INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-6601
E-mail: rclark@indot.in.gov

Michael R. Pence, Governor
Brandye L. Hendrickson
Commissioner

LEGAL NOTICE OF PUBLIC HEARING

The Indiana Department of Transportation (INDOT) will hold a public hearing on Thursday, September 10th, 2015 at the Fishers City Hall Auditorium, One Municipal Drive, Fishers, Indiana 46038, the public hearing will begin at 6:00 p.m.

INDOT, in coordination with the City of Fishers and Hamilton County as partners, intends to construct a new I-69 interchange at the 106th Street overpass located within the City of Fishers in Hamilton County, Indiana. The interchange configuration will be a two-lane, oval-shaped roundabout centered over the I-69 centerline. The existing 106th Street structure over I-69 will be totally removed as part of this project and replaced with two one-way structures (south structure and north structure). The north bridge will provide a variable six foot to eight foot wide sidewalk along the north side of 106th Street for the entire project length, with crosswalks across 106th Street at Crosspoint Boulevard and USA Parkway. Construction along I-69 will include new bridge piers in the median and new bridge abutments to the outside of mainline I-69. No roadway work is proposed for existing mainline I-69, and all roadway work along I-69 will be limited to construction of the ramps for the new interchange.
The project will acquire approximately 10 acres of right-of-way and will impact approximately 0.6 acre of wetlands. No impacts to floodplains, streams, forests, or endangered species are anticipated.

The purpose of the proposed project is to increase operational efficiency along the I-69 corridor in Fishers by:

1. Reducing congestion at the existing I-69 interchanges with 96th Street and 116th Street;
2. Improving traffic safety within the project study area; and
3. Providing direct access between I-69 and 106th Street to serve existing land uses and growth patterns.

The environmental document and related project documentation are available for viewing at the following locations:

1. Hearings Examiner, Room N642, Indiana Government Center North, 100 North Senate Avenue, Indianapolis, Indiana 46204-2216, Phone # (317) 232-6601 (8am to 5pm)
2. Fishers Public Library, 5 Municipal Drive, Fishers, Indiana 46038; (317) 579-0300
3. INDOT website at http://www.in.gov/indot/2704.htm Greenfield District Page

The tentative timetables for construction will be discussed during the formal presentation. The proposed maintenance of traffic plan will be presented as part of the formal presentation. Public statements for the record will be accepted as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during and for a period of two (2) weeks following the hearing date, will be evaluated, considered and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within the comment period to: INDOT Office of Public Involvement, IGCN Room N642, 100 North Senate Avenue, Indianapolis, IN 46204.

With advance notice, INDOT can arrange accommodations for persons with disabilities and/or limited English speaking ability and persons needing auxiliary aids or services such as interpreters, signers, readers, or large print.

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-6601
E-mail: rclark@indot.in.gov

Michael R. Pence, Governor
Brandye L. Hendrickson
Commissioner

Should accommodation be needed in regards to the attendance and participation during the public hearing, and/or access to project related documents, please contact the Office of Public Involvement at (317) 232-6601, or email rclark@indot.in.gov.

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating, "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program."; 2) 23 CFR 450.210(a)(1)(ix) stating, "Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate."; and 3) The INDOT *Public Involvement Policies and Procedures* approved by the Federal Highway Administration on August 16, 2012.

INDIANA DEPARTMENT OF TRANSPORTATION

Indiana Department of Transportation

County Hamilton Route I-69 at 106th Street Des. No. 1298035

FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

GENERAL PROJECT INFORMATION

Road No./County:	I-69/Hamilton County
Designation Numbers:	1298035
Project Description/Termini:	New interchange at I-69 and 106th Street. The limits of the proposed work along I-69 extend from approximately 2,400 feet south of to approximately 2,800 feet north of the 106th Street overpass. The limits of the proposed work along 106th Street extend from approximately 950 feet west of to approximately 1,350 feet east of the centerline of I-69.

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):

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

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

Release for Public Involvement

ES Signature 8-18-15 Date FHWA Signature 8-19-2015 Date

Certification of Public Involvement _____ _____

Office of Public Involvement Date

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: Dave Cleveland, Corradino, LLC

APPENDICES

APPENDIX A: LOCATION AND PROJECT MAPPING

APPENDIX B: INTERCHANGE OPTIONS SCHEMATIC EXHIBITS

APPENDIX C: DRAFT CONSTRUCTION PLAN EXCERPTS (ROUNDABOUT INTERCHANGE)
APPENDIX C1: DRAFT ROAD PLAN EXCERPTS (ROUNDABOUT INTERCHANGE)
APPENDIX C2: SOUTH BRIDGE DRAFT PLAN EXCERPTS (ROUNDABOUT INTERCHANGE)
APPENDIX C3: NORTH BRIDGE DRAFT PLAN EXCERPTS (ROUNDABOUT INTERCHANGE)
APPENDIX C4: DRAFT MAINTENANCE OF TRAFFIC PLAN

APPENDIX D: EARLY COORDINATION

APPENDIX E: RED FLAG SURVEY

APPENDIX F: SECTION 106 DOCUMENTATION
APPENDIX F1: SHPO COMMENT LETTER FOR 800.11(D) DOCUMENTATION
APPENDIX F2: *INDIANAPOLIS STAR* AFFIDAVIT
APPENDIX F3: SIGNED FINDING AND 800.11(D) DOCUMENTATION

APPENDIX G: OPERATIONAL ADEQUACY CONFIRMATION AND INTERCHANGE JUSTIFICATION REPORT (BODY ONLY)

APPENDIX H: WATER RESOURCES
APPENDIX H1: OPERATION INDY COMMUTE WATERS OF THE U.S. REPORT
APPENDIX H2: PROJECT FOOTPRINT SUPPLEMENTAL INFORMATION TO THE OIC WATERS OF THE U.S. REPORT

APPENDIX I: NOISE REPORT

APPENDIX J: ENVIRONMENTAL JUSTICE

APPENDIX K: TIP AND STIP DOCUMENTATION

APPENDIX L: AIR QUALITY

TABLE OF CONTENTS

GENERAL PROJECT INFORMATION 3

PART 1: PUBLIC INVOLVEMENT 4
PUBLIC CONTROVERSY ON ENVIRONMENTAL GROUNDS 4

PART 2: GENERAL PROJECT IDENTIFICATION, DESCRIPTION, AND DESIGN INFORMATION 5
PURPOSE AND NEED 5
PROJECT DESCRIPTION (PREFERRED ALTERNATIVE) 8
OTHER ALTERNATIVES CONSIDERED 10
ROADWAY CHARACTER 14
DESIGN CRITERIA FOR BRIDGES 14
MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION 15
ESTIMATED PROJECT COST AND SCHEDULE 16
RIGHT-OF-WAY 16

PART 3: IDENTIFICATION AND EVALUATION OF IMPACTS OF THE PROPOSED ACTION 17
SECTION A – ECOLOGICAL RESOURCES 17
SECTION B – OTHER RESOURCES 20
SECTION C – CULTURAL RESOURCES 21
SECTION D – SECTION 4(F) RESOURCES/SECTION 6(F) RESOURCES 23
SECTION E – AIR QUALITY 24
SECTION F - NOISE 25
SECTION G – COMMUNITY IMPACTS 26
SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES 28
SECTION I – PERMITS CHECKLIST 28
SECTION J – ENVIRONMENTAL COMMITMENTS 29
SECTION K – EARLY COORDINATION 30

TABLES

TABLE 1: ADJACENT INTERCHANGES AND INTERSECTIONS – CAPACITY ANALYSIS SUMMARY 6
TABLE 2: CRASH SUMMARY 2010-2012 (CRASH LOCATION AND SEVERITY) 6
TABLE 3: CRASH SUMMARY 2010-2012 (CRASH TYPE AND CONDITION) 7
TABLE 4: SUMMARY OF NEW INTERCHANGE BUILD ALTERNATIVES 13

NEW I-69 INTERCHANGE AT 106TH STREET

Federal Highway Administration and
Indiana Department of Transportation

ENVIRONMENTAL ASSESSMENT

Des. No. 1298035

August 13, 2015

THE CORRADINO GROUP
Engineers • Planners • Program Managers • Environmental Scientists

200 South Meridian Street
Suite #330
Indianapolis, IN 46225

Indiana Department of Transportation

County Hamilton Route I-69 at 106th Street Des. No. 1298035

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.

	Yes	No
Does the project have a historic bridge processed under the Historic Bridges PA*?		X
If No, then:		
Opportunity for a Public Hearing Required?	X	

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

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

Remarks:

Notice of Survey Letter - Notice of Survey Letters were mailed on May 28, 2013 to property owners located in the vicinity of the project area describing the proposed project and notifying them that project personnel may be entering their property to gather data for environmental analysis.

Section 106 Consulting – Public notice of the "No Historic Properties Affected" finding was advertised in the *Indianapolis Star* on May 2, 2015 with a 30-day comment period (Appendix F2). The 800.11(d) documentation was made available for public review at Corradino LLC's office at 200 South Meridian Street, Suite 330, Indianapolis, IN 46225. No comments were received by the public.

Media – Several articles related to this new interchange project have appeared in local newspapers. The *Indianapolis Star* chronicled plans for the new interchange in the December 17, 2012 edition, with a project update article published on May 8, 2014. Articles in the September 18, 2014 edition of the *Indianapolis Business Journal* and the June 17, 2014 and August 25, 2014 editions of the *Indianapolis Star* documented this new interchange project and chronicled efforts of private entities to relocate the potentially National Register of Historic Places (NRHP) eligible Flanagan-Kincaid House.

Public Hearing – The proposed project is being processed as an Environmental Assessment. Per the current *Indiana Department of Transportation (INDOT) Public Involvement Manual 2012,* Part 1, Section IV.C.4, a public hearing will be provided to the public. Upon release of the EA for public involvement, a legal advertisement will be placed in a local publication notifying the public of the EA's availability for review. The public will be provided a 30 day comment period.

Public Controversy on Environmental Grounds	Yes	No
Will the project involve substantial controversy concerning community and/or natural resource impacts?		X

Remarks:

The only point of contention with members of the public was the potential impacts of the project on the Flanagan-Kincaid House. The Flanagan-Kincaid House, anticipated to be eligible for listing in the NRHP during the early stages of the consulting parties Section 106 coordination (Appendix F), was originally located along the south side of 106th Street, approximately 600 feet east of I-69. During project development, interchange alternatives were analyzed to construct the project without the need to acquire right-of-way from the historic boundary of the Flanagan-Kincaid House, in an effort to minimize any potential effects. Local preservation groups raised funds and orchestrated the relocation of the Flanagan-Kincaid House to a location a half mile to the north, October 4, 2014. FHWA and INDOT had no involvement in the relocation of the Flanagan-Kincaid House. In a letter dated October 22, 2014, the Indiana Department of Natural Resources – State Historic Preservation Officer (IDNR-SHPO) recommended that the Flanagan-Kincaid House not be considered eligible for NRHP listing, due to the relocation. The project is not anticipated to cause any other public controversy.

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

Sponsor of the Project: City of Fishers INDOT District: Greenfield

Local Name of the Facility: New I-69 Interchange at 106th Street, from approximately 950 feet west of to approximately 1,350 feet east of the centerline of I-69, in Fishers, IN

Funding Source (*mark all that apply*): Federal [X] State [X] Local [X] 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 purpose of the proposed project is to increase operational efficiency along the I-69 corridor in Fishers by:

1. Reducing congestion at the existing I-69 interchanges with 96th Street and 116th Street;
2. Improving traffic safety within the project study area; and
3. Providing direct access between I-69 and 106th Street to serve existing land uses and growth patterns.

The need of the proposed project is to address the existing capacity deficiencies of the existing roadway network and accommodate development and population growth within the study area. Specifically, the proposed project will address the following needs:

1. Reduce traffic congestion at the existing I-69 interchanges with 96th Street (Exit 203) and 116th Street (Exit 205), without creating unacceptable operations along 106th Street;
2. Enhance safety by reducing crash rates, via a more efficient transportation system, at the existing I-69 interchanges with 96th Street (Exit 203) and 116th Street (Exit 205), without creating unacceptable operations along 106th Street;
3. Provide for direct access between I-69 and the commercial and residential destinations along 106th Street; and
4. Provide a facility that supports the existing land uses, projected land uses, and general growth patterns along the 106th Street corridor.

Reduce Traffic Congestion

The detailed travel demand modeling and traffic capacity analysis, contained in the *Interchange Justification (IJ) Report* (Appendix G) prepared for this project, was based on an expansive study area that extends along I-69 from I-465 to 126th Street. While the immediate project area encompasses I-69, from 96th Street to 116th Street, and 106th Street, from Crosspoint Boulevard to USA Parkway, it was necessary to use the more expansive study area when developing the *IJ Report* in order to fully understand the project area's traffic operations, within the context of the larger study area.

Table 1 summarizes the capacity analysis results for the signalized intersections that comprise the I-69 interchanges with 96th Street and 116th Street, as well as the first signalized intersection to the east and west of each interchange. Level of Service (LOS) and average delay are reported for the year 2015 existing condition as well as the year 2035 No-Build condition. LOS is reported as "A" through "F" with LOS A representing uninhibited, free-flow conditions and LOS F representing gridlock. The point between LOS D and LOS E typically represents when a facility has reached its capacity, with congestion and queuing occurring more frequently as this threshold is exceeded. LOS E or greater results are highlighted in Table 1. Delay is measured in seconds and represents the anticipated average delay experienced by a motorist travelling through the intersection. The I-69 interchanges with 96th Street and 116th Street currently experience unacceptable levels of congestion and delay during peak periods, and capacity is anticipated to deteriorate even more in the future.

Table 1 - Adjacent Interchanges and Intersections – Capacity Analysis Summary

		Existing (Year 2015)				No-Build (Year 2035)			
		AM		PM		AM		PM	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Intersection of 96th Street With	Corporation Dr	C	21.4	C	25.0	C	29.3	D	35.8
	I-69 SB	C	21.0	C	22.1	C	27.7	C	33.6
	I-69 NB	B	17.4	F	93.8	C	24.5	F	176.9
	Hague Rd	C	22.1	D	36.7	C	25.7	E	57.6
Intersection of 116th Street With	Commercial Dr	B	19.7	C	26.8	C	43.4	E	78.0
	I-69 SB	C	23.7	E	58.1	F	111.8	F	195.4
	I-69 NB	B	13.0	F	101.7	F	141.8	F	196.5
	USA Pkwy	B	14.7	E	65.5	C	20.2	F	207.4

Source: United Consulting and Corradino LLC, Interchange Justification Report, August 29, 2014.

Enhance Safety

A safety analysis was performed to evaluate the proposed interchange's effect on safety. Historic crash data was reviewed along I-465, I-69, and SR 37 within the study area. Table 2 summarizes these crashes by location and provides a breakdown of crash severity and crash type.

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

Location	Off-Road			Rear End			Side Swipe			Head On			Right Angle/Turn			Other/ Unknown			Total	
	PD	PI	F	PD	PI	F	PD	PI	F	PD	PI	F	PD	PI	F	PD	PI	F		
I-465 Mainline	19	11	0	108	17	0	65	8	0	9	2	0	5	3	0	15	6	0	268	12%
I-69 Mainline	38	29	0	662	116	0	178	25	0	30	12	0	27	16	0	62	16	0	1211	54%
82nd St Interchange	1	1	0	86	18	0	23	3	0	1	2	0	12	4	0	32	7	0	190	8%
96th St Interchange	1	0	0	114	20	0	50	2	0	6	0	0	40	14	0	37	11	0	295	13%
106th St	3	2	0	7	2	0	7	0	0	1	0	0	7	1	0	8	2	0	40	2%
116th St Interchange	1	0	0	73	6	0	12	0	0	2	0	0	6	1	0	35	1	0	137	6%
US 37 Mainline	2	0	0	67	15	0	9	0	0	2	1	0	4	2	0	4	3	0	109	5%
Total	**65**	**43**	**0**	**1117**	**194**	**0**	**344**	**38**	**0**	**51**	**17**	**0**	**101**	**41**	**0**	**193**	**46**	**0**	**2250**	**100%**
Percentage	**5%**			**58%**			**17%**			**3%**			**6%**			**11%**			**100%**	

Source: United Consulting and Corradino LLC, Interchange Justification Report, August 29, 2014.

PD = Property Damage
PI = Personal Injury
F = Fatality

Table 2 illustrates that between 2010 and 2012, 268 crashes occurred along I-465 mainline, 1,211 crashes occurred along I-69 mainline, and 109 crashes occurred along SR 37 mainline within the study area. This safety analysis is based on crash data provided by INDOT that was retrieved from the *Automated Reporting Information Exchange System (ARIES)*.
Over half of the crashes that occurred in the study area were rear end crashes, 58%. The next highest crash type was side swipe crashes at 17%. The high frequency of rear end crashes along I-69 is likely due to high traffic volumes and congestion, with vehicles forced to make abrupt stops. Side swipe crashes are typically caused by improper lane changes that typically occur when vehicles are entering or exiting the interstate. The low crash rate along 106th street is due to the fact that there is no existing interchange with merge and diverge ramps at this location.

Table 3 differentiates by crash type and summarizes crashes per pavement condition and lighting condition. Over 75% of all crashes took place during dry, daylight conditions. Peak travel times are during the day, and high traffic volumes were likely the primary cause. Over 80% of rear end crashes occurred during dry, daylight conditions which shows that congestion was likely to blame for the majority of these crashes. The primary cause listed in the INDOT provided crash data was "following too closely."

Table 3 - Crash Summary 2010-2012 (Crash Type and Condition)

Condition	Off-Road		Rear End		Side Swipe		Head On		Right Angle/Turn		Other/Unknown		Total	
Dry Pavement	64	59%	1086	83%	316	83%	47	69%	100	70%	175	73%	1788	79%
Wet/Ice/ Snow/Water	44	41%	225	17%	66	17%	21	31%	42	30%	64	27%	462	21%
Total	108	100%	1311	100%	382	100%	68	100%	142	100%	239	100%	2250	100%
Daylight	60	56%	1053	80%	288	75%	34	50%	112	79%	161	67%	1708	76%
Dark/Dawn/ Dusk	48	44%	258	20%	94	25%	34	50%	30	21%	78	33%	542	24%
Total	108	100%	1311	100%	382	100%	68	100%	142	100%	239	100%	2250	100%

Source: United Consulting and Corradino LLC, Interchange Justification Report, August 29, 2014.

Provide Direct Access

Currently, there is no direct access to or from I-69 at 106th Street. Access at this location is needed to support the existing traffic volumes as well as the anticipated future growth. Motorists currently use the I-69 interchanges at 96th Street or 116th Street to gain access to the 106th Street area; however, as previously noted, these existing interchanges currently experience congestion and delay during peak periods. The I-69 interchanges at 96th Street and 116th Street are not easily expanded since, for critical movements, they currently have dual right and left turn lanes on the ramps at the signalized ramp junctions, as well as dual lane left turn lanes on the bridges. Further expansion is cost prohibitive due to right-of-way impacts in these commercially developed areas.

Support Land Uses and Growth Patterns

The City of Fishers has seen tremendous growth over the past three decades and is currently the 8th most populated community in Indiana. U.S. Census data reports that Fishers had an approximate population of 2,000 in 1980, 7,200 in 1990, and 77,000 in 2010. Growth has been both residential and commercial in nature. The area near the proposed 106th Street interchange, and in particular the existing platted and partially developed commercial office parks in the quadrants of the interchange, are currently experiencing development activity.

The Indianapolis Metropolitan Planning Organization's (MPO's) Travel Demand Model was used as the base for developing the traffic projections for the I-69 new interchange at 106th Street project. Land use analysis, contained in the *IJ Report* (Appendix G), was performed for the study area to generate realistic growth projections. These growth projections were then used to generate traffic projections for the project, for use in determining the necessary scope of work. A screening process was performed to identify developable parcels. The City of Fishers provided GIS shape files including zoning, floodplains, and aerial photography for use in the screening process. The first step in the screening process identified vacant parcels in the zoning shape file. The next step identified planned urban development (PUD) parcels in the zoning shape file. Aerial photography was then used to verify the status of all parcels. Any area within a floodplain was assumed undevelopable. Small parcels that serve as utility easements, driveways, etc. were assumed undevelopable. Protected parcel zonings, including open space, were assumed undevelopable. The *City of Fishers Downtown Illustrative Master Plan* includes specific plans for development that were incorporated in the analysis. Vacant parcels were then assumed to develop with similar uses and densities as the existing development. For example, the vacant ground in the southeast quadrant of the proposed I-69/106th Street interchange was assumed to develop with 3-story office buildings, with the same proportion of parking, infrastructure, storm water detention, etc., similar to the existing development on that site. Vacant parcels in residential areas were assumed to develop with residential with similar densities.

Indiana Department of Transportation

County Hamilton Route I-69 at 106th Street Des. No. 1298035

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Hamilton Municipality: Fishers

Project Introduction

INDOT, with active support and financial sponsorship from the City of Fishers (Fishers) and Hamilton County, is proposing to construct a new interchange along I-69 at the 106th Street overpass near mile marker 204 in Hamilton County, Indiana. The project area is shown in Appendix

Limits of Proposed Work:

The limits of the proposed work along I-69 extends from approximately 2,400 feet south of to approximately 2,800 feet north of the 106th Street overpass resulting in a total distance of approximately 5,200 feet (1.0 mile).

The limits of the proposed work along 106th Street extends from the east leg of the Crosspoint Boulevard roundabout to the west leg of the USA Parkway roundabout. These limits correspond to a distance from approximately 950 feet west of to approximately 1,350 feet east of the centerline of I-69, resulting in a total distance of approximately 2,300 feet (0.44 mile).

Total Work Length: 1.44 Mile(s) Total Work Area: 34.4 Acre(s)

	Yes[1]	No
Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required?	X	
If yes, when did the FHWA grant a conditional approval for this project?	Date: January 16, 2015	

[1] *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.*

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.

Existing Conditions:

Interstate 69

The existing I-69 cross section in each direction consists of a five-foot paved inside shoulder, four 12-foot mainline thru lanes; a 12-foot auxiliary lane for merges and diverges to and from 96th Street and 116th Street, and a ten-foot paved outside shoulder. The posted speed of I-69 in the project area is 65 mph.

106th Street

106th Street currently bridges over the interstate with no access to I-69. It is a two-lane road with an 11-foot wide thru lane and a four-foot wide (two-foot paved) shoulder in each direction. 106th Street is classified as a Minor Arterial with a posted speed limit of 40 mph. No pedestrian facilities currently exist along 106th Street within the project area. There is a recently constructed two-lane roundabout at the intersection of 106th Street with Crosspoint Boulevard/Lantern Road (west project limit). There is also a two-lane roundabout at the 106th Street intersection with USA Parkway/Lantern Road (east project limit). Prior to the construction of I-69, Lantern Road was a continuous north-south route; however, Lantern Road was bisected by I-69 and relocated so that Lantern Road currently exists on both sides of the interstate. In this report, the west intersection is referred to as Crosspoint Boulevard and the east intersection is referred to as USA Parkway.

Operation Indy Commute:

Construction was substantially complete in 2014 for the Operation Indy Commute (OIC) project, which was fully accounted for in the base and future year analysis in the *IJ Report*. The OIC project added a thru lane in the median for southbound I-

69 and added an auxiliary lane between the 82nd Street and 116th Street interchanges for both northbound and southbound I-69. OIC also constructed braid ramp bridge structures at the I-69/SR 37 interchange, north of 116th Street. The OIC project provided significant traffic capacity improvements and reduced recurring commuting "bottlenecks" along I-69 between the I-465/I-69 interchange and the I-69/SR 37 interchange.

Proposed Project Improvement:

The proposed project is a new I-69 interchange at the 106th Street overpass located within the City of Fishers in Hamilton County, Indiana. It is within the limits of the Indianapolis MPO, which is also a Transportation Management Area (TMA). Location maps for the proposed interchange can be found in Appendix A. The proposed interchange provides for all four turning movements to and from I-69. Project alternatives, including the Do Nothing Alternative, were analyzed based on their ability to meet the project's purpose and need. The preferred alternative is discussed in more detail in the following section. The other new interchange build alternatives, and why they were eliminated from further consideration, are discussed in the *Other Alternatives Considered* section of this document.

Preferred Alternative: Roundabout Interchange

Roundabouts improve the travel time over all interchange alternatives by creating continuous flow of traffic. The Roundabout Alternative provides a continuous two-lane, oval-shaped roundabout centered over the I-69 centerline. Appendix B contains plans for the Roundabout Alternative. The northbound I-69 diverge ramp provides a three-lane approach (left, left/thru, and a separate right turn lane bypass for the northbound I-69 to eastbound 106th Street movement). The southbound I-69 diverge ramp provides a two-lane approach (left and left/thru/right). Eastbound 106th Street provides a three-lane approach (left/thru, thru, and a separate eastbound 106th Street to southbound I-69 right turn bypass lane). Westbound 106th Street provides a three-lane approach (left/thru, thru, and a separate westbound 106th Street to northbound I-69 right turn bypass lane).

The interchange contains two separate two-lane bridges over I-69, one to the south and the other to the north. The north bridge will provide a variable six foot to eight foot wide sidewalk along the north side of 106th Street for the entire project length, with crosswalks across 106th Street at Crosspoint Boulevard and USA Parkway.

The existing 106th Street structure over I-69 will be totally removed as part of this project and replaced with two one-way structures (south structure and north structure) as part of the preferred alternative. Construction along I-69 will include new bridge piers in the median and new bridge abutments to the outside of mainline I-69. No roadway work is proposed for existing mainline I-69, and all roadway work along I-69 will be limited to construction of the ramps for the new interchange.

The Roundabout Interchange will acquire 9.5 acres of permanent right-of-way and will impact 0.58 acre of wetlands. No impacts to floodplains, streams, forests, or endangered species are anticipated. The Roundabout Alternative does not require residential or commercial relocations.

Advantages:

- Creates an efficient interchange without traffic signal;
- Improves safety;
- Less severe collisions;
- Fewer conflict points due to central splitter island;
- Eliminates right angle and head on collisions; and,
- Eliminates virtually all delay during low-volume, non-peak hours of the day.

Disadvantages:

- Increases pedestrian delay since gaps are not artificially created by a traffic signal.

OTHER ALTERNATIVES CONSIDERED:

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

No-Build Alternative: Do Nothing Alternative

The Do Nothing Alternative serves as a baseline for comparison for build alternatives. The Do Nothing Alternative does not meet the purpose and need for the project because it would not 1) reduce traffic congestion at the I-69 interchanges with 96th Street and 116th Street, 2) enhance safety in the study area, 3) provide direct access between I-69 and 106th Street, or 4) support land uses and growth patterns. The Do Nothing Alternative was eliminated because it does not satisfy purpose and need.

Build Alternative: Transportation Systems Management (TSM) Alternative

The TSM Alternatives strategies do not meet the purpose and need for the project because they would not 1) reduce traffic congestion at the I-69 interchanges with 96th Street and 116th Street, 2) enhance safety in the study area, 3) provide direct access between I-69 and 106th Street, or 4) support land uses and growth patterns. The TSM Alternatives were eliminated because they do not satisfy purpose and need. In 2003, a Record of Decision (ROD) was issued for the ConNECTions (Northeast Corridor Transportation) Study Environmental Impact Statement (EIS), which addressed the entire northeast quadrant of the Indianapolis TMA. The ConNECTions Study analyzed highway, transit, transportation systems management (TSM), and special use lanes. Since that time there has been continuous study of transit alternatives for the northeast corridor. TSM Alternatives of particular note include the following.

- High Occupancy Vehicle Lanes (HOV) – HOV lanes improve interstate capacity, and not necessarily interstate accessibility. The recent mainline I-69 improvements associated with the OIC project provide sufficient mainline capacity through year 2035. There are no dedicated HOV lanes along the I-69 corridor, northeast of Indianapolis.

- Ramp Metering – Ramp metering is most effective for limiting the flow of local network vehicles accessing the mainline interstate. As previously mentioned, mainline I-69 capacity is sufficient through year 2035. There is no need to meter traffic.

- Mass Transit – Various studies over the years have investigated the viability of mass transit along this northeast corridor. Fishers currently has a mass transit option in place, the Fishers Express bus system, which to downtown Indianapolis. Year 2013 ridership was low with an average of 96 one-way trips per day according to Indy Express Bus: http://www.fishers.in.us/DocumentCenter/View/1665.

- Improvement of Non-106th Street Facilities - Potential Design improvements were considered as part of the Policy Point #1 discussion in the *IJ Report*. Improvements to the 96th Street and 116th Street interchanges and corridors was shown to be cost-prohibitive due to right-of-way constraints.

The TSM Alternatives were eliminated from further consideration because they do not meet the purpose and need of the project. TSM Alternatives do not reduce traffic congestion at the adjacent I-69 interchanges to the north and south, and the cost of improving these adjacent interchanges is prohibitive. TSM alternatives do not provide direct access between I-69 and 106th Street.

Non-Preferred New Interchange Build Alternatives:

In addition to the preferred alternative previously discussed, three additional new interchange alternatives were investigated: a tight diamond interchange, a single point urban interchange, and a divergent diamond interchange. All of these interchange alternatives meet each of element of the project purpose and need in similar fashion. All of the interchange alternatives are anticipated to draw a similar amount of traffic from the adjacent I-69 interchanges with 96th Street and 116th Street; therefore,

they reduce congestion at those adjacent existing interchange areas to the same degree. All of the interchange configurations are anticipated to improve overall safety within the study area. Providing a new interchange at 106th Street would mitigate some of the existing and future operational challenges at the 96th Street and 116th Street interchanges and help to reduce the number of crashes at the existing signalized ramp junctions and the I-69 mainline diverge points that result from challenged capacity and queuing. All three of the interchange alternatives could be designed to meet all American Association of State Highway and Transportation Officials (AASHTO) and *Indiana Design Manual* (IDM) standards. All three interchange alternatives would provide direct access to 106th Street and support existing and future land use in the area.

The new interchange build alternatives have many similarities. They have similar project limits for both I-69 and 106th Street that match the project's logical termini of one existing I-69 interchange to the north of and south of the existing 106th Street overpass and one existing roundabout to the east of and west of I-69. None of the new interchange build alternatives adds lanes to, or requires extensive work on, mainline I-69. They all widen the existing two-lane 106th Street to four lanes (two in each direction) between Crosspoint Boulevard and I-69 and five lanes (three eastbound and two westbound) from I-69 to USA Parkway. All of the new interchange build alternatives close the existing full access to and from 106th Street at Kincaid Drive, replacing it with a right-in only on the south side of 106th Street and a right-in/right-out on the north side of 106th Street. They all provide a variable six foot to eight foot wide paved multi-use path along the north side of 106th Street for the entire project length, with crosswalks across 106th Street at Crosspoint Boulevard and USA Parkway. All of the new interchange build alternatives tie into the existing configuration of the east leg of the 106th Street/Crosspoint Boulevard roundabout and the existing configuration of the west leg of the 106th Street/USA Parkway roundabout while adding a new eastbound to southbound separate right turn bypass lane to the USA Parkway roundabout. The only differentiation among the new interchange build alternatives occurs within the interchange proper, as there are different ramp and intersection geometries associated with the different interchange alternatives. These differences in configuration create variation in cost, right-of-way impacts, traffic capacity within the interchange, ease of future expansion, and driver expectancy. These are the factors that were used to determine the preferred alternative among the new interchange build alternatives.

The three non-preferred new interchange alternatives have similar environmental impacts. Estimated costs vary by a couple million dollars among the alternatives. The primary area of differentiation between the preferred alternative and the other interchange alternatives is in the anticipated traffic operations within the actual interchange. The three interchange alternatives described below are not recommended because they do not perform as well as the preferred alternative from a traffic operations standpoint. Table 4, located in the section following the description of the three non-preferred interchange alternatives, compares the performance measures of all four of the new interchange alternatives.

Build Alternative: Tight Diamond

When evaluating different interchange alternative types for this project, only urban interchanges were evaluated due to right-of-way constraints. The tight diamond interchange (TDI) is a variant of the standard diamond interchange and brings the ramp terminals closer together to reduce the right-of-way impact. This causes the two signals, typically associated with a traditional diamond interchange, to operate essentially as single signalized intersection. This compression does not allow for much storage on the bridge with nested left-turn bays; therefore additional lanes are required on the bridge.

Advantages:

- Leaves a small footprint;
- Utilizes simple bridge structure;
- Allows for closer outer road spacing;
- Lowers cost, due to reduced right-of-way and limited outer road reconstruction; and,
- Provides controlled pedestrian crossings by creating signal controls for all turning movements.

Disadvantages:

- Creates a wide bridge; and,
- Can create queuing and congestion due to the close spacing of the signalized ramp junctions.

The TDI was eliminated from further consideration because it is forecast to operate less efficiently than the preferred alternative, with approximately 7.3 and 1.6 times higher average delay per motorist for the design year AM and PM peak periods, respectively.

Build Alternative: Single Point Urban Interchange

For the traffic turning movement data developed for this project, the single point urban interchange (SPUI) improves traffic operations over the standard diamond interchange by combining the ramp terminal signals into a single signal. All left-turning movements are completed at this signal. It is recommended that SPUI's be built with dual left-turn lanes on the cross road even if this is not warranted by current traffic. This is due to the difficulty in expanding on the complex bridge required for a crossroad-over SPUI. In general, the SPUI requires less right-of-way than a traditional diamond interchange.

Advantages:

- Creates an efficient single signal;
- Utilizes right turns with free-flow movements;
- Increases capacity, decreases delay over standard diamond interchange, when left turning volumes are evenly split;
- Allows for tighter outer road spacing; and,
- Provides controlled pedestrian crossings by creating signal controls for all turning movements.

Disadvantages:

- Creates a large, complex bridge structure, which can be difficult to widen in the future;
- Widens intersection and reduces free-flow movements; and,
- Produces high cost.

The SPUI was eliminated from further consideration because it is forecast to operate less efficiently than the preferred alternative, with approximately 5.7 and 1.1 times higher average delay per motorist for the design year AM and PM peak periods, respectively. The SPUI costs $2.1 million more than the preferred alternative.

Build Alternative: Divergent Diamond Interchange

The divergent diamond interchange (DDI), also known as a double crossover diamond interchange, is a new interchange type to Indiana. The first DDI in Indiana was recently constructed at I-69 and SR 1 in Ft. Wayne, and another DDI is currently being constructed at I-65 and Worthsville Road near Greenwood, Indiana.

Advantages:

- Establishes efficient two phase signals;
- All exits from the interstate are made before reaching the 106th Street bridge;
- Increases capacity, decreases delay over standard diamond interchange, when left turning volumes are high;
- Creates fewer conflict points than standard diamond;
- Combines lanes for left-turn and through movements, thus narrowing bridge structure; and,
- Provides controlled pedestrian crossings by creating signal controls for all turning movements.

Disadvantages:

- Counterintuitive for drivers;
- Lower speed for through movements on 106th Street; and,
- Large footprint on either side of the interchange due to "bubbles" creating costly right-of-way impacts.

The DDI was eliminated from further consideration because it is forecast to operate less efficiently than the preferred alternative, with approximately 4.2 and 1.2 times higher average delay per motorist for the design year AM and PM peak periods, respectively. The DDI costs $1.1 million more than the preferred alternative.

Indiana Department of Transportation

County Hamilton Route I-69 at 106th Street Des. No. 1298035

Table 4 – Summary of New Interchange Build Alternatives

		Roundabout (Preferred)	Tight Diamond	SPUI	DDI
Traffic Operations (P&N)	2035 Peak Hour Capacity Results (average delay)	AM: 5.8 seconds PM: 28.7 seconds	AM: 42.4 seconds PM: 45.5 seconds	AM: 33.3 seconds PM: 33.0 seconds	AM East: 29.7 sec. AM West: 19.2 sec. PM East: 44.3 sec. PM West: 24.8 sec.
	24 Hour Operations	Will operate with little to no delay off peak	Signal timings can be optimized during off-peak hours, but delay is unavoidable	Signal timings can be optimized during off-peak hours, but delay is unavoidable	Signal timings can be optimized during off-peak hours, but delay is unavoidable
	Reduces 96th & 116th Congestion	Yes	Yes	Yes	Yes
Safety (P&N)	Enhanced Via Imp. Traffic Operations	Yes	Yes	Yes	Yes
Access (P&N)	Direct Between I-69 and 106th Street	Yes	Yes	Yes	Yes
Growth (P&N)	Supports Existing & Projected Land Use	Yes	Yes	Yes	Yes
Environmental Impacts	New Permanent ROW (acres)	9.5	9.0	10.7	10.1
	Wetlands (acres)	0.63	0.52	0.69	0.73
	Floodplain (acres)	0.0	0.0	0.0	0.0
	Streams (linear feet)	0.0	0.0	0.0	0.0
	Farmlands (acres)	0.0	0.0	0.0	0.0
	Relocations	0	0	1* (commercial)	0*
Cost	Total Cost	$33.9 million	$31.3 million	$36.0 million	$35.0 Million
Other	Future Bridge Expansion	Widened relatively easily to provide third lane thru roundabout	Widened relatively easily in the future. Signal timings can be adjusted easily	Difficult and costly to expand	Similar to SPUI, difficult and costly to expand
	Driver Expectancy	Medium: Local familiarity with roundabouts and Keystone corridor	High: Common interchange configuration	Medium: Familiarity with two I-465 SPUI's	Low: First 2 DDI's in Indiana currently under construction

* These interchange alternatives impact two development-ready commercial building pads in the northwest quadrant.

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

It would not correct existing capacity deficiencies;	X
It would not correct existing safety hazards;	X
It would not correct the existing roadway geometric deficiencies;	
It would not correct existing deteriorated conditions and maintenance problems; or	
It would result in serious impacts to the motoring public and general welfare of the economy.	
Other (It does not fulfill the purpose and need of the project and does not improve non-motorized connectivity)	X

Indiana Department of Transportation

County Hamilton Route I-69 at 106th Street Des. No. 1298035

ROADWAY CHARACTER:

Interstate 69

Functional Classification: Principal Arterial (Interstate)
Current ADT: 118,000 (2015) Design Year ADT: 156, 000 (2035)
Design Hour Volume (DHV): 7,600 Truck Percentage (%) 10.8
Designed Speed (mph): 65 Legal Speed (mph): 65

	Existing		Proposed	
Number of Lanes:	10		10	
Type of Lanes:	Vehicular – 5 NB, 5 SB		Vehicular – 5 NB, 5 SB	
Pavement Width:	120	ft.	120	ft.
Shoulder Width:	Outside 10 Inside 5	ft.	Outside 10 Inside 5	ft.
Median Width:	Barrier Rail	ft.	Barrier Rail	ft.
Sidewalk Width:	NA	ft.	NA	ft.

Setting: [X] Urban [ ] Suburban [ ] Rural
Topography: [X] Level [ ] Rolling [ ] Hilly

106th Street

Functional Classification: 106th Street - urban minor arterial
Current ADT: 24,000 (2015) Design Year ADT: 37,000 (2035)
Design Hour Volume (DHV): 4,300 Truck Percentage (%) 1.6
Designed Speed (mph): 40 Legal Speed (mph): 40

Number of Lanes:	2		4 west of I-69, 5 east of I-69	
Type of Lanes:	Thru		2 thru lanes in each direction with an EB to SB right turn lane east of I-69	
Pavement Width:	22	ft.	48 (west) 55 (east)	ft.
Shoulder Width:	2	ft.	Curb and gutter	ft.
Median Width:	NA	ft.	4	ft.
Sidewalk Width:	NA	ft.	6 to 8 (north side only)	ft.

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

DESIGN CRITERIA FOR BRIDGES:

Structure/NBI Number(s): I-69-3-5309A Sufficiency Rating: NA – to be demolished
(Rating, Source of Information)

	Existing		Proposed (South Bridge)	
Bridge Type: (South Bridge)	Continuous Composite Steel Plate Beam		Continuous Composite Steel Plate Girder	
Number of Spans:	4		2	
Weight Restrictions:	None	ton	None	ton
Height Restrictions:	15'-7"	ft.	17	ft.
Curb to Curb Width:	42	ft.	32	ft.
Outside to Outside Width:	46	ft.	53.5	ft.
Shoulder Width:	10	ft.	Apron (varies)	ft.
Length of Channel Work:			N/A	ft.

Indiana Department of Transportation

County Hamilton Route I-69 at 106th Street Des. No. 1298035

	Existing		Proposed (North Bridge)	
Bridge Type: (North Bridge)	Continuous Composite Steel Plate Beam		Continuous Composite Steel Plate Girder	
Number of Spans:	4		2	
Weight Restrictions:	None	ton	None	ton
Height Restrictions:	13.5	ft.	17	ft.
Curb to Curb Width:	44	ft.	32	ft.
Outside to Outside Width:	46	ft.	72	ft.
Shoulder Width:	10	ft.	Apron (varies) Includes 6 to 8 sidewalk	ft.
Length of Channel Work:			N/A	ft.

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

Remarks:

The existing bridge was constructed in 1969 and rehabilitated in 1996. The bridge is four span (36'-5", 99'-2", 99'-2", and 36'-5") and has a skew of 31 degrees. The structure will be totally removed as part of this project and replaced with two one-way structures (south structure and north structure) as part of the construction of the roundabout interchange. The proposed north and south bridges will have two spans (84'-6" and 84'-6") with a radial skew. The south bridge will not accommodate pedestrian traffic; however, the north bridge will carry a 6 to 8 foot variable width sidewalk.

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

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

Remarks:

Traffic will be maintained on existing roads and the 106th Street overpass until a time when the existing overpass bridge structure is demolished. At that time, an official Hague Road/96th Street/Lantern Road detour route will be signed and will redirect motorists approximately 1 mile to the south (Appendix C4). With the large amount of local traffic in the area, it is anticipated that some motorists will decide to take an unofficial detour route to the north to 116th Street. Provisions will be made to maintain access to any adjacent business along 106th Street, within the construction zone, that does not already have additional access from a source other than 106th Street. The project team will continue to coordinate with the City of Fishers Engineering Department and the Hamilton County Highway Department during design and construction so that local special events can be accommodated as much as feasible.

Indiana Department of Transportation

County Hamilton Route I-69 at 106th Street Des. No. 1298035

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: $ 900,000 (2016) Right-of-Way: $ 2,690,000 (2016) Construction: $ 30,000,000 (2016)

Anticipated Start Date of Construction: March 2016

Date project incorporated into STIP July 1, 2015 (Appendix K – incorporated by reference into the STIP)

	Yes	No
Is the project in an MPO Area?	X	

If yes,
Name of MPO Indianapolis Metropolitan Planning Organization (MPO)

Location of Project in TIP Electronic search of Des. No. 1298035 (Appendix K)

Date of incorporation by reference into the STIP July 1, 2015

RIGHT-OF-WAY:

	Amount (acres)	
Land Use Impacts	Permanent	Temporary
Residential	0.00	0.00
Commercial	8.49	1.70
Agricultural	0.41	0.00
Forest	0.00	0.00
Wetlands	0.62	0.01
Other: Old Rail right-of-way	0.00	0.00
TOTAL	9.52	1.71

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

Remarks:

The preferred alternative will require a total of 9.52 acres of permanent right-of-way, 8.49 acres from existing commercial land, 0.41 acre from existing agricultural land, and 0.62 acre from wetlands (Note: wetland total includes of 0.16 acres of right-of-way from the open water portion of the existing detention basin in the southeast quadrant of the interchange). The permanent right-of-way will not result in any relocations; however, it does encroach into developable ground in all four quadrants of the interchange. The preferred alternative will require a total of 1.71 acres of temporary right-of-way, 1.70 acres from existing commercial land, and 0.01 acre from the wetland fringe along the existing detention basin in the southeast quadrant of the interchange. The temporary right-of-way will be used to expand the existing detention basin in the southeast quadrant of the interchange. Appendix B displays the right-of-way.

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

SECTION A – ECOLOGICAL RESOURCES

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

Remarks:

Information for waters and wetland resources are from two sources: 1) the previously approved June 2012 *OIC Waters of the U.S. Report* and 2) field checks performed by a qualified professional at Corradino on October 24, 2013 and September 10, 2014.

Cheeney Creek is located approximately 1,650 feet to the northwest of the106th Street overpass of I-69. It flows to the southwest for a short distance and then eventually to the west. The proposed project improvements will not impact the creek. There are roadside ditches and storm drainage in the project area, but none show ordinary high water marks or significant nexus with jurisdictional waters.

	Presence	Impacts Yes	Impacts No
Other Surface Waters			
Reservoirs			
Lakes			
Farm Ponds			
Detention Basins	X	X	
Storm Water Management Facilities			
Other:			

Remarks:

The detention basin in the southeast quadrant of the interchange will be impacted by the I-69 northbound diverge ramp onto 106th Street. The ramp will be built using retaining walls to minimize the footprint. Approximately 0.16 acre of the basin will be filled in, and there will be a new edge for the basin. The proposed basin impacts can be seen in Appendix B for the preferred alternative. This basin connects to a ditch to the south, which is outside the project area. The ditch exhibits an ordinary high water mark, but drains into an underground storm drainage system.

	Presence	Impacts Yes	Impacts No
Wetlands	X	X	

Total wetland area: 2.91 acre(s) Total wetland area impacted: 0.63 acre(s)

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

Indiana Department of Transportation

County Hamilton Route I-69 at 106th Street Des. No. 1298035

Wetland	Classification	Total Size (Acres)	Impacted Acres	Comments
C	PEM	0.14	0.14	Emergent ditch wetland in northeast quadrant.
D	PEM	0.12	0.12	Emergent wetland in southwest quadrant.
F	PEM	0.12	0.12	Emergent ditch wetland in southeast quadrant.
G	PEM	0.32	0.09	Emergent wetland along fringe of detention basin in southeast quadrant.
Open Water Pond	PUB	2.21	0.16	Open water portion of the detention basin in southeast quadrant.

Wetlands (*Mark all that apply*)	**Documentation**	**ES Approval Dates**
Wetland Determination	X	August 10, 2015
Wetland Delineation	X	August 10, 2015
USACE Isolated Waters Determination		
Mitigation Plan		

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

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

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

Remarks:

Wetland delineation for the recently completed *OIC Waters of the U.S. Report* was restricted to the existing I-69 footprint since that project did not acquire additional right-of-way. Relevant excerpts from the *OIC Waters of the U.S. Report* are contained in the appendix of the subject 106th Street New Interchange at I-69 project's *Waters of the U.S. Report* (Appendix H). Appendix H contains supplemental information gathered by Corradino LLC during October 24, 2013 and September 10, 2014 field visits and includes data sheets for extending the OIC wetlands outside of the existing I-69 right-of-way, photographs, and aerial mapping.

No National Wetland Inventory wetlands are present, but there are two storm water detention basins in the immediate area of the interchange, just outside the existing right-of-way. The larger basin, referred to as Wetland G and Open Water Pond in the preceding table, is in the southeast quadrant and the smaller basin is in the southwest quadrant. Both are Palustrine, Unconsolidated Bottom with mud substrate (PUB3). A mix of vegetation characteristic of both wetland and upland areas are present. The larger basin is expected to be impacted on its western border, while the smaller is outside the proposed right-of-way.

Impacts to the larger basin have been minimized to the extent practical. Three other emergent wetlands, referred to as Wetlands C, D, and F in the preceding table, have been delineated through field review of the proposed right-of-way area. Wetlands C, D and F will be impacted in their entirety.

In response to early coordination (Appendix D), IDNR's Department of Fish and Wildlife commented that "the tight diamond alternative appears to have the fewest impacts to existing and proposed infrastructure and resources, including the two existing storm water detention basins in the southwest and southeast quadrants." IDNR also stated that while formal approval by the IDNR Division of Water is not required for this project, IDNR recommends "contacting and coordinating with the Indiana Department of Environmental Management (IDEM) 401 program and also the US Army Corps of Engineers (USACE) 404 program." The U.S. Fish and

Wildlife Service (USFWS) commented that the agency has "no objections to the project as currently proposed", and similar to IDNR, USFWS also recommended coordination with the IDEM 401 program and the USACE 404 program. IDEM noted the requirement to obtain a Section 401 Water Quality Certification in the event that a Section 404 wetlands permit is required from USACE and noted that, even if impacted wetlands and waterbodies are determined to be isolated, as State Isolated Wetland permit may be required from IDEM's Office of Water Quality.

Mitigation of impacted wetlands will be determined during the design and permitting process. The previously discussed Table 4 summarizes the anticipated wetland impacts for the four new interchange build alternatives. Impacts range from 0.52 acre for the TDI to 0.73 acre for the DDI. The preferred alternative has a wetland impact of 0.58 acre, a mere 0.11 acre more than the least impactful alternative. The only alternatives with fewer impacts were the avoidance alternative "No Build", which does not meet the purpose and need of the project, and the Tight Diamond Alternative with 0.52 acre of impact. Retaining walls are proposed for all of the interchange alternatives to reduce the project footprint and minimize impacts.

	Presence	Impacts Yes	Impacts No
Terrestrial Habitat			
Unique or High Quality Habitat			

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

Remarks:

Land use in and near the project is primarily commercial. Dominant vegetation is lawn type plants (*Digitaria, Trifolium repens, Festuca, Schedonorus, Poa, Plantago major*, etc.). Some of this vegetation will be replaced with hard surface from the addition of ramps along I-69 and the widening of 106th Street. A narrow fringe of scrub occurs around the detention basin and the slopes to the 106th Street Bridge. These areas consist of common shrubs such as dogwood and invasive honeysuckle. Significant or valuable terrestrial habitat will not be affected by the project.

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	Yes	No
Is the proposed project located within or adjacent to the potential Karst Area of Indiana?		X
Are karst features located within or adjacent to the footprint of the proposed project?		X
If yes, will the project impact any of these karst features?		

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

Remarks:

The project is located in Hamilton County, which is outside of the designated karst area of Indiana as identified in October 13, 1993 Memorandum of Understanding (MOU) between INDOT, the IDNR, IDEM, and the United States Fish and Wildlife Service (USFWS). No karst features are known to exist within or adjacent to the proposed project area.

	Presence	Impacts Yes	Impacts No
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)			

Indiana Department of Transportation

County Hamilton Route I-69 at 106th Street Des. No. 1298035

	Yes	No
Is Section 7 formal consultation required for this action?		X

Remarks:

The Indiana Natural Heritage Data Center was checked during early coordination (Appendix D), and there are no ETR species or significant areas documented within 0.5 mile of the project area. All of the state of Indiana is within the range of the federally endangered Indiana bat (*Myotis sodalis*).

IDNR was coordinated with for this project on August 13, 2014 (see Appendix D, page 5). IDNR responded that there are no plant or animal species listed as state or federally threatened, endangered, or rare in the project vicinity. IDNR noted that the Tight Diamond Alternative has the least impacts to resources, while the SPUI Alternative and the DDI Alternative have the highest impacts; however, IDNR did not make a recommendation regarding preferred interchange type.

USFWS was coordinated with for this project on August 19, 2014 (see Appendix D, page 10). USFWS stated the agency has no objections to the project as currently proposed.

SECTION B – OTHER RESOURCES

Drinking Water Resources	Presence	Impacts Yes	Impacts No
Wellhead Protection Area			
Public Water System(s)	X	X	
Residential Well(s)			
Source Water Protection Area(s)			
Sole Source Aquifer (SSA)			

If a SSA is present, answer the following:

	Yes	No
Is the Project in the St. Joseph Aquifer System?		
Is the FHWA/EPA SSA MOU Applicable?		
Initial Groundwater Assessment Required?		
Detailed Groundwater Assessment Required?		

Remarks:

The project is not located within the St. Joseph Aquifer System, the only legally designated sole source aquifer in Indiana. Per the Indiana Department of Environmental Management's Wellhead Proximity Determinator website (http://idemmaps.idem.in.gov/whpa/) accessed on July 22, 2014 by Corradino, LLC, the project is not located within a Wellhead Protection Area. In response to early coordination (Appendix D), IDEM's Ground Water Section determined that "the site is not located within a Wellhead Protection Area."

The project may impact existing water lines owned by Citizens Energy Group. Utility coordination will occur during the design and construction phase to aid in any relocation of the water utility.

Flood Plains	Presence	Impacts Yes	Impacts No
Longitudinal Encroachment			
Transverse Encroachment			
Project located within a regulated floodplain			
Homes located in floodplain within 1000' up/downstream from project			

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

Remarks:

The project does not encroach upon a regulatory floodplain as determined from available FEMA flood plain maps (Appendix E, page 9). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR.

Indiana Department of Transportation

County Hamilton Route I-69 at 106th Street Des. No. 1298035

	Presence	Impacts Yes	Impacts No
mland			
\gricultural Lands			
ᵖrime Farmland (per NRCS)			

ɔtal Points (from Section VII of CPA-106/AD-1006* _____
**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 this project on August 19, 2914 (see Appendix D, page 8). NRCS responded that the project will not cause a conversion of prime farmland. None of the land within the project limits meets the definition of farmland under the Farmland Protection Policy Act (FPPA). The requirements of the FPPA do not apply to this project.

SECTION C – CULTURAL RESOURCES

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

Results of Research	Eligible and/or Listed Resource Present
Archaeology	
NRHP Buildings/Site(s)	
NRHP District(s)	
NRHP Bridge(s)	

Project Effect

No Historic Properties Affected [X] No Adverse Effect [ ] Adverse Effect [ ]

Documentation (mark all that apply)	Documentation Prepared*	ES/FHWA Approval Date(s)	SHPO Approval Date(s)
Historic Properties Short Report			
Historic Property Report	X	July 17, 2013	October 4, 2013
Archaeological Records Check/ Review	X	July 11, 2013	August 16, 2013
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	X	April 10, 2015	May 11, 2015
800.11 Documentation	X	April 10, 2015	May 11, 2015

See Appendix F for 800.11(d) documentation.

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

Indiana Department of Transportation

County Hamilton Route I-69 at 106th Street Des. No. 1298035

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):
Due to the nature of the proposed work, the Area of Potential Effect (APE) for this project generally encompasses the properties immediately adjacent to the project limits that have a viewshed of the project (Appendix F3, Pages 12 to 14). The APE limits, for above-ground resources, has been defined as approximately 2,930 feet north and 3,120 feet south of the center point of 106th Street over I-69, and approximately 1,950 feet west and 2,720 feet east of the center point of 106th Street over I-69. The archaeological APE has been defined as the project footprint.

Consulting Parties Invitations and Meeting:
FHWA, IDNR-SHPO, and INDOT Cultural Resources Office (CRO) are automatic Section 106 consulting parties. Invitations to become consulting parties and participate in a September 19, 2013 consulting parties meeting were sent by Corradino, LLC to the following:

- Hamilton County Highway Department;
- Hamilton County Commissioners Office;
- Fishers Town Council;
- Hamilton County Historian;
- Historic Landmarks Foundation; and,
- Kincaid Developers, Inc. (property owner).

The consulting parties meeting was held on-site on September 19, 2013 and was attended by INDOT CRO, FHWA, IDNR-SHPO, Corradino, H&H Associates, Hamilton County Historian's office, and Kincaid Developers (Appendix F3, page 34). The Archeological Short Report and the HPR were provided to meeting participants ahead of time. Consensus was reached regarding the APE and eligibility.

Archaeology:
As one of the project's cultural resources qualified professionals, Weintraut and Associates prepared the Archaeological Short Report on July 17, 2013 (Appendix F3, page 26). Through a combination of literature search and limited Phase 1a reconnaissance, the Archaeological Short Report found no archaeological resources. This document was reviewed by the INDOT Cultural Resources Office (CRO) and approved on July 11, 2013. The Archaeological Short Report was submitted to IDNR-SHPO on July 17, 2013. IDNR-SHPO concurred with the Archeological Short Report on August 16, 2013.

Historic Properties:
As one of the project's cultural resources qualified professionals, H&H Associates LLC prepared the HPR on August 16, 2013 (Appendix F3, page 24). INDOT CRO reviewed and approved the HPR on July 17, 2013. The Flanagan-Kincaid House, originally thought to likely be eligible for listing in the National Register of Historic Places (NRHP) as discussed in the September 19, 2013 consulting parties meeting, was relocated from its original position in the southwest corner of the 106th Street/Kincaid Drive intersection to its current location along the east side of I-69, approximately 2,000 feet north of 106th Street. Interchange alternatives were being analyzed to conduct construction without requiring property from the historic boundary of the Flanagan-Kincaid House when preservation groups, without any coordination or consultation with the project team including INDOT and FHWA, raised funding and orchestrated the relocation of the structure. The new location is outside of the project right-of-way but still within the APE. This move was conducted on October 4, 2014. In a letter dated October 22, 2014, IDNR-SHPO communicated the agency's position that the new location and orientation of the Flanagan-Kincaid house eliminates its eligibility for listing in the NRHP.

Effect Finding and 800.11(f) Documentation: INDOT CRO signed, on behalf of FHWA, the APE and Eligibility Determinations and the "No Historic Properties Affected" Finding on April 10, 2015 (Appendix F3, page 2). Corradino LLC distributed the Effect Finding and 800.11(d) Documentation on April 30, 2015 to FHWA, IDNR-SHPO, and the consulting parties that chose to participate in the consultation process, requesting written comment within 30 days. IDNR-SHPO responded with a concurrence letter on May 11, 2015. No other comments were received from consulting parties.

Public Involvement:
Public notice of the "No Historic Properties Affected" Finding and the 800.11(d) Documentation was advertised in the *Indianapolis Star* on May 2, 2015, with a 30-day comment period (Appendix F2). The 800.11(d) documentation was made available for public review and comment at Corradino LLC's downtown Indianapolis office. No responses to the legal add were received. The Section 106 process has been completed and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

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

	Presence	Use Yes	Use No
Parks & Other Recreational Land			
Publicly owned park			
Publicly owned recreation area			
Other (school, state/national forest, bikeway, etc.)			

	Evaluations Prepared	FHWA Approval date
Programmatic Section 4(f)*		
"De minimis" Impact*		
Individual Section 4(f)		

	Presence	Use Yes	Use No
Wildlife & Waterfowl Refuges			
National Wildlife Refuge			
National Natural Landmark			
State Wildlife Area			
State Nature Preserve			

	Evaluations Prepared	FHWA Approval date
Programmatic Section 4(f)*		
"De minimis" Impact*		
Individual Section 4(f)		

	Presence	Use Yes	Use No
Historic Properties			
Sites eligible and/or listed on the NRHP			

	Evaluations Prepared	FHWA Approval date
Programmatic Section 4(f)*		
"De minimis" Impact*		
Individual Section 4(f)		

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

Indiana Department of Transportation

County Hamilton Route I-69 at 106th Street Des. No. 1298035

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

Remarks:

Cheeney Creek Natural Area is located approximately 1,500 feet northwest of the project area and extends northeast from there. The address is 11030 Fishers Pointe Boulevard. Due to the limited nature of construction and the project right-of-way, no impacts are anticipated to the Cheeney Creek Natural Area.

Four existing trails and two planned trails are within a half-mile. None will be impacted by the project. The Cheeney Creek Natural Area Trail is a natural trail approximately 2,000 feet northwest of the reference point. An asphalt trail connects Cheeney Creek Natural Area to 106th Street approximately 1,000 feet to the west of the 106th Street overpass of I-69. Another asphalt trail extends 1,500 feet east of the reference point along the south side of 106th Street connecting Lantern Road and Muir Lane. There is an asphalt trail 1,500 feet to the east of the reference point running from 106th Street to the south. A planned asphalt trail along the south side of 106th Street will connect Hague Road and Lantern Road west of the project. Finally, a second planned asphalt trail will connect Cheeney Creek and Lantern Road along the north side of 106th street. These planned asphalt trails are separate projects from the new I-69 interchange at 106th Street project.

Although it is not listed as a named recreational facility, there is a baseball diamond along the east side of I-69, approximately 1,600 feet north of 106th Street. This is a privately owned property and is not open for public use. The minimal strip of right-of-way that will be acquired from this parcel along I-69 will not impact the ball diamond.

No 4(f) property impacts will result as a part of this project.

	Presence	Use	
		Yes	No
Section 6(f) Involvement			
Section 6(f) Property			

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

Remarks:

No Section 6(f) resources are affected, as determined by property ownership records obtained through the Hamilton County Geographic Information System (GIS), or land records searches completed during preliminary design. The National Parks Service (NPS) website was searched by Corradino on June 23, 2015 to determine if any Land and Water Conservation Fund (LWCF) sites exist in proximity to the project area (Appendix D, Page 22). No LWCF sites exist in proximity to the project area.

SECTION E – AIR QUALITY

Air Quality

Conformity Status of the Project	Yes	No
Is the project in an air quality non-attainment or maintenance area?	X	
If YES, then:		
Is the project in the most current MPO TIP?	X	
Is the project exempt from conformity?		X
If the project is NOT exempt from conformity, then:		
Is the project in the Transportation Plan (TP)?	X	
Is a hot spot analysis required (CO/PM)?		X

Indiana Department of Transportation

County Hamilton Route I-69 at 106th Street Des. No. 1298035

Level of MSAT Analysis required?

Level 1a [ ] Level 1b [X] Level 2 [ ] Level 3 [ ] Level 4 [ ] Level 5 [ ]

Remarks:

This project is located in Hamilton County. Hamilton County was previously a maintenance area for Ozone. The 1997 Ozone standard has since been revoked, and a maintenance plan is no longer required. Hamilton County is currently a maintenance area for PM2.5.

The project is located in the Indianapolis MPO Transportation Improvement Program (TIP) for years 2016 to 2019. The project was incorporated into the Statewide Transportation Improvement Program (STIP), for years 2016 to 2019, on July 1, 2015. Appendix K contains the relevant TIP and STIP excerpts.

Regarding the conformity procedures of 40 CFR Part 93, FHWA organized an inter-agency PM2.5 project-level consultation meeting for several large-scale Indiana construction projects. The subject new I-69 Interchange at 106th Street was included in this discussion. Participants included FHWA, United States Environmental Protection Agency (USEPA), INDOT, and IDEM. The inter-agency consultation group concurred that the new I-69 interchange at 106th Street is not a project of air quality concern and does not require a quantitative hotspot analysis. Appendix L contains the meeting invitation, presentation materials, and the minutes of the September 18, 2014 meeting.

This project has been determined to generate minimal air quality impacts for CAAA criteria pollutants and has not been linked with any special MSAT concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause an increase in MSAT impacts of the project from that of the no-build alternative.

USEPA 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 this project.

SECTION F – NOISE

Noise

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

	No	Yes/ Date
ES Review of Noise Analysis		May 8, 2015

Remarks:

The northwest quadrant of the proposed interchange was analyzed separately in the previously approved *I-69 Expansion Design Projects Traffic Noise Impact Analysis* (October 2014, Des. #s 1383332, 1383336). Noise barrier was determined to not be reasonable and feasible in that report. INDOT Environmental Services (ES) provided technical sufficiency for that report.

The *Noise Study Report: I-69 New Interchange at 106th Street, Hamilton County (Des. #: 1298035)* was prepared by Corradino LLC for this project on May 7, 2015 and is contained in Appendix I. It was prepared in accordance with 23 CFR 772 and the INDOT's *Traffic Noise Policy*. The purpose of this project is to add an exit in Fishers and improve access, while relieving traffic demand on the interchanges

to the south and north. This traffic noise analysis identified nine receptors within the project area including six Category E receptors (Office, Business), two Category C receptors (Church, School), and one Category F (Retail). Three Category E receptors would experience a noise impact in the design year by approaching the NAC for Category E.

Two new office buildings built since this project was started, the Roche office building and the Flanagan-Kincaid House (assumed future office use) at its new location, will experience noise levels higher than the applicable 71 dBA office criterion. These isolated locations cannot be reasonably mitigated. This conclusion is based upon preliminary design costs and assumes that no substantial changes will be made during final design.

Based on the studies thus far accomplished, the State of Indiana has not identified any locations where noise abatement is likely. Noise abatement at these locations is based upon preliminary design costs and design criteria. Noise abatement has been not been found to be feasible or reasonable at this location. 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 feasible and reasonable, the abatement measures might be provided. The final decision on the installation of any abatement measure(s) will be made upon the completion of the project's final design and the public involvement processes.

SECTION G – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

	Yes	No
Will the proposed action comply with the local/regional development patterns for the area?	X	
Will the proposed action result in substantial impacts to community cohesion?		X
Will the proposed action result in substantial impacts to local tax base or property values?		X
Will construction activities impact community events (festivals, fairs, etc.)?		X
Does the community have an approved ADA transition plan?	X	
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)	X	

Remarks:

No significant economic or community impacts are expected as a result of this project. The proposed 6 to 8 foot variable width sidewalk along the north side of 106th Street, as well as all curb ramps and cross walks associated with signalized intersections and roundabouts for this project, will be designed to be compliant with the most recent standards set forth in the Americans with Disabilities Act (ADA).

Indirect and Cumulative Impacts

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

Remarks:

This project will not result in indirect or cumulative impacts. The majority of the open ground along the 106th Street corridor in Fishers is already zoned and/or platted for development. All for quadrants of the new I-69 interchange at 106th Street have platted commercial subdivisions, and construction of new office buildings is currently underway.

Public Facilities & Services

	Yes	No
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.*		X

Indiana Department of Transportation

County Hamilton Route I-69 at 106th Street Des. No. 1298035

Remarks: The project will not negatively impact health and educational facilities, public private utilities, emergency services, religious institutions, airports, or public transportation. School corporations, hospitals, public transportation, and emergency service units will be coordinated with prior to construction. Traffic will be maintained on existing roads and the 106th Street overpass until a time when the existing overpass bridge structure is demolished. At that time, an official local detour route will be signed. Provisions will be made to maintain access to any adjacent business along 106th Street within the construction zone that does not already have additional access from a source other than 106th Street. The existing land uses within the project area are commercial/office in nature and, unlike many commercial/retail businesses such as gas stations, supermarkets, and restaurants, commercial/office businesses do not depend on drive-by traffic for their viability. Commercial/office businesses can better withstand some of the inconvenience that could come from construction activities.

Environmental Justice (EJ) (Presidential EO 12898)

	Yes	No
During the development of the project were EJ issues identified?		X
Does the project require an EJ analysis?	X	
If YES, then:		
Are any EJ populations located within the project area?		X
Will the project result in adversely high or disproportionate impacts to EJ populations?		X

Remarks: All Environmental Assessment level documents require an Environmental Justice (EJ) analysis. An EJ concern is considered any impact that would have a disproportionately high and adverse effect on an environmental justice population. For EJ analysis, the reference community is typically a county, city, or town that contains the project and is called the community of comparison (COC). The community that overlaps the project limits is called the affected community (AC). Affected communities which are more than 50 percent minority or low-income are automatically EJ populations. For all other affected communities, an EJ population exists if the low-income population or minority population is 125 percent of the COC.

The project area falls within census tract 1108.10 within Hamilton County, and this census tract was considered the AC. The information below compares the data for the AC to the COC, using 2012 American Community Survey 5-year average data. The AC has lower percentages of minority and low-income populations than the COC, which contains 13.7% minority population and 4.7% low-income population, so there is no disproportionately high and adverse impact to populations of EJ concern. Additionally, no local impacts to households, such as relocations, are anticipated for this project (Appendix J).

	Community of Comparison – Hamilton County	Affected Community – Census Tract 1108.10
Minority	13.7 %	10.3 %
Low-income	4.7%	4.2%

The project will individually and collectively improve local transportation and safety and bring those facilities to be improved into compliance with the Americans with Disabilities Act.

Relocation of People, Businesses or Farms

	Yes	No
Will the proposed action result in the relocation of people, businesses or farms?		X
Is a Business Information Survey (BIS) required?		X
Is a Conceptual Stage Relocation Study (CSRS) required?		X
Has utility relocation coordination been initiated for this project?	X	

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

Indiana Department of Transportation

County Hamilton Route I-69 at 106th Street Des. No. 1298035

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

SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)	**Documentation**
Red Flag Investigation	X
Phase I Environmental Site Assessment (Phase I ESA)	
Phase II Environmental Site Assessment (Phase II ESA)	
Design/Specifications for Remediation required?	

	No	**Yes/ Date**
ES Review of Investigations		October 2, 2013

Include a summary of findings for each investigation.

Remarks: The Red Flag Investigation (Appendix E) was completed on September 19, 2013 by Corradino, LLC and was approved by INDOT ES on October 2, 2013. No brownfield sites, waste sites, underground storage tanks, or sites of Hazmat concern were identified within ½ mile radius of the project. 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)	
Nationwide Permit (NWP)	
Regional General Permit (RGP)	
Pre-Construction Notification (PCN)	
Other	
Wetland Mitigation required	
Stream Mitigation required	
IDEM	
Section 401 WQC	
Isolated Wetlands determination	X
Rule 5	X
Other	
Wetland Mitigation required	X
Stream Mitigation required	
IDNR	
Construction in a Floodway	
Navigable Waterway Permit	
Lake Preservation Permit	
Other	
Mitigation Required	
US Coast Guard Section 9 Bridge Permit	
Others (Please discuss in the remarks box below)	X

Remarks:

A Rule 5 Permit will be required since disturbance of more than an acre of property is expected. No jurisdictional waters are impacted by this project; therefore, no USACE 404 permitting is required. The project will impact approximately 0.63 acre of isolated wetland resulting in the need for an IDEM 401 Individual Permit. A drainage permit from Hamilton County will be required. A Federal Aviation Administration (FAA) Tall-Structure Permit will be required due to the project's proximity to the Indianapolis Metropolitan Airport in Fishers. It is the responsibility of the designer to obtain all permits required for the project.

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:

Firm

1. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures. (IDEM)
2. If any potential hazardous materials are discovered during construction the IDEM Spill Line should be notified with details of the discovery within 24 hours. INDOT Environmental Services, Hazardous Materials Unit should then be contacted. (INDOT ES)
3. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site. (IDEM)
4. If permanent or temporary right-of-way amounts change, INDOT Environmental Services will be contacted immediately. (INDOT ES)
5. Any work in a wetland area within INDOT's right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the US Army Corps of Engineers or IDEM permit. (INDOT ES)
6. If any archaeological artifacts or human remains are uncovered during construction, federal law and regulations (16 USC 470, et seq.; 36 CFR 800.11, et al.) and State Law (IC 14-21-1) require that work must stop immediately and that the discovery must be reported to the Division of Historic Preservation and Archaeology in the Indiana Department of Natural Resources within 2 business days. (IDNR-SHPO)
7. The Indianapolis Metropolitan Airport is located 7300 feet southwest of the project. If any permanent structures or equipment (including cranes) utilized for the project 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)
8. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317/308-3039. (IDEM)

For Consideration

9. 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. (IDNR)
10. 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)
11. 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)
12. 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)

13. The physical disturbance of the stream and riparian vegetation, especially large trees overhanging any affected water bodies should be limited to only that which is absolutely necessary to complete the project. (IDEM)
14. Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. (IDEM)

SECTION K- EARLY COORDINATION

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

Remarks:

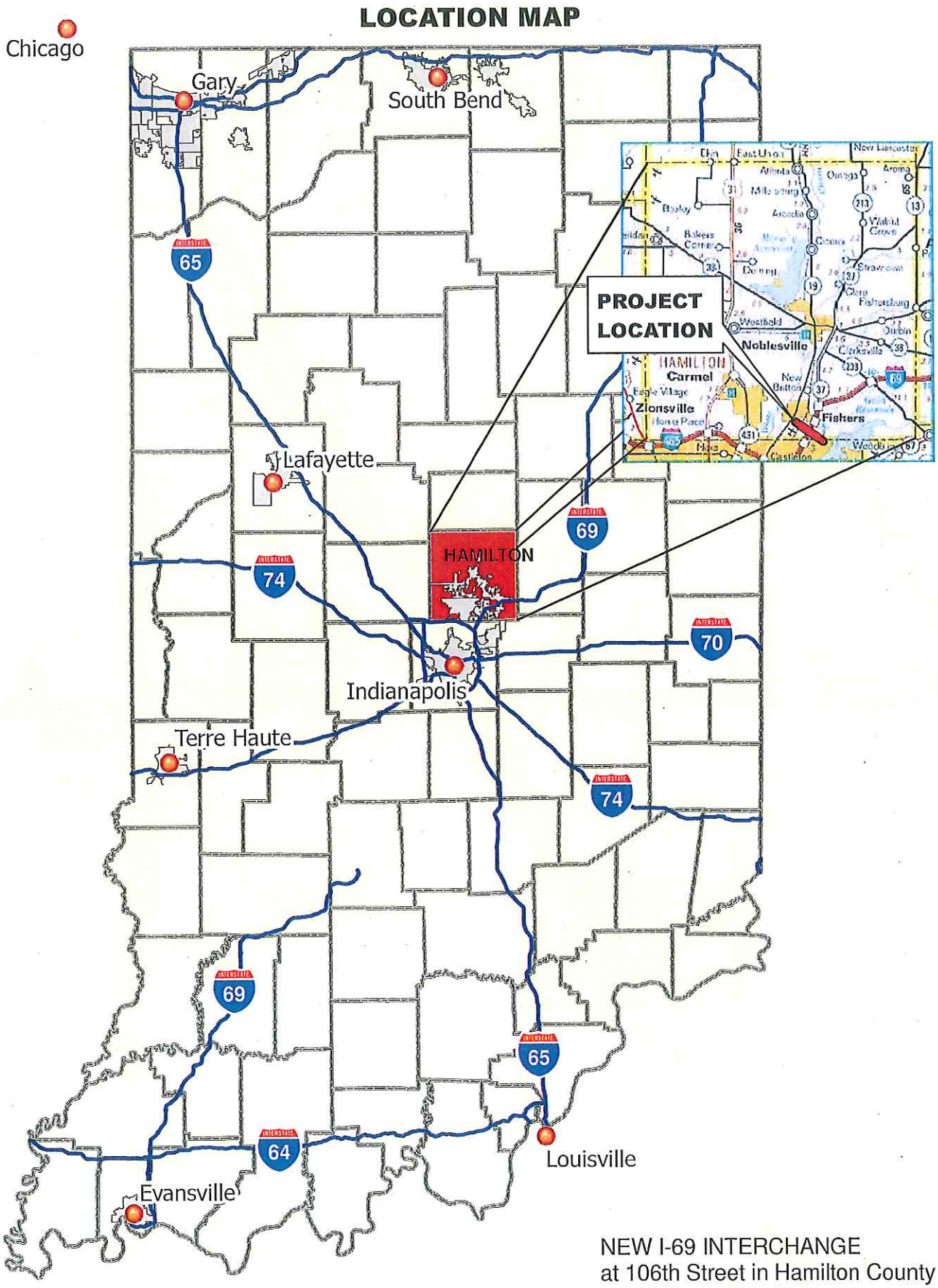
An Early Coordination Letter with accompanying graphics was sent out June 6, 2014. A date in the table below means a response was received. All early coordination documentation is contained in Appendix D. No coordinating agencies reported any concern with the project or the preferred alternative.

Agency	Date Contacted	Comment Received
IDEM – Electronic Submittal	August 13, 2014	August 13, 2014
US Fish and Wildlife Service	August 13, 2014	August 19, 2014
US Dept. of Housing and Urban Develop.	August 13, 2014	September 2, 2014
National Park Service	August 13, 2014	No Response
Indianapolis MPO	August 13, 2014	No Response
INDOT – Aviation Section	August 13, 2014	August 18, 2014
INDOT – Office of Public Involvement	August 13, 2014	September 11, 2014
IDNR – SHPO (via Section 106 process)	July 11, 2013	August 16, 2014
IDNR – Fish and Wildlife	August 13, 2014	September 12, 2014
IDEM - Groundwater	August 13, 2014	August 22, 2014
Indiana Geological Survey	August 13, 2014	October 20, 2014
Natural Resources Conservation Service	August 13, 2014	August 19, 2014

Appendix A

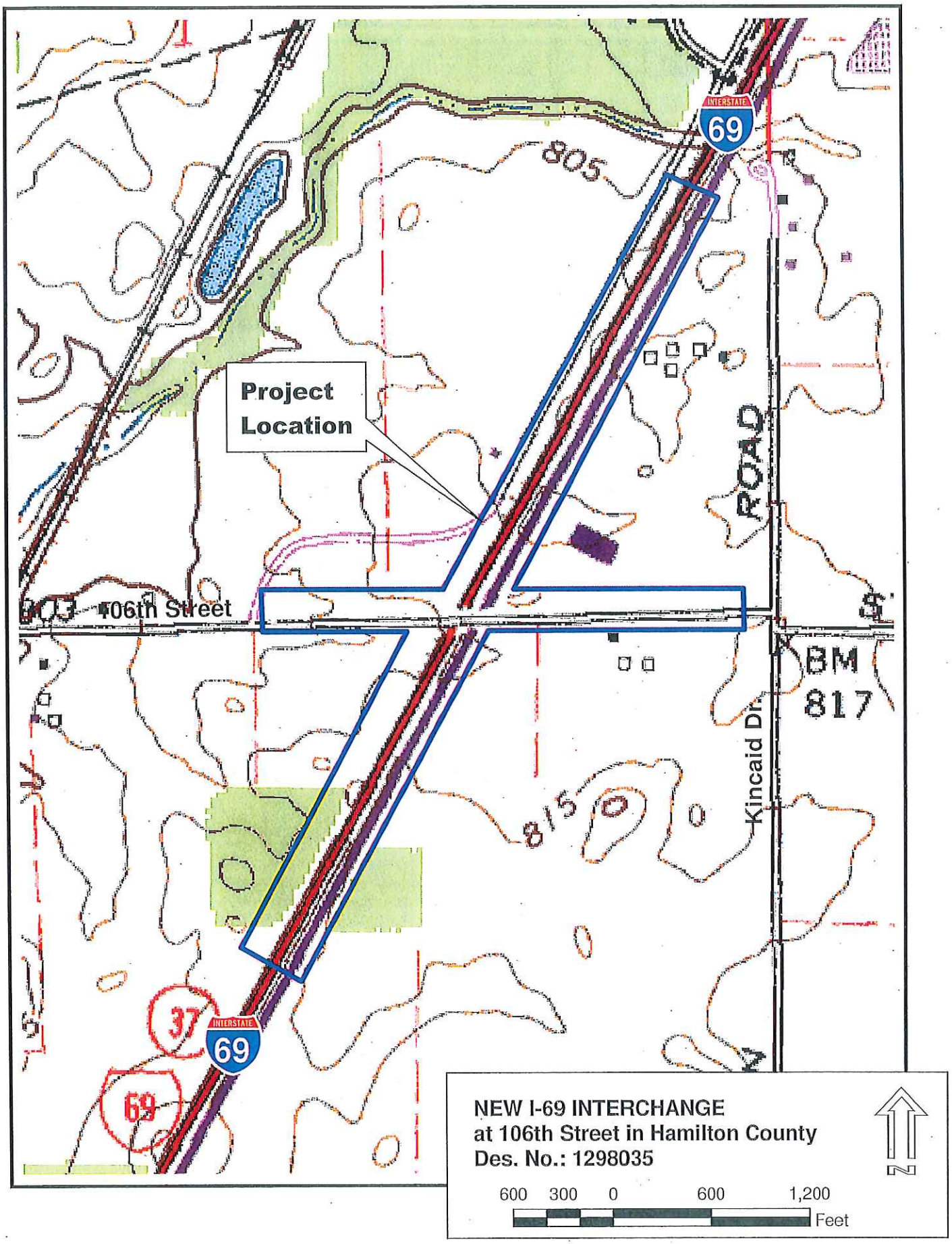
Location and Project Mapping

LOCATION MAP

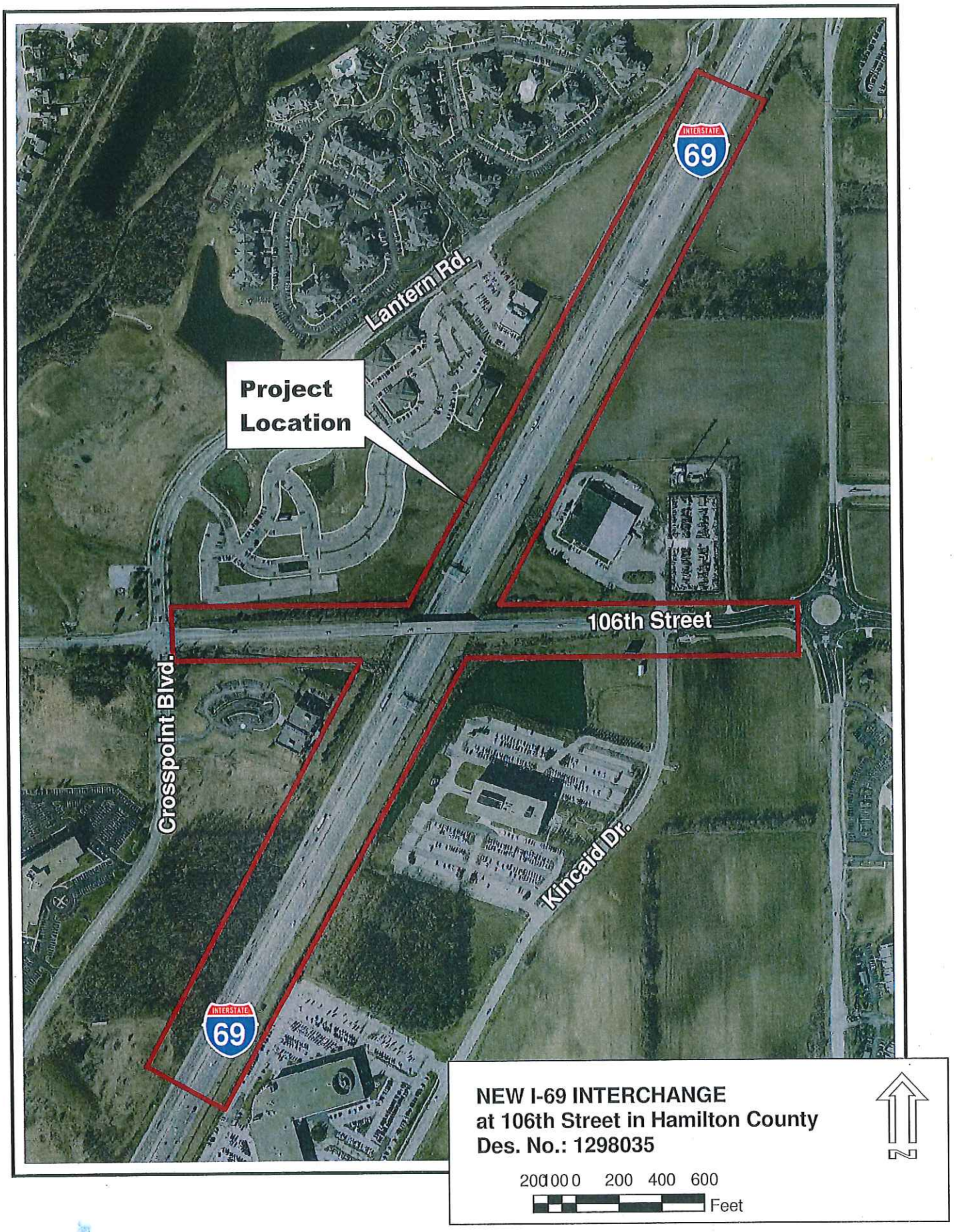


NEW I-69 INTERCHANGE
at 106th Street in Hamilton County
Des. No.: 1298035

USGS TOPOGRAPHIC MAP

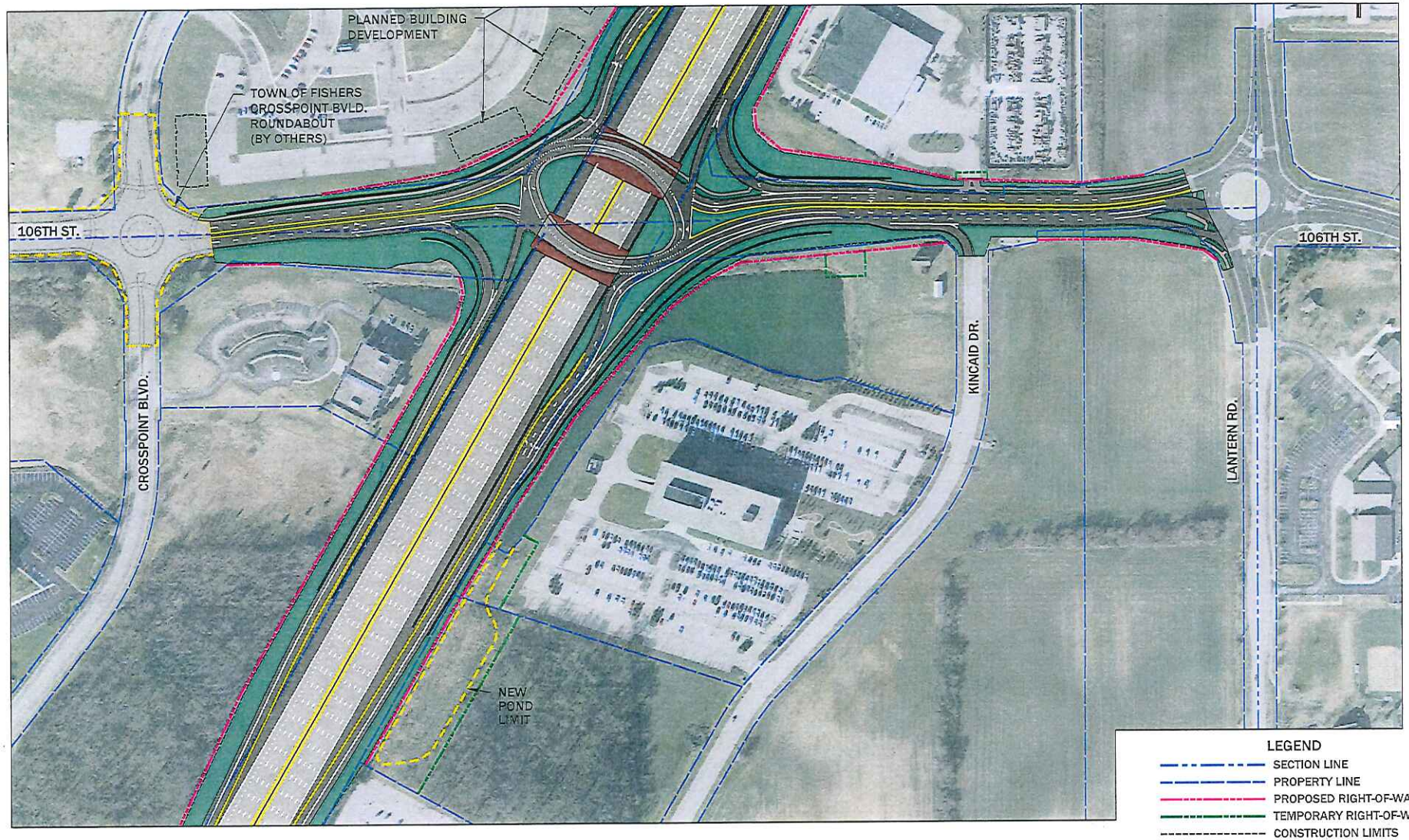


2012 AERIAL IMAGERY



Appendix B

Interchange Options Schematic Exhibits



LEGEND

- SECTION LINE
- PROPERTY LINE
- PROPOSED RIGHT-OF-WAY
- TEMPORARY RIGHT-OF-WAY
- CONSTRUCTION LIMITS

UNITED Consulting
1625 N. Post Road
Indianapolis, Indiana 46219
Phone (317) 895-2585
Fax (317) 895-2596 www.ucindy.com

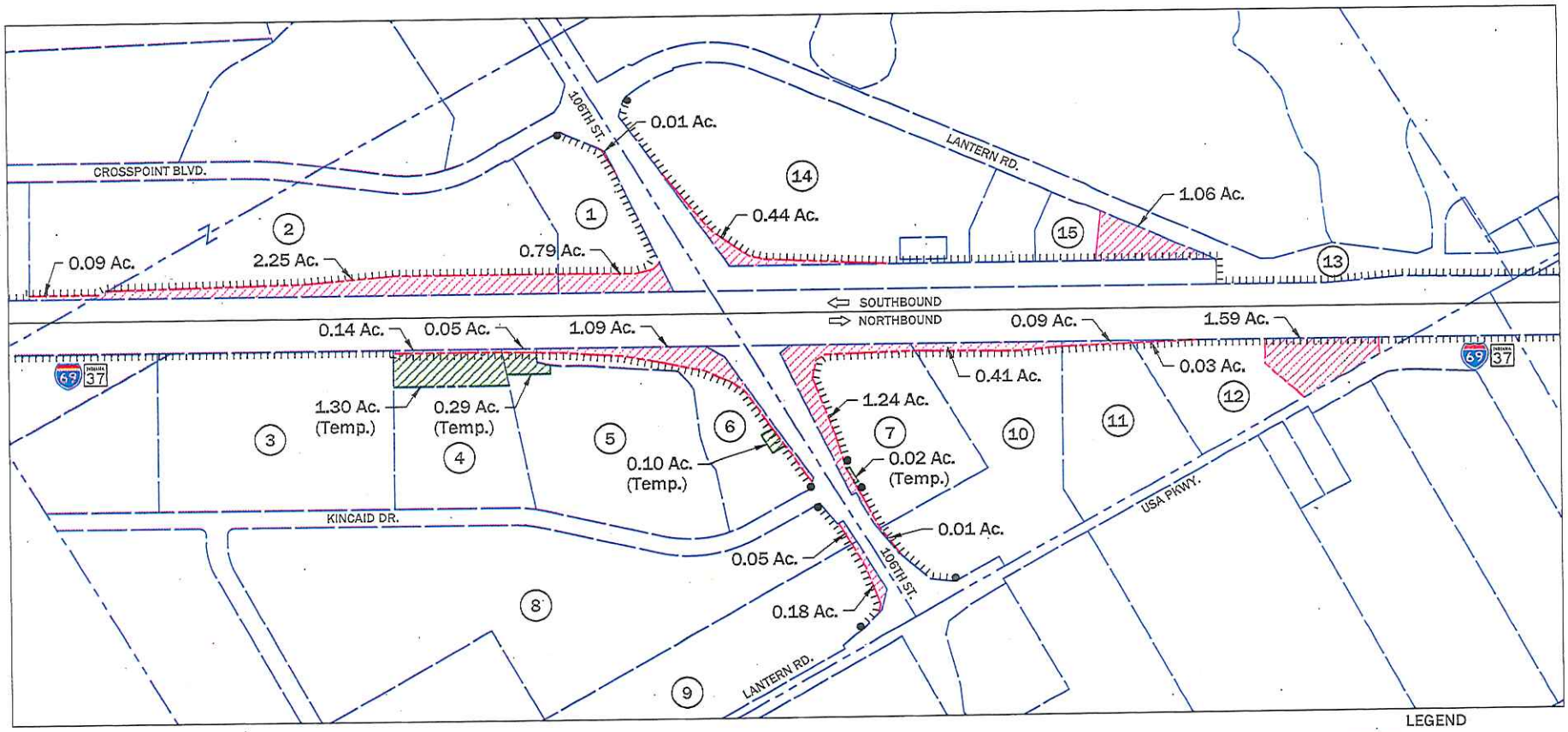
0 200 400 600 800 1000

SCALE : 1" = 200'

INDIANA DEPARTMENT OF TRANSPORTATION

NEW INTERCHANGE PROJECT I-69 AND 106TH STREET

ROUNDABOUT OPTION



NOTE: PARCEL (13) WILL REQUIRE RIGHT-OF-WAY ENGINEERING TO MODIFY THE LIMITED ACCESS LINE BUT WILL NOT REQUIRE ACQUISITION.

R/W LEGEND

(10) PARCEL NUMBER

PROPOSED RIGHT-OF-WAY AREA

TEMPORARY RIGHT-OF-WAY AREA

LEGEND

SECTION LINE

PROPERTY LINE

PROPOSED RIGHT-OF-WAY

TEMPOARY RIGHT-OF-WAY

LIMITED ACCESS RIGHT-OF-WAY

BEGIN/END L.A. RIGHT-OF-WAY

UNITED Consulting
1625 N. Post Road
Indianapolis, Indiana 46219
Phone (317) 895-2585
Fax (317) 895-2596 www.ucindy.com

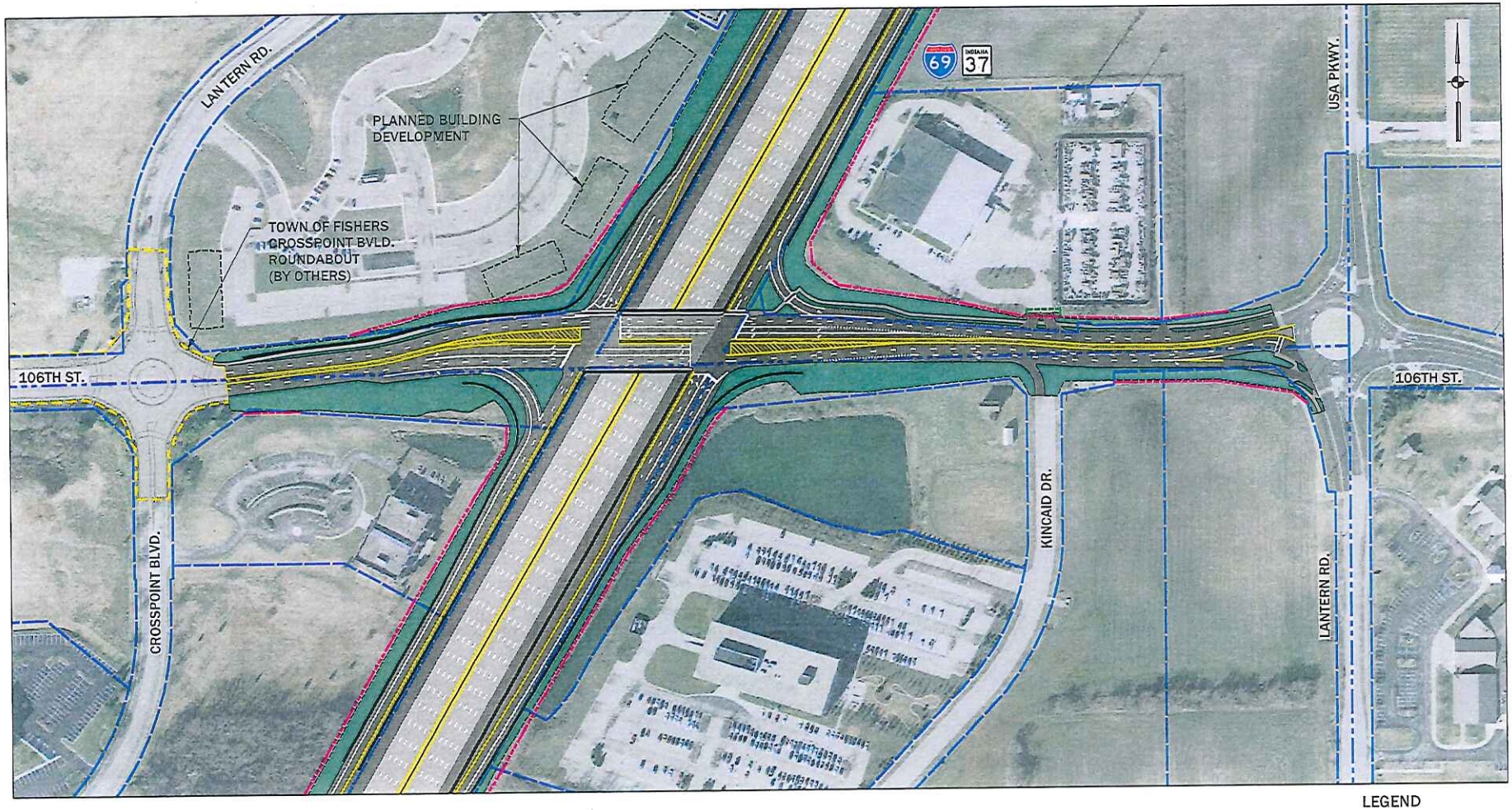
0 400 800 1200 1600 2000

SCALE : 1" = 400'

INDIANA DEPARTMENT OF TRANSPORTATION

NEW INTERCHANGE PROJECT I-69 AND 106TH STREET

ROUNDABOUT OPTION RIGHT-OF WAY



LEGEND

- SECTION LINE
- PROPERTY LINE
- PROPOSED RIGHT-OF-WAY
- TEMPORARY RIGHT-OF-WAY
- CONSTRUCTION LIMITS

UNITED Consulting
1625 N. Post Road
Indianapolis, Indiana 46219
Phone (317) 895-2585
Fax (317) 895-2596 www.ucindy.com

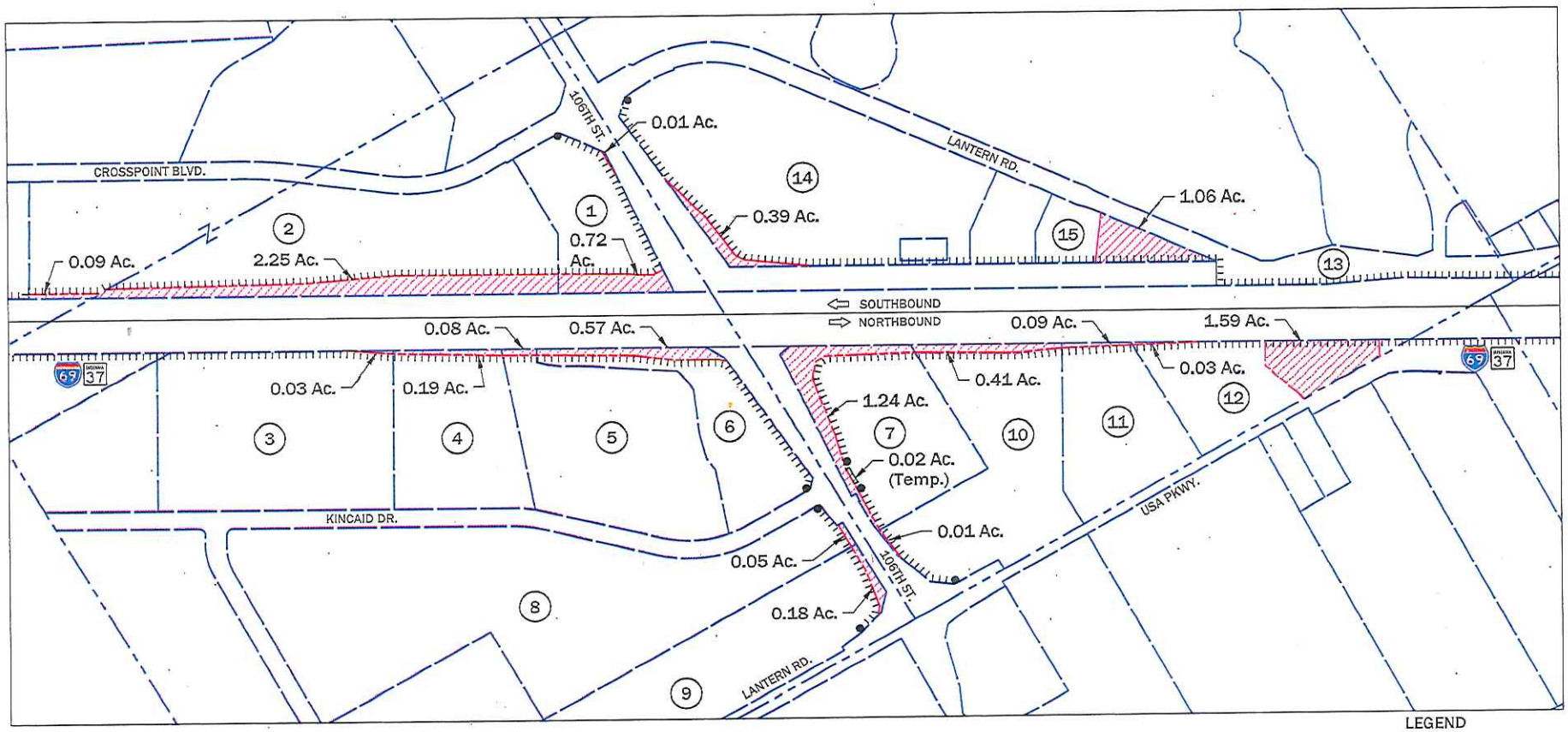
0 200 400 600 800 1000

SCALE : 1" = 200'

INDIANA DEPARTMENT OF TRANSPORTATION

NEW INTERCHANGE PROJECT I-69 AND 106TH STREET

TIGHT DIAMOND OPTION



NOTE: PARCEL (13) WILL REQUIRE RIGHT-OF-WAY ENGINEERING TO MODIFY THE LIMITED ACCESS LINE BUT WILL NOT REQUIRE ACQUISITION.

R/W LEGEND

(10) PARCEL NUMBER

PROPOSED RIGHT-OF-WAY AREA

TEMPORARY RIGHT-OF-WAY AREA

LEGEND

SECTION LINE

PROPERTY LINE

PROPOSED RIGHT-OF-WAY

TEMPOARY RIGHT-OF-WAY

LIMITED ACCESS RIGHT-OF-WAY

BEGIN/END L.A. RIGHT-OF-WAY

UNITED Consulting
1625 N. Post Road
Indianapolis, Indiana 46219
Phone (317) 895-2585
Fax (317) 895-2596 · www.ucindy.com

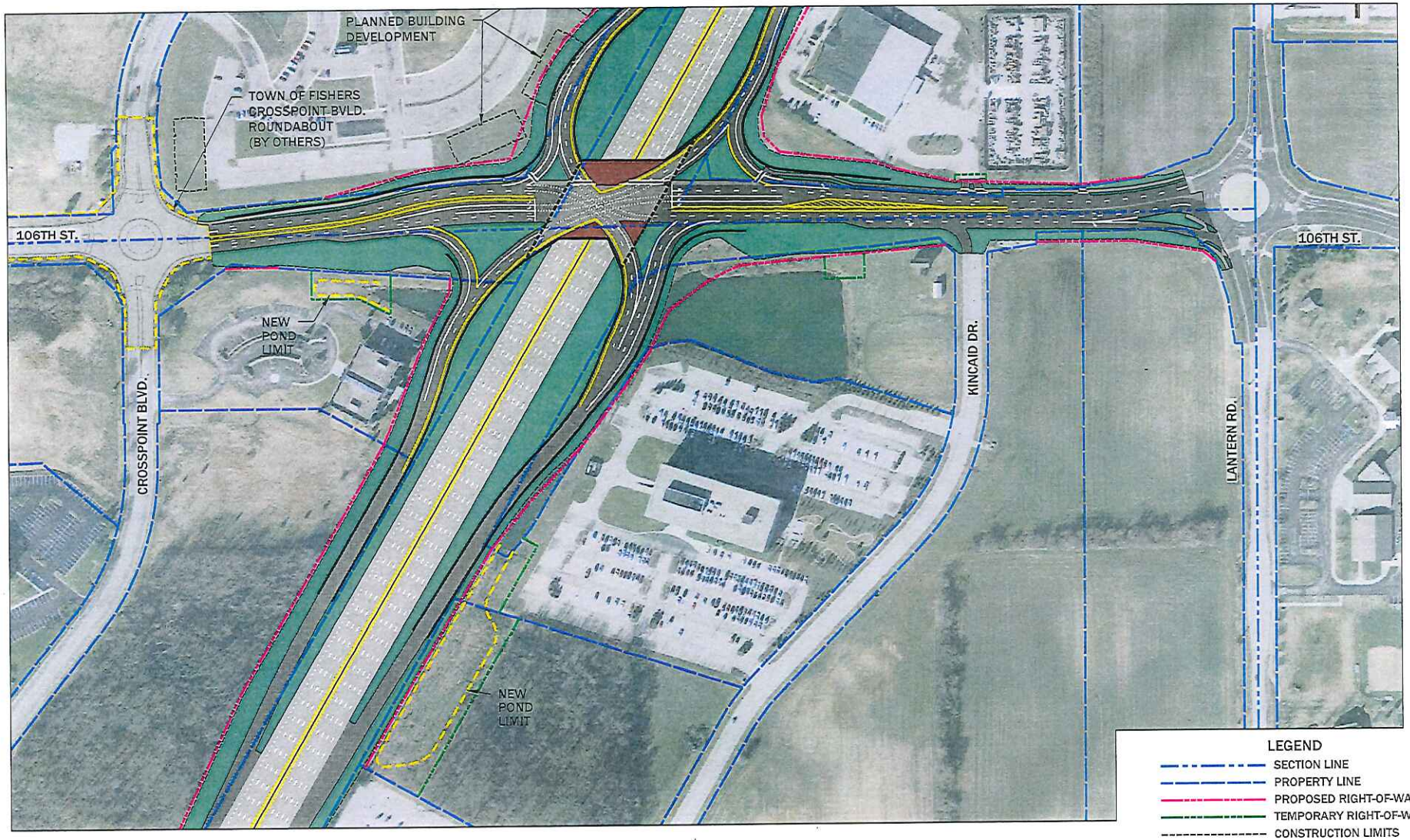
0 400 800 1200 1600 2000

SCALE : 1" = 400'

INDIANA DEPARTMENT OF TRANSPORTATION

NEW INTERCHANGE PROJECT I-69 AND 106TH STREET

TIGHT DIAMOND OPTION RIGHT-OF WAY



LEGEND

- SECTION LINE
- PROPERTY LINE
- PROPOSED RIGHT-OF-WAY
- TEMPORARY RIGHT-OF-WAY
- CONSTRUCTION LIMITS

UNITED Consulting
1625 N. Post Road
Indianapolis, Indiana 46219
Phone (317) 895-2585
Fax (317) 895-2596 www.ucindy.com

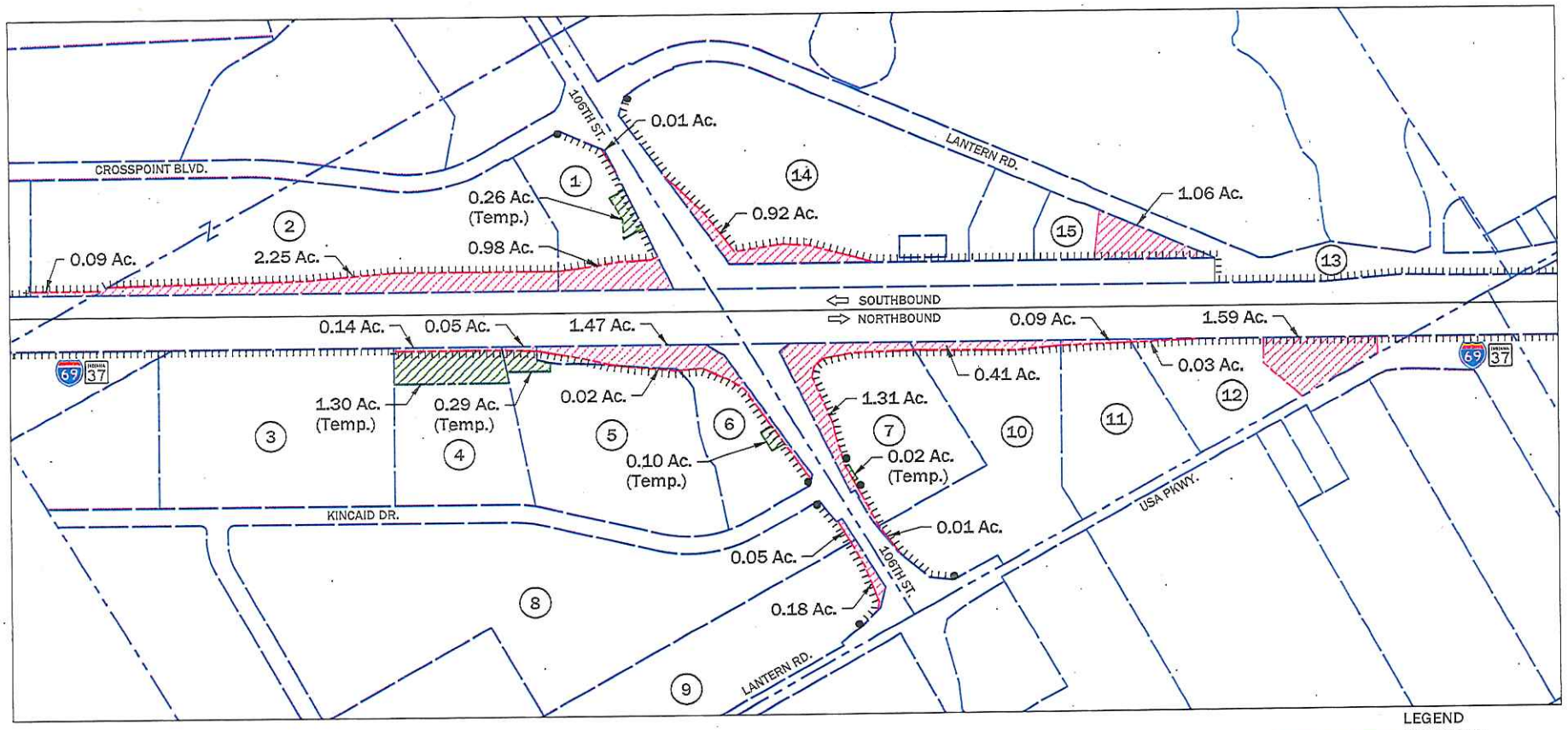
0 200 400 600 800 1000

SCALE : 1" = 200'

INDIANA DEPARTMENT OF TRANSPORTATION

NEW INTERCHANGE PROJECT I-69 AND 106TH STREET

SINGLE POINT OPTION



NOTE: PARCEL (13) WILL REQUIRE RIGHT-OF-WAY ENGINEERING TO MODIFY THE LIMITED ACCESS LINE BUT WILL NOT REQUIRE ACQUISITION.

R/W LEGEND

(10) PARCEL NUMBER

PROPOSED RIGHT-OF-WAY AREA

TEMPORARY RIGHT-OF-WAY AREA

LEGEND

SECTION LINE

PROPERTY LINE

PROPOSED RIGHT-OF-WAY

TEMPOARY RIGHT-OF-WAY

LIMITED ACCESS RIGHT-OF-WAY

BEGIN/END L.A. RIGHT-OF-WAY

UNITED Consulting
1625 N. Post Road
Indianapolis, Indiana 46219
Phone (317) 895-2585
Fax (317) 895-2596 www.ucindy.com

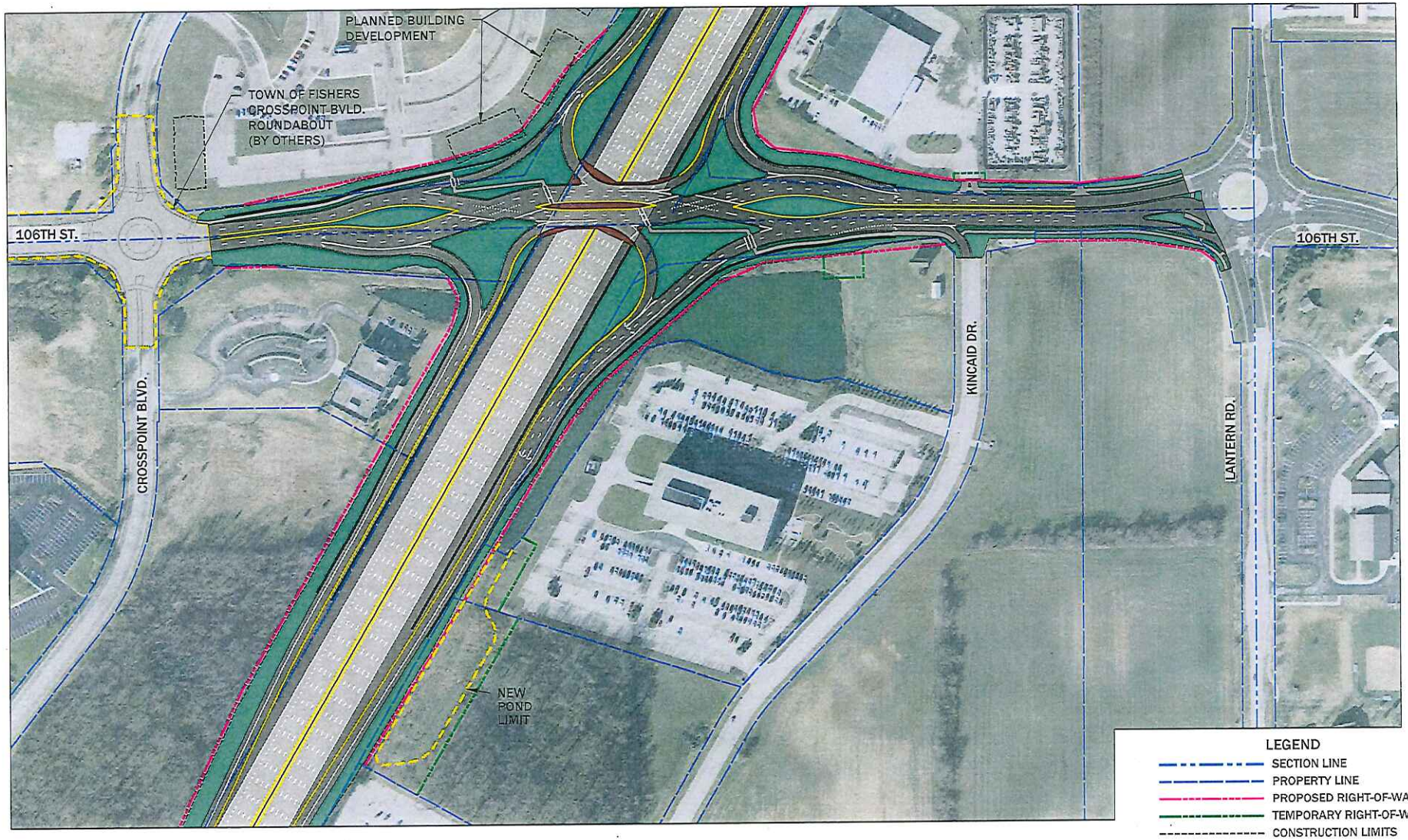
0 400 800 1200 1600 2000

SCALE : 1" = 400'

INDIANA DEPARTMENT OF TRANSPORTATION

NEW INTERCHANGE PROJECT I-69 AND 106TH STREET

SINGLE POINT OPTION RIGHT-OF WAY



LEGEND

- SECTION LINE
- PROPERTY LINE
- PROPOSED RIGHT-OF-WAY
- TEMPORARY RIGHT-OF-WAY
- CONSTRUCTION LIMITS

UNITED Consulting
1625 N. Post Road
Indianapolis, Indiana 46219
Phone (317) 895-2585
Fax (317) 895-2596 www.ucindy.com

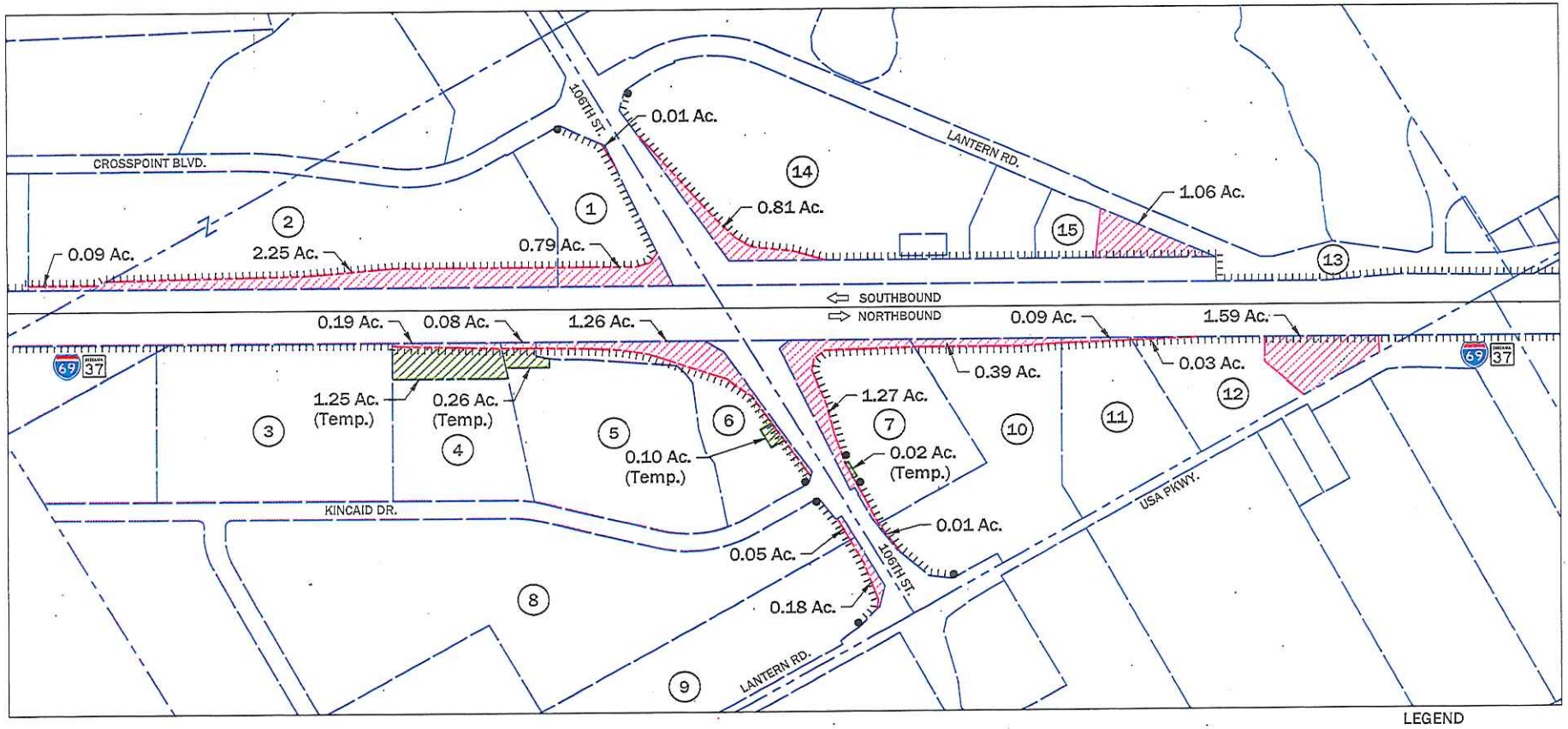
0 200 400 600 800 1000

SCALE : 1" = 200'

INDIANA DEPARTMENT OF TRANSPORTATION

NEW INTERCHANGE PROJECT I-69 AND 106TH STREET

DIVERGENT DIAMOND OPTION



NOTE: PARCEL (13) WILL REQUIRE RIGHT-OF-WAY ENGINEERING TO MODIFY THE LIMITED ACCESS LINE BUT WILL NOT REQUIRE ACQUISITION.

R/W LEGEND

(10) PARCEL NUMBER

PROPOSED RIGHT-OF-WAY AREA

TEMPORARY RIGHT-OF-WAY AREA

LEGEND

SECTION LINE

PROPERTY LINE

PROPOSED RIGHT-OF-WAY

TEMPOARY RIGHT-OF-WAY

LIMITED ACCESS RIGHT-OF-WAY

BEGIN/END L.A. RIGHT-OF-WAY

UNITED Consulting
1625 N. Post Road
Indianapolis, Indiana 46219
Phone (317) 895-2585
Fax (317) 895-2596 www.ucindy.com

0 400 800 1200 1600 2000

SCALE : 1" = 400'

INDIANA DEPARTMENT OF TRANSPORTATION

NEW INTERCHANGE PROJECT I-69 AND 106TH STREET

DDI OPTION RIGHT-OF WAY