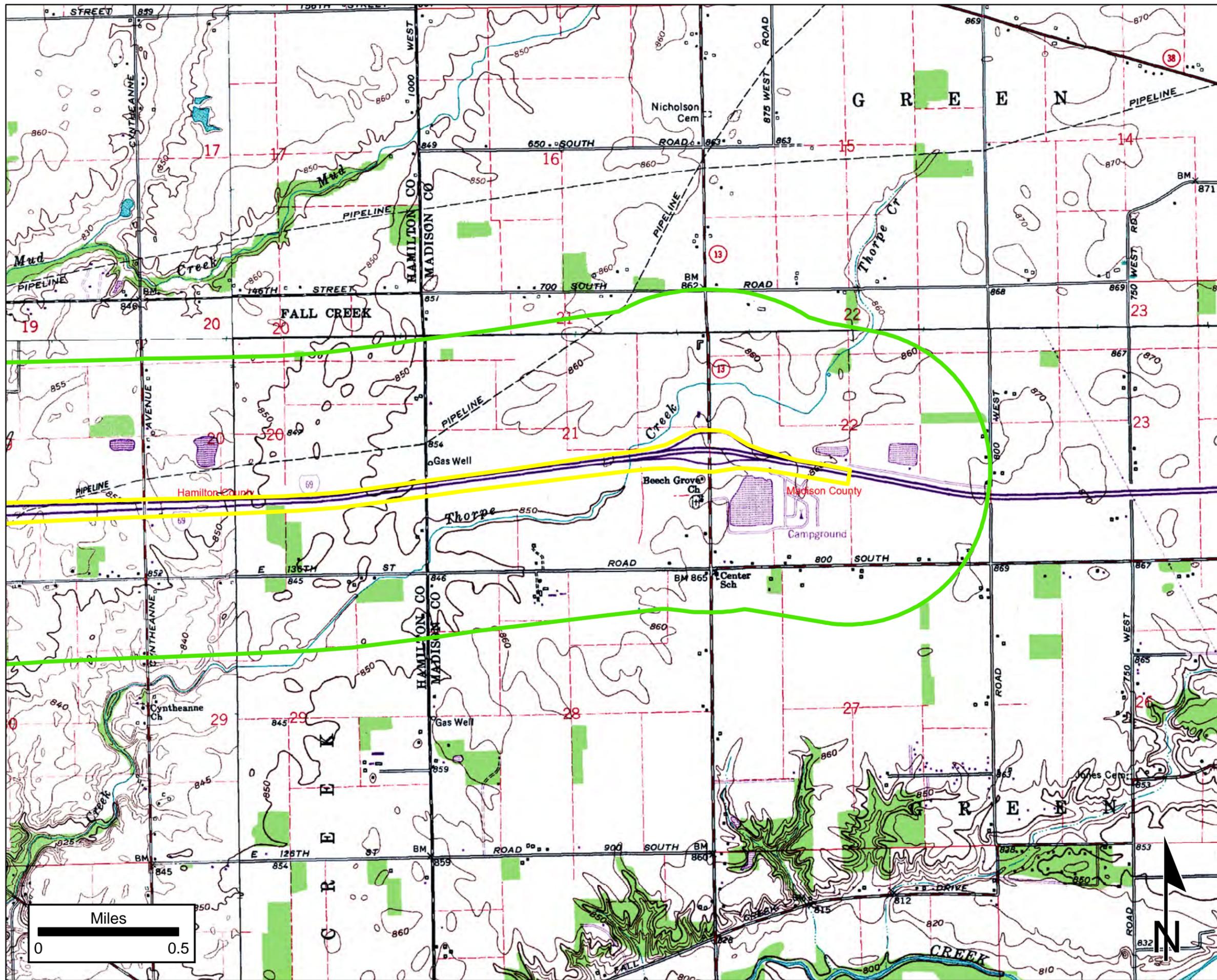
- Project Area 1
- Project Area 3
- Half Mile Radius

**USGS Topography Map**

- Red: Band\_1
- Green: Band\_2
- Blue: Band\_3

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**USGS 7.5" Topographic Map**  
Map 5: Cyntheanne Rd to End of Project

- Project Area 1
- Project Area 3
- Half Mile Radius

**USGS Topography Map**

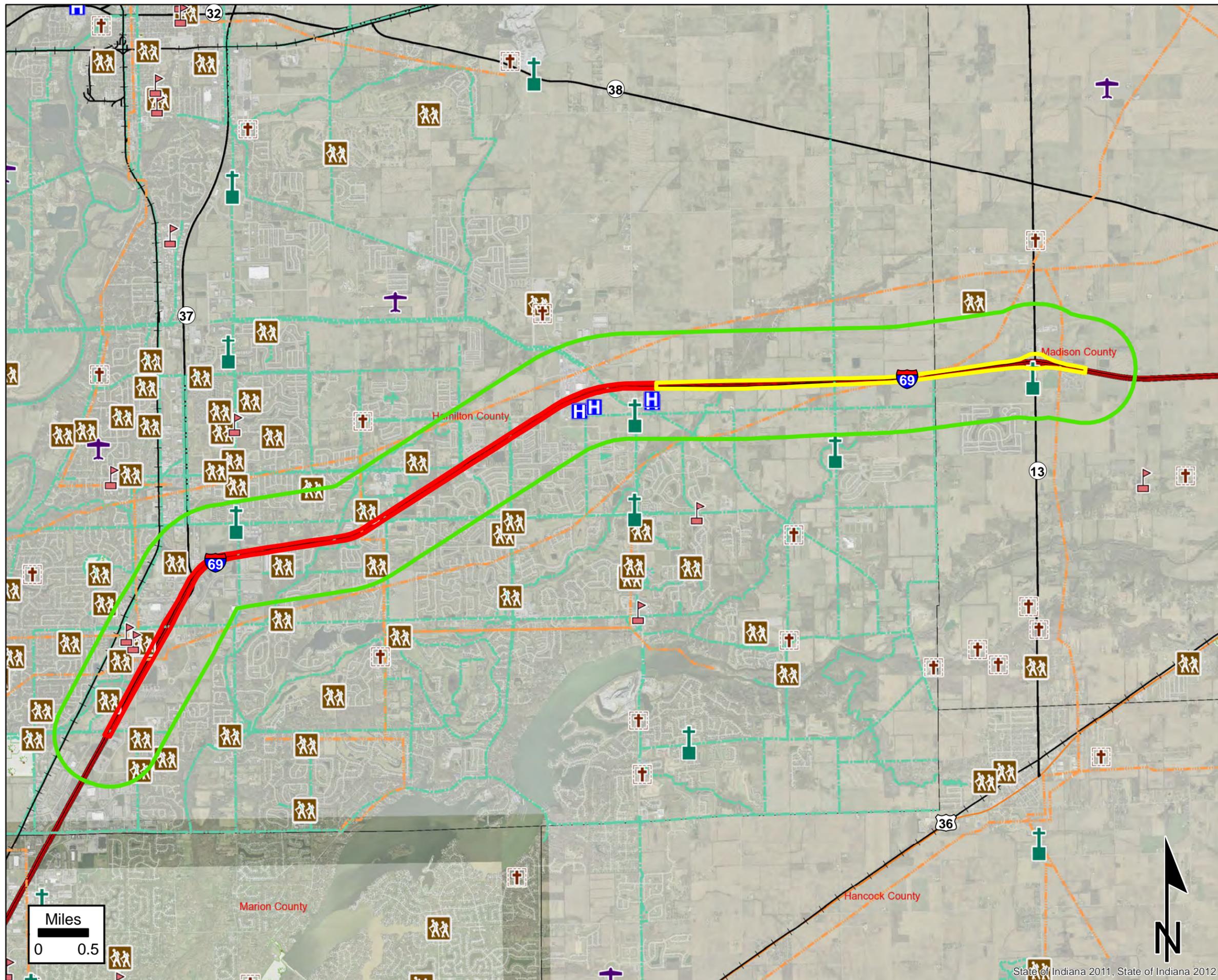
- Red: Band\_1
- Green: Band\_2
- Blue: Band\_3

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**Infrastructure**  
Map 1: Full Project

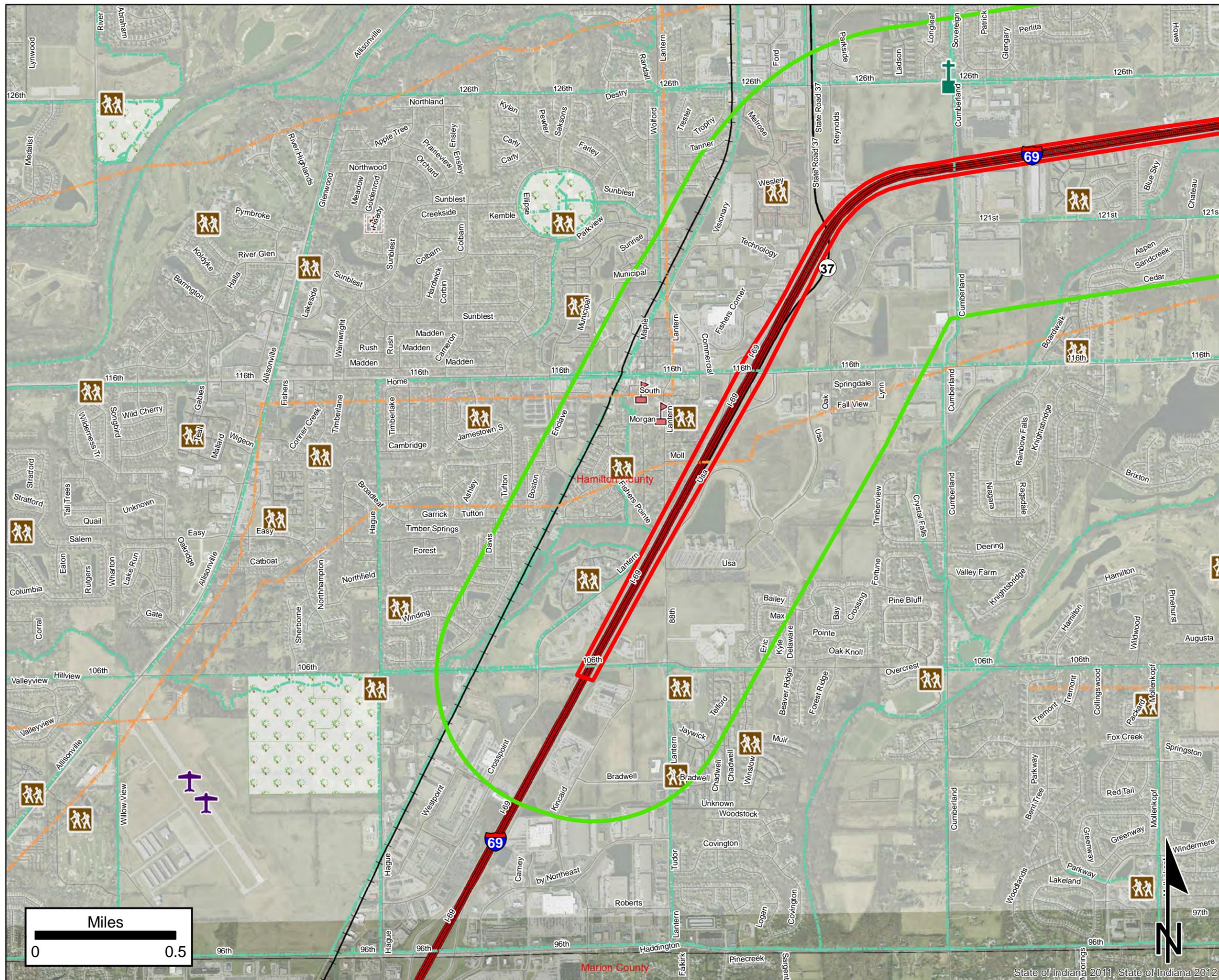
- Project Area 1
- Project Area 3
- Half Mile Radius
- ✈ Airport
- ✝ Cemeteries
- H Hospital
- +— Railroad
- ⚽ Recreation Facility
- ✝ Religious Facility
- ▲ Religious Facility Indiana Map
- ▴ School
- Trails
- Pipeline
- Managed Lands
- County Boundary
- Interstate
- State
- US
- Local

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**Infrastructure**

Map 2: Beginning of Project to SR 37

- Project Area 1
- Project Area 3
- Half Mile Radius
- Airport
- Cemeteries
- Hospital
- Railroad
- Recreation Facility
- Religious Facility
- Religious Facility Indiana Map
- School
- Trails
- Pipeline
- Managed Lands
- County Boundary
- Interstate
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- US
- Local

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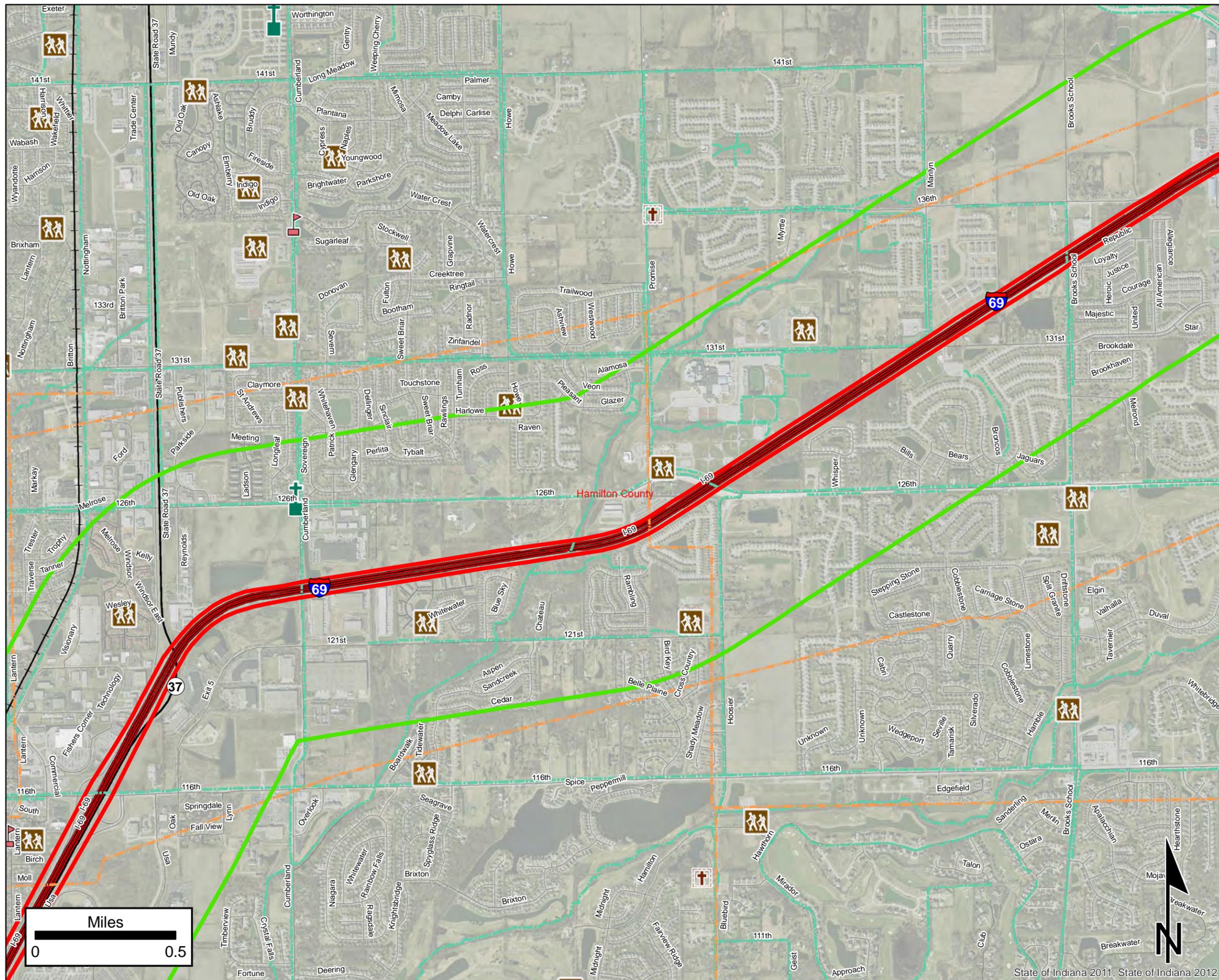
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**Map Datum:** NAD83

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**Infrastructure**

Map 3: SR 37 to Brooks School Rd

- Project Area 1
- Project Area 3
- Half Mile Radius
- Airport
- Cemeteries
- Hospital
- Railroad
- Recreation Facility
- Religious Facility
- Religious Facility Indiana Map
- School
- Trails
- Pipeline
- Managed Lands
- County Boundary
- Interstate
- State
- US
- Local

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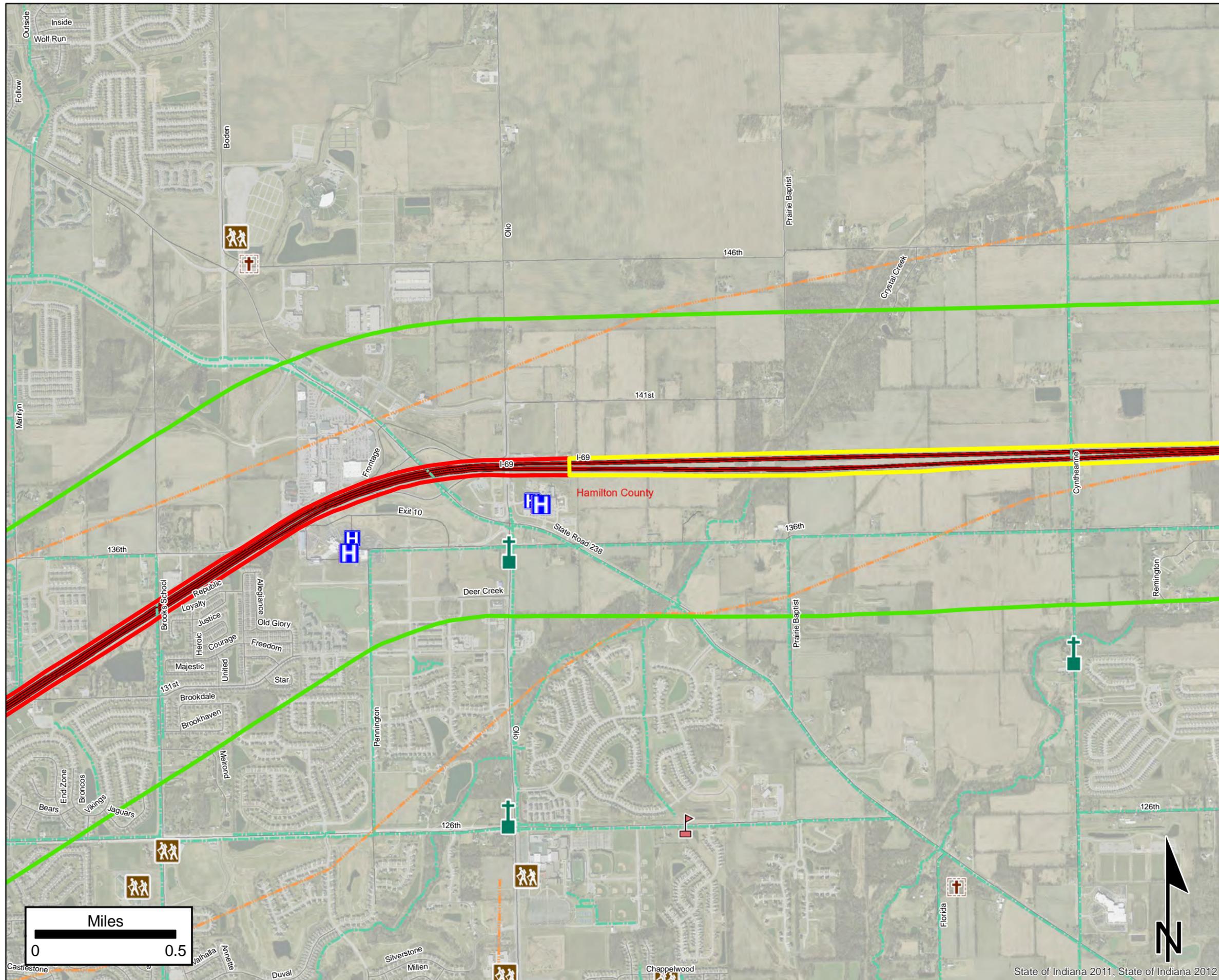
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**Map Datum:** NAD83

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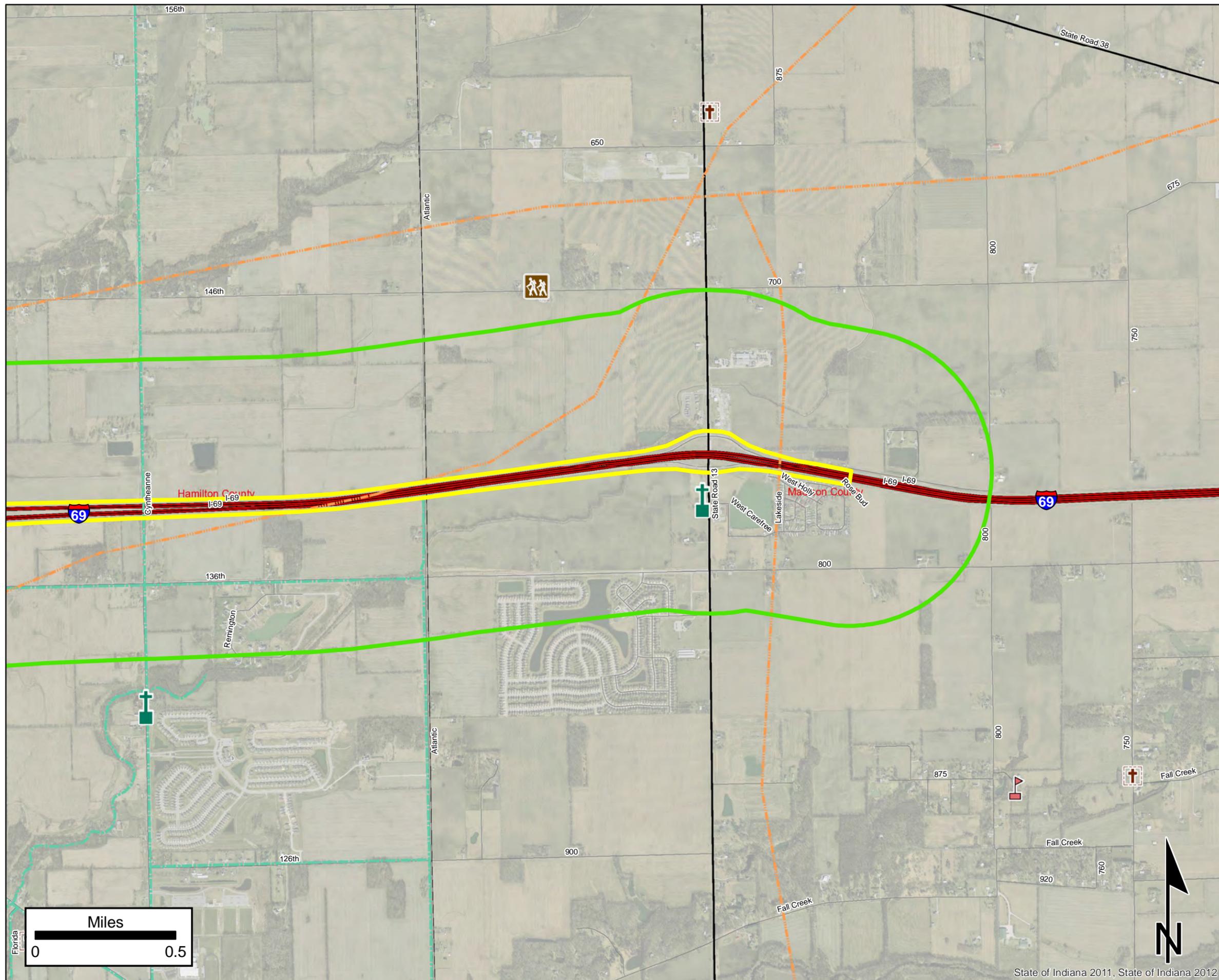


**Infrastructure**  
Map 4: Brooks School Rd to Cyntheanne Rd

- Project Area 1
- Project Area 3
- Half Mile Radius
- Airport
- Cemeteries
- Hospital
- Railroad
- Recreation Facility
- Religious Facility
- Religious Facility Indiana Map
- School
- Trails
- Pipeline
- Managed Lands
- County Boundary
- Interstate
- State
- US
- Local

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**Infrastructure**  
Map 5: Cynthianne Rd to End of Project

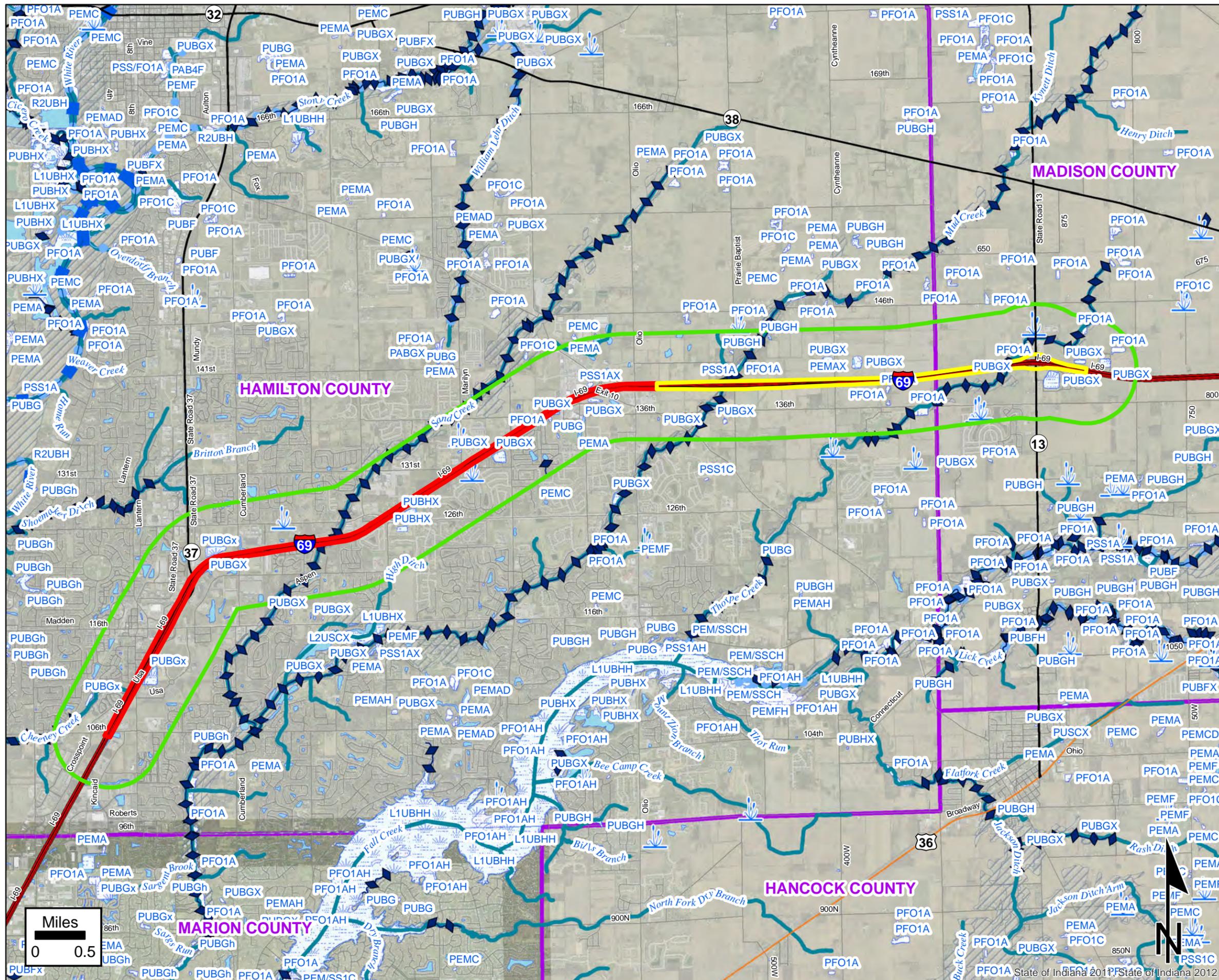
- Project Area 1
- Project Area 3
- Half Mile Radius
- Airport
- Cemeteries
- Hospital
- Railroad
- Recreation Facility
- Religious Facility
- Religious Facility Indiana Map
- School
- Trails
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**Water Resources**  
Map 1: Full Project

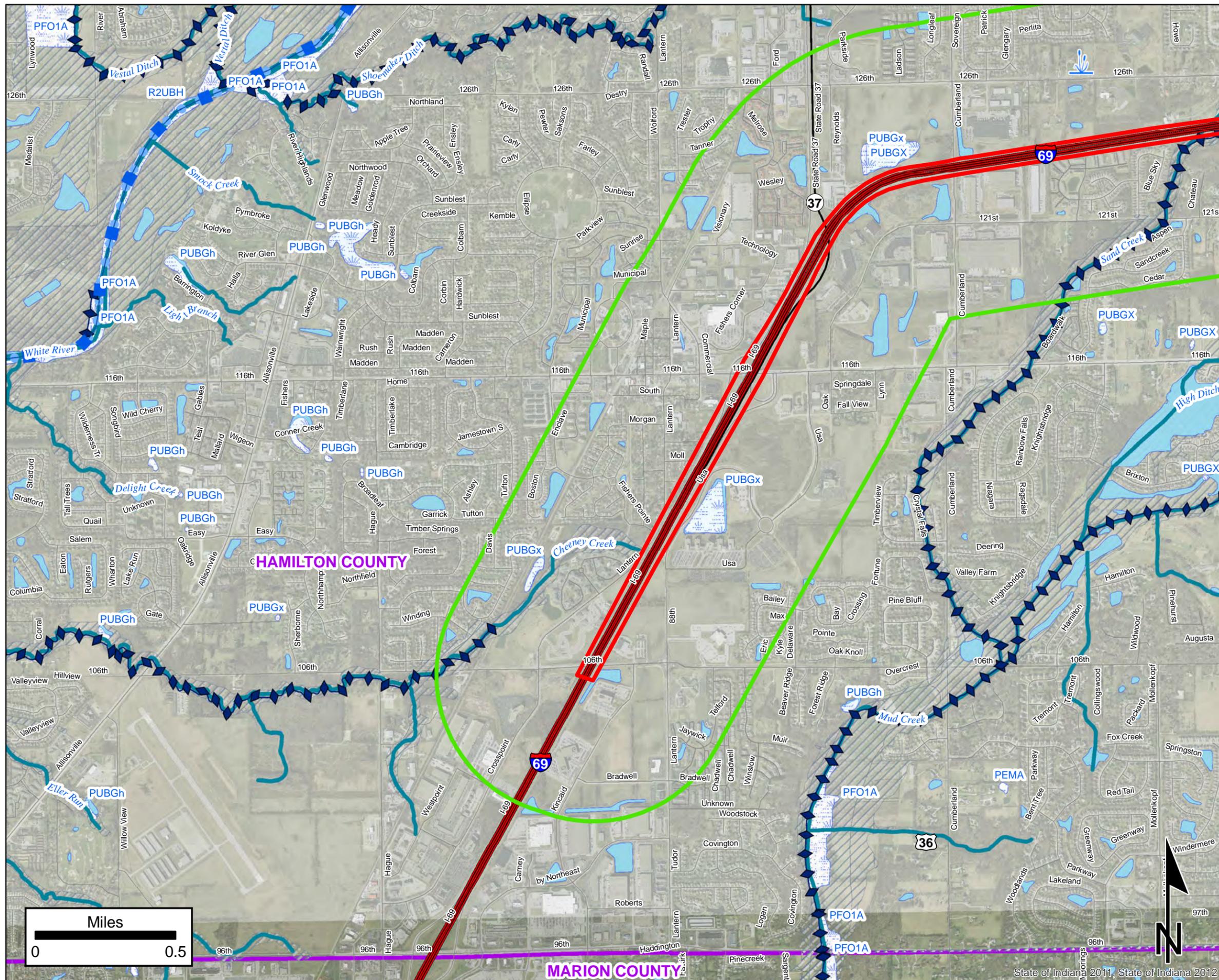
- Project Area 1
- Project Area 3
- Half Mile Radius
- Canal Route - Historic
- Canal Structure - Historic
- NWI Wetland Lines
- NWI Wetland Point
- NWI Wetland Polygons
- Floodplain - DFIRM
- IDEM 303d Listed Rivers and Streams
- Rivers and Streams
- NPS NRI listed
- IDEM 303d Listed Lakes
- Lake
- Cave Entrance Density
- Sinkhole Area
- Sinking-Stream Basin
- Karst Spring
- County Boundary
- Interstate
- State
- US
- Local

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**Map Projection:** UTM Zone 16 N  
**Map Datum:** NAD83

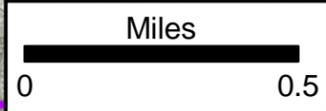
**Des. No. 1383332 & 1383336**

Project 1 (Added travel lanes, from 106th St to 0.5 mi N of Southeastern Parkway/Campus Parkway) & Project 3 (Added travel lanes from 0.5 mi N of Southeastern Parkway/Campus Pkwy to 0.5 mi East of SR 13); Hamilton and Madison Counties



**Water Resources**  
Map 2: Beginning of Project to SR 37

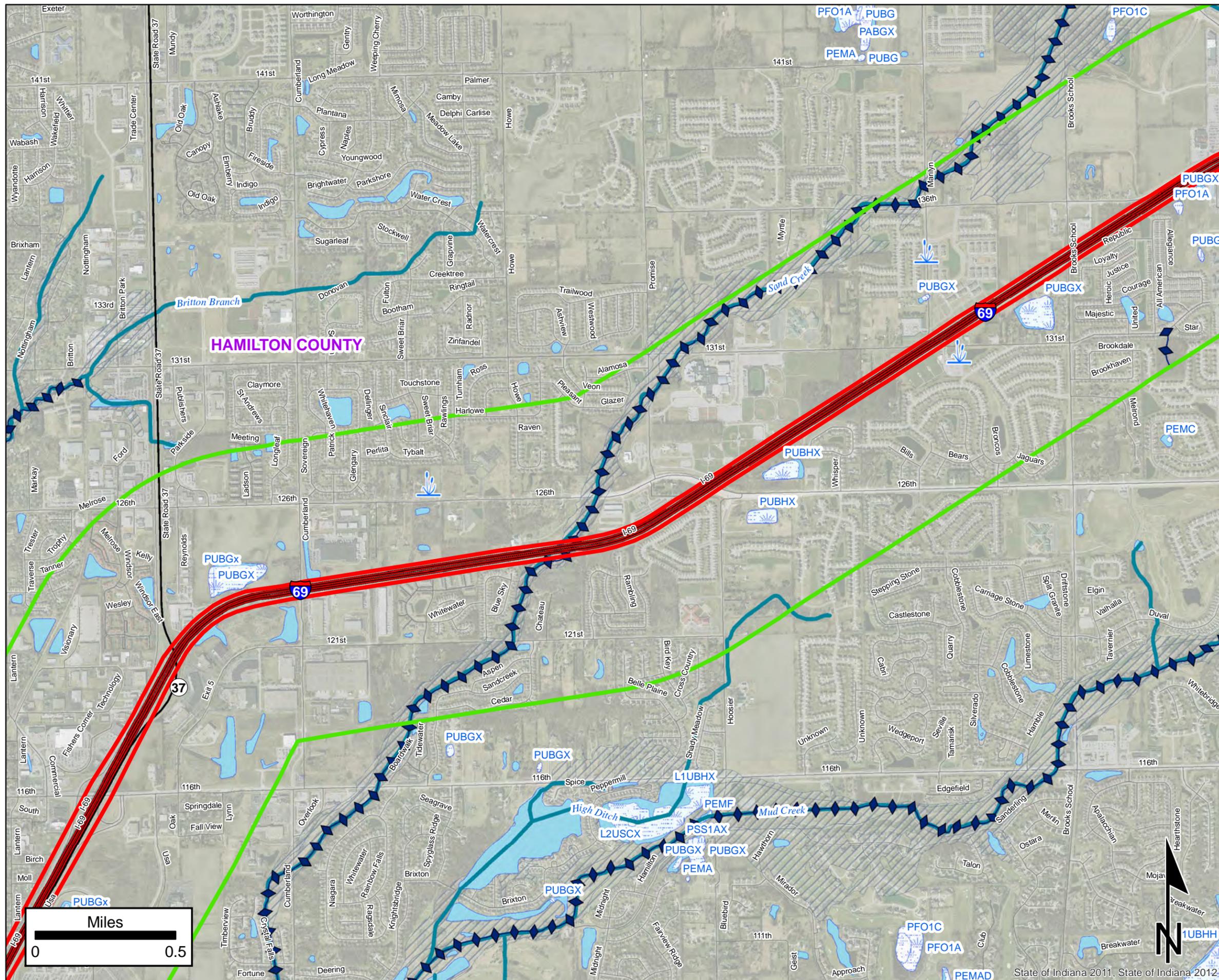
- Project Area 1
- Project Area 3
- Half Mile Radius
- Canal Route - Historic
- Canal Structure - Historic
- NWI Wetland Lines
- NWI Wetland Point
- NWI Wetland Polygons
- Floodplain - DFIRM
- IDEM 303d Listed Rivers and Streams
- Rivers and Streams
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- State
- US
- Local



State of Indiana 2011, State of Indiana 2012

**Des. No. 1383332 & 1383336**

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**Water Resources**  
Map 3: SR 37 to Brooks School Rd

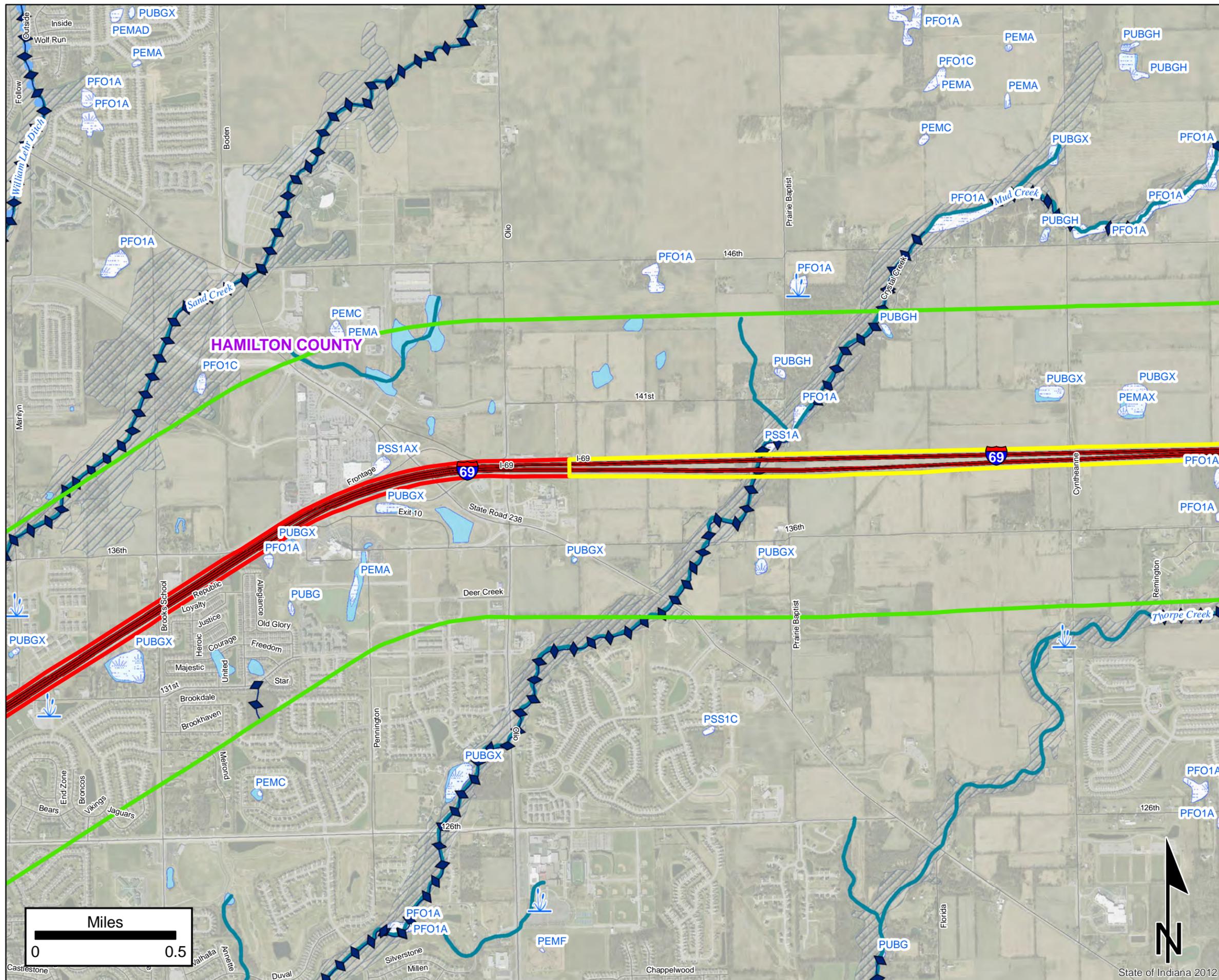
- Project Area 1
- Project Area 3
- Half Mile Radius
- Canal Route - Historic
- Canal Structure - Historic
- NWI Wetland Lines
- NWI Wetland Point
- NWI Wetland Polygons
- Floodplain - DFIRM
- IDEM 303d Listed Rivers and Streams
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**Water Resources**  
Map 4: Brooks School Rd to Cyntheanne Rd

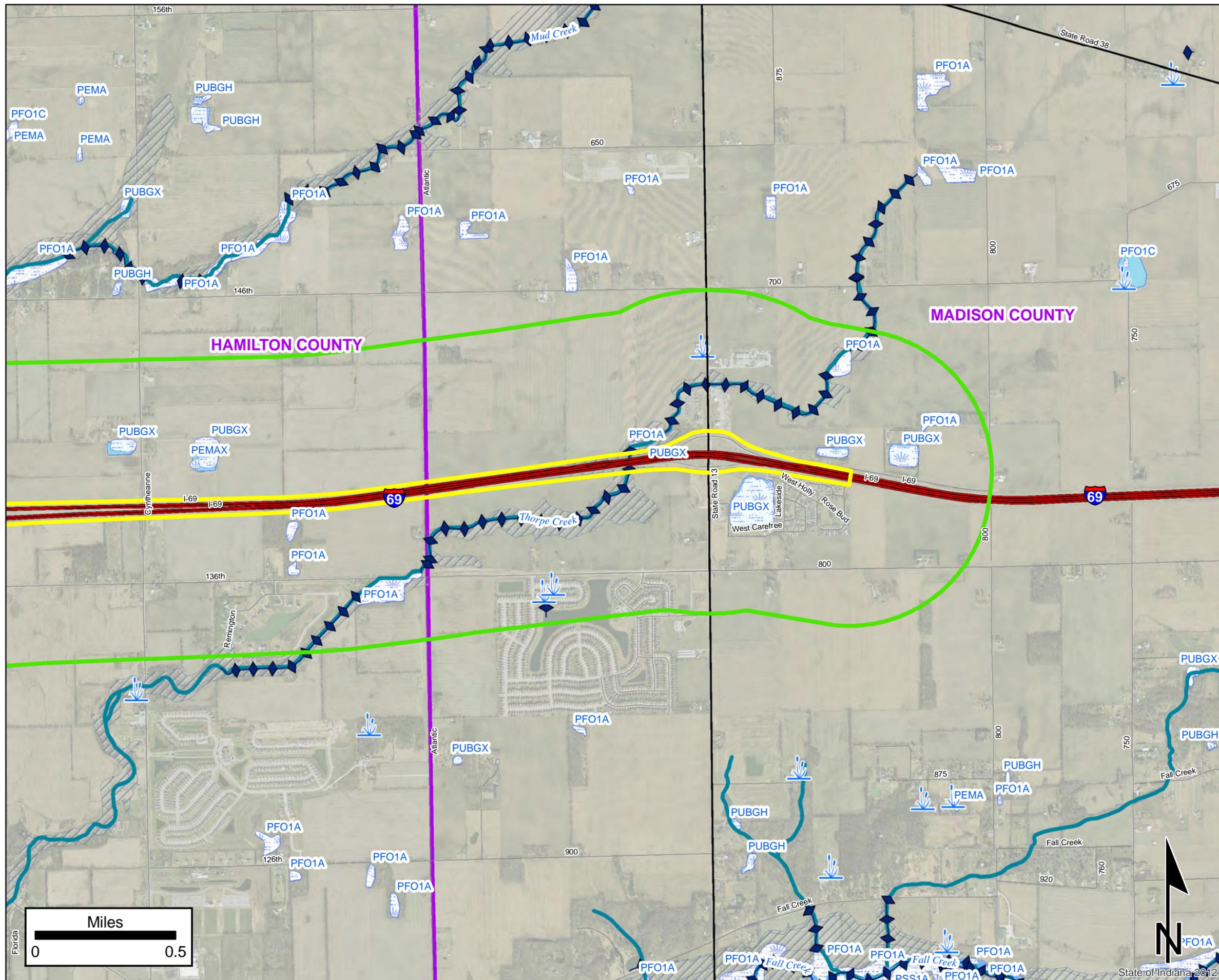
- Project Area 1
- Project Area 3
- Half Mile Radius
- Canal Route - Historic
- Canal Structure - Historic
- NWI Wetland Lines
- NWI Wetland Point
- NWI Wetland Polygons
- Floodplain - DFIRM
- IDEM 303d Listed Rivers and Streams
- Rivers and Streams
- NPS NRI listed
- IDEM 303d Listed Lakes
- Lake
- Cave Entrance Density
- Sinkhole Area
- Sinking-Stream Basin
- Karst Spring
- County Boundary
- Interstate
- State
- US
- Local

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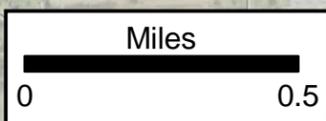
**Des. No. 1383332 & 1383336**

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**Water Resources**  
Map 5: Cyntheanne Rd to End of Project

- Project Area 1
- Project Area 3
- Half Mile Radius
- Canal Route - Historic
- Canal Structure - Historic
- NWI Wetland Lines
- NWI Wetland Point
- NWI Wetland Polygons
- Floodplain - DFIRM
- IDEM 303d Listed Rivers and Streams
- Rivers and Streams
- NPS NRI listed
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- Lake
- Cave Entrance Density
- Sinkhole Area
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- Karst Spring
- County Boundary
- Interstate
- State
- US
- Local

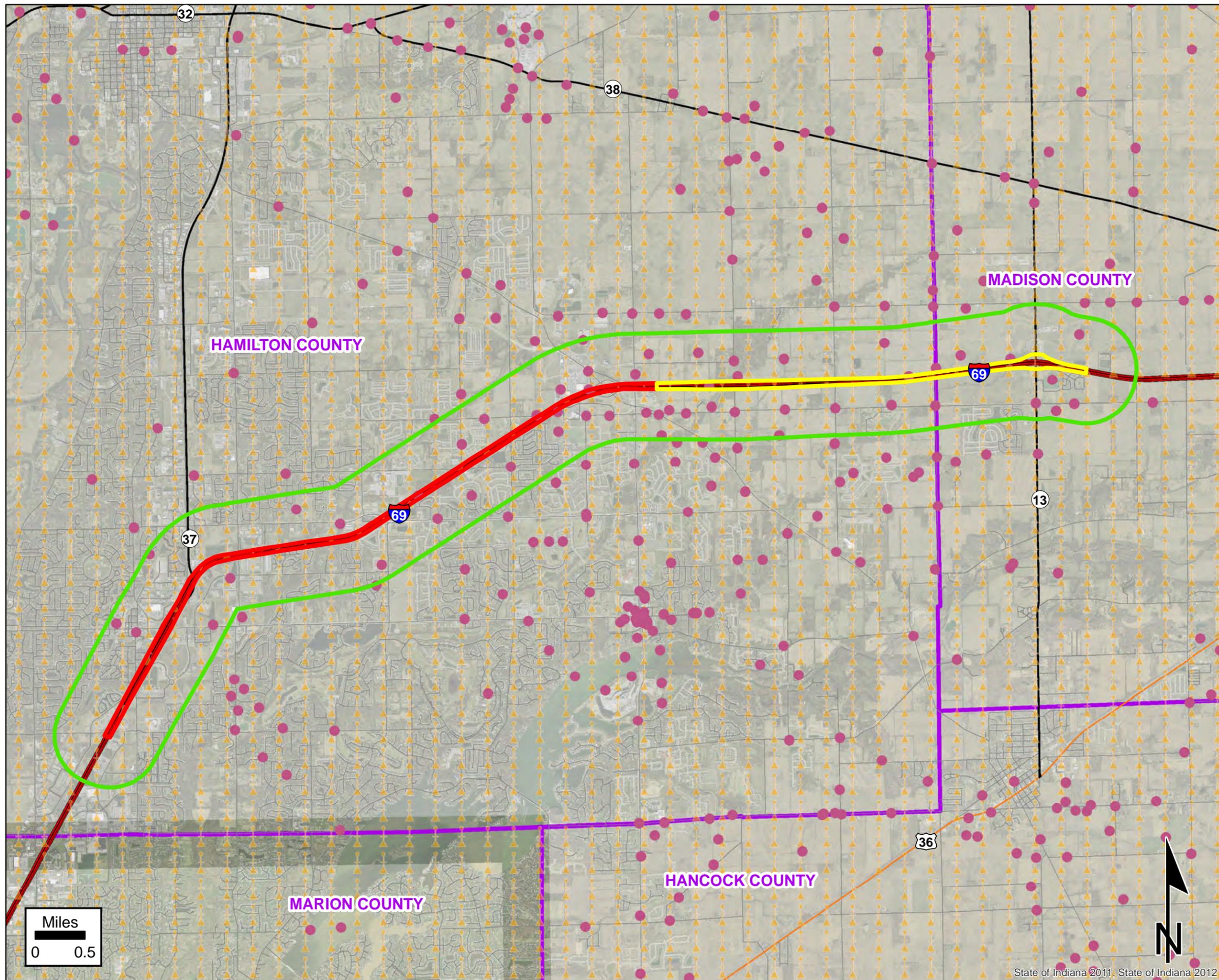


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**Mining/Mineral Exploration**

Map 1: Full Project

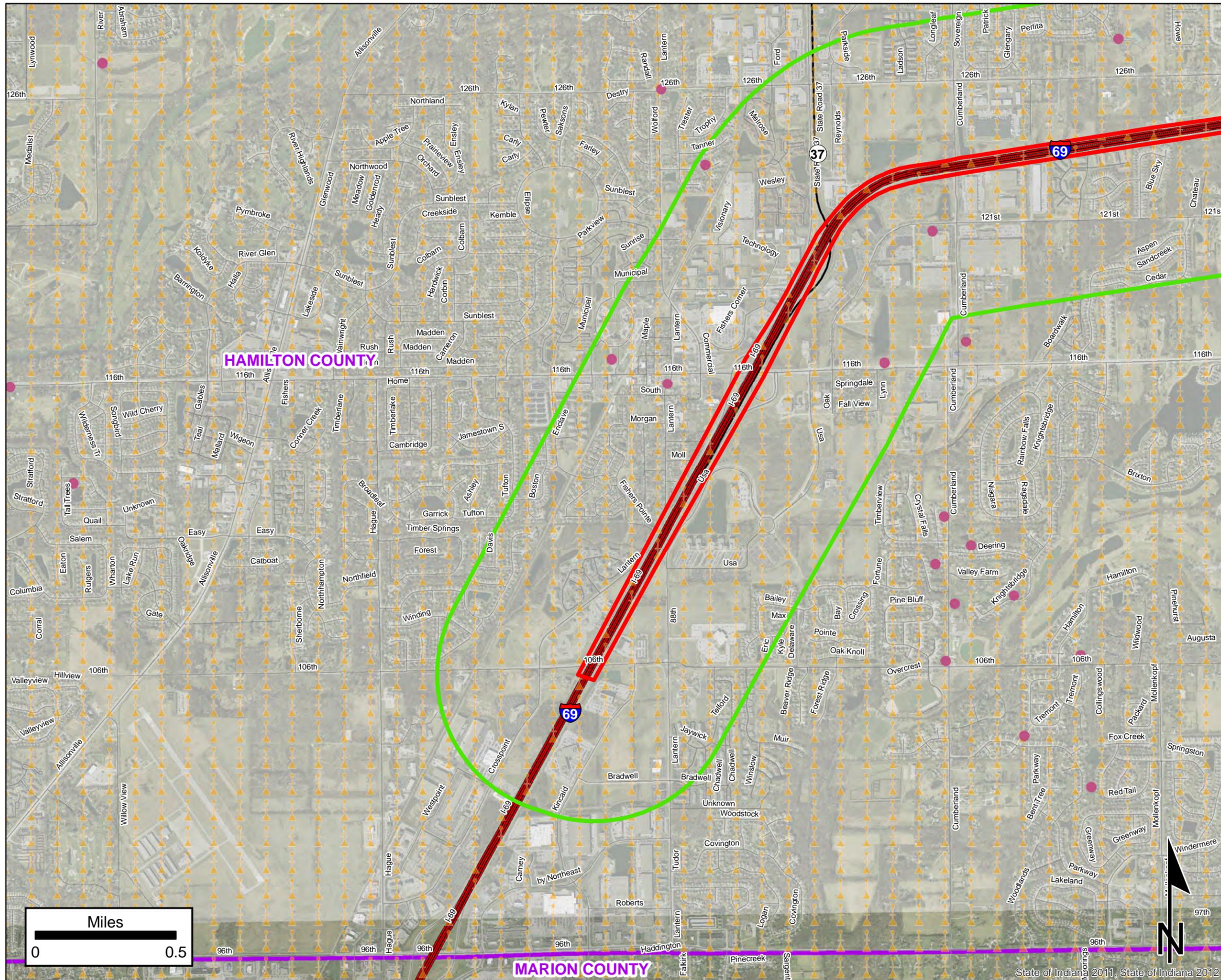
- Project Area 1
- Project Area 3
- Half Mile Radius
- Petroleum Wells
- Petroleum Field
- Mine - Surface
- Mine - Underground
- County Boundary
- Interstate
- State
- US
- Local

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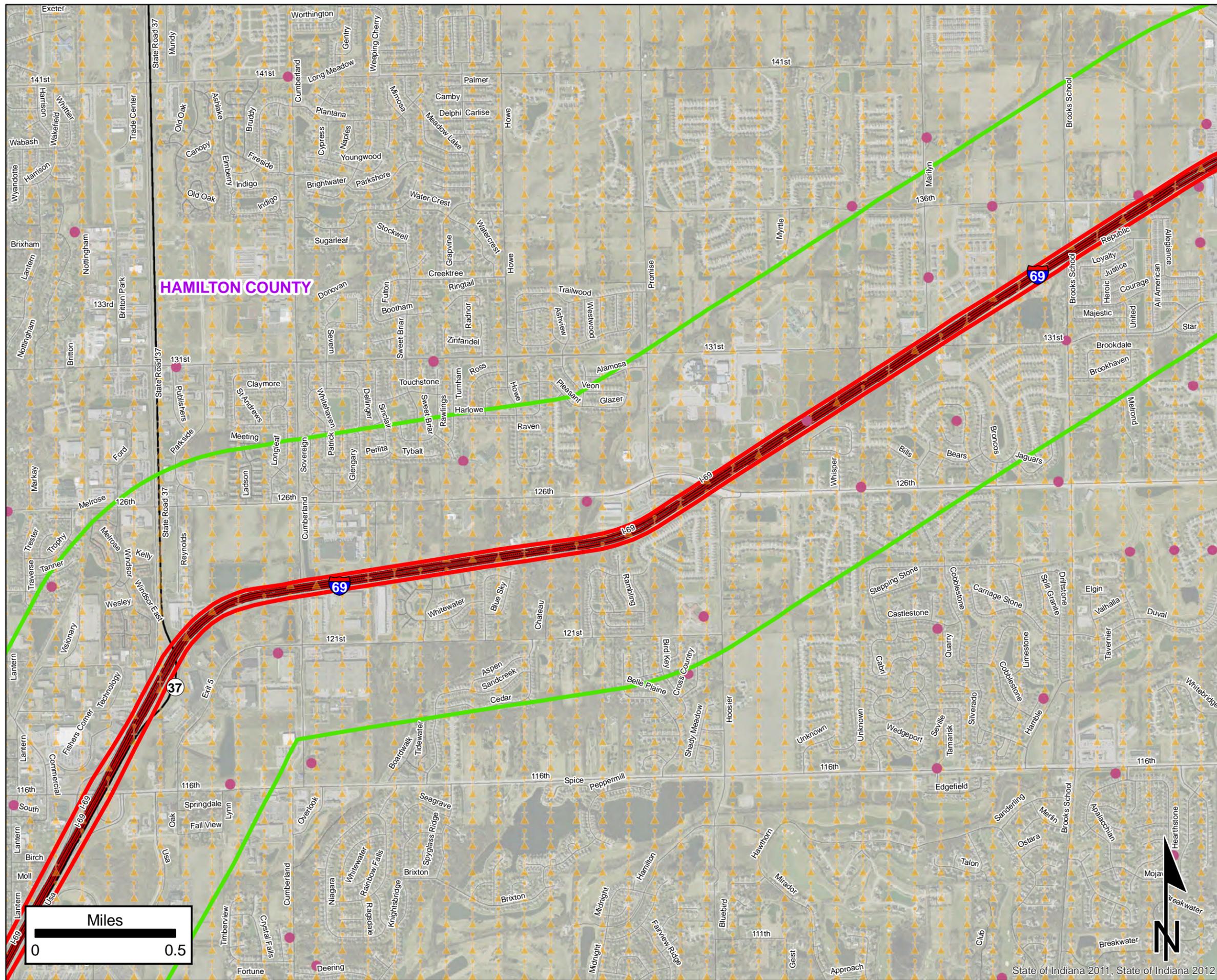


**Mining/Mineral Exploration**  
 Map 2: Beginning of Project to SR 37

- Project Area 1
- Project Area 3
- Half Mile Radius
- Petroleum Wells
- Petroleum Field
- Mine - Surface
- Mine - Underground
- County Boundary
- Interstate
- State
- US
- Local

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**Mining/Mineral Exploration**

Map 3: SR 37 to Brooks School Rd

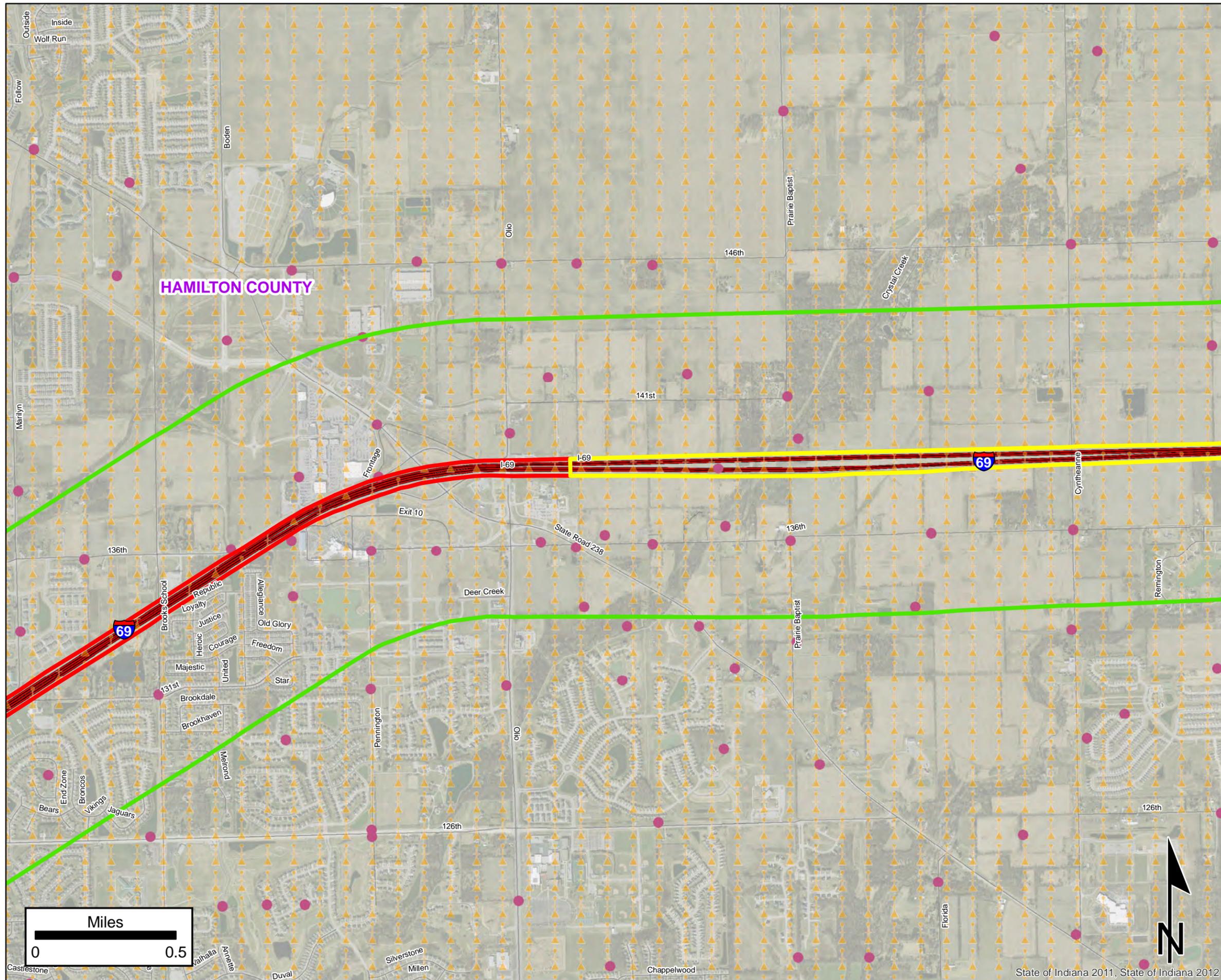
- Project Area 1
- Project Area 3
- Half Mile Radius
- Petroleum Wells
- Petroleum Field
- Mine - Surface
- Mine - Underground
- County Boundary
- Interstate
- State
- US
- Local

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**Des. No. 1383332 & 1383336**

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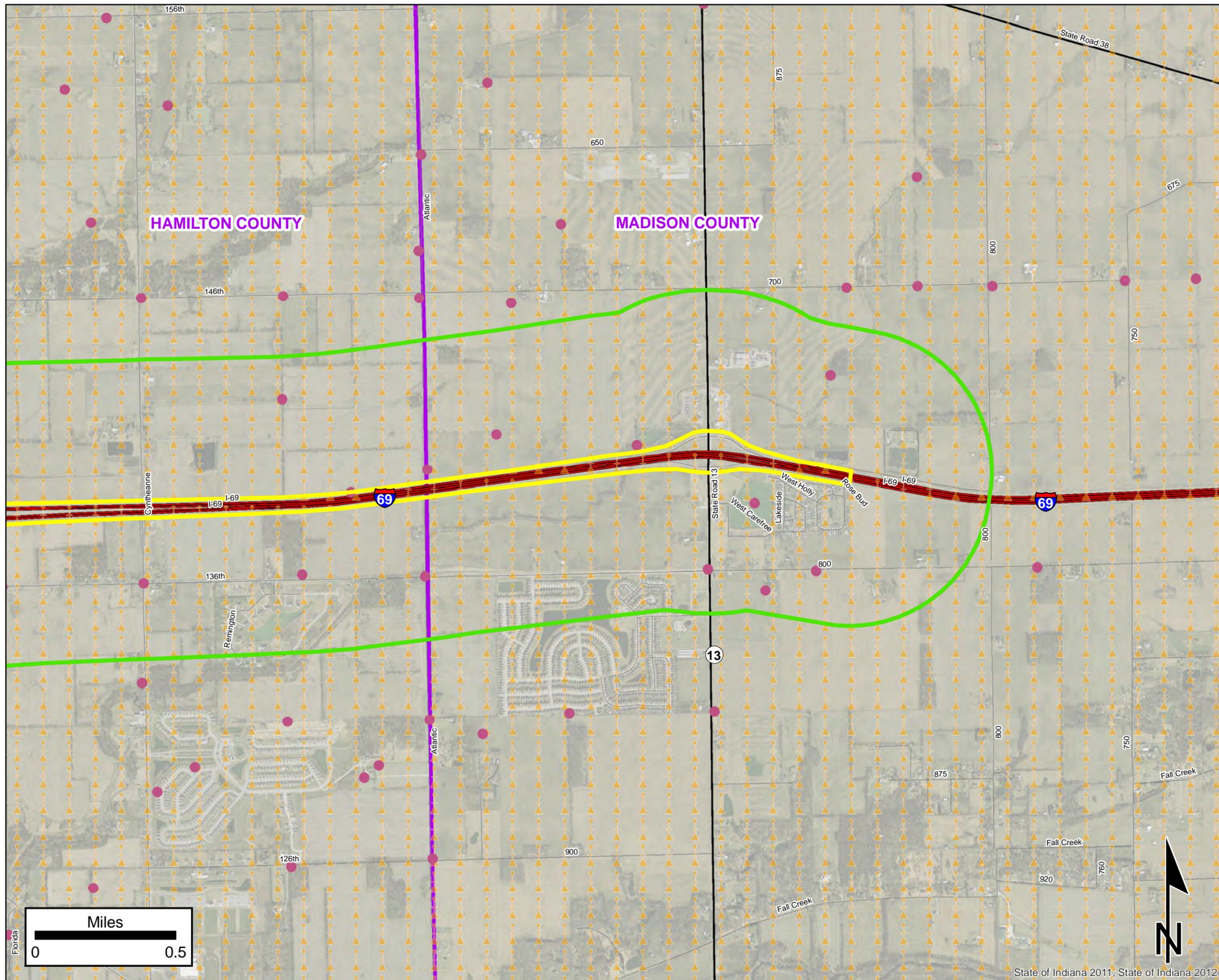


**Mining/Mineral Exploration**  
 Map 4: Brooks School Rd to Cyntheanne Rd

- Project Area 1
- Project Area 3
- Half Mile Radius
- Petroleum Wells
- Petroleum Field
- Mine - Surface
- Mine - Underground
- County Boundary
- Interstate
- State
- US
- Local

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**Des. No. 1383332 & 1383336**

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**Mining/Mineral Exploration**  
 Map 5: Cynthianne Rd to End of Project

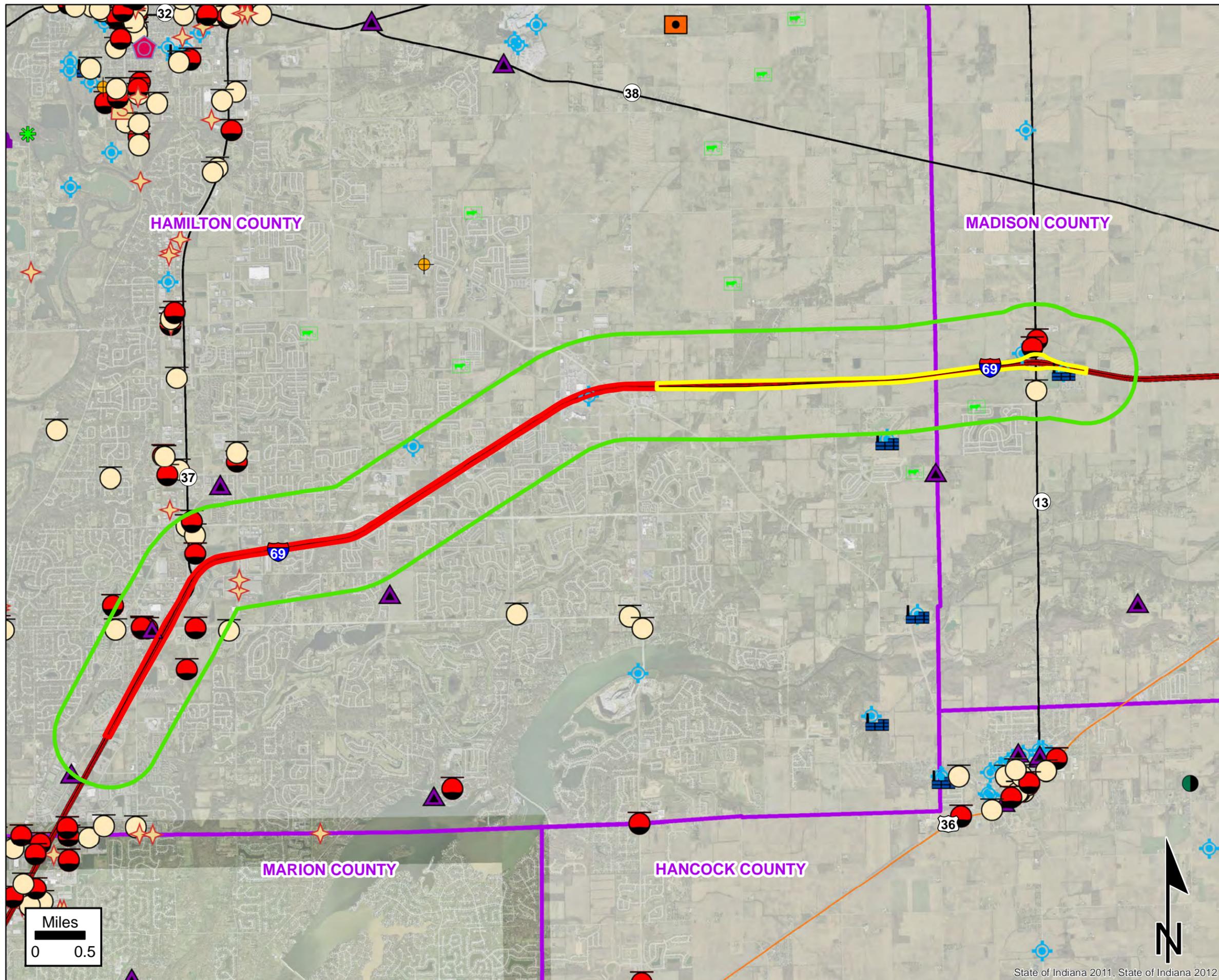
- Project Area 1
- Project Area 3
- Half Mile Radius
- Petroleum Wells
- Petroleum Field
- Mine - Surface
- Mine - Underground
- County Boundary
- Interstate
- State
- US
- Local

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**Hazardous Materials**  
Map 1: Full Project

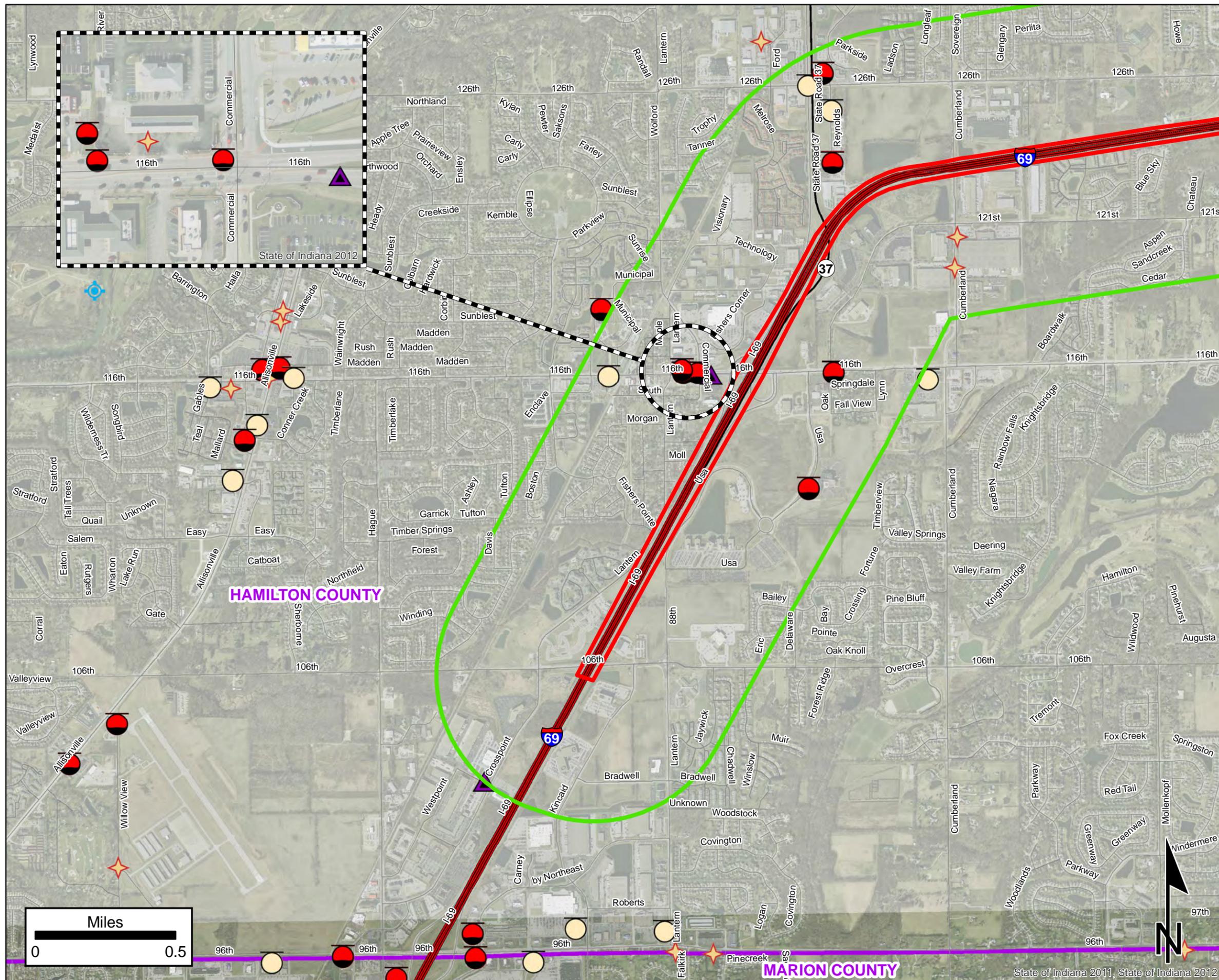
- Project Area 1
- Project Area 3
- Half Mile Radius
- Institutional Controls
- Industrial Waste Site
- Brownfield
- Corrective Action Site (RCRA)
- State Cleanup Site
- Superfund Site
- Voluntary Remediation Program
- Manufactured Gas Plant Site
- Underground Storage Tank
- Leaking Underground Storage Tank
- Confined Feeding Operation
- Septage Waste Site
- Construction/Demolition Waste
- Infectious/Medical Waste Sites
- Lagoon/Surface Impoundment
- Open Dump Site
- Restricted Waste Site
- Solid Waste Landfill
- Tire Waste Site
- Waste Transfer Station
- Waste Treatment, Storage, and Disposal
- NPDES Facilities
- NPDES Pipe Locations
- County Boundary
- Interstate
- State
- US
- Local

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**Hazardous Materials**  
Map 2: Beginning of Project to SR 37

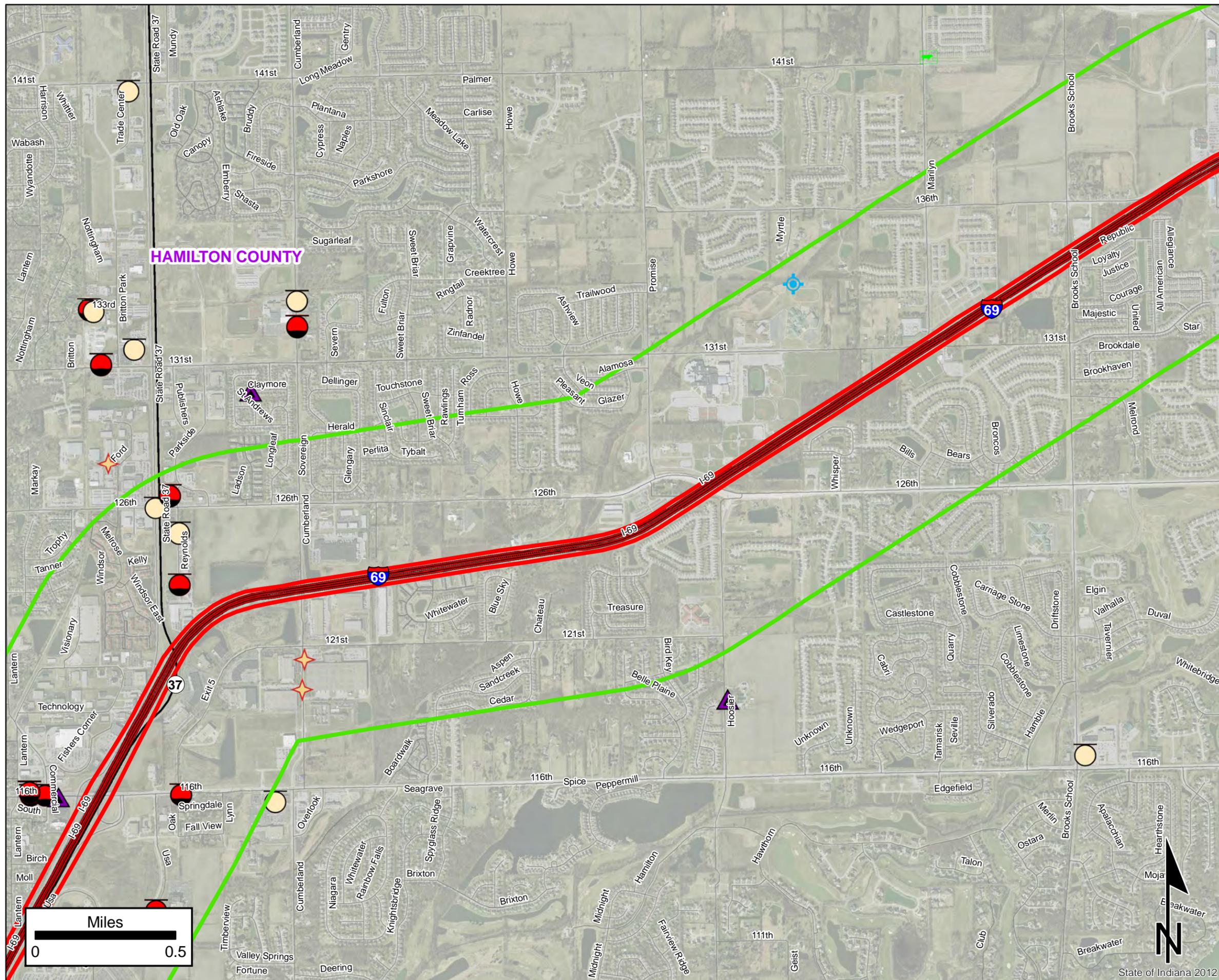
- Project Area 1
- Project Area 3
- Half Mile Radius
- Institutional Controls
- Industrial Waste Site
- ✱ Brownfield
- Corrective Action Site (RCRA)
- State Cleanup Site
- Superfund Site
- Voluntary Remediation Program
- Manufactured Gas Plant Site
- Underground Storage Tank
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- Confined Feeding Operation
- Septage Waste Site
- ◆ Construction/Demolition Waste
- Infectious/Medical Waste Sites
- Lagoon/Surface Impoundment
- Open Dump Site
- Restricted Waste Site
- Solid Waste Landfill
- Tire Waste Site
- Waste Transfer Station
- ★ Waste Treatment, Storage, and Disposal
- NPDES Facilities
- ⊕ NPDES Pipe Locations
- County Boundary
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- State
- US
- Local

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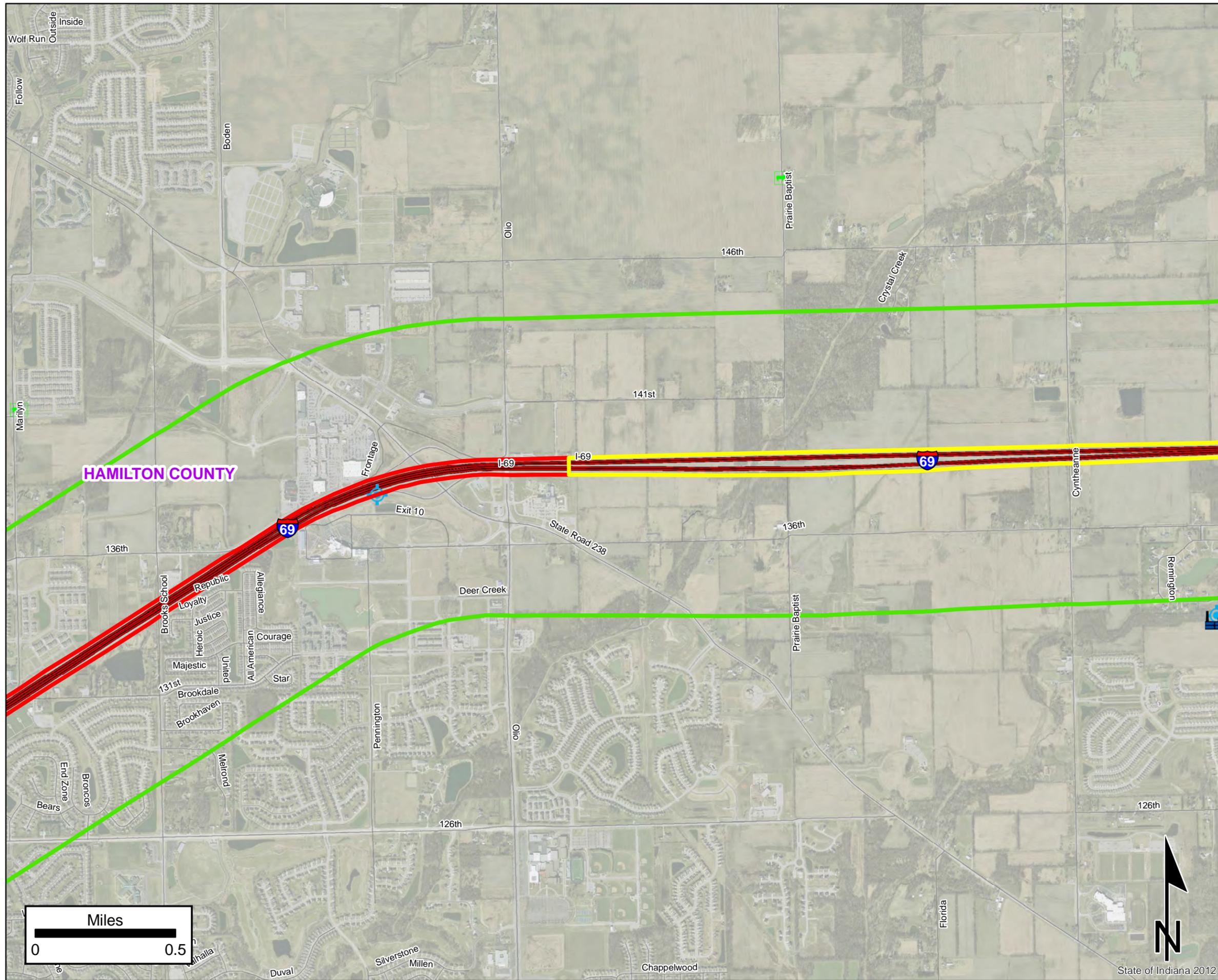


**Hazardous Materials**  
Map 3: SR 37 to Brooks School Rd

- Project Area 1
- Project Area 3
- Half Mile Radius
- Institutional Controls
- ☢ Industrial Waste Site
- ✳ Brownfield
- Corrective Action Site (RCRA)
- ▲ State Cleanup Site
- ★ Superfund Site
- ⬠ Voluntary Remediation Program
- ⊕ Manufactured Gas Plant Site
- Underground Storage Tank
- Leaking Underground Storage Tank
- ☒ Confined Feeding Operation
- Septage Waste Site
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- Open Dump Site
- Restricted Waste Site
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- ⊕ Waste Transfer Station
- ★ Waste Treatment, Storage, and Disposal
- ⬠ NPDES Facilities
- ⊕ NPDES Pipe Locations
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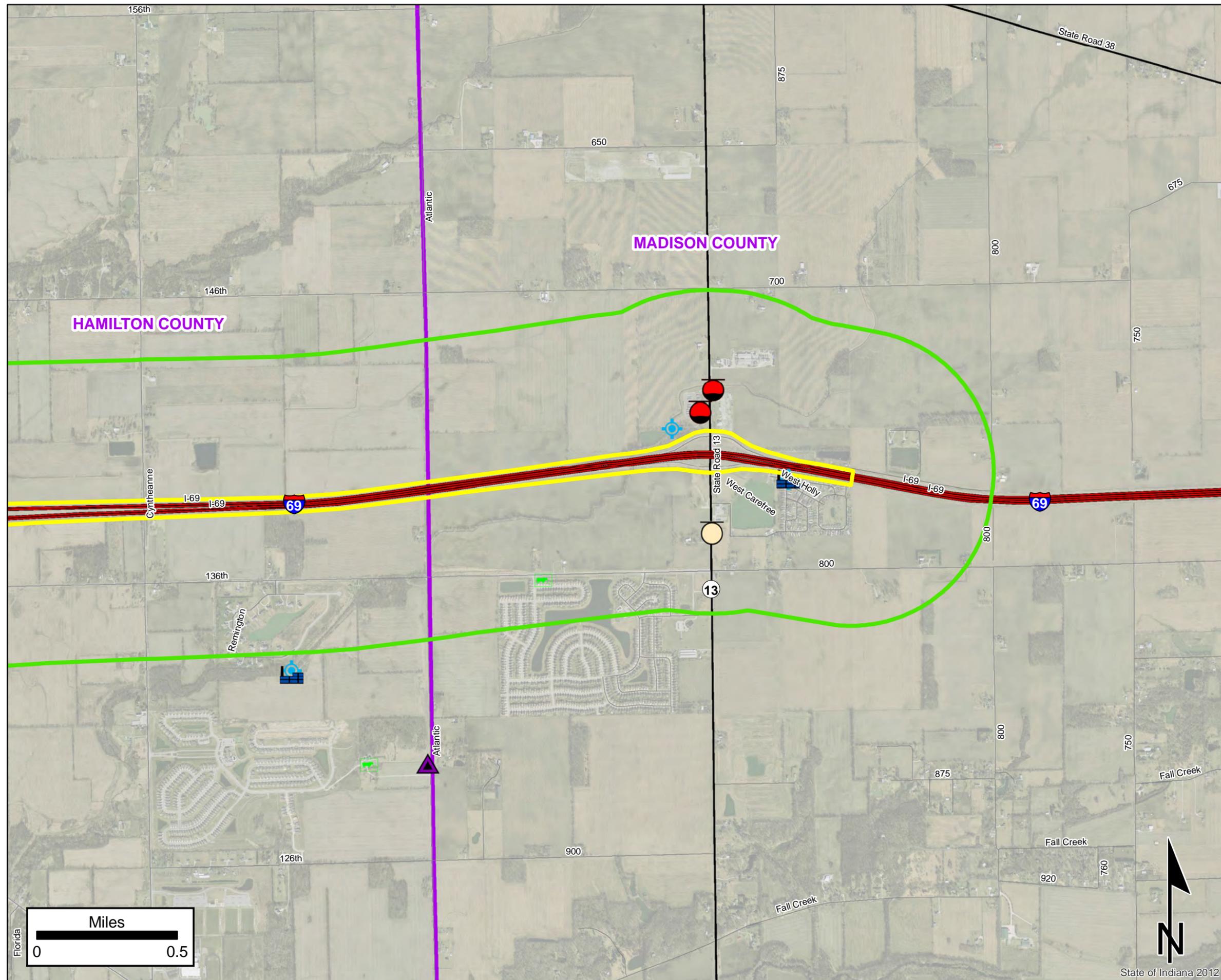
**Hazardous Materials**

Map 4: Brooks School Rd to Cyntheanne Rd

- Project Area 1
- Project Area 3
- Half Mile Radius
- Institutional Controls
- Industrial Waste Site
- Brownfield
- Corrective Action Site (RCRA)
- State Cleanup Site
- Superfund Site
- Voluntary Remediation Program
- Manufactured Gas Plant Site
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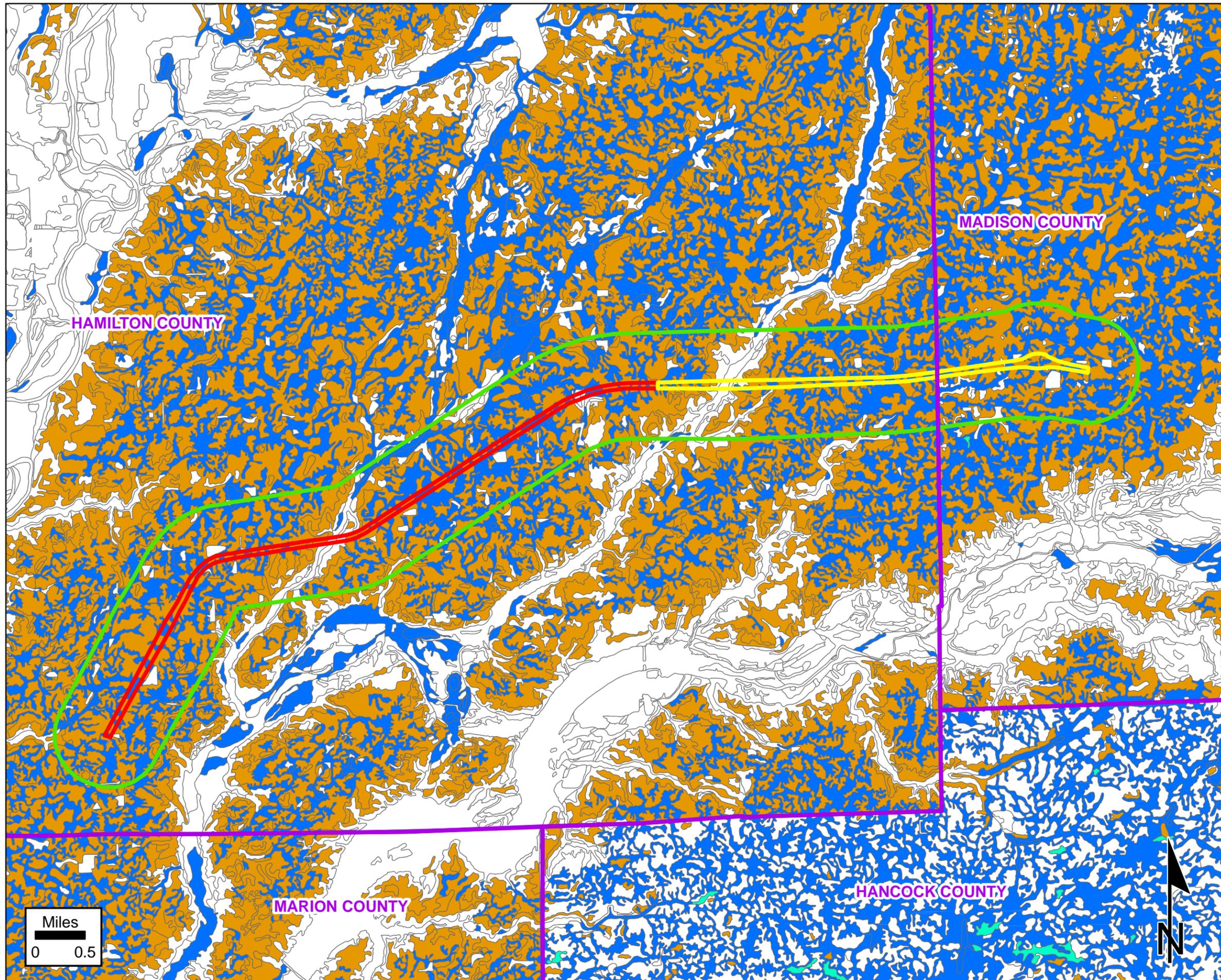
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**Hazardous Materials**  
Map 5: Cynthianne Rd to End of Project

- Project Area 1
- Project Area 3
- Half Mile Radius
- Institutional Controls
- Industrial Waste Site
- Brownfield
- Corrective Action Site (RCRA)
- State Cleanup Site
- Superfund Site
- Voluntary Remediation Program
- Manufactured Gas Plant Site
- Underground Storage Tank
- Leaking Underground Storage Tank
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- Waste Transfer Station
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- NPDES Pipe Locations
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**NRCS Soils**

- Project Area 1
- Project Area 3
- Half Mile Radius
- County Boundary

**SSURGO Soil Unit**

**Hydric Classifications**

- Hydric (100%)
- Predominantly Hydric (66-99%)
- Partially Hydric (33-65%)
- Predominantly Non-hydric (1-32%)
- Not Hydric (0%)
- Interstates
- State Routes
- US Routes

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# Appendix C: Project Area Photographs

	<u>Page(s)</u>
Photograph Location Maps.....	1-3
Project Area Photographs.....	4-14



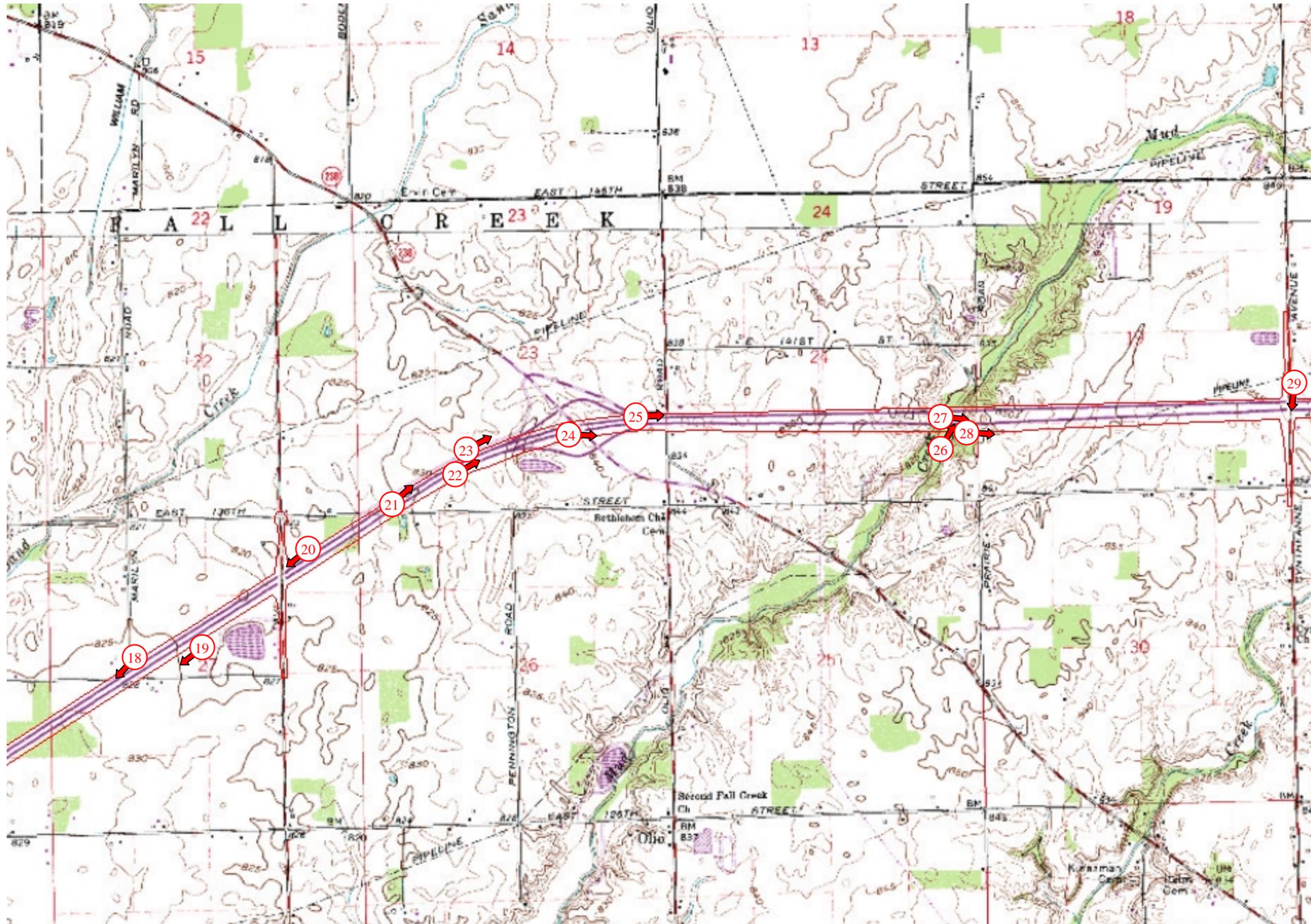






Photo 1: 106<sup>th</sup> Street Bridge over I-69, as viewed on May 8, 2014 (facing northeast). Note the stream in the foreground. This is typical of several stream crossings within the I-69 corridor.



Photo 2: Culvert carrying Cheeney Creek under I-69, as viewed on May 8, 2014 (facing west). Cheeney Creek is a Hamilton County regulated drain.



Photo 3: Concrete-lined stream contained within roadside drainage along I-69, as viewed near Cheeney Creek on May 7, 2017 (facing south).



Photo 4: 116<sup>th</sup> Street Bridge over I-69, as viewed on May 8, 2014 (facing northeast). Note the wetland located within the roadside drainage at this location.



Photo 5: SR 37 Bridge over I-69, as viewed on July 10, 2014 (facing southwest).



Photo 6: View of I-69 and its median near the SR 37 Bridge over I-69, as viewed on July 10, 2014 (facing southwest). Note the wetland contained within the median roadside drainage at this location.



Photo 7: Wetland located outside of roadside drainage along I-69, near the S.R. 37 Bridge over I-69, as viewed on May 8, 2014 (facing southwest).



Photo 8: View of I-69 and its median west of the Cumberland Road Bridge over I-69, as viewed on July 10, 2014 (facing east).



Photo 9: Wetland located outside of roadside drainage along I-69, as viewed near the Cumberland Road Bridge over I-69 on May 12, 2014 (facing southwest).



Photo 10: Typical wetland observed within the median drainage, near the Cumberland Road Bridge over I-69, as viewed on June 10, 2014 (facing southwest).



Photo 11: Cumberland Road Bridge, as viewed on March 14, 2014 (facing west along eastbound I-69).



Photo 12: Typical stream contained within roadside drainage along I-69 near Sand Creek, as viewed on May 12, 2014 (facing east).



Photo 13: Eastbound Bridge over Sand Creek, as viewed on March 14, 2014 (facing northeast). Sand Creek is a Hamilton County regulated drain.



Photo 14: Westbound Bridge over Sand Creek, as viewed on March 14, 2014 (facing east).



Photo 15: Stream crossing under I-69 located north of Sand Creek, as viewed on June 16, 2014 (facing northeast).



Photo 16: 126<sup>th</sup> Street Bridge, as viewed on July 10, 2014 (facing northeast). Note the wetland contained within the median roadside drainage at this location.



Photo 17: Typical wetland located within roadside drainage, near the 126<sup>th</sup> Street Bridge over I-69, as viewed on June 16, 2014 (facing northeast).



Photo 18: Wetland not located within roadside drainage along I-69, approximately 0.5 mile south of Brooks School Road, as viewed on June 18, 2014 (facing southwest).



Photo 19: Typical wetland located within roadside drainage, approximately 0.5 mile south of Brooks School Road, as viewed on June 17, 2014 (facing southwest).



Photo 20: Brooks School Road Bridge, as viewed on March 14, 2014 (facing southwest along westbound I-69).



Photo 21: Wetland located outside of roadside drainage along I-69, as viewed near the Campus Parkway Interchange on June 18, 2014 (facing northeast).



Photo 22: View of I-69 and its median between Campus Parkway and Brooks School Road, as viewed on June 27, 2014 (facing northeast).



Photo 23: Typical wetland located within roadside drainage near the Campus Parkway Interchange, as viewed on June 18, 2014 (facing northeast).



Photo 24: Campus Parkway Bridge over I-69, as viewed on July 10, 2014 (facing east). This photo also shows I-69 and its median at this location.



Photo 25: Olivo Road Bridge, as viewed on July 10, 2014 (facing east). This photo also shows I-69 and its median at this location.



Photo 26: Eastbound Bridge over Mud Creek, as viewed on April 16, 2014 (facing northeast). Mud Creek is a Hamilton County regulated drain.



Photo 27: Westbound Bridge over Mud Creek, as viewed on April 16, 2014 (facing east).



Photo 28: Unnamed tributary contained within roadside drainage along I-69 near Mud Creek, as viewed on June 25, 2014 (facing east).



Photo 29: Cyntheanne Road Bridge, as viewed on April 16, 2014 (facing south across I-69).



Photo 30: View of I-69 and its median from the Cyntheanne Road Bridge over I-69, as viewed on March 14, 2014 (facing west).



Photo 31: View of I-69 and its median near the Cyntheanne Road Bridge over I-69, as viewed on June 27, 2014 (facing east). Note the wetland contained within the median roadside drainage at this location.



Photo 32: John Underwood Drain crossing under I-69 (Hamilton County regulated drain), as viewed on June 25, 2014 (facing north).



Photo 33: Typical stream contained within roadside drainage along I-69 near John Underwood Drain, as viewed on June 26, 2014 (facing east).



Photo 34: Typical wetland observed within median drainage, approximately 0.25 mile west of Thorpe Creek, as viewed on June 27, 2014 (facing south).



Photo 35: View of Eastbound Bridge over Thorpe Creek, as viewed on March 14, 2014 (facing northwest). Thorpe Creek is a Madison County regulated drain.



Photo 36: View of the Westbound Bridge over Thorpe Creek, as viewed on March 14, 2014 (facing northwest).



Photo 37: View of the Eastbound/Westbound Bridges over S.R. 13, as viewed on April 16, 2014 (facing east).



Photo 38: View of the Westbound Bridge over S.R. 13, as viewed on April 16, 2014 (facing south).



Photo 39: Hillslope wetland within the S.R. 13 Interchange, as viewed on June 27, 2014 (facing southeast).



Photo 40: Hillslope wetland within the S.R. 13 Interchange, as viewed on June 27, 2014 (facing northwest).



Photo 41: Typical wetland located within roadside drainage near the S.R. 13 Interchange, as viewed on June 27, 2014 (facing east).



Photo 42: View of I-69 and its median near the project terminus, approximately 0.5 mile east of the S.R. 13 Interchange, as viewed on June 27, 2014 (facing east).

# Appendix D: Early Coordination

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September 4, 2014

«Name»  
«Position»  
«Agency»  
«Address\_1»  
«Address\_3»  
«City», «State» «Zip»

Re: Des. Nos.: 1383332 & 1383336  
Description: I-69 Interstate Expansion  
Project 1 (Added travel lanes, from 106<sup>th</sup> St to 0.5 mi N of Campus Parkway)  
& Project 3 (Added travel lanes from 0.5 mi N of Campus Parkway to 0.5 mi  
East of SR 13); Hamilton & Madison Counties, Indiana

Dear «Prefix»,

The Indiana Department of Transportation (INDOT) is planning an I-69 Interstate Expansion from 106<sup>th</sup> Street in Fishers to Exit 226 (SR 9 & 109 in Anderson), in Hamilton and Madison Counties. This expansion has been broken into multiple projects with independent utility and logical termini. Environmental analysis is being conducted for Project 1 (Des. No. 1383332), from 106<sup>th</sup> Street to 0.5 mi N of Campus Parkway, and Project 3 (Des. No. 1383336), from 0.5 mi N of Campus Parkway to 0.5 mi East of SR 13. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with these projects. Please use the above designation numbers and descriptions in your reply. We will incorporate your comments into a study of the projects' environmental impacts.

**Purpose and Need:** The need for these projects stems from traffic congestion issues that currently exist on these segments of I-69. Traffic data was analyzed using Highway Capacity Manual methodology in Highway Capacity Software (HCS). The data was collected by INDOT in 2011, and a 1.5% per year growth rate was applied to forecast the traffic for 2013 ("current year") and 2033 ("design year"). The adjusted and balanced data was then used to produce results in Level of Service (LOS). LOS is a rating for traffic congestion with LOS A being the least delay and LOS F being the most delay. I-69 between Exit 205 and SR 38 is currently operating at LOS E, which is characterized as "unstable flow". In 2033, I-69 from Exit 205 to SR 13 is predicted to experience "forced flow" (LOS F). This is likely to appear in the form of queuing upstream of ramp junctions (southbound at SR 13 in the AM peak hours and northbound at Exit 210 in the PM peak hours). I-69 is considered to be urban to Exit 210 from the south and rural from Exit 210 to the north, which means the minimally acceptable LOS's are D and C, respectively. The results show unacceptable LOS for both existing and future traffic in each direction for this section of I-69.

The purpose of these projects is to improve overall traffic operation by reducing congestion on this segment of I-69.

**Existing Conditions:** The existing cross section of I-69 from Exit 205 to 0.5 mi E of SR 13 has 2 travel lanes in each direction. The northbound cross section of 3 lanes in each direction ends at Cumberland Rd. The southbound 3-lane section starts with the southbound SR 37 entrance ramps. A pavement resurfacing project (Des. No. 0900053) has recently been completed for this segment of I-69. The pavement condition in this area will be determined by INDOT Pavement Design and the ultimate decision on the level of pavement work required for the project will depend on the condition of the pavement.

**Proposed Projects:****Project 1: I-69 from 106<sup>th</sup> Street to 0.5 mile north of Campus Parkway, Hamilton County**

The project would construct additional lanes from Exit 205 (116<sup>th</sup> Street and SR 37 in Fishers) to Exit 210 (Campus Parkway) in the form of median travel lanes. An outside auxiliary lane would be added on southbound I-69 from 106<sup>th</sup> Street to 116<sup>th</sup> Street. Existing pavement would be resurfaced. The cross section would have a 10-foot paved inside shoulder and a 10-foot paved outside shoulder. Double-sided guardrail would be installed. All mainline bridges would be widened in the median. There would be work on the overhead structure at Cumberland Road. The structure at Brooks School Road over I-69 would have the bridge deck replaced. The overhead structure at 126<sup>th</sup> St would require no additional work. The interchange at Exit 210 would be modified as part of a separate project (Project 2). All small structures will be evaluated to determine if rehabilitation or replacement is necessary. Detention would likely be required at all legal drains. All detention basins would be constructed within existing right-of-way.

**Project 3: I-69 from 0.5 mile north of Campus Parkway to 0.5 mile east of SR 13, Hamilton and Madison Counties**

The project would construct additional lanes from Exit 210 to SR 13 in the form of median travel lanes. Existing pavement would be resurfaced. The cross section would have a 10-foot paved inside shoulder and a 10-foot paved outside shoulder. Double-sided guardrail would be installed in most areas, though not in wide median areas. All mainline bridges would be widened in the median. The overhead structures at Olio Road and Cyntheanne Road would require no additional work. The pavement on SR 13 under I-69 would be lowered to provide adequate bridge clearance. All small structures will be evaluated to determine if rehabilitation or replacement is necessary. Detention would likely be required at all legal drains within Hamilton County. Detention is not expected to be required in Madison County. All detention basins would be constructed within existing right-of-way.

**Right-of-Way (ROW):** No new ROW would be required for either project.

**Environmental Concerns:** Four U.S. Geological Survey (USGS) blue-lined streams (Cheeney Creek, Sand Creek, Mud Creek, and Thorpe Creek) lie within or adjacent to the project areas. Information from the National Wetland Inventory (NWI) map shows seven NWI points and thirty-six NWI-wetland polygons within a half-mile radius of the project areas; however, all are located outside of the projects limits. Three NWI line segments lie within the project area (along Sand Creek, Mud Creek, and Thorpe Creek). Several lakes lie adjacent to the projects limits. However, no lakes are expected to be impacted by the proposed projects. Four floodplains (Cheeney Creek, Sand Creek, Mud Creek, and Thorpe Creek) lie within a half-mile radius of the project areas. The Cheeney Creek Floodplain lies outside of the project areas and will not be impacted by the proposed projects. The other 3 floodplains lie within the project areas. See the attached Water Resources Map, Attachment A-5, for the NWI and FEMA layers. According to the Soil Survey Geographic (SSURGO) Database for Hamilton and Madison Counties, Indiana, majority of the project areas lie within nationally listed hydric soils (see Soils Map, Attachment A-8).

Project 1 is located along an urbanized section of I-69, with land use within vicinity of the project consisting primarily of residential and commercial properties. Project 3 is located along a more rural section of I-69, with land use within vicinity of the project consisting primarily of agricultural properties. Four religious facilities, thirteen recreational facilities, two hospitals, and seven schools lie within a half-mile radius of the projects, but outside of the projects limits.

Waters investigations, including wetland delineations, were conducted from May through July, 2014 by Parsons environmental staff to evaluate possible environmental impacts within the project areas. Coordination is ongoing with the U.S. Army Corps of Engineers and the Indiana Department of Environmental Management (IDEM). A waters report will be completed, and all applicable permits will

be applied for and acquired before construction can begin. See Attachment B for Project Area Photographs.

These projects are Type I projects, and therefore Noise Analyses are currently being conducted to determine traffic noise levels, potential noise impacts, and the feasibility of traffic noise mitigation. If any facilities are determined to have traffic noise impacts, noise abatement measures will be considered and appropriate measures constructed to mitigate for these impacts. An Air Quality Analysis is currently being conducted as well. The results of this analysis will be included in the environmental document prepared for these projects.

Parsons will continue to work in coordination with the INDOT Ecology and Waterway Permitting Office to determine the presence and impacts to ecological resources. The projects are currently being investigated for archaeological and historic resources for compliance with Section 106 regulations. The results of these investigations will be forwarded to the State Historic Preservation Officer for review and concurrence.

Please respond with your comments on any environmental impacts associated with these projects. **Should we not receive your response within thirty (30) calendar days from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project.** However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please contact me at (317) 616-4663 or via e-mail at Daniel.J.Miller@Parsons.com. Thank you in advance for your input.

Sincerely,



Daniel J. Miller  
Senior Environmental Planner

Attachments: Attachment A: Graphics  
Attachment B: Project Area Photographs

**The following agencies received Early Coordination Letters:**

Indiana Department of Transportation  
Office of Aviation  
Room N955, IGC North  
100 North Senate Avenue  
Indianapolis, IN 46204

Indiana Department of Transportation  
Manager, Public Involvement  
Room N642, IGC North  
100 North Senate Avenue  
Indianapolis, IN 46204

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

Field Environmental Officer  
Chicago Regional Office  
US Department of Housing and Urban Development  
Metcalf Federal Building  
77 West Jackson Boulevard, Room 2401  
Chicago, IL 60604

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

State Conservationist  
Natural Resources Conservation Service  
6013 Lakeside Blvd.  
Indianapolis, IN 46278

Environmental Coordinator  
Indiana Department of Natural Resources  
Division of Fish and Wildlife  
Room W264, IGC South  
402 West Washington Street  
Indianapolis, IN 46204-2641

Indiana Geological Survey  
611 North Walnut Grove  
Bloomington, IN 47405  
(Electronic Coordination)

Fishers Town Council  
1 Municipal Drive  
Fishers, IN 46038

Field Supervisor  
U.S. Fish & Wildlife Service  
Bloomington Field Office  
620 South Walker St.  
Bloomington, IN 47403

Federal Highway Administration  
Room 254, Federal Office Building  
575 North Pennsylvania Street  
Indianapolis, IN 46204

Indiana Department of Environmental Management  
100 N. Senate Avenue  
Indianapolis, IN 46204  
(Electronic Coordination)

Hamilton County Commissioners  
1 Hamilton County Sq.  
Suite 157  
Noblesville, IN 46060

Hamilton County Council Members  
1 Hamilton County Sq.  
Suite 157  
Noblesville, IN 46060

Hamilton County Drainage Board  
1 Hamilton County Sq.  
Suite 188  
Noblesville, IN 46060

Hamilton County Engineer  
1700 S 10th St  
Noblesville, IN 46060

Hamilton County Surveyor  
1 Hamilton County Sq.  
Suite 188  
Noblesville, IN 46060

Indianapolis MPO  
200 East Washington Street  
Suite 1922  
Indianapolis, IN 46204

Madison County Commissioners  
16 East Ninth Street #204  
Anderson, IN 46016

Madison County Drainage Board  
16 East Ninth Street #204  
Anderson, IN 46016

Madison County Surveyor  
16 East Ninth Street #204  
Anderson, IN 46016

Fishers Elementary School  
11442 Lantern Road  
Fishers, IN 46038

Indianapolis Metropolitan Airport  
9913 Willow View Road  
Fishers, IN 46038

## Miller, Daniel J

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**From:** Hippensteel, Beth [BHippensteel@dnr.IN.gov]  
**Sent:** Monday, September 08, 2014 1:41 PM  
**To:** Miller, Daniel J  
**Subject:** ER-17818, Hamilton and Madison Counties

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Mr. Miller:

This is a standard informational email in response to your request for an Environmental Review, which was received on September 4, 2014 for the following project:

I-69 Interstate Expansion:

- 1) Project 1 (Added travel lanes, from 106th Street to 0.5 miles north of Campus Parkway); Des. #1383332;
- 2) Project 3 (Added travel lanes from 0.5 miles north of Campus Parkway to 0.5 miles east of SR 13); Des. #1383336

We would like you to know that the review is in process and a formal response will be forthcoming. Please refer to the ER number in the subject line on all future correspondence regarding this project.

Please note that you can submit future requests electronically to the following email address:

[environmentalreview@dnr.in.gov](mailto:environmentalreview@dnr.in.gov).

If you have any questions or comments, please contact Christie Stanifer, Environmental Coordinator, at 317-232-8163 or [cstanifer@dnr.in.gov](mailto:cstanifer@dnr.in.gov), or to check on the status of a review, please contact Beth Hippensteel at: [bhippensteel@dnr.in.gov](mailto:bhippensteel@dnr.in.gov), or at 317-234-1092.

Christie Stanifer  
Environmental Coordinator  
Indiana Department of Natural Resources  
Division of Fish and Wildlife  
402 West Washington St, Room W273  
Indianapolis, IN 46204-2781  
(317) 232-8163  
Fax: (317) 232-8150

**THIS IS NOT A PERMIT**

**State of Indiana**  
**DEPARTMENT OF NATURAL RESOURCES**  
**Division of Fish and Wildlife**  
**Early Coordination/Environmental Assessment**

**DNR #:** ER-17827

**Request Received:** September 9, 2014

**Requestor:** Parsons  
Daniel J Miller  
101 West Ohio Street, Suite 2121  
Indianapolis, IN 46204

**Project:** I-69 Interstate Expansion: Project 2 - Interchange Modification at Exit 210 (Campus Parkway); Des. #1383489

**County/Site info:** Hamilton - Madison

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

If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary.

**Regulatory Assessment:** Formal approval by the Department of Natural Resources under the regulatory programs administered by the Division of Water is not required for this project.

**Natural Heritage Database:** The Natural Heritage Program's data have been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

**Fish & Wildlife Comments:** We were not able to adequately assess impacts to fish, wildlife, and botanical resources resulting from the project with the information provided. It appears that the majority of impacts will occur in existing median areas and at existing bridge and crossing structures. No site specific impacts were detailed in the information submitted for review. Impacts of concern to the Division of Fish and Wildlife include impacts to forested areas, wetlands, streams, and rivers. The information provided indicated that these resources were still being assessed. As project plans develop, we recommend submitting more information for further review.

**Contact Staff:** Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife  
Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.



**Date:** October 1, 2014

Christie L. Stanifer  
Environ. Coordinator  
Division of Fish and Wildlife

## Miller, Daniel J

---

**From:** Miller, Daniel J  
**Sent:** Friday, October 24, 2014 2:05 PM  
**To:** 'Hippensteel, Beth'; 'Stanifer, Christie'  
**Subject:** RE: Response letter for ER-17827, Hamilton and Madison Counties  
**Attachments:** ENV Plans 10-23-14 (reduced).pdf

**Importance:** High

Christie,

In the response letter from October 1, 2014, you requested more information be provided as plans developed.

Attached are the most current set of plans. These have been reduced in size so that I could e-mail them. If you would like a copy of the original set, please let me know and I can drop it on our FTP site for you. Please note that these plans are preliminary.

These projects are “design-build”, and therefore, the process is a bit different than typical projects. You were correct in your response that most of the impacts will occur within existing median areas and at existing bridges/small structures. As stated in the Early Coordination Letter, waters investigations have been conducted, and the USACE and IDEM were coordinated with to evaluate resources identified in the field.

Forty-two wetlands and nineteen streams were identified adjacent to, or within the project limits. After identifying all of the features, the project plans were revised to reduce impacts to these resources to the greatest extent possible by reducing the shoulder width, revising sideslopes, etc. Wetland impacts have been reduced, and currently 7 wetlands (0.0357 acre total) will be impacted by the proposed project.

Seven streams will be impacted by the proposed project. Majority of these impacts will occur from widening existing structures and slip-lining small structures. Two low-quality UNTs that occur within the roadside ditch (UNT 1 to Cheeney Creek which is concrete lined, and UNT 1 to Mud Cr which is riprap lined) will be impacted from shoulder widening.

All of the features are noted on the plans. As previously stated, all work will occur within existing ROW.

As these projects are part of INDOT’s 2020 Trust Fund Projects, and due to the very tight timeline for NEPA approval, would you please expedite your response as quickly as possible? Please let me know if you need any additional information.

Thank you for your help!

Daniel J. Miller

Principal Environmental Planner

**PARSONS**

101 West Ohio Street, Suite 2121

Indianapolis, IN 46204

Phone: (317)616-4663

E-mail: [Daniel.J.Miller@Parsons.com](mailto:Daniel.J.Miller@Parsons.com)

Web: [www.parsons.com](http://www.parsons.com)



Please consider the environment before printing this email

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**From:** Hippensteel, Beth [<mailto:BHippensteel@dnr.IN.gov>]  
**Sent:** Wednesday, October 01, 2014 7:45 AM  
**To:** Miller, Daniel J  
**Subject:** Response letter for ER-17827, Hamilton and Madison Counties

## Miller, Daniel J

---

**From:** Hippensteel, Beth [BHippensteel@dnr.IN.gov]  
**Sent:** Monday, October 27, 2014 8:59 AM  
**To:** Miller, Daniel J  
**Subject:** ER-17827-1, Hamilton and Madison Co.

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Mr. Miller:

This is a standard informational email in response to your request for an Environmental Review, which was received on October 24, 2014 for the following project:

I-69 Interstate Expansion: Project 2 - Interchange Modification at Exit 210 (Campus Parkway); Des. #1383489; additional and revised project plans

We would like you to know that the review is in process and a formal response will be forthcoming. Please refer to the ER number in the subject line on all future correspondence regarding this project.

Please note that you can submit future requests electronically to the following email address:

[environmentalreview@dnr.in.gov](mailto:environmentalreview@dnr.in.gov).

If you have any questions or comments, please contact Christie Stanifer, Environmental Coordinator, at 317-232-8163 or [cstanifer@dnr.in.gov](mailto:cstanifer@dnr.in.gov), or to check on the status of a review, please contact Beth Hippensteel at: [bhippensteel@dnr.in.gov](mailto:bhippensteel@dnr.in.gov), or at 317-234-1092.

Christie Stanifer  
Environmental Coordinator  
Indiana Department of Natural Resources  
Division of Fish and Wildlife  
402 West Washington St, Room W273  
Indianapolis, IN 46204-2781  
(317) 232-8163  
Fax: (317) 232-8150

**State of Indiana  
DEPARTMENT OF NATURAL RESOURCES  
Division of Fish and Wildlife  
Early Coordination/Environmental Assessment**

**DNR #:** ER-17827-1

**Request Received:** October 24, 2014

**Requestor:** Parsons  
Daniel J Miller  
101 West Ohio Street, Suite 2121  
Indianapolis, IN 46204

**Project:** I-69 Interstate Expansion: Project 2 - Interchange Modification at Exit 210 (Campus Parkway); Des. #1383489; additional and revised project plans

**County/Site info:** Hamilton - Madison

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

If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary.

**Regulatory Assessment:** Formal approval by the Department of Natural Resources under the regulatory programs administered by the Division of Water is not required for this project.

**Natural Heritage Database:** The Natural Heritage Program's data have been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

**Fish & Wildlife Comments:** Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The following are recommendations that address potential impacts identified in the proposed project area:

**1) Pipe lining:**

Lining the existing pipes should result in fewer impacts compared to a complete replacement. However, upon completion of the project, the liner could produce more negative in-stream impacts compared to culvert replacement. Installing a culvert liner generally reduces the size of the culvert, which can increase flow velocity, thereby causing negative impacts on fish and wildlife passage, as well as increased turbidity and potential scour in the surrounding area. Liners can also create a perched culvert in which the inlet or outlet are placed above the streambed elevation, causing a barrier to fish and wildlife species using the culvert. Installing a liner is a practical option when there is very little habitat surrounding the culvert and use by fish and wildlife is expected to be minimal.

Installing a new culvert (preferably 3-sided) can provide better passage for fish and wildlife even though initial impacts to the stream bed, banks, and riparian habitat could occur. These disturbances are expected to be temporary. The culvert alternative will likely help reduce debris blockage, provide better fish and wildlife passage, maintain stream substrate continuity, and reduce or maintain flow velocities.

The culvert, either with a liner or a replacement, should be allowed to accumulate some amount of natural bed substrate in order to maintain or improve the biological integrity of the stream.

**State of Indiana**  
**DEPARTMENT OF NATURAL RESOURCES**  
**Division of Fish and Wildlife**  
**Early Coordination/Environmental Assessment**

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2) Bank Stabilization and Wildlife Passage:

The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to current conditions. A level area of natural ground under the structure is ideal for wildlife passage. If channel clearing will result in a flat bench area above the normal water level under the structure, this area should allow wildlife passage and should remain free of riprap and other similar materials that can impair wildlife passage. If hard armoring is needed, wildlife passage can be facilitated by using a smooth-surfaced armoring material instead of riprap, such as articulated concrete block mats, fabric-formed concrete mats, or other similar smooth-surfaced material.

Minimize the use of riprap and use alternative erosion protection materials whenever possible. Where riprap must be used, we recommend placing only enough riprap to provide stream bank toe protection, such as from the toe of the bank up to the ordinary high water mark (ohwm). From the ohwm to the top of the bank, we recommend using bioengineered bank stabilization methods instead of riprap. This can provide equal or better erosion control protection than riprap. This will allow a natural, vegetated stream bank to develop and will allow wildlife passage along the creek's banks and riparian corridor. Information about bioengineering techniques can be found at <http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml.pdf>. Also, the following is a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: <http://directives.sc.egov.usda.gov/17553.wba>.

3) Riparian Habitat:

We recommend a mitigation plan be developed if habitat impacts 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 over one (1) acre 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).

4) Wetland Habitat:

Due to the presence or potential presence of wetlands on site, we recommend contacting and coordinating with the Indiana Department of Environmental Management (IDEM) 401 program and also the US Army Corps of Engineers (USACE) 404 program. Impacts to wetlands should be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding.

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue), legumes, and native shrub and hardwood tree species as soon as possible upon completion.
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark) from April 1 through September 30.
5. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure.

**THIS IS NOT A PERMIT**

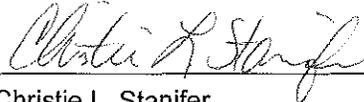
**State of Indiana**  
**DEPARTMENT OF NATURAL RESOURCES**  
**Division of Fish and Wildlife**  
**Early Coordination/Environmental Assessment**

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6. Do not construct any temporary runarounds or causeways.
7. Operate equipment from the existing roadway or from the top of the bank to the greatest extent possible.
8. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
9. Do not use broken concrete as riprap.
10. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
11. Minimize the movement of resuspended bottom sediment from the immediate project area.
12. Do not deposit or allow demolition materials or debris to fall or otherwise enter the waterway.
13. 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.
14. 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.

**Contact Staff:**

Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife  
Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.



**Date:** October 28, 2014

Christie L. Stanifer  
Environ. Coordinator  
Division of Fish and Wildlife

## Miller, Daniel J

---

**From:** Miller, Daniel J  
**Sent:** Friday, September 05, 2014 8:12 AM  
**To:** 'McWilliams, Robin'  
**Subject:** RE: INDOT Des. Nos. 1383332 & 1383336; I-69 Interstate Expansion; Projects 1 & 3; Hamilton & Madison Counties; Early Coordination Letter

Hi Robin,

An auxiliary lane is being constructed from 106<sup>th</sup> St. to 116<sup>th</sup> St. Other than that, the vast majority of work will occur within the median. There is a curve just beyond SR 37 where they may adjust the curve a bit for site distance and get into the foreslope some on the south side. This would impact the roadside ditch some, but would not require any clearing.

Please let me know if this answered your question or if you need anything else.

Thanks,  
Dan

Daniel J. Miller  
Senior Environmental Planner  
**PARSONS**  
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Please consider the environment before printing this email

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**From:** McWilliams, Robin [[mailto:robin\\_mcwilliams@fws.gov](mailto:robin_mcwilliams@fws.gov)]  
**Sent:** Thursday, September 04, 2014 2:52 PM  
**To:** Miller, Daniel J  
**Subject:** Re: INDOT Des. Nos. 1383332 & 1383336; I-69 Interstate Expansion; Projects 1 & 3; Hamilton & Madison Counties; Early Coordination Letter

Hi Daniel,

So, is all the construction occurring within the median? If not, how far from edge of pavement do you anticipate clearing and/or constructing?

Thanks,  
Robin

Robin McWilliams Munson

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

## Miller, Daniel J

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**From:** McWilliams, Robin [robin\_mcwilliams@fws.gov]  
**Sent:** Thursday, September 18, 2014 11:39 AM  
**To:** Miller, Daniel J  
**Subject:** Re: INDOT Des. Nos. 1383332 & 1383336; I-69 Interstate Expansion; Projects 1 & 3; Hamilton & Madison Counties; Early Coordination Letter

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Dan,

We have reviewed the above-mentioned project and believe it falls within our **programmatic** policy for transportation projects. Below is a list of standard recommendations (where applicable) for such projects. Please feel free to call or email if you have any questions or concerns. In the event that project plans change or new information becomes available, please re-coordinate with our office. This precludes the need for further consultation on this project under Section 7 of the Endangered Species Act (as amended).

### Standard Recommendations:

1. Do not clear trees or understory vegetation outside the construction zone boundaries. **(This restriction is not related to the “tree clearing” restriction for potential Indiana Bat habitat.)**

2. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap.

Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottomed culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community.

3. Restrict channel work and vegetation clearing to the minimum necessary for installation of the stream crossing structure.

4. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If rip rap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat.

5. Implement temporary erosion and sediment control methods within areas of disturbed soil. All disturbed soil areas upon project completion will be vegetated following INDOT’s standard specifications.

6. 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 shall be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams.

7. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing.

The northern long-eared bat (*Myotis septentrionalis*) (NLEB) is currently proposed for listing under the Endangered Species Act (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*). The final listing decision for the NLEB is expected in October 2014. At this time, no critical habitat has been proposed for the NLEB. The state of Indiana is within the known range of the NLEB. During the summer, NLEBs typically roost singly or in colonies in cavities, underneath bark, crevices, or hollows of both live and dead trees and/or snags (typically  $\geq 3$  inches dbh). Males and non-reproductive females may also roost in cooler places, like caves and mines. This bat seems opportunistic in selecting roosts, using tree species based on presence of cavities or crevices or presence of peeling bark. It has also been occasionally found roosting in structures like barns and sheds (particularly when suitable tree roosts are unavailable). They forage for insects in upland and lowland woodlots and tree lined corridors. During the winter, NLEBs predominately hibernate in caves and abandoned mine portals. Additional habitat types may be identified as new information is obtained.

Pursuant to Section 7(a)(4) of the ESA, federal action agencies are required to confer with the Service if their proposed action is likely to **jeopardize** the continued existence of the NLEB (50 CFR

402.10(a)). Action agencies may also voluntarily confer with the Service if the proposed action may affect a proposed species. Species proposed for listing are not afforded protection under the ESA; however as soon as a listing becomes effective, the prohibition against jeopardizing its continued existence and “take” applies **regardless of an action’s stage of completion**. If the agency retains any discretionary involvement or control over on-the-ground actions that may affect the species after listing, section 7 applies.

Prior to the initiation of any construction activities on bridges, including the removal of any bridge structures, we recommend the underside of each bridge be carefully examined for the presence of bats, especially between April 1 and September 30. If any bats are found roosting on the underside of the bridge, we request that you immediately contact our office

Based on the project description and information, we do not anticipate any adverse impacts to the northern long-eared bat. This precludes the need for further consultation on this species for this project under Section 7 of the Endangered Species Act (as amended).

Sincerely,  
Robin

Robin McWilliams Munson

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

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

On Wed, Sep 17, 2014 at 3:34 PM, Miller, Daniel J <[Daniel.J.Miller@parsons.com](mailto:Daniel.J.Miller@parsons.com)> wrote:

Good afternoon Robin,

I’m just following up to see if there’s any additional information you need from me on this.

Thanks!

Dan

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**From:** Miller, Daniel J  
**Sent:** Friday, September 05, 2014 8:12 AM  
**To:** 'McWilliams, Robin'



United States Department of Agriculture

Natural Resources Conservation Service  
Indiana State Office  
6013 Lakeside Boulevard  
Indianapolis, IN 46278  
317-290-3200

September 23, 2014

Daniel J. Miller  
Sr. Environmental Planner  
Parsons  
101 W. Ohio St.  
Suite 2121  
Indianapolis, Indiana 46204

Dear Mr. Miller:

The proposed project to add travel lanes on I-69 in Hamilton and Madison County, Indiana, as referred to in your letter received September 4, 2014, will not cause a conversion of prime farmland.

If you need additional information, please contact Rick Neilson at 317-295-5875.

Sincerely,

JANE E. HARDISTY  
State Conservationist

Enclosure

*Helping People Help the Land*

An Equal Opportunity Provider and Employer

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Helping People Help the Land.



USDA is an equal opportunity provider and employer.

## FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

<b>PART I</b> (To be completed by Federal Agency)		3. Date Of Land Evaluation Request: <b>09/01/2014</b>		4. Sheet 1 of _____	
1. Name of Project: <b>INDOT Des #s 1383332 &amp; 1383336</b>		5. Federal Agency Involved: <b>INDOT for FHWA</b>			
2. Proposed Land Use: <b>I-69 Interstate Expansion</b>		6. County and State: <b>Hamilton &amp; Madison Counties, IN</b>			
<b>PART II</b> (To be completed by NRCS)		1. Date Request Received By NRCS: <b>9-9-14</b>		2. Person Completing Form: <b>Lisa Bolton</b>	
3. Does the corridor 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 type="checkbox"/> NO <input checked="" type="checkbox"/>		4. Acres Irrigated _____ Average Farm Size _____	
5. Major Crop(s) _____		6. Farmable Land In Government Jurisdiction Acres: _____ % _____		7. Amount of Farmland As Defined in FPPA Acres: _____ % _____	
8. Name of Land Evaluation System Used _____		9. Name of State or Local Site Assessment System _____		10. Date Land Evaluation Returned by NRCS: <b>9-23-14</b>	
<b>PART III</b> (To be completed by Federal Agency)		Alternative Corridor For Segment:			
A. Total Acres To Be Converted Directly		Corridor A		Corridor B	
		<b>0.00</b>			
B. Total Acres To Be Converted Indirectly					
C. Total Acres In Site		<b>0.00</b>		<b>0.00</b>	
<b>PART IV</b> (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland					
B. Total Acres Statewide Important or Local Important Farmland					
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted					
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value					
<b>PART V</b> (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)					
<b>PART VI</b> (To be completed by Federal Agency) Corridor Assessment Criteria (Criteria are explained in 7 CFR 658.5 b & c. For Non-Corridor project use form AD-1006)		Maximum Points		Corridor A	
1. Area In Non-urban Use		(15)			
2. Perimeter In Non-urban Use		(10)			
3. Percent Of Corridor Being Farmed		(20)			
4. Protection Provided By State and Local Government		(20)			
5. Size Of Present Farm Unit Compared To Average		(10)			
6. Creation Of Non-farmable Farmland		(25)			
7. Availability Of Farm Support Services		(5)			
8. On-Farm Investments		(20)			
9. Effects Of Conversion On Farm Support Services		(25)			
10. Compatibility With Existing Agricultural Use		(10)			
TOTAL CORRIDOR ASSESSMENT POINTS		<b>160</b>		<b>0</b>	
<b>PART VII</b> (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100		<b>0</b>	
Total Corridor Assessment (From Part VI above or local site assessment)		160		<b>0</b>	
<b>TOTAL POINTS (Total of above 2 lines)</b>		<b>260</b>		<b>0</b>	
1. Corridor Selected:		2. Total Acres of Farmlands to be Converted by Project:		3. Date Of Selection	
				4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>	
5. Reason For Selection:					

Name of Federal agency representative completing this form:			Date:
NOTE: Complete one form for each segment with more than one Alternate Corridor			
(See Instructions on reverse side)			Form NRCS-CPA-106 (03-02)

Project No. \_\_\_\_\_ DES No. 1383332 & 1383336

Project Description I-69 Expansion: Project 1 (106<sup>th</sup> St) and Project 3 (Campus PW to SR 13)  
Hamilton and Madison County

Name of Organization requesting early coordination:

Parsons

**QUESTIONNAIRE FOR THE INDIANA GEOLOGICAL SURVEY**

1) Do unusual and/or problem ( ) geographic, ( ) geological, ( ) geophysical, or ( ) topographic features exist within the project limits? Describe:

NO

2) Have existing or potential mineral resources been identified in this area? Describe:

NO

3) Are there any active or abandoned mineral resources extraction sites located nearby? Describe: NO

This information was furnished by:

*M. Karaffa*

Marni D. Karaffa , Research Geologist  
611 N Walnut Grove, Bloomington, IN 47405  
(812) 855-7428 / (812) 855-2862  
[karaffam@indiana.edu](mailto:karaffam@indiana.edu)

Monday, October 20, 2014



## Indiana Department of Environmental Management

*We make Indiana a cleaner, healthier place to live.*

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Mike Pence  
Governor

100 North Senate Avenue  
Indianapolis , Indiana 46206

Thomas W. Easterly  
Commissioner

(317) 232-8603  
800) 451-6027  
[www.IN.gov/idem](http://www.IN.gov/idem)

Indiana Department of Transportation  
Tony Jones  
100 North Senate Ave, Rm 601  
Indianapolis , IN 46204

Parsons  
Daniel J. Miller  
101 West Ohio Street, Suite 2121  
Indianapolis , IN 46204

Date

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The Indiana Department of Transportation (INDOT) is planning an I-69 Interstate Expansion from 106th Street in Fishers to Exit 226 (SR 9 & 109 in Anderson), in Hamilton and Madison Counties. This expansion has been broken into multiple projects with independent utility and logical termini. Environmental analysis is being conducted for Project 1 (Des. No. 1383332), from 106th Street to 0.5 mi N of Campus Parkway, and Project 3 (Des. No. 1383336), from 0.5 mi N of Campus Parkway to 0.5 mi East of SR 13. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with these projects. Please use the above designation numbers and descriptions in your reply. We will incorporate your comments into a study of the projects' environmental impacts. Purpose and Need: The need for these projects stems from traffic congestion issues that currently exist on these segments of I-69. Traffic data was analyzed using Highway Capacity Manual methodology in Highway Capacity Software (HCS). The data was collected by INDOT in 2011, and a 1.5% per year growth rate was applied to forecast the traffic for 2013 ("current year") and 2033 ("design year"). The adjusted and balanced data was then used to produce results in Level of Service (LOS). LOS is a rating for traffic congestion with LOS A being the least delay and LOS F being the most delay. I-69 between Exit 205 and SR 38 is currently operating at LOS E, which is characterized as "unstable flow". In 2033, I-69 from Exit 205 to SR 13 is predicted to experience "forced flow" (LOS F). This is likely to appear in the form of queuing upstream of ramp junctions (southbound at SR 13 in the AM peak hours and northbound at Exit 210 in the PM peak hours). I-69 is considered to be urban to Exit 210 from the south and rural from Exit 210 to the north.

210 to the north, which means the minimally acceptable LOS's are D and C, respectively. The results show unacceptable LOS for both existing and future traffic in each direction for this section of I-69. The purpose of these projects is to improve overall traffic operation by reducing congestion on this segment of I-69. Existing Conditions: The existing cross section of I-69 from Exit 205 to 0.5 mi E of SR 13 has 2 travel lanes in each direction. The northbound cross section of 3 lanes in each direction ends at Cumberland Rd. The southbound 3-lane section starts with the southbound SR 37 entrance ramps. A pavement resurfacing project (Des. No. 0900053) has recently been completed for this segment of I-69. The pavement condition in this area will be determined by INDOT Pavement Design and the ultimate decision on the level of pavement work required for the project will depend on the condition of the pavement. Proposed Projects: Project 1: I-69 from 106th Street to 0.5 mile north of Campus Parkway, Hamilton County The project would construct additional lanes from Exit 205 (116th Street and SR 37 in Fishers) to Exit 210 (Campus Parkway) in the form of median travel lanes. An outside auxiliary lane would be added on southbound I-69 from 106th Street to 116th Street. Existing pavement would be resurfaced. The cross section would have a 10-foot paved inside shoulder and a 10-foot paved outside shoulder. Double-sided guardrail would be installed. All mainline bridges would be widened in the median. There would be work on overhead structure at Cumberland Road. The structure at Brooks School Road over I-69 would have the bridge deck replaced. The overhead structure at 126th St would require no additional work. The interchange at Exit 210 would be modified as part of a separate project (Project 2). All small structures will be evaluated to determine if rehabilitation or replacement is necessary. Detention would likely be required at all legal drains. All detention basins would be constructed within existing right-of-way. Project 3: I-69 from 0.5 mile north of Campus Parkway to 0.5 mile east of SF 13, Hamilton and Madison Counties The project would construct additional lanes from Exit 210 to SR 13 in the form of median travel lanes. Existing pavement would be resurfaced. The cross section would have a 10-foot paved inside shoulder and a 10-foot paved outside shoulder. Double-sided guardrail would be installed in most areas, though not in wide median areas. All mainline bridges would be widened in the median. The overhead structures at Olio Road and Cyntheanne Road would require no additional work. The pavement on SR 13 under I-69 would be lowered to provide adequate bridge clearance. All small structures will be evaluated to determine if rehabilitation or replacement is necessary. Detention would likely be required at all legal drains within Hamilton County. Detention is not expected to be required in Madison County. All detention basins would be constructed within existing right-of-way. Right-of-Way (ROW): No new ROW would be required for either project. Environmental Concerns: Four U.S. Geological Survey (USGS) blue-lined streams (Cheeny Creek, Sand Creek, Mud Creek, and Thorpe Creek) lie within or adjacent to the project areas. Information from the National Wetland Inventory (NWI) map shows seven NWI points and thirty-six NWI-wetland polygons within a half-mile radius of the project areas; however, all are located outside of the projects limits. Three NWI line segments lie within the project area (along Sand Creek, Mud Creek, and Thorpe Creek). Several lakes lie adjacent to the projects limits. However, no lakes are expected to be impacted by the proposed projects. Four floodplains (Cheeny Creek, Sand Creek, Mud Creek, and Thorpe Creek) lie within a half-mile radius of the project areas. The Cheeny Creek Floodplain lies outside of the project areas and will not be impacted by the proposed projects. The other 3 floodplains lie within the project areas. See the attached Water Resources Map, Attachment A-5, for the NWI and FEMA layers. According to the Soil Survey Geographic (SSURGO) Database for Hamilton and Madison Counties, Indiana, majority of the project areas lie within nationally listed hydric soils (see Soils Map, Attachment A-8). Project 1 is located along an urbanized section of I-69, with land use within vicinity of the project consisting primarily of residential and commercial properties. Project 3 is located along a more rural section of I-69, with land use within vicinity of the project consisting primarily of agricultural properties. Four religious facilities, thirteen recreational facilities, two hospitals, and seven schools lie within a half-

mile radius of the projects, but outside of the projects limits. Waters investigations, including wetland delineations, were conducted from May through July, 2014 by Parsons environmental staff to evaluate possible environmental impacts within the project areas. Coordination is ongoing with the U.S. Army Corps of Engineers and the Indiana Department of Environmental Management (IDEM). A waters report will be completed, and all applicable permits will be applied for and acquired before construction can begin. See Attachment B for Project Area Photographs. These projects are Type I projects, and therefore Noise Analyses are currently being conducted to determine traffic noise levels, potential noise impacts, and the feasibility of traffic noise mitigation. If any facilities are determined to have traffic noise impacts, noise abatement measures will be considered and appropriate measures constructed to mitigate for these impacts. An Air Quality Analysis is currently being conducted as well. The results of this analysis will be included in the environmental document prepared for these projects.

This letter from the Indiana Department of Environmental Management (IDEM) serves as a standardized response to enquiries inviting IDEM comments on roadway construction, reconstruction, or other improvement projects within existing roadway corridors when the proposed scope of the project is beneath the threshold requiring a formal National Environmental Policy Act-mandated Environmental Assessment or Environmental Impact Statement. As the letter attempts to address all roadway-related environmental topics of potential concern, it is possible that not every topic addressed in the letter will be applicable to your particular roadway project.

For additional information on specific roadway-related topics of interest, please visit the appropriate Web pages cited below, many of which provide contact information for persons within the various program areas who can answer questions not fully addressed in this letter. Also please be mindful that some environmental requirements may be subject to change and so each person intending to include a copy of this letter in their project documentation packet is advised to download the most recently revised version of the letter; found at: <http://www.in.gov/idem/5283.htm>.

To ensure that all environmentally-related issues are adequately addressed, IDEM recommends that you read this letter in its entirety, and consider each of the following issues as you move forward with the planning of your proposed roadway construction, reconstruction, or improvement project:

## **WATER AND BIOTIC QUALITY**

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

USACE recommends that you have a consultant check to determine whether your project will abut, or lie within, a wetland area. To view a list of consultants that have requested to be included on a list posted by the USACE on their Web site, see USACE [Permits and Public Notices](#)

(<http://www.lrl.usace.army.mil/orf/default.asp>) and then click on "Information" from the menu on the right-hand side of that page. Their "Consultant List" is the fourth entry down on the "Information" page. Please note that the USACE posts all consultants that request to appear on the list, and that inclusion of any particular consultant on the list does not represent an endorsement of that consultant by the USACE, or by IDEM.

Much of northern Indiana (Newton, Lake, Porter, LaPorte, St. Joseph, Elkhart, LaGrange, Steuben, and Dekalb counties; large portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and lesser portions of Benton, White, Pulaski, Kosciusko, and Wells counties) is served by the USACE District Office in Detroit (313-226-6812). The central and southern portions of the state (large portions of Benton, White, Pulaski, Kosciusko, and Wells counties; smaller portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and all other Indiana counties located in north-central, central, and southern Indiana) are served by the USACE Louisville District Office (502-315-6733).

Additional information on contacting these U.S. Army Corps of Engineers (USACE) District Offices, government agencies with jurisdiction over wetlands, and other water quality issues, can be found at <http://www.in.gov/idem/4396.htm>. IDEM recommends that impacts to wetlands and other water resources be avoided to the fullest extent.

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: <http://www.in.gov/idem/4384.htm>.
3. If the USACE determines that a wetland or other water body is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana. A State Isolated Wetland permit from IDEM's Office of Water Quality (OWQ) is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the OWQ Wetlands Program at 317-233-8488.
4. If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: <http://www.in.gov/idem/4384.htm> for the appropriate staff contact to further discuss your project.
5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the following statutes:
  - IC 14-26-2 Lakes Preservation Act 312 IAC 11
  - IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
  - IC 14-28-1 Flood Control Act 310 IAC 6-1
  - IC 14-29-1 Navigable Waterways Act 312 IAC 6
  - IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6
  - IC 14-29-4 Construction of Channels Act No related code

For information on these Indiana (statutory) Code and Indiana Administrative Code citations, see the DNR Web site at: <http://www.in.gov/dnr/water/9451.htm>. Contact the DNR Division of Water at 317-232-4160 for further information.