

# Categorical Exclusion: Level 4

## I-69 Interstate Expansion

Project 2: Interchange Modification at Exit 210 (Campus Parkway/Southeastern Parkway)  
Hamilton County

Designation Numbers: 1383489 and 1383490



Prepared By:

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# I-69 Interstate Expansion

Project 2: Interchange Modification at Exit 210 (Campus Parkway/Southeastern Parkway)  
Hamilton County

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

<b>Road No./County:</b>	I-69 / Hamilton County
<b>Designation Numbers:</b>	1383489 & 1383490
<b>Project Description/Termini:</b>	I-69 Interstate Expansion; Project 2: Interchange Modification at Exit 210 (Campus Parkway/Southeastern Parkway) / From 1,500 feet northwest of the centerline of the Campus Parkway/Southeastern Parkway bridge to 1,100 feet southeast of the centerline

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

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

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

**Approval** \_\_\_\_\_  
 ESM Signature \_\_\_\_\_ Date \_\_\_\_\_ ES Signature \_\_\_\_\_ Date \_\_\_\_\_

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

**Release for Public Involvement**

\_\_\_\_\_  
 PAC \_\_\_\_\_ 2-4-2015  
 \_\_\_\_\_  
 ESM Initials \_\_\_\_\_ Date \_\_\_\_\_ ES Initials \_\_\_\_\_ 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: Daniel J. Miller, Parsons Transportation Group, Inc.

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**Part I - PUBLIC INVOLVEMENT**

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

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

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

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

Remarks: Notice of Entry (NOE) letters were mailed out to potentially affected property owners on March 14, 2014 (see Appendix K, pages 1-3).

The Indiana Department of Transportation (INDOT) has determined, due to the scope of this project, that it is in the public's interest to hold a public hearing. Therefore, in accordance with INDOT's Federal Highway Administration (FHWA)-approved public involvement guidelines, a public hearing will be held to offer the public an opportunity to comment on this environmental document, the Section 106 documentation (see Appendix D), the Section 4(f) *de minimis* (see Appendix E), and the preliminary design plans. The availability of the CE document and the hearing will be advertised in the local media. Any comments received both during the public hearing and after, within the advertised 30 day comment period, will be summarized and included in this Categorical Exclusion (CE). Subsequent to the certification of the public involvement requirements, this CE document will be revised appropriately and re-submitted for INDOT and FHWA approval.

**Public Controversy on Environmental Grounds** Yes  No

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

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

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

Sponsor of the Project: Indiana Department of Transportation INDOT District: Greenfield  
Local Name of the Facilities: I-69 and Campus Parkway/Southeastern Parkway

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

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

**PURPOSE AND NEED:**

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

The need for this project stems from traffic congestion issues that currently exist at this interchange. The interchange is experiencing an insufficient Level of Service (LOS) during peak traffic hours. LOS is a rating for traffic congestion, with LOS A indicating little to no delay and LOS F indicating serious congestion and delay. An INDOT study conducted in the fall of 2012 noted, "Southbound [SB] I-69 experiences congestion and reduction of travel speed during the AM peak hours, especially as traffic approaches Exit 205. Northbound [NB] I-69 also experiences congestion and long queues at Exit 210's NB exit during the PM peak hours, especially during events at the Klipsch Music Center (though traffic data collected does not take into account such events)."

Traffic Data was recently analyzed for this interchange using Highway Capacity Manual methodology in Highway Capacity Software (HCS). The NB ramp is currently operating at an LOS D, while the SB ramp is operating at an LOS C. Both ramp termini are predicted to operate at an LOS F in the design year, 2035. The results show unacceptable LOS for both existing and future traffic for the interchange.

The purpose of this project is to improve overall traffic operation by reducing congestion at this interchange.

**PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):**

County: Hamilton Municipality: City of Fishers and the City of Noblesville

Limits of Proposed Work: From 1,500 feet northwest of the centerline of the Campus Parkway/Southeastern Parkway bridge to 1,100 feet southeast of the centerline

Total Work Length: 0.49 Mile(s) Total Work Area: 5.84 Acre(s)

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required? 

Yes <sup>1</sup>	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>
Date: <u>November 17, 2014</u>	

  
If yes, when did the FHWA grant a conditional approval for this project?

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

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

INDOT is planning an I-69 Interstate Expansion from 106<sup>th</sup> Street in Fishers to Exit 226 (State Roads (SR) 9 and 109 in Anderson), in Hamilton and Madison Counties. This expansion has been broken into multiple projects with independent utility and logical termini. This document has been prepared for Project 2 (Des. Nos. 1383489 and 1383490), an interchange modification project at Exit 210 (Campus Parkway/Southeastern Parkway). See Project Location Maps in Appendix B, pages 1-2.

**Existing Conditions:** Improvements have recently been completed on Campus Parkway/Southeastern Parkway on both sides of the interchange. Prior to that work, the cross road was a simple, rural 2-lane road and was referred to as SR 238 (Greenfield Avenue locally) where it connected Noblesville and Fortville. SR 238 has since been relinquished. The City of Noblesville refers to the road as Campus Parkway while the City of Fishers refers to it as Southeastern Parkway.

Campus Parkway (northwest of I-69) has one 11-foot through-lane and one 11-foot left-turn lane going eastbound (EB), two 11-foot through-lanes and one 11-foot left-turn lane going westbound (WB), and two-foot shoulders. A 10-foot-8-inch multiuse path (the 146<sup>th</sup> Street from Pointe Boulevard to I-69 Trail) exists on the northeast (WB) side. No sidewalk currently exists on the northwest side directly north of the interchange (the Cumberland Road to Hamilton Towne Center Trail terminates approximately 210 feet south of the Hamilton Town Center).

The current interchange type is a diamond interchange with signalized ramp terminals. The bridge has one 11-foot through-lane going EB, two 11-foot through-lanes going WB, and one 11-foot left-turn lane that services both directions (it reverses itself on either side of the bridge). A 10-foot-8-inch multiuse path exists on the northeast (WB) side, which carries the 146<sup>th</sup> Street from Pointe Boulevard to I-69 Trail across the interchange.

Southeastern Parkway (southeast of I-69) has two 11-foot through-lanes going EB, two 11-foot through-lanes going WB, and two-foot shoulders. The 10-foot-8-inch multiuse path, discussed above, continues on the southeast (WB) side. A portion of an 8-foot planned future trail was recently built on the southwest side (south of the interchange) when East 136<sup>th</sup> Street was reconstructed. However, this is not currently part of the parks and recreation departments' "active" trail systems.

**Proposed Project:** The proposed project would modify the existing interchange into a double-crossover diamond (DCD) interchange. A DCD interchange, also referred to as a diverging diamond (DDI) interchange, "twists" or shifts crossroad traffic in the core of the interchange so that the left-turn and through movements will be relocated to the opposite side of the road. The interchange will require two traffic signals, but this shift eliminates the left turning signal phase at the intersections.

At the interchange, the preferred alternative will provide two variable (11 to 15-foot) EB through-lanes, two variable (11 to 15-foot) WB through-lanes, an 11-foot WB left-turn lane, and 16-foot on and off-ramps. An additional 11-foot through-lane going EB will be added to Campus Parkway. Therefore, it will have two 11-foot through-lanes and one 11-foot left-turn lane going EB, two 11-foot through-lanes and one 11-foot left-turn lane going WB, and two-foot shoulders. Southeastern Parkway's current lane configuration will be maintained. A 10-foot-8-inch multiuse path will be maintained on the northeast side of the bridge (which will be temporarily removed to carry EB traffic on the bridge after the traffic shift). The path will narrow to 10 feet beyond the bridge. A 6-foot sidewalk (5-foot on the bridge) will be added to the southwest side (which will carry WB traffic on the bridge after the traffic shift) and connected to the Cumberland Road to Hamilton Towne Center Trail and the existing portion of the planned future trail southwest of the interchange.

For safety reasons, three of the four locations where I-69 off-ramps merge onto Campus Parkway/Southeastern Parkway will be under signalized control to gain entry. At two of the locations (the I-69 SB off-ramp right-turn and the I-69 NB off-ramp left-turn), high traffic volumes necessitate providing dual turn lanes. At the I-69 NB off-ramp right-turn location, dual right-turn lanes (and signalized control) are provided in the interest of safe pedestrian crossing provisions. Only the I-69 SB off-ramp left-turn onto Campus Parkway/Southeastern Parkway will be under yield control. The three

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“signalized entries” will be coordinated with the signals at the crossovers, such that the turn movement occurs simultaneously with the opposing through movement. Within each ramp junction, there is no left turn signal, thereby decreasing the delay through the intersection. The Campus Parkway/Southeastern Parkway through movement is subject to a single traffic signal.

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

**Maintenance of Traffic (MOT):** For MOT, the project has been broken into 4 phases. Traffic will be maintained at all times on Campus Parkway/Southeastern Parkway and the I-69 Ramps during construction. This is a firm commitment. For a full description of the MOT, see pages 10-11.

**Estimated Cost:**

Construction:	\$ 8,260,000
Right-of-way:	\$ 0
Engineering:	\$ 1,263,660
Total:	\$ 9,523,660

**Environmental Concerns:**

The preferred alternative will impact one wetland (approximately 0.055 acre total). Although Project 1 (Added travel lanes, from 106th St to 0.5 mile North of Southeastern Parkway/Campus Parkway) and Project 3 (Added travel lanes from 0.5 mile North of Southeastern Parkway/Campus Parkway to 0.5 mile East of SR 13) have been submitted under a separate environmental document, IDEM and USACE consider these projects as “single & complete” when evaluating impacts to jurisdiction Waters of the US and Waters of the State. Therefore, all three projects will be permitted together for the required Section 404 and Section 401 permits. Permits must be received and the impacts mitigated either concurrently with or before construction of this project.

This project is a Type I project. Based on the studies thus far accomplished, the State of Indiana has not identified any locations where noise abatement is likely. The final decision on the installation of any abatement measure will be made upon the completion of the project’s final design and the public involvement processes. The noise analysis is described in detail below (see page 23).

This project will impact two trails (the 146<sup>th</sup> Street from Pointe Boulevard to I-69 Trail and the Cumberland Road to Hamilton Towne Center Trail), which meet the requirements to be considered Section 4(f) resources. After assessing the impacts the project would have on the trails, it has been determined that the proposed project would not adversely affect the activities, features, or attributes that make the trails eligible for Section 4(f) protection. Therefore, INDOT and FHWA made a determination of *de minimis* impact, which has been agreed upon by the officials with jurisdiction (the City of Fishers and the City of Noblesville Parks and Recreation Departments). Section 4(f) is described in detail below (see pages 19-21).

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

The preferred alternative will meet the Purpose and Need of the project by modifying the interchange into a DCD interchange to address the capacity issues within the project area. The preferred alternative will provide acceptable LOS in the design year and offer some reserve capacity. It is a relatively low cost alternative due to the fact that it only requires the bridge to be widened instead of replaced, and does not require any ROW acquisition.

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### OTHER ALTERNATIVES CONSIDERED:

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

#### **ALTERNATIVE A: DO NOTHING (NO BUILD)**

The “Do Nothing” alternative would have no project cost and no environmental impacts. However, this alternative would not address the congestion issues at this interchange, which have an unacceptable LOS for both existing and future traffic. Thus, the “Do Nothing” alternative was rejected because it does not meet the Purpose and Need of the project.

#### **ALTERNATIVE B: TRANSPORTATION SYSTEM MANAGEMENT (TSM)**

The TSM alternative represents the best that can be done to mitigate the deficiencies short of a major investment. These types of improvements are typically short-term and low-cost in comparison to the preferred alternative. The TSM alternative is defined in accordance with forecast traffic operational concerns and other factors. It is comprised of improved signal timing and coordination, in concert with minor geometric modifications at the key ramp terminal intersections. This alternative would have no wetland impacts. However, this alternative fails to provide acceptable intersection LOS at the SB ramps, resulting in over-capacity movements and unacceptable queues. Thus, the TSM alternative was rejected because it does not meet the Purpose and Need of the project.

#### **ALTERNATIVE C: MODIFIED TIGHT DIAMOND WITH SIX-LANE BRIDGE**

This alternative would address the operational performance at the SB ramp terminal where the TSM Alternative could not. Specifically, it would provide two EB through lanes on Campus Parkway/Southeastern Parkway through the interchange and dual left-turn lanes from Campus Parkway/Southeastern Parkway to each of the I-69 on-ramps. Though relatively low in construction cost (\$5,400,000), it still suffers operationally in two respects: (1) both left-turn movements from Campus Parkway/Southeastern Parkway present queues that overflow the storage bay and thus spillover into the adjacent through lanes across the bridge, and (2) the design does not provide much reserve capacity to accommodate fluctuations in traffic volumes and/or general under-forecasting of the volumes. Therefore, this alternative was discarded because it does not meet the Purpose and Need of the project.

#### **ALTERNATIVE D: PARTIAL CLOVERLEAF (PARCLO)**

This alternative (technically a “Parclo A – 4 Quadrants”) includes loops that eliminate the left-turns from Campus Parkway/Southeastern Parkway onto the interstate. Left-turns from the I-69 exit ramps onto Campus Parkway/Southeastern Parkway would remain, however, as would the traffic signals at each ramp terminal. While this alternative would provide acceptable traffic operations, it would also require the most ROW acquisition and increased impacts to wetlands. It also has the second highest estimated construction cost (\$10,000,000) among the build alternatives, in part due to the need to widen the existing bridge over I-69 and provide additional pavement for the loop ramps and collector/distributor road. Therefore, this alternative was discarded due to ROW acquisition and increased impacts to wetlands.

#### **ALTERNATIVE E: SINGLE-POINT URBAN INTERCHANGE (SPUI)**

An SPUI is a variant of the compressed diamond interchange, in which all turning movements from the major road ramps and all movements from the minor road are executed in a central location, in this case above the interstate. The design improves traffic capacity and operations through consolidation of the two traffic signals (at the ramp terminals) to a single signal, and thereby simplifying coordination on Campus Parkway/Southeastern Parkway. This alternative provides acceptable traffic operations in the design year and it does not require any right-of-way acquisition or wetland disturbance. However, it is the highest cost alternative (\$17,400,000) due in part to replacement of the bridge. Therefore, this alternative was discarded because of the higher increase in cost.

#### **ALTERNATIVE F: TIGHT DIAMOND WITH ROUNDABOUTS**

This alternative maintains the existing diamond configuration but replaces the ramp termini with roundabouts. Acceptable traffic operations are provided in 2035, but this alternative has the lowest reserve capacity. This means it is more susceptible to poor LOS should the volumes deviate from their forecast levels. It is, however, among the lowest in construction costs (\$4,700,000) and does not have any right-of-way acquisition requirements. Wetland impacts may also occur as part of this alternative. This alternative was discarded due to the low reserve capacity.

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Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

**I-69 NB Off-Ramp**

Functional Classification: Principal Arterial  
 Current ADT: 8,790 VPD (2015) Design Year ADT: 11,450 VPD (2035)  
 Design Hour Volume (DHV): 1,650 Truck Percentage (%): 2.3  
 Designed Speed (mph): 25 Legal Speed (mph): 25

**Existing                      Proposed**

Number of Lanes:	1 initially. Becomes 3 near intersection (2 LT, 1 RT)	1 initially. Becomes 4 near intersection (2 LT, 2 RT)
Type of Lanes:	Ramp	Ramp
Pavement Width:	50-ft	78-ft
Shoulder Width:	Left	4-ft
	Right	10-ft
Median Width:	N/A	N/A
Sidewalk Width:	N/A	N/A

Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

**DESIGN CRITERIA FOR BRIDGES:**

Structure/NBI Number(s): (169)238-29-05317C (NBI# 029910) Sufficiency Rating: 72.4 , per 2013 Bridge Report  
 (Rating, Source of Information)

**Existing                      Proposed**

Bridge Type:	Continuous Composite Steel Beam Bridge	Continuous Composite Steel Beam Bridge
Number of Spans:	4 spans (46-ft, 79-ft-6-in, 79-ft-6-in, and 46-ft)	4 spans (46-ft, 79-ft-6-in, 79-ft-6-in, and 46-ft)
Weight Restrictions:	N/A	N/A
Height Restrictions:	NB	16ft-7 <sup>1</sup> / <sub>8</sub> -in
	SB	16ft-11 <sup>1</sup> / <sub>4</sub> -in
Curb to Curb Width:	51-ft-8-in	61-ft
Outside to Outside Width:	64-ft-4-in	82-ft-8-in
Shoulder Width:	Inside	1-ft
	Outside	2-ft (EB & WB)
Length of Channel Work:	5-ft-8-in (WB)	N/A

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

Remarks: Bridge No. I69-238-29-05317C (NBI No. 029910) is located within the I-69/ Campus Parkway/Southeastern Parkway Interchange, in Hamilton County. The bridge is a 251-foot long, four-span, continuous composite steel beam bridge, which was constructed in 1966. It accommodates four 11-foot lanes, a 5-foot-8-inch outside shoulder on the WB side, and a 2-foot shoulder on the EB side.

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There is a 10-foot-8-inch multi-use path on the WB side. The existing approaches consist of four 11-foot lanes with 5-foot-8-inch outside shoulders and 2-foot inside shoulders.

As previously discussed, the preferred alternative would modify the existing interchange into a DCD interchange. Therefore the crossroad traffic in the core of the interchange will be shifted so that the left-turn and through movements will be relocated to the opposite side of the road. The preferred alternative would widen the existing bridge deck. The proposed structure would accommodate five 11-foot lanes (2 EB through lanes, 2 WB through lanes, and 1 WB left-turn lane) divided by a 4-foot median, with 1-foot inside shoulders and 2-foot outside shoulders. Approaches would be widened to match the widened structure. No channel work or tree clearing is anticipated.

Will the structure be rehabilitated or replaced as part of the project?  Yes  No  N/A  
*If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.*

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

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

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Remarks: Traffic will be maintained at all times on Campus Parkway/Southeastern Parkway and the I-69 Ramps during construction. It is anticipated that the interchange will be built in four phases, with phases II and III having concrete median barrier to protect the construction zones. The typical sections on Campus Parkway/Southeastern Parkway will be 11-foot lanes in each direction with 1-foot shoulder offsets. There will be a turn lane in between the two lanes so that traffic can queue and enter the entrance ramps without blocking the through lanes. The ramps will have a 14-foot lane with 1-foot shoulder offsets on either side.

In Phase I, the traffic will be shifted to the south side of the road, with the current lane configuration. Then the multi-use path on the north side of the bridge will be removed and paved so that it can become a driving lane in the next phase.

In Phase II, the traffic will be shifted to the north side of the bridge, and the south side of the bridge will be under construction. The lane configuration will have one lane in each direction with a turn lane in between for each of the entrance ramps. In the WB direction, cars will be driving where the existing multi-use path was removed in Phase I. Each of the ramps will be reduced to one lane, except the southwest ramp, which will be two lanes. Temporary pavement will need to be constructed in some areas to help with the intersections. The existing signals will remain in use and may be modified to accommodate the varying lane configuration.

In Phase III, traffic will be shifted to the south side of the bridge where Phase II construction already occurred. All ramps will be single lane, including the southwestern ramp. Construction will occur on the north side of the bridge, including adding back the multi-use path.

In Phase IV, traffic will be moved into the correct locations of the new interchange. However, there will be one lane in each direction, except on the bridge, where there will be four lanes. The construction zones will be separated by drums from traffic. Temporary pavement will be removed and the median islands and sidewalk on the south side will be constructed and connected to the existing trails.

The Klipsch Music Center has been coordinated with to help mitigate for impacts caused from the MOT and must be coordinated with prior to each phase of construction. This is a firm commitment.

**ESTIMATED PROJECT COST AND SCHEDULE:**

Engineering: \$ 1,263,660 (2015) Right-of-Way: \$ 0 (2015) Construction: \$ 8,260,000 (2015)

Anticipated Start Date of Construction: Fall 2015

Date project incorporated into STIP October 2, 2014 (see Appendix I, pages 1-2)

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

If yes,

Name of MPO Indianapolis Metropolitan Planning Organization (IMPO)

Location of Project in TIP 2014 First Quarter Amendments (see Appendix I, pages 3-5)

Date of incorporation by reference into the STIP May 28, 2014

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**RIGHT OF WAY:**

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

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

Remarks: No new permanent or temporary right-of-way (ROW) will be required for this project.  
  
Apparent existing ROW varies throughout the project area, with a maximum ROW of approximately 1,500 feet.

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

**SECTION A – ECOLOGICAL RESOURCES**

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

Remarks: Field investigations were conducted in May through August 2014 by Parsons to determine the presence of jurisdictional streams, wetlands, and ponds within the project areas for this project (Project 2) and the first two added travel lanes projects (Projects 1 and 3) of the proposed I-69 Interstate Expansion. A Waters of the US Determination Report was completed on October 16, 2014 by Parsons (see Appendix G), and was approved by INDOT Environmental Services on October 20, 2014 (see Appendix G, pages 96-98). No streams, rivers, watercourses, or jurisdictional ditches were identified within the projects limits of this project.

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**Other Surface Waters**

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

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

Remarks: Three lakes/detention basins lie within or adjacent to the projects limits (see Water Resources Map, Appendix H, page 10). Field investigations conducted in May through August 2014 confirmed the location of these features. None of these lakes/detention basins will be impacted by the proposed project. No other surface waters are located in or near the project area.

**Wetlands**

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

Total wetland area: 1.5465 acre(s) Total wetland area impacted: 0.055 acre(s)

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments
27	Palustrine Emergent	0.0592	N/A	This wetland will not be impacted by the project.
28	Palustrine Forested and Palustrine Emergent	0.8000	0.055	Approximately 0.055 acre of the emergent portion of this wetland will be impacted.
29	Palustrine Emergent	0.6763	N/A	This wetland will not be impacted by the project.
30	Palustrine Emergent	0.0110	N/A	This wetland will not be impacted by the project.

**Documentation**

**ES Approval Dates**

**Wetlands (Mark all that apply)**

Wetland Determination  
Wetland Delineation  
USACE Isolated Waters Determination  
Mitigation Plan

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

October 20, 2014
October 20, 2014

**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;
- Substantially increased project costs;
- Unique engineering, traffic, maintenance, or safety problems;
- Substantial adverse social, economic, or environmental impacts, or
- The project not meeting the identified needs.

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

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

Remarks:

The National Wetlands Inventory (NWI) map identifies ten NWI-wetland polygons within a half-mile radius of the project area (see Water Resources Map, Appendix H, page 10). According to the Soil Survey Geographic (SSURGO) Database for Hamilton County, Indiana, majority of the project area lies within nationally listed hydric soils (see NRCS Soils Map, Appendix B, page 5).

As previously discussed, a formal delineation and waters determination was conducted in May through August 2014 by Parsons to determine the presence of jurisdictional streams and wetlands within the project areas for Projects 1, 2, and 3 of the I-69 Interstate Expansion. Four wetlands totaling 1.5465 acres were identified within or adjacent to the projects limits of this project. Descriptions of these wetlands can be found in the above table. For more details, see the Waters of the US Report in Appendix G.

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

As a result of this coordination, multiple features delineated by Parsons will **not** be considered jurisdictional Waters of the US, despite meeting all three wetland criteria. Based on agency coordination, features were considered non-jurisdictional if they were entirely contained within roadside drainage. If the feature extended beyond the existing ditch-line, the feature was considered a wetland. The mapped soil unit did not factor into this determination.

Based on regulatory agency feedback, eleven likely non-jurisdictional features that met the three wetland criteria, but fall under the USACE roadside ditch guidance, were delineated within or adjacent to the project area for this project. Table 5 in the Waters of the US Report (Appendix G, page 42) summarizes all of the likely non-jurisdictional features. Their boundaries are included on the resource maps, and each is documented in the report with a single photograph. IDEM is currently reviewing USACE's roadside ditch guidance, and some of the features USACE has determined to be non-jurisdictional may still qualify as Waters of the State. All Waters of the State will be identified, permitted, and mitigated for, if necessary, before the project is allowed to go to construction.

One wetland (Wetland 28; approximately 0.055 acre total) will be impacted by the proposed project. All work for this project will occur within existing ROW. Shoulders and sideslopes have been reduced, where appropriate, throughout the project. Only the low quality, palustrine emergent portion of Wetland 28 will be impacted by this project.

As stated above in the Other Alternatives Considered section of this document, three alternatives (Alternatives A, B, and E) that were analyzed would eliminate impacts to wetlands. Alternatives A & B would not address the congestion issues and were rejected because they do not meet the Purpose and Need of the projects. Alternative E it is the highest cost alternative due in part to replacement of the bridge. Therefore, Alternative E was eliminated due to the increased cost and the fact that the preferred alternative will only impact a small portion of a low quality, palustrine emergent wetland.

USFWS and IDNR were coordinated with on September 9, 2014 (see Appendix C, pages 1-5). On September 16, 2014, USFWS responded stating, "Wetland and stream impacts may require permits from the US Army Corps of Engineers, the Indiana Department of Environmental Management's Water Quality Certification program and the Indiana Department of Natural Resources. Wetland impacts should be avoided, and any unavoidable impacts should be compensated for in accordance with the Corps of Engineers

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mitigation guidelines” (see Appendix C, pages 11-12). On October 28, 2014, IDNR responded with comments to help reduce potential wetland impacts in the project areas (see Appendix C, pages 8-10).

Project commitments are located below in “Section J: Environmental Commitments”. This project will be permitted together with Project 1 and Project 3 of the I-69 Interstate Expansion. Due to the impacts expected, a USACE 404 permit and an IDEM 401 WQC permit will be required for these projects. Mitigation may be required. USACE and IDEM have agreed that credits from the Central Indiana Mitigation Bank could be acquired for mitigation if the projects require mitigation.

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

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

Remarks: Field checks were conducted in May through August 2014 by Parsons to determine the land use within and adjacent to the project area. This project is located at the edge of an urbanized area, with land use north, south, and west of the project consisting primarily of residential and commercial properties, and areas east of the project area consisting primarily of farmland.

This project would impact approximately 3.4 acres of grassy, maintained median, shoulders and ditch-lines, and approximately 0.055 acre of wetlands. No tree clearing is expected. All impacts will occur within existing ROW within the interstate median and ditch-lines, which provide poor habitat for native species. Therefore, impacts to terrestrial habitat will be minimal.

As previously stated, USFWS and IDNR were coordinated with on September 9, 2014 (see Appendix C, pages 1-5). On September 16, 2014, USFWS responded that they “have no objections to the project as currently proposed” (see Appendix C, pages 11-12). On October 28, 2014, IDNR responded with comments to help reduce potential impacts in the project areas (see Appendix C, pages 8-10). Commitments from these agencies are located in “Section J: Environmental Commitments”.

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

	<b>Yes</b>	<b>No</b>
Is the proposed project located within or adjacent to the potential Karst Area of Indiana?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are karst features located within or adjacent to the footprint of the proposed project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If yes, will the project impact any of these karst features?	<input type="checkbox"/>	<input type="checkbox"/>

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

Remarks: This project is located outside of the designated karst area of the state as identified in the October 13, 1993 Memorandum of Understanding (MOU) between INDOT, IDNR, IDEM, and USFWS. No karst features are mapped within the project limits (see Appendix H, page 10). Therefore, this project is not anticipated to impact any karst features.

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

Remarks: This project is within the range of the northern long-eared bat (*Myotis septentrionalis*), which is currently proposed for listing under the Endangered Species Act (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*). USFWS and IDNR were coordinated with on September 9, 2014 (see Appendix C, pages 1-5). On October 28, 2014, IDNR responded “The Natural Heritage Program’s data have been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity” (see Appendix C, pages 8-10). On September 16, 2014, USFWS responded, “Based on the project description and information, we do not anticipate any adverse impacts to the northern long-eared bat. This precludes the need for further consultation on this species for this project under Section 7 of the Endangered Species Act (as amended)” (see Appendix C, pages 11-12). Therefore, impacts to endangered, threatened, or rare species are not likely to occur.

### SECTION B – OTHER RESOURCES

	Presence	Impacts	
<b>Drinking Water Resources</b>		Yes	No
Wellhead Protection Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public Water System(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Residential Well(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source Water Protection Area(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sole Source Aquifer (SSA)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If a SSA is present, answer the following:		<b>Yes</b>	<b>No</b>
Is the Project in the St. Joseph Aquifer System?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is the FHWA/EPA SSA MOU Applicable?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Initial Groundwater Assessment Required?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Groundwater Assessment Required?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Remarks: This project is not located within the St. Joseph Aquifer System, the only legally designated Sole Source Aquifer in Indiana.

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

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

The City of Fishers is supplied by two public water systems (Citizen’s Energy Group and The American

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Water Company). As previously stated, all work will occur within existing ROW. Temporary erosion and sediment control methods will be implemented within areas of disturbed soil, and all disturbed soil areas will be vegetated following INDOT's standard specifications upon completion of the projects. Utility coordination is ongoing. Currently, no impacts are expected to occur to either public water system. Any impacts to utilities must be appropriately mitigated.

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

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

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

Remarks: This project does not encroach upon a regulatory floodplain as determined from available FEMA flood plain maps (see Appendix H, page 10). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR.

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

Total Points (from Section VII of CPA-106/AD-1006\* 105  
*\*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 September 9, 2014 (see Appendix C, pages 1-5). This coordination with NRCS resulted in a score of 105 on the NRCS CPA-106 form (see Appendix C, pages 13-14). NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Because this project's score is less than the threshold, no significant loss of farmland will result from this project. Furthermore, design has progressed after coordination was sent to NRCS, and currently, no farmland will be impacted by the proposed project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland. This project will not have a significant impact to farmland.

### SECTION C – CULTURAL RESOURCES

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

**Eligible and/or Listed  
Resource Present**

**Results of Research**

Archaeology	<input type="checkbox"/>
NRHP Buildings/Site(s)	<input type="checkbox"/>
NRHP District(s)	<input type="checkbox"/>
NRHP Bridge(s)	<input type="checkbox"/>

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**Project Effect**

No Historic Properties Affected  No Adverse Effect  Adverse Effect

**Documentation**  
**Prepared**

**Documentation** (mark all that apply)

		ES/FHWA Approval Date(s)	SHPO Approval Date(s)
Historic Properties Short Report	<input type="checkbox"/>		
Historic Property Report	<input checked="" type="checkbox"/>	May 19, 2014	July 11, 2014
Archaeological Records Check/ Review	<input checked="" type="checkbox"/>	September 18, 2014	October 24, 2014
Archaeological Phase Ia Survey Report	<input checked="" type="checkbox"/>	September 18, 2014	October 24, 2014
Archaeological Phase Ic Survey Report	<input type="checkbox"/>		
Archaeological Phase II Investigation Report	<input type="checkbox"/>		
Archaeological Phase III Data Recovery	<input type="checkbox"/>		
APE, Eligibility and Effect Determination	<input checked="" type="checkbox"/>	November 25, 2014	Pending
800.11 Documentation	<input checked="" type="checkbox"/>	November 25, 2014	Pending

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

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

Remarks: **Area of Potential Effect (APE):** The APE for this project incorporates the project location and includes properties that may be impacted by project activities, an area approximately one-fourth mile from the interchange along Campus Parkway/Southeastern Parkway that was widened or narrowed where appropriate based on topography and obscured views. The APE for archaeology is defined as the project footprint (see Appendix D, pages 42-46).

**Coordination with Consulting Parties:** Early Coordination was initiated on June 18, 2014 with a letter inviting organizations and individuals to become consulting parties (see Appendix D, pages 66-69). The Indiana State Historic Preservation Officer (SHPO), FHWA, and INDOT Cultural Resources Office (CRO) are automatically consulting parties. The following is a list of the organizations and individuals formally invited to become a consulting party (those who indicated they wished to be consulting parties are in bold) :

- **Indiana Landmarks—Central Regional Office**
- Hamilton County Historian
- Hamilton County Historical Society
- Hamilton County Genealogy Society
- Carmel-Clay Historical Society
- Fishers Historic Preservation Committee
- Noblesville Preservation Alliance
- City of Noblesville
- Hamilton County Commissioners
- Noblesville Chamber of Commerce
- Indianapolis Metropolitan Planning Organization

The Hamilton County Historical Society and Carmel-Clay Historical Society declined the invitation to participate, while Indiana Landmarks Central Office accepted the invitation to participate (see Appendix D,

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pages 47-51). SHPO responded multiple times, as described below. No other responses were received.

**Archaeology:** An Indiana Archaeological Short Report was prepared for this project on September 23, 2014 (see Appendix D, pages 62-64). No archaeological sites were found within the project areas, and the report recommended that the project be allowed to proceed as planned. The report was approved by INDOT CRO on September 18, 2014 and then forwarded to SHPO for concurrence.

On October 24, 2014, SHPO responded to the ASR, agreeing that “[b]ased upon the documentation available ... we have not identified any currently known archaeological resources listed in or eligible for inclusion” in the NRHP. The staff further stated that “[i]f any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days” (see Appendix D, page 71). This is a firm commitment.

**Historic Properties:** A Historic Properties Report was completed for this project on April 28, 2014 (see Appendix D, pages 60-61). No properties were recommended eligible for listing in the NHRP. The report was approved by INDOT CRO on May 19, 2014. The HPR and early coordination letters were forwarded to SHPO and the other consulting parties for review on June 18, 2014.

On July 11, 2014, SHPO responded to the early coordination letter and the HPR stating, “[b]ased upon the documentation available to the staff of the Indiana SHPO, we have not identified any” resources eligible for listing or listed in the NRHP (see Appendix D, page 70).

**Documentation, Findings:** An 800.11(d) document was completed on November 25, 2014 with INDOT, on behalf of FHWA, issuing a “No Historic Properties Affected” finding (see Appendix D, page 1). SHPO’s concurrence is pending, and concurrence must be received before approval of this environmental document.

**Public Involvement:** As previously stated, a public hearing will be held to offer the public an opportunity to comment on this environmental document, the Section 106 documentation, the Section 4(f) *de minimis*, and the preliminary design plans. The availability of the CE document and the hearing will be advertised in the local media. Any comments received both during the public hearing and after, within the advertised 30 day comment period, will be summarized and included in this CE. Subsequent to the certification of the public involvement requirements and the successful completion of the Section 106 process, this CE document will be revised appropriately and submitted for approval.

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

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

<b>Parks &amp; Other Recreational Land</b>	<u>Presence</u>	<u>Use</u>	
		Yes	No
	Publicly owned park	<input type="checkbox"/>	<input type="checkbox"/>
Publicly owned recreation area	<input type="checkbox"/>	<input type="checkbox"/>	
Other (school, state/national forest, bikeway, etc.)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<u>Evaluations</u>		
	<u>Prepared</u>	<u>FHWA</u>	
Programmatic Section 4(f)*	<input type="checkbox"/>	<u>Approval date</u>	
“De minimis” Impact*	<input checked="" type="checkbox"/>	<input type="text"/>	
Individual Section 4(f)	<input type="checkbox"/>	<input type="text"/>	

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	<u>Presence</u>	<u>Use</u>	
		Yes	No
<b>Wildlife &amp; Waterfowl Refuges</b>			
National Wildlife Refuge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National Natural Landmark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Wildlife Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Nature Preserve	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>Evaluations Prepared</u>	<u>FHWA Approval date</u>
	Programmatic Section 4(f)* "De minimis" Impact* Individual Section 4(f)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

	<u>Presence</u>	<u>Use</u>	
		Yes	No
<b>Historic Properties</b>			
Sites eligible and/or listed on the NRHP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>Evaluations Prepared</u>	<u>FHWA Approval date</u>
	Programmatic Section 4(f)* "De minimis" Impact* Individual Section 4(f)	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

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

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

Remarks: Section 4(f) of the US Department of Transportation Act of 1966 (49 USC 303) requires Departments of Transportation to avoid impacts to Section 4(f) properties unless there are no feasible and prudent alternatives for avoiding the use of the property. Properties that may be protected under Section 4(f) include, but are not limited to parks, recreation areas, wildlife and waterfowl refuges, and historic sites. Two public trails within the project limits (the 146<sup>th</sup> Street from Pointe Boulevard to I-69 Trail and the Cumberland Road to Hamilton Towne Center Trail) meet the requirements to be considered Section 4(f) resources. The 146<sup>th</sup> Street from Pointe Boulevard to I-69 Trail is managed by the Noblesville Parks and Recreation Department, while the Cumberland Road to Hamilton Towne Center Trail is managed by the City of Fishers.

As previously stated, a 10-foot-8-inch multiuse path exists on the northeast (WB) side, which carries the 146<sup>th</sup> Street from Pointe Boulevard to I-69 Trail across the interchange. The Cumberland Road to Hamilton Towne Center Trail currently terminates approximately 210 feet south of the Hamilton Towne Center, northwest of the interchange. A portion of an 8-foot planned future trail was recently built on the southwest side (south of the interchange) when East 136<sup>th</sup> Street was reconstructed. However, this is not currently part of the parks and recreation departments' "active" trail systems. The proposed project will modify the existing interchange into a double-crossover diamond (DCD) interchange. A 10-foot-8-inch multiuse path (146<sup>th</sup> Street from Pointe Boulevard to I-69 Trail) will be maintained on the northeast side of the bridge (which will be adjacent to EB traffic on the bridge after the traffic shift). The path narrows to 10 feet beyond the bridge. A 6-foot sidewalk (5-foot on the bridge) will be added to the southwest side (which will be adjacent to WB traffic on the bridge after the traffic shift) and connected to the Cumberland Road to Hamilton Towne Center Trail and the existing portion of the planned future trail southwest of the interchange.

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Due to the safety hazards associated with construction, the portion of the 146<sup>th</sup> Street from Pointe Boulevard to I-69 Trail within the project limits (approximately 0.54 mile at the end of the 7.5 mile long trail) will be closed during construction (1 construction season). A small portion of the Cumberland Road to Hamilton Towne Center Trail (approximately 210 feet of the 1.25 mile long trail) may also need to temporarily be closed during construction for safety purposes. There would be no permanent impacts to either of the trails.

The construction limits have been reduced to the greatest extent possible to minimize harm to these resources. The 146<sup>th</sup> Street from Pointe Boulevard to I-69 Trail will only be closed east of Bergen Boulevard and the easternmost entrance to the Town Center to allow the remaining trail (approximately 7 miles) to be utilized during construction. As previously discussed, a 6-foot sidewalk will be added to the EB side and connected to the Cumberland Road to Hamilton Towne Center Trail and the existing portion of the planned future trail southwest of the interchange as a mitigation measure.

After assessing the impacts the Project would have on the 146<sup>th</sup> Street from Pointe Boulevard to I-69 Trail and the Cumberland Road to Hamilton Towne Center Trail, INDOT believes that the proposed project, including the minimization and mitigation measures described above, would not adversely affect the activities, features, or attributes that make the trails eligible for Section 4(f) protection. The City of Fishers Parks and Recreation Department and the City of Noblesville Parks and Recreation Department were identified as the Officials with Jurisdiction (OWJs) over these resources. In a letter included in Appendix E (pages 9-11), representatives from both organizations concurred with a *de minimis* finding.

As previously stated, a public hearing will be held to offer the public an opportunity to comment on this environmental document, the Section 106 documentation, the Section 4(f) *de minimis*, and the preliminary design plans. The availability of the CE document and the hearing will be advertised in the local media. Any comments received both during the public hearing and after, within the advertised 30 day comment period, will be summarized and included in this CE. By signing this document, FHWA will be making the determination that a *de minimis* impact is appropriate for this project.

**Section 6(f) Involvement**

Presence

Use

Yes

No

**Section 6(f) Property**




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

Remarks:

Section 6(f) resources are lands that were purchased with or improved using funds from the Land and Water Conservation Fund. The fund was created through the Land and Water Conservation Fund Act of 1965 to preserve, develop, and assure accessibility to outdoor recreation resources, and to strengthen the health and vitality of the public.

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

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**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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If YES, then:		
Is the project in the most current MPO TIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is the project exempt from conformity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If the project is NOT exempt from conformity, then:		
Is the project in the Transportation Plan (TP)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is a hot spot analysis required (CO/PM)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Level of MSAT Analysis required?

Level 1a  Level 1b  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 PM<sub>2.5</sub>. The projects' design concept and scope are accurately reflected in the Indianapolis Metropolitan Planning Organization's (IMPO's) Transportation Plan (TP) and Transportation Improvement Program (TIP) (see Appendix I, pages 3-5). Both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met.

Michael Baker International, LLC conducted air quality analyses for all of the INDOT 20/20 projects, including the I-69 projects, to determine if a PM<sub>2.5</sub> hot spot analysis was required (see Appendix I, pages 11-23). On September 18, 2014, INDOT and FHWA hosted an Interagency Consultation Group Meeting to discuss whether any of the projects would qualify as "projects of air quality concern" for PM<sub>2.5</sub> pollutants (see Appendix I, pages 24-25). It was determined that "**none** of the listed projects were to be considered with that distinction" and that "quantitative analyses were not required for each of the projects". Therefore, a hotspot analysis for PM<sub>2.5</sub> is not required.

The purpose of this project is to improve overall traffic operation by reducing congestion at this interchange by modifying the interchange into a DCD interchange to address the capacity issues within the project area. 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 locations, or any other factor that would cause an increase in MSAT impacts of the project from that of the no-build alternative.

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

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<b>SECTION F – NOISE</b>
--------------------------

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

	No	Yes/ Date
<b>ES Review of Noise Analysis</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/> January 15, 2015

Remarks: This project is a Type I project. Therefore, Noise Analyses has been conducted, per INDOT's Traffic Noise Analysis Procedure (2011), and the feasibility and cost effectiveness of noise barriers (NB) were evaluated at all locations in the project area where noise impacts were identified under the future build alternative. Because design year noise levels have been predicted to approach or exceed the FHWA Noise Abatement Criteria (NAC) for Category C (hospital) and Category E (commercial) land uses, the project has been found to have traffic noise impacts at three receptor locations.

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 not been found to be reasonable based on the cost-effectiveness criteria. A reevaluation of the noise analysis will occur during final design. If during final design it is 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 will be made upon the completion of the project's final design and the public involvement processes. A copy of the Noise Impact Analysis is included in Appendix J.

<b>SECTION G – COMMUNITY IMPACTS</b>
--------------------------------------

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

Remarks: No significant economic or community impacts are expected to develop as a result of this project. This project is necessary to address the capacity issues at the interchange. Therefore, this project will positively impact motorists using this facility. The project should have minimal impacts to community cohesion, the local tax base, or property values. As previously stated, traffic will be maintained at all times on Campus Parkway/Southeastern Parkway and the I-69 ramps during construction. Therefore, impacts from the MOT should not significantly affect community events, though minor travel delays are to be expected. The Klipsch Music Center has been coordinated with to help mitigate for impacts caused from the MOT. The Center must be coordinated with prior to each phase of construction.

Hamilton County and the City of Fishers have approved ADA transition plans. The multi-use trail and sidewalk associated with the 146<sup>th</sup> Street from Pointe Boulevard to I-69 Trail and the Cumberland Road to Hamilton Towne Center Trail will be ADA compliant.

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### Indirect and Cumulative Impacts

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

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

Remarks:

There will be no substantial indirect or cumulative impacts as a result of this project. Although this project will add capacity to the interchange, the project occurs in a rapidly expanding area that has new commercial and residential developments underway and several future developments planned, regardless of this project. Therefore, this project will not substantially increase impacts to land use or development patterns in the area.

### Public Facilities & Services

Will the proposed action result in substantial impacts on health and educational facilities, public and private utilities, emergency services, religious institutions, airports, public transportation or pedestrian and bicycle facilities? *Discuss how the maintenance of traffic will affect public facilities and services.*

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

Remarks:

Traffic will be maintained at all times on Campus Parkway/Southeastern Parkway and the I-69 Ramps during construction. Therefore, impacts from the MOT should not significantly affect public facilities and services. The preferred alternative will have positive impacts on public services by addressing the congestion issues at this interchange. IU Health Saxony Hospital is located off of the southwest quadrant of the Campus Parkway/Southeastern Parkway exit, and St. Vincent Health is located off of the southeast quadrant. All schools and local emergency facilities, such as the police and fire departments, will be coordinated with prior to each phase of construction.

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

During the development of the project were EJ issues identified?

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

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

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

Remarks:

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

### Relocation of People, Businesses or Farms

Will the proposed action result in the relocation of people, businesses or farms?

Is a Business Information Survey (BIS) required?

Is a Conceptual Stage Relocation Study (CSRS) required?

Has utility relocation coordination been initiated for this project?

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

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

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

Remarks:

No relocations of people, businesses, or farms will take place as a result of this project.

Utility coordination has been initiated by Parsons and is ongoing. No underground utilities will be impacted by this project.

## Indiana Department of Transportation

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### SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

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

Red Flag Investigation		<input checked="" type="checkbox"/>
Phase I Environmental Site Assessment (Phase I ESA)		<input type="checkbox"/>
Phase II Environmental Site Assessment (Phase II ESA)		<input type="checkbox"/>
Design/Specifications for Remediation required?		<input type="checkbox"/>

Documentation

	No	Yes/ Date
<b>ES Review of Investigations</b>		✓/August 18, 2014

*Include a summary of findings for each investigation.*

Remarks: A Red Flag Investigation (RFI) was completed on August 14, 2014 by Parsons (see Appendix H). One National Pollutant Discharge Elimination System (NPDES) Pipe Location (IH Sewer Corporation) is located within the project limits. Coordination with INDOT Utilities will occur to determine where exactly the pipe is located, and that it will not be disturbed by the proposed project. Site investigations from May through August, 2014 did not identify any items of concern within the projects limits. INDOT Environmental Services approved the RFI on August 18, 2014. Further investigation for hazardous materials is not required at this time.

### SECTION I – PERMITS CHECKLIST

**Permits** (mark all that apply)

Likely Required

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

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

**IDEM**

Section 401 WQC	<input checked="" type="checkbox"/>
Isolated Wetlands determination	<input type="checkbox"/>
Rule 5	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>
Wetland Mitigation required	<input type="checkbox"/>
Stream Mitigation required	<input type="checkbox"/>

**IDNR**

Construction in a Floodway	<input type="checkbox"/>
Navigable Waterway Permit	<input type="checkbox"/>
Lake Preservation Permit	<input type="checkbox"/>
Other	<input type="checkbox"/>
Mitigation Required	<input type="checkbox"/>

**US Coast Guard Section 9 Bridge Permit**

<b>Others (Please discuss in the remarks box below)</b>	<input checked="" type="checkbox"/>
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Remarks: Permits will be required for this project (Project 2). A USACE Regional General Permit (RGP) and an IDEM Section 401 WQC will be required due to impacts to likely jurisdictional Waters of the US. As previously discussed, although Project 1 and Project 3 have been submitted under a separate environmental document, IDEM and USACE consider these projects as “single & complete” when evaluating impacts to jurisdiction Waters of the US and Waters of the State. Therefore, all three projects will be permitted together for the required Section 404 and Section 401 permits. Mitigation may be required for the cumulative impacts of all three projects. USACE and IDEM have agreed that credits from the Central Indiana Mitigation Bank could be acquired for mitigation if the projects require mitigation.

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

This project falls within the drainage sheds of the Exit Ten, T.J. Patterson and E.E. Bennett Regulated Drains in Hamilton County. Coordination is ongoing with the Hamilton County drainage board. Detention has been added within the project limits to mitigate for impacts caused by the project. A Hamilton County regulated drain permit will be required.

It will be the responsibility of the designer to obtain the USACE Section 404 permit and the IDEM Section 401 permit. It will be the responsibility of the design-build contractor to obtain the Rule 5 permit and any modifications required for the Section 404 and Section 401 permits. The design-build contractor must submit their design and obtain a Hamilton County regulated drain permit, using the Hamilton County Surveyor’s Office as a contact.

### SECTION J- ENVIRONMENTAL COMMITMENTS

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

Remarks:	<b>Firm:</b>	
1.	1.	If permanent and/or temporary right-of-way increases beyond what is covered in this environmental document, INDOT Environmental Services must be contacted immediately. (INDOT)
2.	2.	If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In the event, please call 317-232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations. (SHPO)
3.	3.	If any potential hazardous materials are discovered during construction, the IDEM Spill Line should be notified with details of the discovery within 24 hours. IDEM Spill Line: 1-888-233-7745. (INDOT)
4.	4.	Any work in a wetland area within INDOT’s right-of-way or borrow/waste areas is prohibited unless specifically allowed in the USACE or IDEM permit. (INDOT)
5.	5.	A USACE RGP and an IDEM Section 401 WQC will be required for this project (Project 2) due to impacts to likely jurisdictional Waters of the US. Although Project 1 and Project 3 have been submitted under a separate environmental document, IDEM and USACE consider these projects as “single & complete” when evaluating impacts to jurisdiction Waters of the US and Waters of the State. Therefore, all three projects will be permitted together for the required Section 404 and Section 401 permits. Mitigation may be required for the cumulative impacts of all three projects. USACE and IDEM have agreed that credits from the Central Indiana Mitigation Bank could be acquired for mitigation if the projects require mitigation. Mitigation must take place concurrently with or before construction begins. (INDOT)
6.	6.	It will be the responsibility of the designer to obtain the USACE Section 404 permit and the IDEM Section 401 permit. (INDOT)

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7.	It will be the responsibility of the design-build contractor to obtain the Rule 5 permit and any modifications required for the Section 404 and Section 401 permits. The design-build contractor must submit their design and obtain a Hamilton County regulated drain permit, using the Hamilton County Surveyor's Office as a contact. (INDOT)
8.	Implement temporary erosion and sediment control methods within areas of disturbed soil. All disturbed soil areas upon project completion must be vegetated following INDOT's standard specifications. (USFWS & IDNR)
9.	The Noblesville Airport is located 8,000 feet northwest of the project. If any permanent structures or equipment 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 Aviation)
10.	Appropriate structures and techniques must be utilized both during the construction phase, and after completion of the projects, to minimize the impacts associated with storm water runoff. (IDEM)
11.	Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, constructing wind barriers, or treating dusty areas with chemical stabilizers (such as calcium chloride or several other commercial products). Dirt tracked onto paved roads from unpaved areas must be minimized. (IDEM)
12.	The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2 , Asphalt Paving Rule ( <a href="http://www.ai.org/legislative/iac/T03260/A00080.PDF">http://www.ai.org/legislative/iac/T03260/A00080.PDF</a> ). (IDEM)
13.	Traffic must be maintained at all times on Campus Parkway/Southeastern Parkway and the I-69 Ramps during construction. (INDOT)
14.	Coordination must occur with the school corporation, emergency services and the Klipsch Music Center prior to the implementation of each phase of the MOT. (INDOT)
<b>For Further Consideration:</b>	
1.	Do not clear trees or understory vegetation outside the construction zone boundaries. (USFWS)
2.	IDNR recommends a mitigation plan be developed if habitat impacts will occur. IDNR's Floodway Habitat Mitigation guidelines (and plant lists) can be found on line at: <a href="http://www.in.gov/legislative/iac/20140806-IR-312140295NRA.xml.pdf">http://www.in.gov/legislative/iac/20140806-IR-312140295NRA.xml.pdf</a> . Impacts to non-wetland forest <i>over</i> one (1) acre should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is <i>removed</i> in a rural setting, replacement should be at a 1: 1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting <i>five</i> trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is <i>removed</i> that is 10 inches dbh or greater (5:1 mitigation based on the number of large trees). (IDNR)
3.	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)
4.	Minimize and contain within the projects limits inchannel disturbance and the clearing of trees and brush. (IDNR)
5.	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)

This is page 27 of 28 Project name: I-69 Interstate Expansion; Project 2: Interchange Modification at Exit 210 Date: January 28, 2015

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### SECTION K- EARLY COORDINATION

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

Remarks:

Early coordination was initiated on September 9, 2014 with applicable federal, state, and local agencies (see Appendix C, pages 1-5). Review comments from those agencies that returned a reply have been incorporated into this study, as appropriate. The resource agencies and dates of their responses are listed below.

Agency	Response	Appendix C Page #s
Indiana Department of Natural Resources; Division of Fish and Wildlife	September 10, 2014 (E-mail) October 1, 2014 (Response Letter) October 28, 2014 (Response Letter)	6 7 8-10
U.S. Fish and Wildlife Service	September 16, 2014 (Response Letter)	11-12
Natural Resources Conservation Service	September 24, 2014 (Response Letter) NRCS-CPA-106 Form	13 14
Indiana Geological Survey	October 20, 2014 (Questionnaire)	15
Indiana Department of Environmental Management Roadway Construction Letter	September 9, 2014 (Automated)	16-25
Indiana Department of Transportation Office of Aviation	September 10, 2014	26
Office of Public Involvement	September 11, 2014	27
Hamilton County Surveyor	November 18, 2014	28
City of Fishers Parks and Recreation	Responses Included in Appendix E: Section 4(f)	
City of Noblesville Parks and Recreation	Responses Included in Appendix E: Section 4(f)	
U.S. Dept. of Housing and Urban Development	No Response	
U.S. Army Corps of Engineers	No Response	
National Park Service	No Response	
Hamilton County Commissioners	No Response	
Hamilton County Council Members	No Response	
Hamilton County Drainage Board	No Response	
Hamilton County Engineer	No Response	
Indianapolis MPO	No Response	
Fishers Town Council	No Response	

# Appendix A: Categorical Exclusion Level Thresholds

### Categorical Exclusion Level Thresholds

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

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

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

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

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

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

<sup>5</sup>Environmental Scoping Manager

<sup>6</sup>Environmental Services Division

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

# Appendix B: Graphics

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Soils.....	5
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Project Area Photographs.....	7-16

Des. No. 1383489

I-69 Interstate Expansion

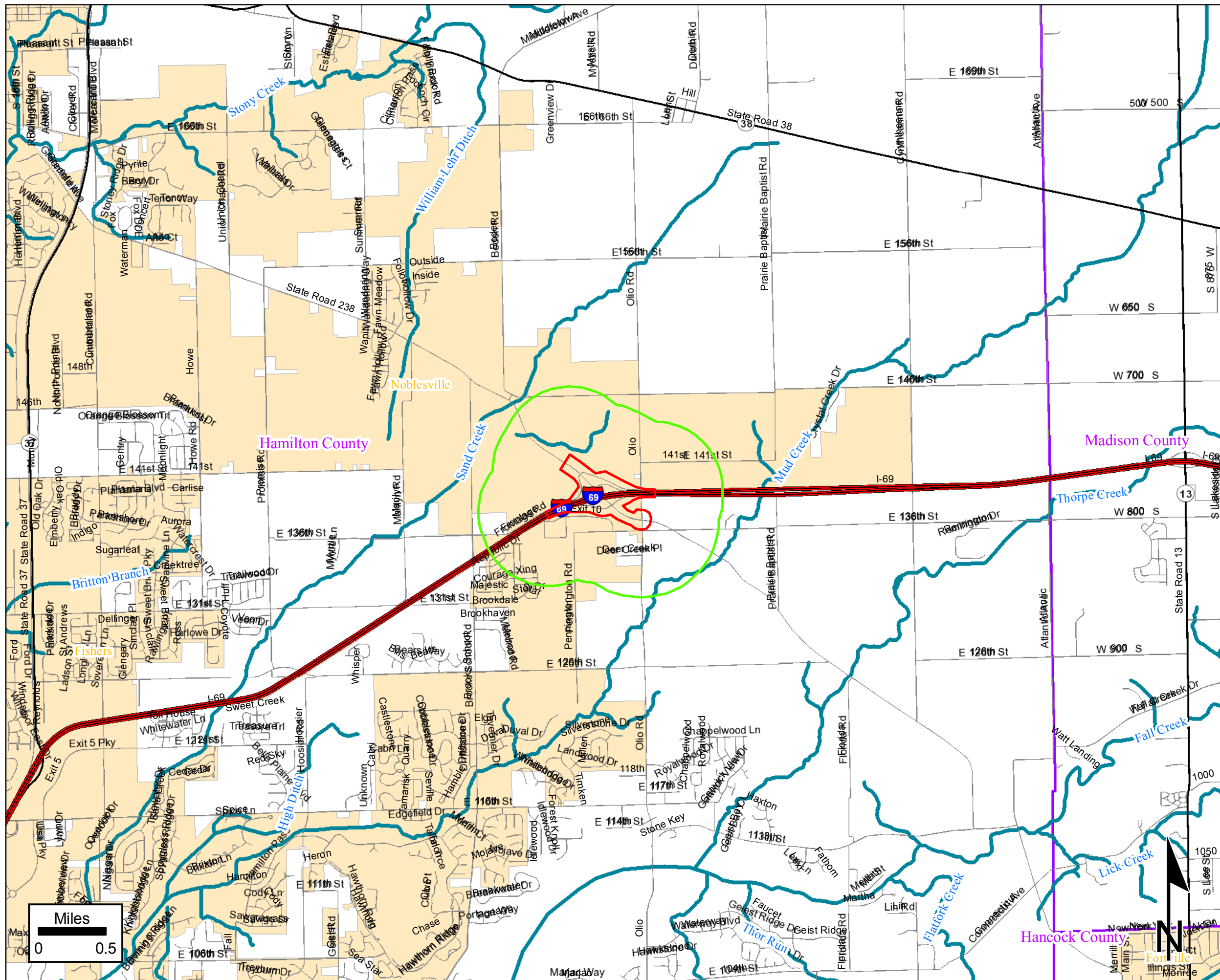
Project 2: Interchange Modification at Exit 210 (Campus Parkway)

Hamilton County; Project Location Map #1



Des. No. 1383489

I-69 Interstate Expansion  
Project 2: Interchange Modification at Exit 210  
(Campus Parkway); Hamilton County



Project Location Map #2

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

# PARSONS


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

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

**Des. No. 1383489**

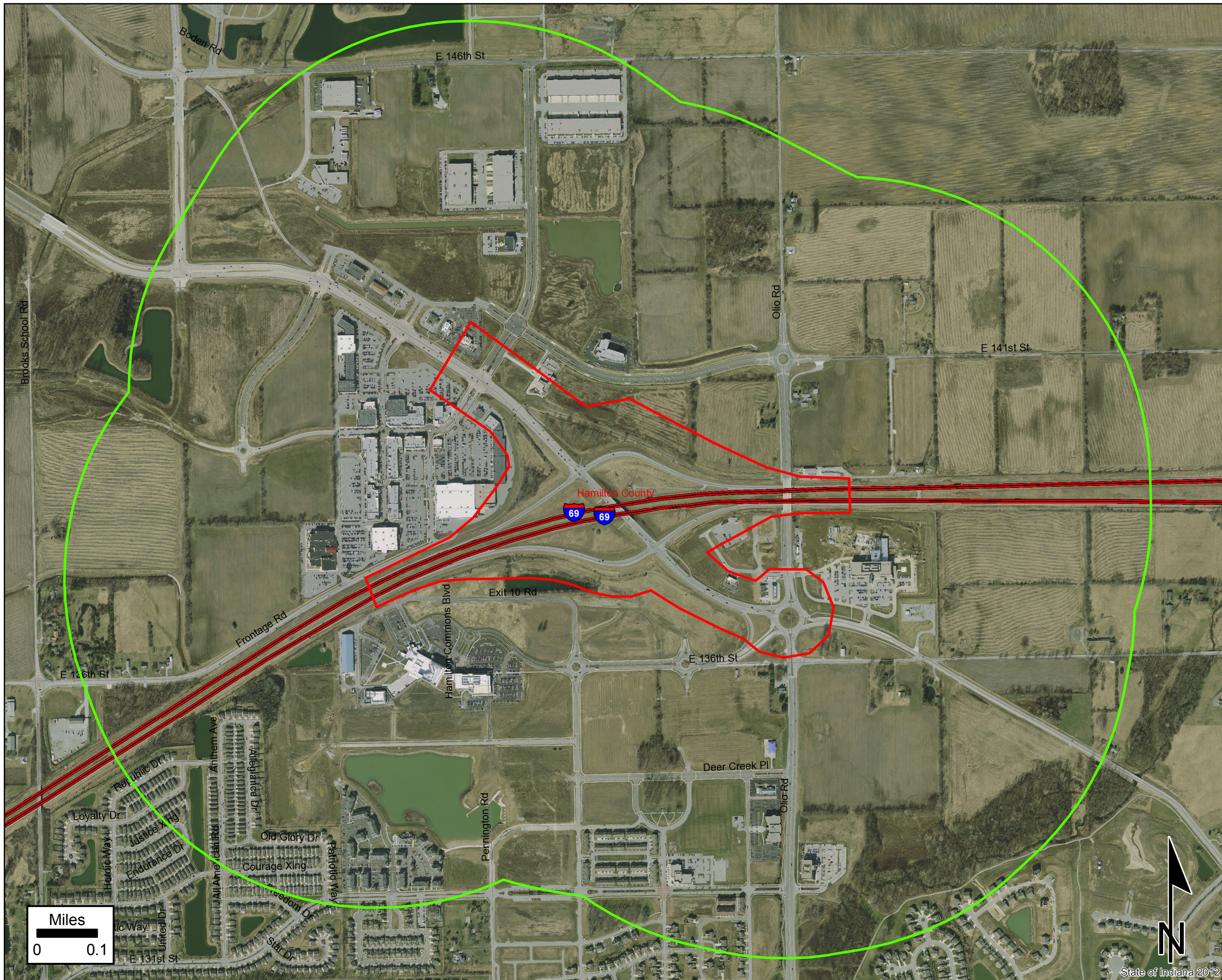
I-69 Interstate Expansion  
Project 2: Interchange Modification at Exit 210  
(Campus Parkway); Hamilton County

**2012 Orthos Aerial Photography**

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

**Orthos - 1 meter - 2012**

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



**PARSONS**

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

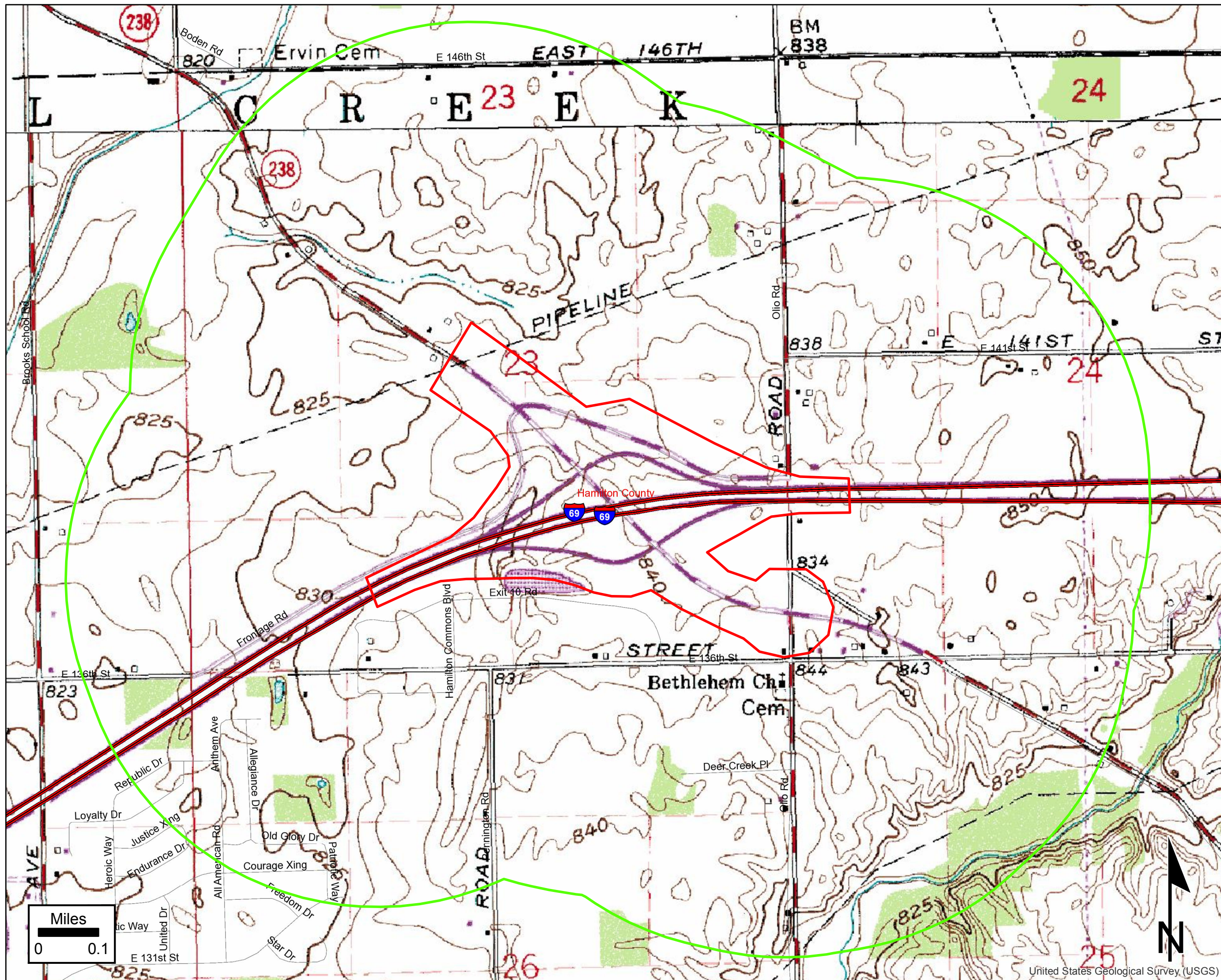
**Sources:**

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

**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))

**Map Projection:** UTM Zone 16 N

**Map Datum:** NAD83



**Des. No. 1383489**

I-69 Interstate Expansion  
 Project 2: Interchange Modification at Exit 210  
 (Campus Parkway); Hamilton County

**USGS 7.5" Topographic Map**

- Project Area
- Half Mile Radius

**USGS Topography Map**

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

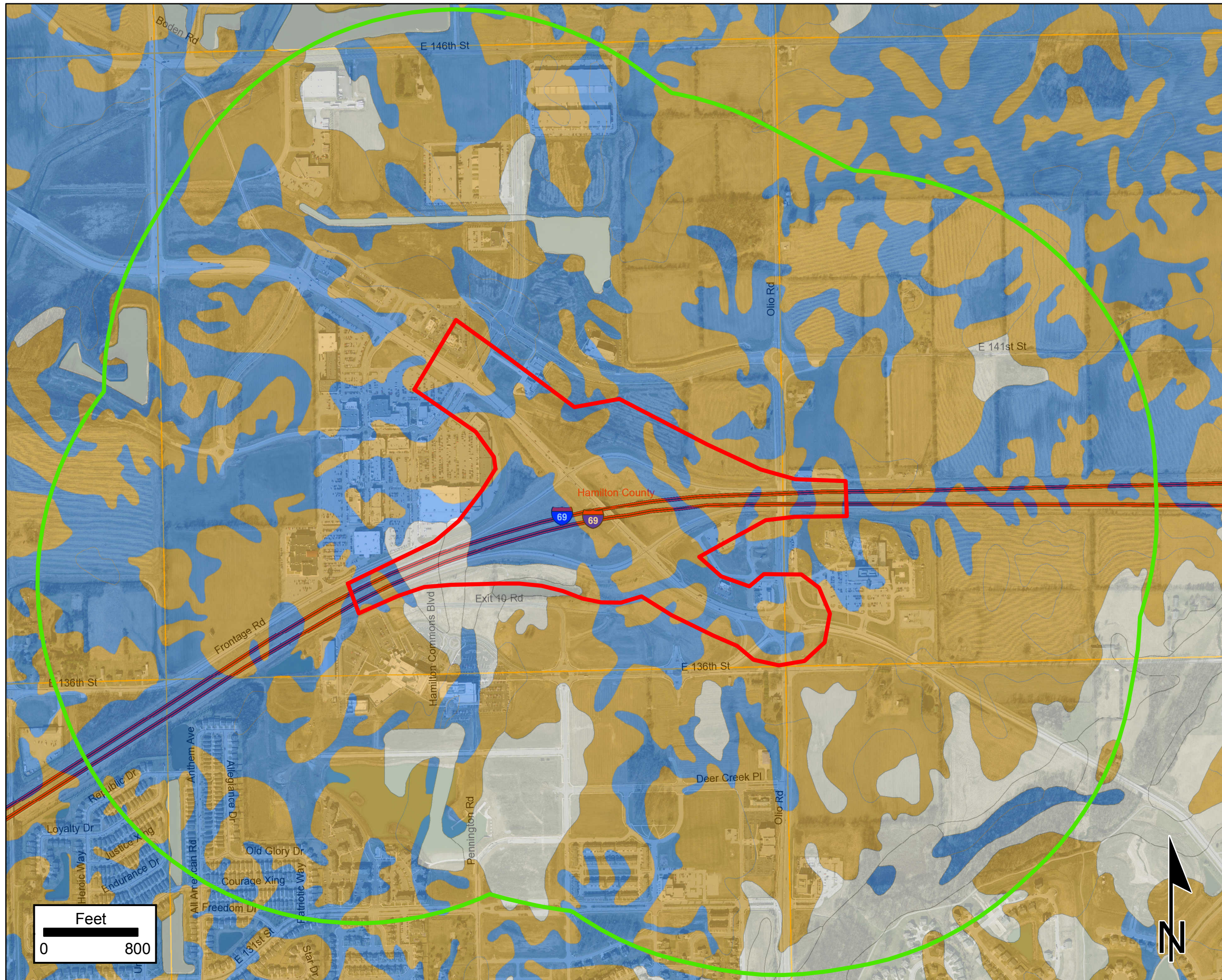
**PARSONS**

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

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

**Des. No. 1383489**

I-69 Interstate Expansion  
 Project 2: Interchange Modification at Exit 210  
 (Campus Parkway); Hamilton County



**NRCS Soils**

- Project Area
- Half Mile Radius

**SSURGO Soil Units**

**Hydric Classifications**

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

**Road Types**

- Interstate
- State Route
- US Route
- Local Road

**PARSONS**

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

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



# Des. No. 1383489

## I-69 Interchange Modification at Exit 210 (Campus Parkway); Hamilton County Photograph Location Map



Photo 1: View of I-69 and its median near the project terminus (facing southwest; July 10, 2014).



Photo 2: View of the roadside drainage along I-69 (facing northeast; June 18, 2014). Note the wetland entirely contained within the roadside drainage at this location.



Photo 3: View of I-69 and its median near the project terminus (facing northeast; July 10, 2014).



Photo 4: View of roadside drainage along I-69 (facing northeast; June 17, 2014).

# Des. No. 1383489

## I-69 Interchange Modification at Exit 210 (Campus Parkway); Hamilton County Photograph Location Map



Photo 5: View of the roadside drainage along I-69 (facing southwest; June 18, 2014). Note the wetland entirely contained within the roadside drainage at this location.



Photo 6: View of an emergent wetland adjacent to the I-69 eastbound off-ramp to Campus Parkway (facing south; June 17, 2014).



Photo 7: View of INDOT right-of-way between a forested wetland and Hamilton Town Center (facing southwest; June 18, 2014).



Photo 8: View inside of the forested wetland near the Campus Parkway Interchange (facing south; June 18, 2014).

# Des. No. 1383489

## I-69 Interchange Modification at Exit 210 (Campus Parkway); Hamilton County Photograph Location Map



Photo 9: View of the northwest quadrant of the Campus Parkway Interchange (facing northeast; June 19, 2014). Note the wetland entirely contained within roadside drainage at this location.



Photo 10: View of I-69 and its median near the Campus Parkway Interchange (facing northeast; July 10, 2014).

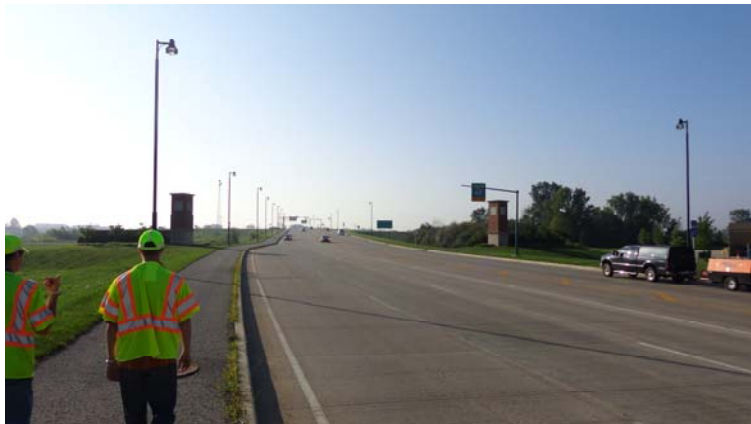


Photo 11: View of Campus Parkway (facing southeast; September 4, 2014).



Photo 12: View of roadside drainage along Campus Parkway (facing northwest; June 18, 2014).

Des. No. 1383489

I-69 Interchange Modification at Exit 210 (Campus Parkway); Hamilton County  
Photograph Location Map



Photo 13: View of a forested wetland near the Campus Parkway Interchange (facing west; June 18, 2014).



Photo 14: View of the Campus Parkway Interchange (facing northeast; July 10, 2014).



Photo 15: View of the southwest quadrant of the Campus Parkway Interchange (facing northeast; June 19, 2014).



Photo 16: View of the southwest quadrant of the Campus Parkway Interchange (facing northwest; June 19, 2014).

# Des. No. 1383489

## I-69 Interchange Modification at Exit 210 (Campus Parkway); Hamilton County Photograph Location Map



Photo 17: View of roadside drainage along the I-69 northbound off-ramp to Campus Parkway (facing northeast; June 17, 2014). Note the wetland entirely contained within the roadside drainage.



Photo 19: View of Campus Parkway Bridge over I-69 (facing northwest; September 4, 2014).



Photo 18: View of the Campus Parkway Bridge over I-69 (facing southeast; September 4, 2014)



Photo 20: View of Campus Parkway (facing southeast; September 4, 2014).

I-69 Interchange Modification at Exit 210 (Campus Parkway); Hamilton County  
Photograph Location Map



Photo 21: View along INDOT right-of-way between the emergent wetland and Famous Dave's (facing northwest; June 23, 2014).



Photo 22: View of an emergent wetland located near the Campus Parkway Interchange (facing southwest; June 23, 2014).



Photo 23: View of the northeast quadrant of the Campus Parkway Interchange (facing south; June 23, 2014). Note the wetland entirely contained within the roadside drainage at this location.



Photo 24: View of Campus Parkway (facing southwest; June 19, 2014).

# Des. No. 1383489

## I-69 Interchange Modification at Exit 210 (Campus Parkway); Hamilton County Photograph Location Map



Photo 25: View of an emergent wetland located near the Campus Parkway Interchange (facing northwest; June 23, 2014).



Photo 26: View of the northeast quadrant of the Campus Parkway Interchange (facing southeast; June 23, 2014). Note the wetland located on the hill slope at this location.



Photo 27: View of I-69 and its median near the Campus Parkway Interchange (facing southwest; July 10, 2014).



Photo 28: View of I-69 and its median (facing east; July 10, 2014). Note the Olio Road Overpass in the background.

I-69 Interchange Modification at Exit 210 (Campus Parkway); Hamilton County  
Photograph Location Map



Photo 29: View of the southeast quadrant of the Campus Parkway Interchange (facing west; June 19, 2014).



Photo 30: View of the roadside drainage along the I-69 eastbound on-ramp (facing southwest; June 19, 2014). Note the wetland entirely contained within roadside drainage at this location.



Photo 31: View along the I-69 westbound off-ramp onto Campus Parkway (facing northwest; June 23, 2014). Note the wetland entirely contained within roadside drainage at this location.



Photo 32: View along the I-69 westbound off-ramp onto Campus Parkway (facing southeast; June 23, 2014). Note the Olio Road Overpass in the background.

# Des. No. 1383489

## I-69 Interchange Modification at Exit 210 (Campus Parkway); Hamilton County Photograph Location Map



Photo 33: View of roadside drainage along the I-69 eastbound on-ramp (facing east; June 19, 2014). Note the wetland entirely contained within roadside drainage at this location.



Photo 34: View of the Olio Road Overpass (facing east; July 10, 2014).



Photo 35: View of I-69 and its median (facing east; July 10, 2014).



Photo 36: View of the roadside drainage along I-69 near the project terminus (facing west; June 23, 2014). Note the Olio Road Overpass in the background.

# Des. No. 1383489

## I-69 Interchange Modification at Exit 210 (Campus Parkway); Hamilton County Photograph Location Map



Photo 37: View of roadside drainage along I-69 near the project terminus (facing west; June 19, 2014). Note the Olio Road Overpass in the background.



Photo 38: View of I-69 and its median near the project terminus (facing west; July 10, 2014). Note the Olio Road Overpass in the background.

# Appendix C: Early Coordination

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September 9, 2014

Rick Marquis  
Federal Highway Administration  
Federal Office Building, Rm 254  
575 North Pennsylvania Street  
Indianapolis, IN 46204

Re: Des. Nos.: 1383489  
Description: I-69 Interstate Expansion  
Project 2: Interchange Modification at Exit 210 (Campus Parkway)  
Hamilton County, Indiana

Dear Mr. Marquis,

The Indiana Department of Transportation (INDOT) is planning an I-69 Interstate Expansion from 106<sup>th</sup> Street in Fishers to Exit 226 (SR 9 & 109 in Anderson), in Hamilton and Madison Counties. This expansion has been broken into multiple projects with independent utility and logical termini. Environmental analysis is being conducted for Project 2 (Des. No. 1383489), an interchange modification project at Exit 210 (Campus Parkway). This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above designation number and description in your reply. We will incorporate your comments into a study of the project's environmental impacts.

**Purpose and Need:** The need for this project stems from traffic congestion issues that currently exist at this interchange. The interchange is experiencing an insufficient Level of Service (LOS) during peak traffic hours. LOS is a rating for traffic congestion, with LOS A indicating little to no delay and LOS F indicating serious congestion and delay. An INDOT study conducted in the fall of 2012 noted, "Southbound [SB] I-69 experiences congestion and reduction of travel speed during the AM peak hours, especially as traffic approaches Exit 205. Northbound [NB] I-69 also experiences congestion and long queues at Exit 210's NB exit during the PM peak hours, especially during events at the Klipsch Music Center (though traffic data collected does not take into account such events)."

Traffic Data was recently analyzed using Highway Capacity Manual methodology in Highway Capacity Software (HCS). The northbound ramp is currently operating at an LOS D, while the southbound ramp is operating at an LOS C. Both ramp termini and are predicted to operate at an LOS F in the design year, 2035. The results show unacceptable LOS for both existing and future traffic for the interchange.

The purpose of this project is to improve overall traffic operation by reducing congestion at this interchange.

**Existing Conditions:** Improvements have recently been completed on Campus Parkway/Southeastern Parkway on both sides of the interchange. Prior to that work, the cross road was a simple, rural 2-lane road and was referred to as SR 238 (Greenfield Ave locally) where it connected Noblesville and Fortville. Now the SR 238 designation has been relinquished. The City of Noblesville refers to the road as Campus Parkway while the Town of Fishers refers to it as Southeastern Parkway.

The current interchange type is a diamond interchange with signalized ramp terminals. The bridge has one through-lane and one left-turn lane going eastbound, and two through-lanes and one left-turn lane going westbound.

**Proposed Project:** An interchange modification project is proposed for the interchange to improve the LOS. Improvements to the existing interchange, such as added auxiliary lanes, will be considered. Transportation System Management (TSM) improvements, such as ramp metering and signal coordination, will also be considered. In addition, modification to the interchange type will be considered. While all interchange types will be considered as possible improvements, the limited right-of-way in the vicinity of the interchange will make the following interchange types most likely to be selected: partial-cloverleaf interchange, tight diamond with roundabouts at the ramp termini, single point urban interchange, and double-crossover diamond interchange. The primary factors in determining the modifications selected will be construction costs, LOS rating, traffic safety, land acquisition costs, environmental impacts and cultural resources impacts.

**Right-of-Way (ROW):** New permanent and/or temporary ROW may be required for this project depending upon the type of improvements selected for this undertaking.

**Environmental Concerns:** One U.S. Geological Survey (USGS) blue-lined stream (an unnamed tributary to Sand Creek) lies approximately 0.06 mile north of the project area, and will not be impacted by the proposed project. Information from the National Wetland Inventory (NWI) map shows ten NWI-wetland polygons within a half-mile radius of the project area, with two occurring within the project area. Three lakes lie within to the project limits. However, no lakes are expected to be impacted by the proposed project. Two floodplains lie within a half-mile radius of the project area, but well outside of the project limits. Therefore, they will not be impacted by the proposed project. See the attached Water Resources Map, Attachment A-5, for the NWI and FEMA layers. According to the Soil Survey Geographic (SSURGO) Database for Hamilton County, Indiana, majority of the project area lies within nationally listed hydric soils (see NRCS Soils Map, Attachment A-8).

The proposed project is located along an urbanized section of I-69, with land use within vicinity of the project consisting primarily of commercial properties. One religious facility and two hospitals lie within a half-mile radius of the projects, but outside of the projects limits. Two open trail segments (146th St from Pointe Blvd to I-69 and Cumberland Rd to Hamilton Towne Center) and two planned segments (I-69 South to Mud Creek and a segment of Olivo Road - SR 238 south to Bee Camp Creek) lie within the project area and may be impacted by the proposed project.

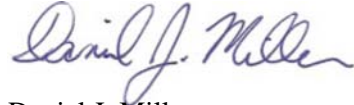
Waters investigations, including wetland delineations, were conducted from May through July, 2014 by Parsons environmental staff to evaluate possible environmental impacts within the project area. Coordination is ongoing with the U.S. Army Corps of Engineers and the Indiana Department of Environmental Management (IDEM). A waters report will be completed, and all applicable permits will be applied for and acquired before construction can begin. See Attachment B for Project Area Photographs.

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

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

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

Sincerely,



Daniel J. Miller  
Senior Environmental Planner

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

See Appendix B for the Graphics and  
Project Area Photographs

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Fishers Town Council  
1 Municipal Drive  
Fishers, IN 46038

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

Town of Noblesville  
Parks and Recreation  
701 Cicero Road  
Noblesville, IN 46060

Town of Fishers  
Parks and Recreation  
11565 Brooks School Road  
Fishers, IN 46037

## Miller, Daniel J

---

**From:** Hippensteel, Beth [BHippensteel@dnr.IN.gov]  
**Sent:** Wednesday, September 10, 2014 8:23 AM  
**To:** Miller, Daniel J  
**Subject:** ER-17827, Hamilton and Madison Counties

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

Dear Mr. Miller:

This is a standard informational email in response to your request for an Environmental Review, which was received on September 9, 2014 for the following project:

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

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

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

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

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

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

**THIS IS NOT A PERMIT**

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

**DNR #:** ER-17827

**Request Received:** September 9, 2014

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

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

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

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

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

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

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

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

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



**Date:** October 1, 2014

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

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

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

**Request Received:** October 24, 2014

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

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

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

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

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

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

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

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

**1) Pipe lining:**

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

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

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

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

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2) Bank Stabilization and Wildlife Passage:

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

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

3) Riparian Habitat:

We recommend a mitigation plan be developed if habitat impacts will occur. The DNR's Floodway Habitat Mitigation guidelines (and plant lists) can be found online at: <http://www.in.gov/legislative/iac/20140806-IR-312140295NRA.xml.pdf>.

Impacts to non-wetland forest over one (1) acre should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees).

4) Wetland Habitat:

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

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

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

**THIS IS NOT A PERMIT**

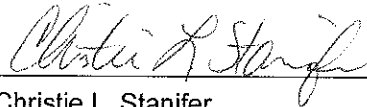
**State of Indiana**  
**DEPARTMENT OF NATURAL RESOURCES**  
**Division of Fish and Wildlife**  
**Early Coordination/Environmental Assessment**

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6. Do not construct any temporary runarounds or causeways.
7. Operate equipment from the existing roadway or from the top of the bank to the greatest extent possible.
8. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
9. Do not use broken concrete as riprap.
10. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
11. Minimize the movement of resuspended bottom sediment from the immediate project area.
12. Do not deposit or allow demolition materials or debris to fall or otherwise enter the waterway.
13. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
14. Seed and protect all disturbed streambanks and slopes that are 3:1 or steeper with erosion control blankets (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

**Contact Staff:**

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



**Date:** October 28, 2014

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

## Miller, Daniel J

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**From:** McWilliams, Robin [robin\_mcwilliams@fws.gov]  
**Sent:** Tuesday, September 16, 2014 12:02 PM  
**To:** Miller, Daniel J  
**Subject:** Re: INDOT Des. No. 1383489; I-69 Interstate Expansion; Project 2: Interchange Modification at Exit 210 (Campus Parkway); Hamilton County; Early Coordination

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

Dear Dan,

This responds to your recent letter, requesting our comments on the aforementioned project.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, and the U. S. Fish and Wildlife Service's Mitigation Policy.

Based on a review of the information you provided, the U.S. Fish and Wildlife Service has no objections to the project as currently proposed. This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act of 1973, as amended. However, should new information arise pertaining to project plans or a revised species list be published, it will be necessary for the Federal agency to reinstate consultation.

### Proposed Species

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

Pursuant to Section 7(a)(4) of the ESA, federal action agencies are required to confer with the Service if their proposed action is likely to **jeopardize** the continued existence of the NLEB (50 CFR 402.10(a)). Action agencies may also voluntarily confer with the Service if the proposed action may affect a proposed species. Species proposed for listing are not afforded protection under the ESA; however as soon as a listing becomes effective, the prohibition against jeopardizing its continued existence and "take" applies **regardless of an action's stage of completion**. If the agency retains any discretionary involvement or control over on-the-ground actions that may affect the species after listing, section 7 applies.

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

Wetland and stream impacts may require permits from the US Army Corps of Engineers, the Indiana Department of Environmental Management's Water Quality Certification program and the Indiana Department of Natural Resources. Wetland impacts should be avoided, and any unavoidable impacts should be compensated for in accordance with the Corps of Engineers mitigation guidelines.

We appreciate the opportunity to comment at this early stage of project planning. If project plans change such that fish and wildlife habitat may be affected, please re-coordinate with our office as soon as possible. If you have any questions about our recommendations, please call (812)334-4261.

Sincerely,

Robin

Robin McWilliams Munson

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

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

On Tue, Sep 9, 2014 at 10:30 AM, Miller, Daniel J <[Daniel.J.Miller@parsons.com](mailto:Daniel.J.Miller@parsons.com)> wrote:

Good morning Robin,

Attached are the Early Coordination Letter and attachments for INDOT Des. No. 1383489; I-69 Interstate Expansion; Project 2: Interchange Modification at Exit 210 (Campus Parkway); Hamilton County. Please note that this coordination is separate from the coordination letter and attachments I sent last week (for projects 1 & 3).

I have reduced the file sizes on all of the attachments to assist those with limited storage space. This has reduced some of the photo clarity. If you would like a copy of the original file, please let me know and I will mail one out. Please let me know if you have any questions or need anything else.

September 24, 2014

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

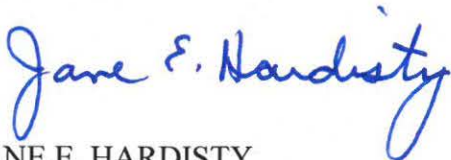
Dear Mr. Miller:

The proposed project to modify the interchange at Exit 210 on I-69 in Hamilton County, Indiana, as referred to in your letter received September 9, 2014, will cause a conversion of prime farmland.

The attached packet of information is for your use in completing Parts VI and VII of the AD-1006. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

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

Sincerely,



JANE E. HARDISTY  
State Conservationist

Enclosures

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Helping People Help the Land.



USDA is an equal opportunity provider and employer.

### FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

**PART I** (To be completed by Federal Agency) 3. Date Of Land Evaluation Request: **09/09/2014** 4. Sheet 1 of \_\_\_\_\_

1. Name of Project: **INDOT Des No. 1383489** 5. Federal Agency Involved: **INDOT for FHWA**

2. Proposed Land Use: **I-69 Interstate Expansion; Project 2** 6. County and State: **Hamilton County, IN**

**PART II** (To be completed by NRCS) 1. Date Request Received By NRCS: **9/9/14** 2. Person Completing Form: **DP**

3. Does the corridor contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form) YES  NO  4. Acres Irrigated \_\_\_\_\_ Average Farm Size **AC**

5. Major Crop(s): **Corn** 6. Farmable Land In Government Jurisdiction Acres: **247,370 % 96** 7. Amount of Farmland As Defined in FPPA Acres: **236,378 % 92**

8. Name of Land Evaluation System Used: **LESA** 9. Name of State or Local Site Assessment System \_\_\_\_\_ 10. Date Land Evaluation Returned by NRCS: **9-23-14**

**PART III** (To be completed by Federal Agency) Alternative Corridor For Segment:

	Corridor A	Corridor B	Corridor C	Corridor d
A. Total Acres To Be Converted Directly	7.20			
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site	7.20	0.00		

**PART IV** (To be completed by NRCS) Land Evaluation Information

A. Total Acres Prime And Unique Farmland	7.20			
B. Total Acres Statewide Important or Local Important Farmland	0			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.003			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	31			

**PART V** (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points) **95**

**PART VI** (To be completed by Federal Agency) Corridor Assessment Criteria (Criteria are explained in 7 CFR 658.5 b & c. For Non-Corridor project use form AD-1006)

	Maximum Points	Corridor A	Corridor B	Corridor C	Corridor D
1. Area In Non-urban Use	(15)	0			
2. Perimeter In Non-urban Use	(10)	0			
3. Percent Of Corridor Being Farmed	(20)	2			
4. Protection Provided By State and Local Government	(20)	0			
5. Size Of Present Farm Unit Compared To Average	(10)	5			
6. Creation Of Non-farmable Farmland	(25)	0			
7. Availability Of Farm Support Services	(5)	3			
8. On-Farm Investments	(20)	0			
9. Effects Of Conversion On Farm Support Services	(25)	0			
10. Compatibility With Existing Agricultural Use	(10)	0			
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	160	10	0		

**PART VII** (To be completed by Federal Agency)

Relative Value Of Farmland (From Part V)	100	95	0		
Total Corridor Assessment (From Part VI above or local site assessment)	160	10	0		
<b>TOTAL POINTS (Total of above 2 lines)</b>	260	105	0		

1. Corridor Selected: **A** 2. Total Acres of Farmlands to be Converted by Project: **0** 3. Date Of Selection: **10/20/14** 4. Was A Local Site Assessment Used? YES  NO

5. Reason For Selection:  
**Alternative chosen that will not impact farmland.**

Name of Federal agency representative completing this form: **Daniel J. Miller, Parsons** Date: **10/20/14**

Project No. \_\_\_\_\_ DES No. **1383489**

Project Description I-69 Expansion: Project 2 interchange modification at exit 210 (Campus Pkwy)  
Hamilton County

Name of Organization requesting early coordination:

Parsons

**QUESTIONNAIRE FOR THE INDIANA GEOLOGICAL SURVEY**

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

NO

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

NO

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

This information was furnished by:

*M. Karaffa*

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

Monday, October 20, 2014



## Indiana Department of Environmental Management

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

---

Mike Pence  
Governor

100 North Senate Avenue  
Indianapolis , Indiana 46206

Thomas W. Easterly  
Commissioner

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

INDOT  
Tony Jones  
100 North Senate Ave, Rm 601  
Indianapolis , IN 46204

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

Date

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The Indiana Department of Transportation (INDOT) is planning an I-69 Interstate Expansion from 106th Street in Fishers to Exit 226 (SR 9 & 109 in Anderson), in Hamilton and Madison Counties. This expansion has been broken into multiple projects with independent utility and logical termini. Environmental analysis is being conducted for Project 2 (Des. No. 1383489), an interchange modification project at Exit 210 (Campus Parkway). This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above designation number and description in your reply. We will incorporate your comments into a study of the project's environmental impacts. Purpose and Need: The need for this project stems from traffic congestion issues that currently exist at this interchange. The interchange is experiencing an insufficient Level of Service (LOS) during peak traffic hours. LOS is a rating for traffic congestion, with LOS A indicating little to no delay and LOS F indicating serious congestion and delay. An INDOT study conducted in the fall of 2012 noted, "Southbound [SB] I-69 experiences congestion and reduction of travel speed during the AM peak hours, especially as traffic approaches Exit 205. Northbound [NB] I-69 also experiences congestion and long queues at Exit 210's NB exit during the PM peak hours, especially during events at the Klipsch Music Center (though traffic data collected does not take into account such events)." Traffic Data was recently analyzed using Highway Capacity Manual methodology in Highway Capacity Software (HCS). The northbound ramp is currently operating at an LOS D, while the southbound ramp is operating at an LOS C. Both ramp termini and are predicted to operate at an LOS F in the design year, 2035. The

results show unacceptable LOS for both existing and future traffic for the interchange. The purpose of this project is to improve overall traffic operation by reducing congestion at this interchange.

**Existing Conditions:** Improvements have recently been completed on Campus Parkway/Southeastern Parkway on both sides of the interchange. Prior to that work, the cross road was a simple, rural 2-lane road and was referred to as SR 238 (Greenfield Ave locally) where it connected Noblesville and Fortville. Now the SR 238 designation has been relinquished. The City of Noblesville refers to the road as Campus Parkway while the Town of Fishers refers to it as Southeastern Parkway. The current interchange type is a diamond interchange with signalized ramp terminals. The bridge has one through-lane and one left-turn lane going eastbound, and two through-lanes and one left-turn lane going westbound.

**Proposed Project:** An interchange modification project is proposed for the interchange to improve the LOS. Improvements to the existing interchange, such as added auxiliary lanes, will be considered. Transportation System Management (TSM) improvements, such as ramp metering and signal coordination, will also be considered. In addition, modification to the interchange type will be considered. While all interchange types will be considered as possible improvements, the limited right-of-way in the vicinity of the interchange will make the following interchange types most likely to be selected: partial-cloverleaf interchange, tight diamond with roundabouts at the ramp termini, single point urban interchange, and double-crossover diamond interchange. The primary factors in determining the modifications selected will be construction costs, LOS rating, traffic safety, land acquisition costs, environmental impacts and cultural resources impacts.

**Right-of-Way (ROW):** New permanent and/or temporary ROW may be required for this project depending upon the type of improvements selected for this undertaking.

**Environmental Concerns:** One U.S. Geological Survey (USGS) blue-lined stream (an unnamed tributary to Sand Creek) lies approximately 0.06 mile north of the project area, and will not be impacted by the proposed project. Information from the National Wetland Inventory (NWI) map shows ten NWI-wetland polygons within a half-mile radius of the project area, with two occurring within the project area. Three lakes lie within to the project limits. However, no lakes are expected to be impacted by the proposed project. Two floodplains lie within a half-mile radius of the project area, but well outside of the project limits. Therefore, they will not be impacted by the proposed project. See the attached Water Resources Map, Attachment A-5, for the NWI and FEMA layers. According to the Soil Survey Geographic (SSURGO) Database for Hamilton County, Indiana, majority of the project area lies within nationally listed hydric soils (see NRCS Soils Map, Attachment A-8). The proposed project is located along an urbanized section of I-69, with land use within vicinity of the project consisting primarily of commercial properties. One religious facility and two hospitals lie within a half-mile radius of the projects, but outside of the projects limits. Two open trail segments (146th St from Pointe Blvd to I-69 and Cumberland Rd to Hamilton Towne Center) and two planned segments (I-69 South to Mud Creek and a segment of Olio Road - SR 238 south to Bee Camp Creek) lie within the project area and may be impacted by the proposed project. Waters investigations, including wetland delineations, were conducted from May through July, 2014 by Parsons environmental staff to evaluate possible environmental impacts within the project area. Coordination is ongoing with the U.S. Army Corps of Engineers and the Indiana Department of Environmental Management (IDEM). A waters report will be completed, and all applicable permits will be applied for and acquired before construction can begin. See Attachment B for Project Area Photographs. This project is a Type I project, and therefore Noise Analysis is currently being conducted to determine traffic noise levels, potential noise impacts, and the feasibility of traffic noise mitigation. If any facilities are determined to have traffic noise impacts, noise abatement measures will be considered and appropriate measures constructed to mitigate for these impacts. An Air Quality Analysis is currently being conducted as well. The results of this analysis will be included in the environmental document prepared for this project.

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

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

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

## **WATER AND BIOTIC QUALITY**

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

USACE recommends that you have a consultant check to determine whether your project will abut, or lie within, a wetland area. To view a list of consultants that have requested to be included on a list posted by the USACE on their Web site, see USACE [Permits and Public Notices](http://www.lrl.usace.army.mil/orf/default.asp) (<http://www.lrl.usace.army.mil/orf/default.asp>) and then click on "Information" from the menu on the right-hand side of that page. Their "Consultant List" is the fourth entry down on the "Information" page. Please note that the USACE posts all consultants that request to appear on the list, and that inclusion of any particular consultant on the list does not represent an endorsement of that consultant by the USACE, or by IDEM.

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

Indiana counties located in north-central, central, and southern Indiana ) are served by the USACI Louisville District Office (502-315-6733).

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

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

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

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. The shade provided by the large overhanging trees helps maintain proper stream temperatures and dissolved oxygen for aquatic life.

6. For projects involving construction activity (which includes clearing, grading, excavation and other land disturbing activities) that result in the disturbance of one (1), or more, acres of total land area, contact the Office of Water Quality – Watershed Planning Branch (317/233-1864) regarding the need for of a Rule 5 Storm Water Runoff Permit. Visit the following Web page
  - <http://www.in.gov/idem/4902.htm>

To obtain, and operate under, a Rule 5 permit you will first need to develop a Construction Plan (<http://www.in.gov/idem/4917.htm#constreq>), and as described in 327 IAC 15-5-6.5

(<http://www.in.gov/legislative/iac/T03270/A00150> [PDF], pages 16 through 19). Before you may apply for a Rule 5 Permit, or begin construction, you must submit your Construction Plan to your county Soil and Water Conservation District (SWCD) (<http://www.in.gov/isda/soil/contacts/map.html>).

Upon receipt of the construction plan, personnel of the SWCD or the Indiana Department of Environmental Management will review the plan to determine if it meets the requirements of 327 IAC 15-5. Plans that are deemed deficient will require re-submittal. If the plan is sufficient you will be notified and instructed to submit the verification to IDEM as part of the Rule 5 Notice of Intent (NOI) submittal. Once construction begins, staff of the SWCD or Indiana Department of Environmental Management will perform inspections of activities at the site for compliance with the regulation.

Please be mindful that approximately 149 Municipal Separate Storm Sewer System (MS4) areas are now being established by various local governmental entities throughout the state as part of the implementation of Phase II federal storm water requirements. All of these MS4 areas will eventually take responsibility for Construction Plan review, inspection, and enforcement. As these MS4 areas obtain program approval from IDEM, they will be added to a list of MS4 areas posted on the IDEM Website at: <http://www.in.gov/idem/4900.htm>.

If your project is located in an IDEM-approved MS4 area, please contact the local MS4 program about meeting their storm water requirements. Once the MS4 approves the plan, the NOI can be submitted to IDEM.

Regardless of the size of your project, or which agency you work with to meet storm water requirements, IDEM recommends that appropriate structures and techniques be utilized both during the construction phase, and after completion of the project, to minimize the impacts associated with storm water runoff. The use of appropriate planning and site development and appropriate storm water quality measures are recommended to prevent soil from leaving the construction site during active land disturbance and for post construction water quality concerns. Information and assistance regarding storm water related to construction activities are available from the Soil and Water Conservation District (SWCD) offices in each county or from IDEM.

7. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317/232-4080) for addition project input.
8. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.
9. For projects involving effluent discharges to waters of the State of Indiana , contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.
10. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

## **AIR QUALITY**

The above-noted project should be designed to minimize any impact on ambient air quality in, or near, the project area. The project must comply with all federal and state air pollution regulations. Consideration should be given to the following:

1. Regarding open burning, and disposing of organic debris generated by land clearing activities; some types of open burning are allowed (<http://www.in.gov/idem/4148.htm>) under specific conditions. You also can seek an open burning variance from IDEM.

However, IDEM generally recommends that you take vegetative wastes to a registered yard waste composting facility or that the waste be chipped or shredded with composting on site (you must register with IDEM if more than 2,000 pounds is to be composted; contact 317/232-0066). The finished compost can then be used as a mulch or soil amendment. You also may bury any vegetative wastes (such as leaves, twigs, branches, limbs, tree trunks and stumps) onsite, although burying large quantities of such material can lead to subsidence problems, later on.

Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, constructing wind barriers, or treating dusty areas with chemical stabilizers (such as calcium chloride or several other commercial products). Dirt tracked onto paved roads from unpaved areas should be minimized.

Additionally, if construction or demolition is conducted in a wooded area where blackbirds have roosted or abandoned buildings or building sections in which pigeons or bats have roosted for 3-5 years precautionary measures should be taken to avoid an outbreak of histoplasmosis. This disease is caused by the fungus *Histoplasma capsulatum*, which stems from bird or bat droppings that have accumulated in one area for 3-5 years. The spores from this fungus become airborne when the area is disturbed and can cause infections over an entire community downwind of the site. The area should be wetted down prior to cleanup or demolition of the project site. For more detailed information on histoplasmosis prevention and control, please contact the Acute Disease Control Division of the Indiana State Department of Health at (317) 233-7272.

2. The U.S. EPA and the Surgeon General recommend that people not have long-term exposure to radon at levels above 4 pCi/L. (For a county-by-county map of predicted radon levels in Indiana, visit: <http://www.in.gov/idem/4145.htm>.)

The U.S. EPA further recommends that all homes (and apartments within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L, or higher, EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L, or higher, EPA recommends the installation of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit: [http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf).) It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

To learn more about radon, radon risks, and ways to reduce exposure visit:

<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm>, <http://www.in.gov/idem/4145.htm>, or <http://www.epa.gov/radon/index.html>.

3. With respect to asbestos removal: all facilities slated for renovation or demolition (except residential buildings that have (4) four or fewer dwelling units and which will not be used for commercial purposes) must be inspected by an Indiana-licensed asbestos inspector prior to the

commencement of any renovation or demolition activities. If regulated asbestos-containing material (RACM) that may become airborne is found, any subsequent demolition, renovation, or asbestos removal activities must be performed in accordance with the proper notification and emission control requirements.

If no asbestos is found where a renovation activity will occur, or if the renovation involves removal of less than 260 linear feet of RACM off of pipes, less than 160 square feet of RACM of other facility components, or less than 35 cubic feet of RACM off of all facility components, the owner or operator of the project does not need to notify IDEM before beginning the renovation activity.

For questions on asbestos demolition and renovation activities, you can also call IDEM's Lead/Asbestos section at 1-888-574-8150.

However, in all cases where a demolition activity will occur (even if no asbestos is found), the owner or operator must still notify IDEM 10 working days prior to the demolition, using the form found at <http://www.in.gov/icpr/webfile/formsdiv/44593.pdf>.

Anyone submitting a renovation/demolition notification form will be billed a notification fee based upon the amount of friable asbestos containing material to be removed or demolished. Projects that involve the removal of more than 2,600 linear feet of friable asbestos containing materials on pipes, or 1,600 square feet or 400 cubic feet of friable asbestos containing material on other facility components, will be billed a fee of \$150 per project; projects below these amounts will be billed a fee of \$50 per project. All notification remitters will be billed on a quarterly basis.

For more information about IDEM policy regarding asbestos removal and disposal, visit: <http://www.in.gov/idem/4983.htm>.

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm>.
5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2, Asphalt Paving Rule (<http://www.ai.org/legislative/iac/T03260/A00080.PDF>).
6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: [www.ai.org/legislative/iac/t03260/a00020.pdf](http://www.ai.org/legislative/iac/t03260/a00020.pdf).) New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.

7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm>, or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD atdem.state.in.us.

## LAND QUALITY

In order to maintain compliance with all applicable laws regarding contamination and/or proper waste disposal, IDEM recommends that:

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103.
2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit <http://www.in.gov/idem/4998.htm>.
3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.
4. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.
5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes (Asbestos removal is addressed above, under Air Quality).
6. 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. See: <http://www.in.gov/idem/4999.htm>.

## FINAL REMARKS

Should you need to obtain any environmental permits in association with this proposed project, please be mindful that IC 13-15-8 requires that you notify all adjoining property owners and/or occupants within ten days your submittal of each permit application. However, if you are seeking multiple permits you can still meet the notification requirement with a single notice if all required permit applications are submitted with the same ten day period.

Should the scope of the proposed project be expanded to the extent that a National Environmental Policy Act Environmental Assessment (EA) or Environmental Impact Statement (EIS) is required, IDEM will actively participate in any early interagency coordination review of the project.

Meanwhile, please note that this letter does not constitute a permit, license, endorsement or any other form of approval on the part of the Indiana Department of Environmental Management regarding any project for which a copy of this letter is used. Also note that it is the responsibility of the project engineer or consultant using this letter to ensure that the most current draft of this document, which is located at <http://www.in.gov/idem/5284.htm>, is used.

Sincerely,



Thomas W. Easterly  
Commissioner

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## Signature(s) of the Applicant

I acknowledge that the following proposed roadway project will be financed in part, or in whole, by public monies.

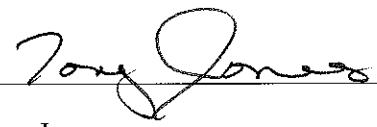
## Project Description

The Indiana Department of Transportation (INDOT) is planning an I-69 Interstate Expansion from 106th Street in Fishers to Exit 226 (SR 9 & 109 in Anderson), in Hamilton and Madison Counties. This expansion has been broken into multiple projects with independent utility and logical termini. Environmental analysis is being conducted for Project 2 (Des. No. 1383489), an interchange modification project at Exit 210 (Campus Parkway). This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above designation number and description in your reply. We will incorporate your comments into a study of the project's environmental impacts. Purpose and Need: The need for this project stems from traffic congestion issue that currently exist at this interchange. The interchange is experiencing an insufficient Level of Service (LOS) during peak traffic hours. LOS is a rating for traffic congestion, with LOS A indicating little to no delay and LOS F indicating serious congestion and delay. An INDOT study conducted in the fall of 2012 noted, "Southbound [SB] I-69 experiences congestion and reduction of travel speed during the AM peak hours, especially as traffic approaches Exit 205. Northbound [NB] I-69 also experiences congestion and long queues at Exit 210's NB exit during the PM peak hours, especially during events at the Klipsch Music Center (though traffic data collected does not take into account such events)." Traffic Data was recently analyzed using Highway Capacity Manual methodology in Highway Capacity Software (HCS). The northbound ramp is currently operating at an LOS D, while the southbound ramp is operating at an LOS C. Both ramp termini and are predicted to operate at an LOS F in the design year 2035. The results show unacceptable LOS for both existing and future traffic for the interchange. The purpose of this project is to improve overall traffic operation by reducing congestion at this interchange. Existing Conditions: Improvements have recently been completed on Campus Parkway/Southeastern Parkway on both sides of the interchange. Prior to that work, the cross road was a simple, rural 2-lane road and was referred to as SR 238 (Greenfield Ave locally) where it connected Noblesville and Fortville. Now the SR 238 designation has been relinquished. The City of Noblesville refers to the road as Campus Parkway while the Town of Fishers refers to it as Southeastern Parkway. The current interchange type is a diamond interchange with signalized ramp terminals. The bridge has one through-lane and one left-turn lane going eastbound, and two through-lanes and one left-turn lane going westbound. Proposed Project: An interchange modification project is proposed for the interchange to improve the LOS. Improvements to the existing interchange, such as added auxiliary lanes, will be considered. Transportation System Management (TSM) improvements, such as ramp metering and signal coordination, will also be considered. In addition, modification to the interchange type will be considered. While all interchange types will be considered as possible improvements, the limited right-of-way in the vicinity of the interchange will make the following interchange types most likely to be

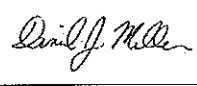
selected: partial-cloverleaf interchange, tight diamond with roundabouts at the ramp termini, single point urban interchange, and double-crossover diamond interchange. The primary factors in determining the modifications selected will be construction costs, LOS rating, traffic safety, land acquisition costs, environmental impacts and cultural resources impacts. Right-of-Way (ROW): New permanent and/or temporary ROW may be required for this project depending upon the type of improvements selected for this undertaking. Environmental Concerns: One U.S. Geological Survey (USGS) blue-lined stream (an unnamed tributary to Sand Creek) lies approximately 0.06 mile north of the project area, and will not be impacted by the proposed project. Information from the National Wetland Inventory (NWI) map shows ten NWI-wetland polygons within a half-mile radius of the project area, with two occurring within the project area. Three lakes lie within to the project limits. However, no lakes are expected to be impacted by the proposed project. Two floodplains lie within a half-mile radius of the project area, but well outside of the project limits. Therefore, they will not be impacted by the proposed project. See the attached Water Resources Map, Attachment A-5, for the NWI and FEMA layers. According to the Soil Survey Geographic (SSURGO) Database for Hamilton County, Indiana, majority of the project area lies within nationally listed hydric soils (see NRCS Soils Map, Attachment A-8). The proposed project is located along an urbanized section of I-69, with land use within vicinity of the project consisting primarily of commercial properties. One religious facility and two hospitals lie within a half-mile radius of the projects, but outside of the projects limits. Two open trail segments (146th St from Pointe Blvd to I-69 and Cumberland Rd to Hamilton Towne Center) and two planned segments (I-69 South to Mud Creek and a segment of Olio Road - SR 238 south to Bee Camp Creek) lie within the project area and may be impacted by the proposed project. Waters investigations, including wetland delineations, were conducted from May through July, 2014 by Parsons environmental staff to evaluate possible environmental impacts within the project area. Coordination is ongoing with the U.S. Army Corps of Engineers and the Indiana Department of Environmental Management (IDEM). A waters report will be completed, and all applicable permits will be applied for and acquired before construction can begin. See Attachment B for Project Area Photographs. This project is a Type I project, and therefore Noise Analysis is currently being conducted to determine traffic noise levels, potential noise impacts, and the feasibility of traffic noise mitigation. If any facilities are determined to have traffic noise impacts, noise abatement measures will be considered and appropriate measures constructed to mitigate for these impacts. An Air Quality Analysis is currently being conducted as well. The results of this analysis will be included in the environmental document prepared for this project.

With my signature, I do hereby affirm that I have read the letter from the Indiana Department of Environment that appears directly above. In addition, I understand that in order to complete that project in which I am interested, with a minimum of impact to the environment, I must consider all the issues addressed in the aforementioned letter, and further, that I must obtain any required permits.

Date: Sept. 9, 2014

Signature of the INDOT  
Project Engineer or Other Responsible Agent   
Tony Jones

Date: September 9, 2014

Signature of the  
For Hire Consultant   
Daniel J. Miller

**Questionnaire for the Indiana Department of Transportation,  
Office of Aviation**

**Des/Bridge No:** 1383489

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**Project Description:**

I69 Interstate Expansion project 2 Exit 210

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In Hamilton County, Indiana

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**Requested By:**

PARSONS

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**Are there any existing or proposed airports within or near the project limits?** YES 

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**If yes, describe any potential conflicts with air traffic during or after the construction of the project.**

The Noblesville Airport is located 8,000' Northwest of the  
project. If any permanent structures or equipment 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.

---

**This information was furnished by:**

**Name:** James W. Kinder  
**Title:** Chief Airport Inspector – INDOT Office of Aviation  
**Date:** September 10, 2014

Miller, Daniel J

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**From:** Clark, Rickie [RCLARK@indot.IN.gov]  
**Sent:** Thursday, September 11, 2014 4:09 PM  
**To:** Miller, Daniel J  
**Subject:** Early Coordination - DES# 1383489 I-69 Interstate Expansion; Interchange modification at Exit 210 (Campus Parkway); DES# 1383332 & 1383336  
**Attachments:** Best Practices in Public Involvement Final.pdf  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged



## INDIANA DEPARTMENT OF TRANSPORTATION

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Good Afternoon,

I received an early coordination notification packet for the project listed above. The reason we're requesting to be notified at the early coordination stage is to try to develop public involvement plans and raise public awareness of transportation improvement projects earlier in the project development phase when it makes sense to engage the public/stakeholders. For larger projects (EIS, EA) INDOT/LPA's do a great job engaging the public. For smaller jobs (CE) there may be other opportunities to engage the public prior to the hearings phase **(if your project meets the minimum INDOT public involvement criteria), or opportunities that are simply good business in terms of engaging project stakeholders**, so I wanted to provide templates (via our web page) for consideration as this project develops and to also let you know that my office is available to help with any public outreach efforts you may wish to use as this project develops.

**The Community Context Audit is an important tool in project development and should be used when developing a public involvement plan. In addition, completion of the Community Context Audit better equips the project sponsor in developing a project that best meets the needs of the community. A public involvement plan is an important element in the project development process.**

Visit <http://www.in.gov/indot/2366.htm> to view the Community Context Audit and Public Involvement Plan template. Also, attached to this e-mail is document title "Best Practices in Public Involvement" which highlights some activities INDOT has found to be effective in our public involvement efforts. This document may be of interest to you as you think about how best to engage project stakeholders.

The templates available via INDOT's Office of Public Involvement (OPI) may be helpful in documenting any public involvement activities implemented during project development or perhaps encourage discussion in identifying any public involvement needs for the project. The public involvement plan could be as simple as using a more detailed Notice of Survey with additional contact info, and the normal Public Hearings phase.....or a detailed Notice of Survey, a media release/advisory, the Public Hearings phase, in addition to Sec. 106 and other activities.

My office is available to provide support and/or resources to bolster any public involvement activities you may wish to implement or just discuss. I appreciate the time and opportunity to comment. Feel free to contact myself or Mary Wright, Public Hearings Examiner (317-234-0796) should you have questions or concerns.

Rickie Clark, Indiana Department of Transportation  
Office of Public Involvement / Central Office Communications Division  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46204  
**Phone:** (317) 232-6601  
**Email:** [rclark@indot.in.gov](mailto:rclark@indot.in.gov)



*Kenton C. Ward, CFM*  
*Surveyor of Hamilton County*  
*Phone (317) 776-8495*  
*Fax (317) 776-9628*

*Suite 188*  
*One Hamilton County Square*  
*Noblesville, Indiana 46060-2230*

November 18, 2014

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

RE: Des. Nos. : 1383489  
Description: I-69 Interstate Expansion  
Project 2: Interchange Modification at Exit 210 (Campus Parkway)  
Hamilton County, Indiana

I received your letter dated September 9, 2014 regarding the above referenced project. Below are my comments.

1. The project falls within the drainage sheds of the Exit Ten, T.J. Patterson and E.E. Bennett Regulated Drains.
2. Additional hard surface will require detention per the Hamilton County Stormwater Management Technical Standards Manual.
3. Please go to the Hamilton County website for information on locations of drains and Hamilton County requirements as to drainage.

Mr. Steve Cash of my office will be the plan reviewer for this project. Steve may be reached at 317-776-8495 or [steve.cash@hamiltoncounty.in.gov](mailto:steve.cash@hamiltoncounty.in.gov).

Sincerely,

Kenton C. Ward, CFM  
Hamilton County Surveyor

KCW/pll

# Appendix D: Section 106

	<u>Page(s)</u>
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Early Coordination Letter (ECL) (July 24, 2014).....	66-69
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**FEDERAL HIGHWAY ADMINISTRATION'S  
SECTION 4(F) COMPLIANCE REQUIREMENTS (FOR HISTORIC PROPERTIES) AND  
SECTION 106 FINDINGS AND DETERMINATIONS  
AREA OF POTENTIAL EFFECTS  
ELIGIBILITY DETERMINATIONS  
EFFECT FINDING  
I-69 INTERCHANGE AT CAMPUS PARKWAY, EXIT 210  
FALL CREEK AND WAYNE TOWNSHIPS, HAMILTON COUNTY, INDIANA  
DES. NO.: 1383489**

**AREA OF POTENTIAL EFFECTS  
(Pursuant to 36 CFR § 800.4(a)(1))**

The APE for this undertaking incorporates the project location and includes properties that may be impacted by project activities, an area approximately one-fourth mile from the interchange along Campus Parkway that was widened or narrowed where appropriate based on topography and obscured views. The APE for archaeology is defined as the project footprint. (See Appendix A: Plans and Appendix B: Maps.)

**ELIGIBILITY DETERMINATIONS  
(Pursuant to 36 CFR § 800.4(c)(2))**

No properties are listed in, or eligible for listing in, the National Register of Historic Places (NRHP) within the APE.

**EFFECT FINDING**

The Indiana Department of Transportation (INDOT), acting on behalf of the Federal Highway Administration (FHWA), has determined a finding of "No Historic Properties Affected" is appropriate for this undertaking.

INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of "No Historic Properties Affected" for the I-69 Interchange at Campus Parkway, Exit 210.

**SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)**

This undertaking will not convert property from any Section 4(f) historic property to a transportation use. INDOT, acting on behalf of FHWA, has determined the appropriate Section 106 finding is "No Historic Properties Affected"; therefore no Section 4(f) evaluation is required.



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Patrick A. Carpenter for FHWA  
Manager, Cultural Resources Office  
Environmental Services  
Indiana Department of Transportation

11-25-2014

---

Approved Date

**FEDERAL HIGHWAY ADMINISTRATION  
DOCUMENTATION OF SECTION 106 FINDING OF  
NO HISTORIC PROPERTIES AFFECTED  
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER  
PURSUANT TO 36 CFR Section 800.4(d)(1)  
I-69 INTERCHANGE AT CAMPUS PARKWAY, EXIT 210  
FALL CREEK AND WAYNE TOWNSHIPS, HAMILTON COUNTY, INDIANA  
DES. NO.: 1383489**

## 1. DESCRIPTION OF THE UNDERTAKING

### **Proposed Project 2: I-69 Interchange Modification at Campus Parkway, Exit 210**

The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) are planning an I-69 Interstate Expansion from 106<sup>th</sup> Street in Fishers to Exit 226 (State Roads [SR] 9 & 109 in Anderson), in Hamilton and Madison Counties. This expansion has been broken into multiple projects with independent utility and logical termini. This Section 106 investigation was conducted for Project 2 (Des. No.: 1383489), an interchange modification at Campus Parkway, Exit 210.

*Existing Conditions:* Improvements have recently been completed on Campus Parkway/Southeastern Parkway on both sides of the interchange. Prior to that work, the cross road was a simple, rural two-lane road and was referred to as SR 238 (Greenfield Ave locally), where it connected Noblesville and Fortville. Now the SR 238 designation has been relinquished. The City of Noblesville refers to the road as Campus Parkway, while the Town of Fishers refers to it as Southeastern Parkway.

The current interchange type is a diamond interchange with signalized ramp terminals. The bridge has one through-lane and one left-turn lane going eastbound, and two through-lanes and one left-turn lane going westbound.

Improvements to the existing interchange such as added auxiliary lanes will be considered. Transportation System Management (TSM) improvements such as ramp metering and signal coordination will also be considered. In addition, modification to the interchange type will be considered. While all interchange types will be considered as possible improvements, the limited right-of-way in the vicinity of the interchange will make the following interchange types most likely to be selected: partial-cloverleaf interchange, tight diamond with roundabouts at the ramp termini, single point urban interchange, and double-crossover diamond interchange. The primary factors in determining the modifications selected will be construction costs, Level of Service (LOS) rating, traffic safety, land acquisition costs, environmental impacts and cultural resources impacts.

*Right of Way (ROW):* No new permanent and/or temporary ROW will be required for this project.

36 CFR § 800.16(d) defines the Area of Potential Effects (APE) as the “geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.”

The APE for this undertaking incorporates the project location and includes properties that may be impacted by project activities, such as noise and visual intrusions. (See Appendix B: Maps.) Weintraut & Associates (W&A) initially drew an APE approximately one-fourth mile from the interchange along Campus Parkway and then widened or narrowed the APE where appropriate based on topography and obscured views. The APE for archaeology is defined as the project footprint. (Note that at the time of the

I-69 Interchange at Campus Parkway, Exit 210  
Fall Creek and Wayne Townships, Hamilton County, Indiana  
Des. No.: 1383489 // DHPA No.: 16356  
November 17, 2014

archaeological reconnaissance, the extent of ground disturbing activity was not yet known so a larger area was the subject of a reconnaissance survey). (See Appendix B: Maps.) The State Historic Preservation Officer (SHPO) did not disagree with the APE.

## 2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

Pursuant to 36 CFR § 800.4(b), historians for W&A conducted a review of the National Register of Historic Places (NRHP), National Historic Landmarks (NHL) Program, Indiana Register of Historic Sites and Structures (State Register), the State Historical Architectural and Archaeological Research Database (SHAARD), the Indiana Historic Sites and Structures Inventory (IHSSI) survey cards at the Indiana Department of Natural Resources (IDNR), Division of Historic Preservation and Archaeology (DHPA), the *Hamilton County Interim Report*, and the *Indiana Bridge Inventory* for previously identified properties. In addition, W&A reviewed 1950s and 1960s topographic quadrangle maps for McCordsville and Riverwood; aerial photographs of the APE from 1962; and plat maps from the late nineteenth and early twentieth centuries in order to establish baseline construction dates for resources. Historians examined other primary and secondary resources. Documentary research for the project included county histories and online resources. Finally, historians consulted previous investigations conducted by W&A for information relating to the history of the area and its properties.

Also pursuant to 36 CFR § 800.4(b), an archaeologist for W&A conducted a records check of the archaeological APE and its one mile buffer on March 6, 2014, and reviewed SHAARD, Cultural Resource Management and other reports, cemetery records, and historic maps for previously identified resources.

Historians for W&A conducted field surveys on March 10, 2014, March 18, 2014, and April 1, 2014. Historians photographed and recorded survey notes for all properties more than fifty years of age within the APE. Representative views and photographs of individual properties were taken, and historians scrutinized individual properties that possessed historic and/or architectural significance carefully. In addition, they carefully considered architectural and thematic continuity of properties while in the field. (See Appendix D: Photographs.)

Historians wrote a historic context, which provided the background by which to evaluate resources within the APE for listing in the NRHP. Historians considered properties using the NRHP evaluation criteria and criteria considerations. The historians evaluated the APE for the presence of a historic district but found none present. Seven properties in the APE were identified as Contributing to the historic fabric of the area. No properties were recommended eligible for listing in the NRHP. W&A prepared a Historic Properties Report in April 2014 that was reviewed and approved by INDOT on May 19, 2014. (See Appendix E: Report Summaries.)

On June 18, 2014, W&A sent an early coordination letter, the HPR, and an invitation to join in consultation to the following: Indiana State Historic Preservation Officer (SHPO), Indiana Landmarks – Central Regional Office, Hamilton County Historian, Hamilton County Historical Society, Hamilton County Genealogy Society, Carmel-Clay Historical Society, Fishers Historic Preservation Committee, Noblesville Preservation Alliance, City of Noblesville, Hamilton County Commissioners, Noblesville Chamber of Commerce, and the Indianapolis Metropolitan Planning Organization (IMPO). INDOT and FHWA were copied on the correspondence. (See Appendix C: Consulting Parties and Appendix F: Correspondence.) The Hamilton County Historical Society and Carmel-Clay Historical Society declined the invitation to participate; Indiana Landmarks Central Office accepted the invitation to participate. (See Appendix C: Consulting Parties.)

On July 2, 3, and 7, 2014, W&A Principal Investigator, Jason Goldbach M.A. and two crew members, Bethany Hughes and Katherine Seikel, conducted a field reconnaissance on 48.12 acres (19.47 hectares). The archaeologists found the project area to be heavily disturbed and unlikely to contain any

I-69 Interchange at Campus Parkway, Exit 210  
Fall Creek and Wayne Townships, Hamilton County, Indiana  
Des. No.: 1383489 // DHPA No.: 16356  
November 17, 2014

archaeological deposits in their original context. (Note that later the project footprint was reduced such that all ground disturbing activities will occur within INDOT ROW).

On July 11, 2014, the SHPO responded to the HPR; the letter stated that “[b]ased upon the documentation available to the staff of the Indiana SHPO, we have not identified any” resources eligible for listing or listed in the NRHP. (See Appendix F: Correspondence.)

In September 2014, W&A prepared an Archaeology Short Report (ASR) that was sent to INDOT. INDOT approved the report on September 18, 2014, pending the incorporation of edits requested by the agency. On September 25, 2014, W&A sent the ASR to the Indiana SHPO. The report recommended that “the project be allowed to proceed as planned.” (See Appendix E: Report Summaries.)

On October 24, 2014, SHPO responded to the ASR, agreeing that “[b]ased upon the documentation available ... we have not identified any currently known archaeological resources listed in or eligible for inclusion” in the NRHP. The staff further stated that “[i]f any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days.” (See Appendix F: Correspondence.)

No consulting party, other than SHPO, commented on the reports. No other efforts to identify historic properties took place as a result of this project.

A public notice of the finding of “No Historic Properties Affected” will be published in a local newspaper and the public will be afforded thirty (30) days to comment. If appropriate, this document will be revised to reflect public comment.

### **3. BASIS FOR FINDING**

No historic properties are present within the APE for the undertaking. Therefore, a finding of “No Historic Properties Affected” is appropriate.

#### **Appendices**

**Appendix A: Plans**

**Appendix B: Maps**

**Appendix C: Consulting Parties**

**Appendix D: Photographs**

**Appendix E: Report Summaries**

**Appendix F: Correspondence**

# Section 106

## APPENDIX A. Plans

PROJECT	DESIGNATION
1383489	1383489
CONTRACT	BRIDGE DESIGNATION
R-37053	138490

INTERCHANGE - STAGE 1  
SUBMISSION  
NOT FOR CONSTRUCTION

# INDIANA DEPARTMENT OF TRANSPORTATION



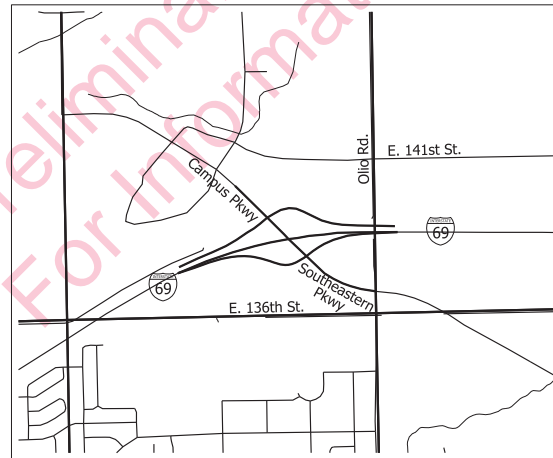
## ROAD PLANS

INTERCHANGE MODIFICATION AT I-69 & CAMPUS PARKWAY/  
SOUTHEASTERN PARKWAY  
FROM: RP 210+00 TO: RP 210+20  
PROJECT NO. 1383489

P.E.  
R/W  
CONST.

The project begins approximately 0.20 miles north of Interstate 69 and ends approximately 0.20 miles south of Interstate 69 along Campus Parkway and Southeastern Parkway. The project is in Section 23 in T-18-N, R-5-E, in Fall Creek Township in Hamilton County, Indiana.

Gross Length: .42 miles  
Net Length: .37 miles  
Maximum Grade: 3.84 %

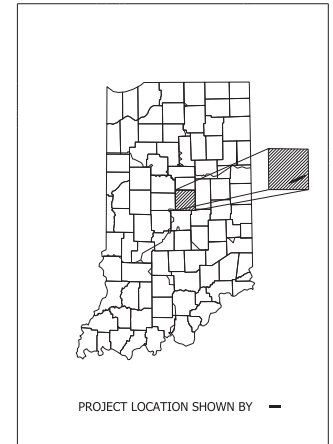


LOCATION MAP  
HAMILTON COUNTY

TRAFFIC DATA		CAMPUS PARKWAY/ SOUTHEASTERN PARKWAY
A.A.D.T.	2015	24,730 V.P.D.
A.A.D.T.	2035	30,980 V.P.D.
D.H.V.	2035	3,060 V.P.H.
DIRECTIONAL DISTRIBUTION		(SWB/NEB) 46%/54%
TRUCKS		2.7% A.A.D.T. 1.5% D.H.V.

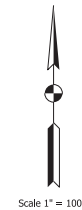
  

DESIGN DATA	
DESIGN SPEED	45 MPH
PROJECT DESIGN CRITERIA	RECONSTRUCTION, (NOV-FREEWAY)
FUNCTIONAL CLASSIFICATION	PRINCIPAL ARTERIAL
RURAL/URBAN	URBAN (INTERMEDIATE)
TERRAIN	LEVEL
ACCESS CONTROL	PARTIAL



PROJECT LOCATION SHOWN BY —

LATITUDE: 39°59'27" LONGITUDE: 85°55'27"



INDIANA DEPARTMENT OF TRANSPORTATION  
STANDARD SPECIFICATIONS DATED 2014  
TO BE USED WITH THESE PLANS

### PARSONS

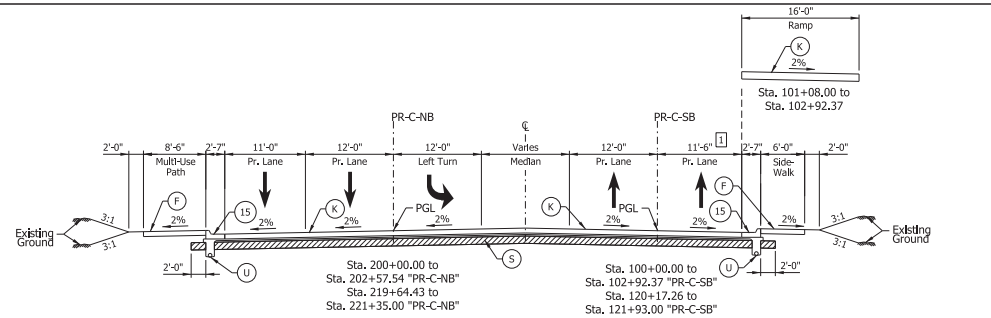
101 W. Ohio St., Suite 2121  
Indianapolis, IN 46204  
Bus (317) 616-1000  
Fax (317) 616-1033

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07-NOV-2014

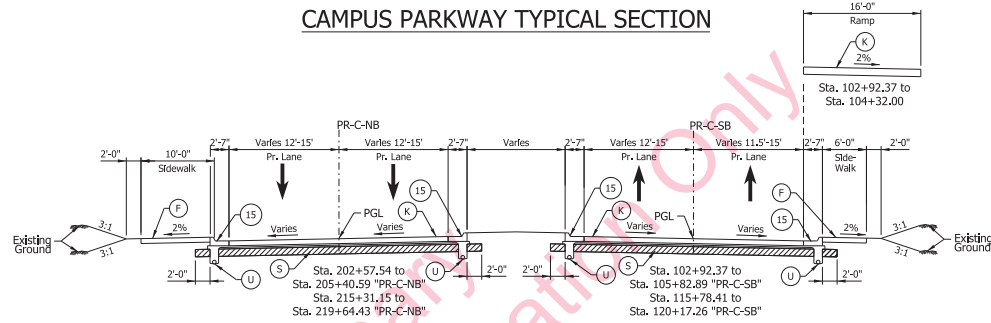
PLANS  
PREPARED BY: \_\_\_\_\_ PHONE NUMBER \_\_\_\_\_  
CERTIFIED BY: \_\_\_\_\_ DATE \_\_\_\_\_  
APPROVED FOR LETTING: \_\_\_\_\_ DATE \_\_\_\_\_  
INDIANA DEPARTMENT OF TRANSPORTATION

DESIGNATION	1383489
SURVEY BOOK	SHEETS
ELECTRONIC	1 OF 1
CONTRACT	PROJECT
R-37053	1383489

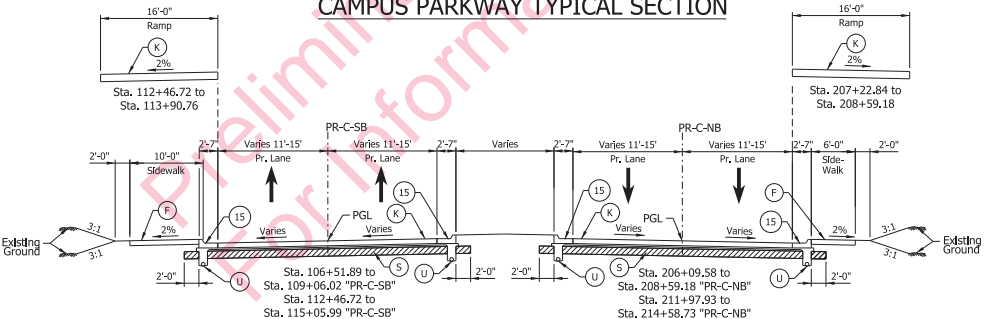




CAMPUS PARKWAY TYPICAL SECTION



CAMPUS PARKWAY TYPICAL SECTION



CAMPUS PARKWAY TYPICAL SECTION

BRIDGE PAVING EXCEPTION

Sta. 208+59.18 to Sta. 211+97.93 "PR-C-NB"  
 Sta. 109+06.02 to Sta. 112+46.72 "PR-C-SB"

Note:  
 See Sheets xx-xx for Lane Widths  
 and Sheets xx-xx for Cross Slope Details

LEGEND	
(F) Concrete Sidewalk	(U) 6" Underdrain
(K) Full Depth, HMA Pavement	(15) Concrete Curb and Gutter
(S) Subgrade Treatment	(26) Sodding

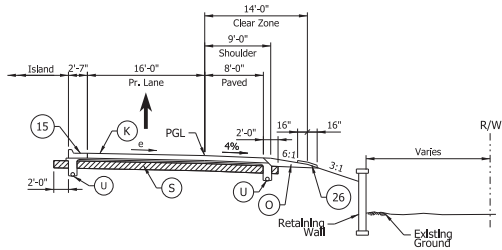
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: CAC	DRAWING: DH	
CHECKED: KCD	CHECKED: KCD	

INDIANA  
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

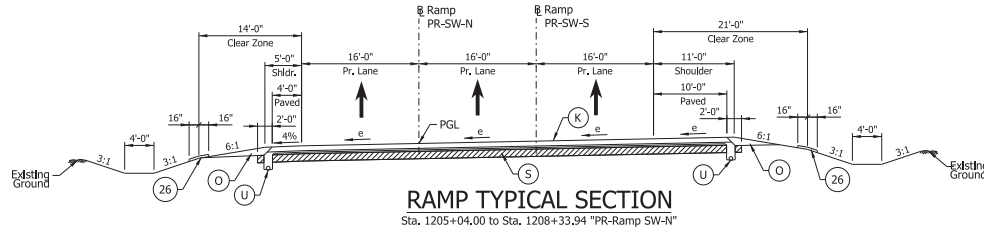
HORIZONTAL SCALE	BRIDGE FILE
1" = 8'	DESIGNATION
VERTICAL SCALE	1383489
SURVEY BOOK	SHEETS
ELECTRONIC 3	of 1
CONTRACT R-37053	PROJECT 1383489

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 07-NOV-2014



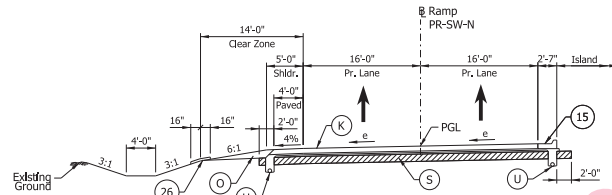
**RAMP TYPICAL SECTION**

Sta. 1104+47.11 to Sta. 1104+91.72 "PR-Ramp NW-S"  
Sta. 2219+21.73 to Sta. 2219+47.09 "PR-Ramp SE-N"



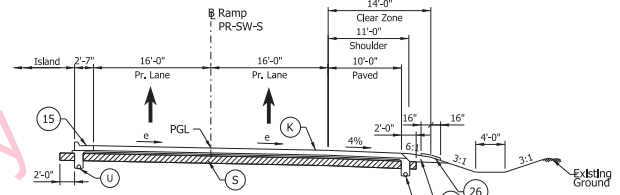
**RAMP TYPICAL SECTION**

Sta. 1205+04.00 to Sta. 1208+33.94 "PR-Ramp SW-N"



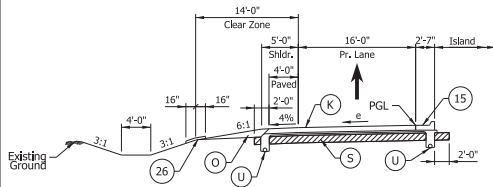
**RAMP TYPICAL SECTION**

Sta. 1209+86.27 to Sta. 1210+10.47 "PR-Ramp SW-N"



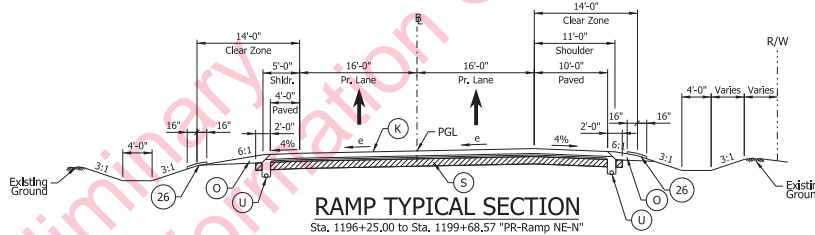
**RAMP TYPICAL SECTION**

Sta. 2210+69.77 to Sta. 2210+95.28 "PR-Ramp SW-S"



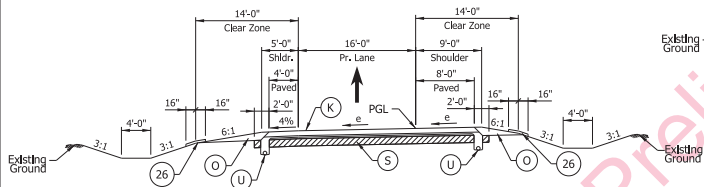
**RAMP TYPICAL SECTION**

Sta. 2208+61.74 to Sta. 2209+30.00 "PR-Ramp NW-S"  
Sta. 1113+94.99 to Sta. 1114+70.00 "PR-Ramp SE-S"  
Sta. 2202+55.00 to Sta. 2202+81.32 "PR-Ramp NE-S"



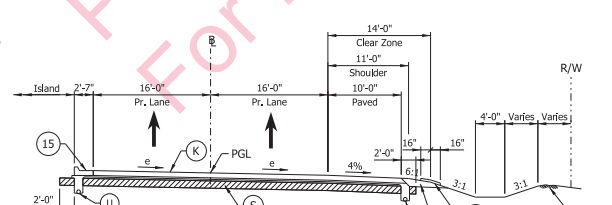
**RAMP TYPICAL SECTION**

Sta. 1196+25.00 to Sta. 1199+68.57 "PR-Ramp NE-N"



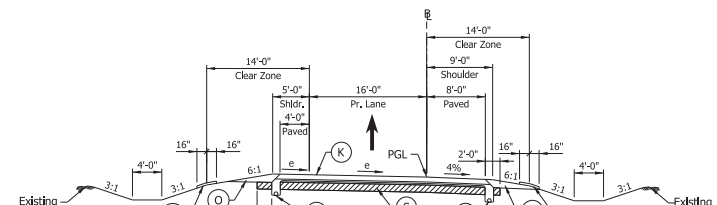
**RAMP TYPICAL SECTION**

Sta. 2211+01.60 to Sta. 2213+14.12 "PR-Ramp NW-N"  
Sta. 1116+10.81 to Sta. 1117+84.00 "PR-Ramp SE-S"



**RAMP TYPICAL SECTION**

Sta. 1202+95.00 to Sta. 1203+20.20 "PR-Ramp NE-N"



**RAMP TYPICAL SECTION**

Sta. 1196+25.00 to Sta. 1196+97.28 "PR-Ramp NE-N"

Note:  
See Sheets xx-xx for Lane Widths  
and Sheets xx-xx for Cross Slope Details

- LEGEND**
- (F) Concrete Sidewalk
  - (K) Full Depth, HMA Pavement
  - (O) Compacted Aggregate, No. 53
  - (S) Subgrade Treatment
  - (U) 6" Underdrain
  - (15) Concrete Curb and Gutter
  - (26) Sodding

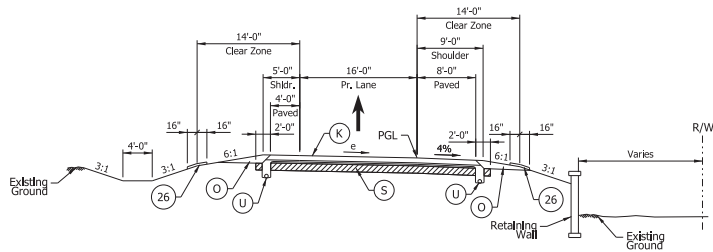
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DESIGNED: CAC	DRAWING: DH	
CHECKED: KCD	CHECKED: KCD	

INDIANA  
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

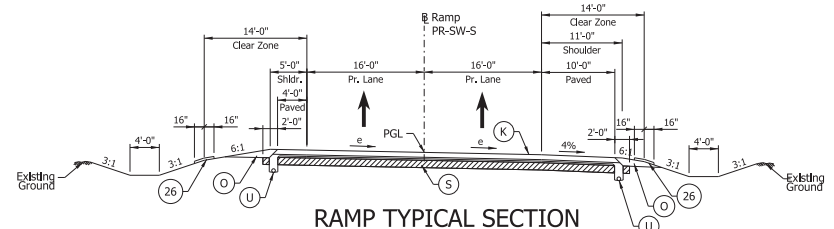
HORIZONTAL SCALE	BRIDGE FILE
1" = 8'	DESIGNATION
VERTICAL SCALE	1383489
SURVEY BOOK	SHEETS
ELECTRONIC	4 of 1
CONTRACT	PROJECT
R-37053	1383489

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07-NOV-2014



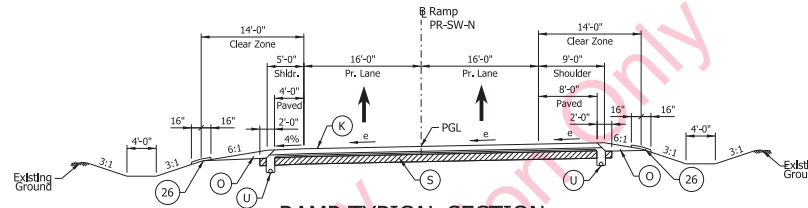
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Sta. 1104+91.72 to Sta. 1105+94.75 "PR-Ramp NW-S"  
Sta. 2219+47.09 to Sta. 2220+51.21 "PR-Ramp SE-N"



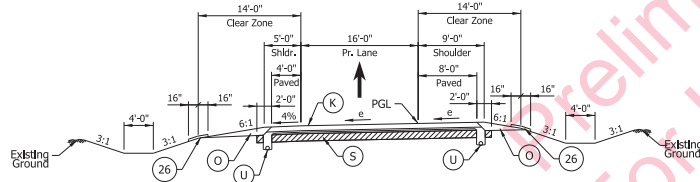
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Sta. 2208+42.33 to Sta. 2210+69.77 "PR-Ramp SW-S"



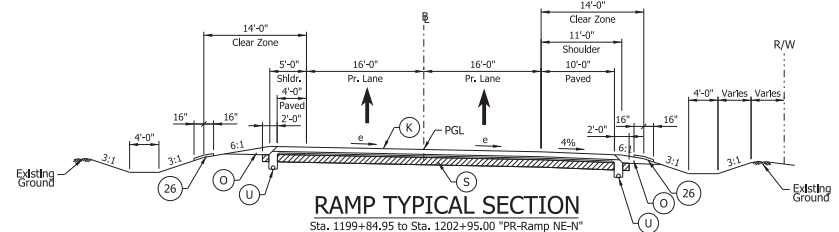
**RAMP TYPICAL SECTION**

Sta. 1208+30.21 to Sta. 1209+86.27 "PR-Ramp SW-N"



**RAMP TYPICAL SECTION**

Sta. 2209+30.00 to Sta. 2210+84.38 "PR-Ramp NW-N"  
Sta. 1114+70.00 to Sta. 1116+10.29 "PR-Ramp SE-S"  
Sta. 2199+84.95 to Sta. 2202+55.00 "PR-Ramp NE-S"



**RAMP TYPICAL SECTION**

Sta. 1199+84.95 to Sta. 1202+95.00 "PR-Ramp NE-N"

Note:  
See Sheets xx-xx for Lane Widths  
and Sheets xx-xx for Cross Slope Details

**LEGEND**

- (F) Concrete Sidewalk
- (K) Full Depth, HMA Pavement
- (O) Compacted Aggregate, No. 53
- (S) Subgrade Treatment
- (U) 6" Underdrain
- (15) Concrete Curb and Gutter
- (26) Sodding

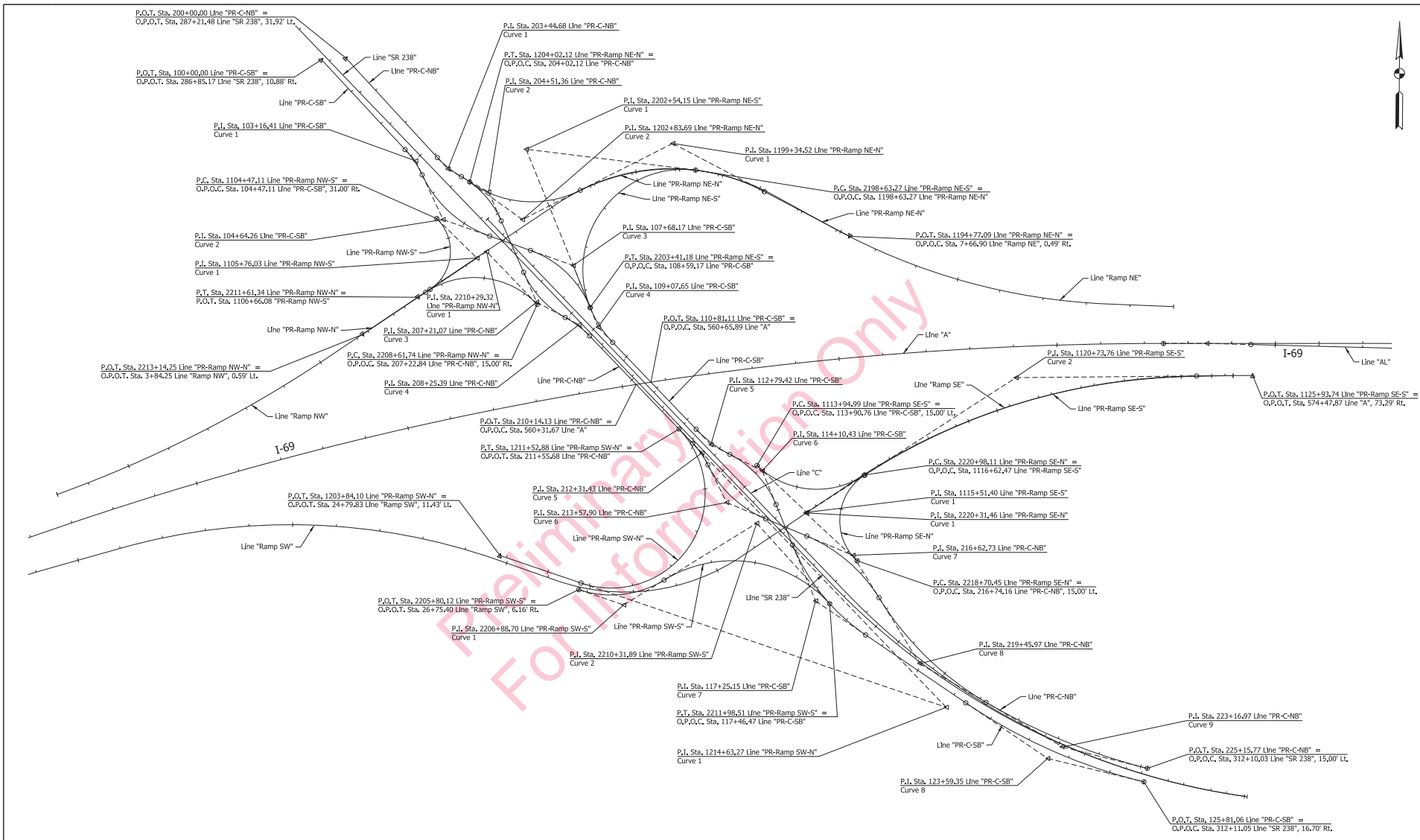
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: CAC	DRAWING: DH	
CHECKED: KCD	CHECKED: KCD	

INDIANA  
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1" = 8'	
VERTICAL SCALE	DESIGNATION
	1383489
SURVEY BOOK	SHEETS
ELECTRONIC	5 of 1
CONTRACT	PROJECT
R-37053	1383489

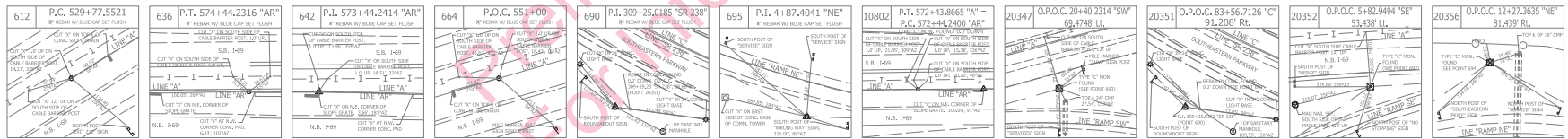
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07-NOV-2014



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07-NOV-2014

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE	BRIDGE FILE
						1"=100'	
DESIGNED: CAC	DRAWN: DH				GEOMETRIC SHEET	VERTICAL SCALE	DESIGNATION
CHECKED: KCD	CHECKED: KCD						1383489
						SURVEY BOOK	SHEETS
					ELECTRONIC	6	of 1
					CONTRACT		PROJECT
					R-37053		1383489

CURVE NUMBER	DEGREE	RADIUS	SIMPLE CURVE DELTA	CURVE LENGTH	TANGENT	EXTERNAL	CURVE DATA TABLE (BASELINE)												D.S. (M+H)	e	BEGIN BEARING	END BEARING
							PC, PRC OR PCC			PI (OF TANGENTS)			PT, PRC OR PCC									
							STATION	NORTHING	EASTING	NORTHING	EASTING	STATION	NORTHING	EASTING								
PR-C-NB-1	25° 27' 53"	225.00	17° 54' 02" (LT)	70.30	35.44	2.77	203+499.24	59506.590	37522.050	59480.700	37546.246	203+79.54	59463.500	37572.228	25	NC	S43° 03' 45"E	S60° 57' 48"E				
PR-C-NB-2	26° 38' 57"	215.00	36° 56' 35" (RT)	130.63	71.82	11.68	203+79.54	59463.500	37572.228	59428.641	37640.021	205+18.17	59363.041	37669.255	25	NC	S60° 57' 48"E	S24° 01' 13"E				
PR-C-NB-3	26° 38' 57"	215.00	38° 11' 29" (LT)	143.31	74.43	12.52	206+466.64	59245.694	37721.551	59172.707	37751.850	207+89.95	59143.006	37817.698	25	NC	S24° 01' 13"E	S62° 12' 41"E				
PR-C-NB-4	25° 27' 53"	225.00	17° 54' 04" (RT)	70.30	35.44	2.77	207+89.95	59143.006	37817.698	59126.485	37849.049	208+60.25	59101.127	37873.803	25	NC	S62° 12' 41"E	S44° 18' 37"E				
PR-C-NB-5	28° 38' 52"	200.00	17° 16' 50" (RT)	60.32	30.39	2.30	212+01.04	58857.269	38111.860	58835.522	38133.089	212+61.36	58808.451	38146.901	25	NC	S44° 18' 37"E	S67° 46' 07"E				
PR-C-NB-6	22° 02' 13"	260.00	40° 44' 20" (LT)	184.87	96.54	17.34	212+61.36	58808.451	38146.901	58722.460	38190.771	214+46.23	58685.936	38280.131	25	NC	S22° 01' 47"E	S67° 46' 07"E				
PR-C-NB-7	16° 08' 23"	355.00	35° 37' 48" (RT)	220.76	114.08	17.88	215+48.65	58647.183	38374.943	58604.021	38480.543	217+69.41	58507.422	38541.230	25	NC	S67° 46' 07"E	S32° 08' 20"E				
PR-C-NB-8	8° 04' 52"	709.00	27° 58' 00" (LT)	346.07	176.55	21.65	217+69.41	58507.422	38541.230	58357.923	38635.152	221+15.48	58269.928	38786.214	35	5.4%	S32° 08' 20"E	S60° 06' 19"E				
PR-C-NB-9	4° 02' 36"	1418.00	16° 10' 27" (LT)	400.29	201.49	16.24	221+15.48	58269.928	38788.214	58169.506	38962.890	225+15.77	58121.716	39156.627	45	6.0%	S60° 06' 19"E	S76° 16' 46"E				
PR-C-SB-1	25° 27' 53"	225.00	17° 49' 58" (RT)	70.03	35.30	2.75	102+81.11	59524.323	37448.002	59498.669	37472.250	103+51.13	59466.822	37487.477	25	NC	S43° 23' 11"E	S25° 33' 11"E				
PR-C-SB-2	21° 13' 14"	270.00	45° 28' 01" (LT)	214.26	113.13	22.74	103+51.13	59466.822	37487.477	59364.758	37536.275	105+65.39	59327.965	37643.253	25	NC	S25° 33' 11"E	S71° 01' 13"E				
PR-C-SB-3	24° 54' 40"	230.00	48° 34' 19" (RT)	194.98	103.78	22.33	106+64.39	59295.768	37736.866	59262.015	37785.005	108+59.37	59166.098	37874.634	25	NC	S71° 01' 13"E	S22° 26' 53"E				
PR-C-SB-4	22° 55' 06"	250.00	21° 51' 44" (LT)	95.39	48.28	4.62	108+59.37	59166.098	37874.634	59121.473	37893.071	109+54.76	59086.924	37926.798	25	NC	S22° 26' 53"E	S44° 18' 37"E				
PR-C-SB-5	19° 45' 26"	290.00	19° 03' 35" (LT)	96.47	48.68	4.06	112+30.73	58889.447	38119.577	58854.610	38153.585	113+27.20	58832.788	38197.105	25	NC	S44° 18' 37"E	S63° 22' 12"E				
PR-C-SB-6	25° 27' 53"	225.00	40° 36' 05" (RT)	159.44	83.23	14.90	113+27.20	58832.788	38197.105	58795.481	38271.509	114+86.64	58718.734	38303.721	25	NC	S63° 22' 12"E	S22° 46' 07"E				
PR-C-SB-7	12° 27' 20"	460.00	33° 32' 24" (LT)	269.28	136.62	20.43	115+86.53	58626.631	38342.378	58498.813	38396.026	118+55.81	58421.918	38511.263	25	2.0%	S22° 46' 07"E	S56° 18' 32"E				
PR-C-SB-8	4° 34' 35"	1252.00	20° 30' 51" (LT)	448.26	226.56	20.33	121+32.79	58268.269	38741.827	58142.594	38930.331	125+81.06	58090.947	39150.923	45	6.0%	S56° 18' 32"E	S76° 49' 22"E				
PR-RAMP NE-N-1	12° 27' 20"	460.00	54° 33' 47" (LT)	438.06	237.24	57.57	1196+97.28	59434.825	38271.269	59543.372	38060.322	1201+35.34	59434.825	37849.575	35	4.0%	N62° 46' 16"W	S62° 39' 57"W				
PR-RAMP NE-N-2	23° 23' 10"	245.00	62° 23' 18" (RT)	266.78	148.34	41.41	1201+35.34	59434.825	37849.575	59366.323	37717.795	1204+02.12	59451.524	37966.360	25	3.8%	S62° 39' 57"W	N54° 56' 44"W				
PR-RAMP NE-S-1	24° 54' 40"	230.00	119° 03' 11" (LT)	477.91	390.88	223.53	2198+63.27	59482.793	38113.305	59527.412	37724.983	2203+41.18	59166.285	37874.634	25	3.8%	N83° 26' 44"W	S22° 26' 53"E				
PR-RAMP NW-N-1	28° 38' 52"	200.00	79° 54' 59" (LT)	278.96	167.57	60.92	2208+61.74	59172.499	37753.398	59292.374	37636.308	2211+40.70	59198.081	37497.784	25	4.0%	N44° 19' 36"W	S55° 45' 25"W				
PR-RAMP NW-S-1	54° 34' 03"	105.00	101° 40' 33" (RT)	186.33	128.92	61.27	1104+47.11	59367.061	37521.668	59277.377	37614.276	1106+33.44	59304.835	37507.706	25	NC	S45° 55' 08"E	S55° 45' 25"W				
PR-RAMP SE-N-1	45° 50' 12"	125.00	104° 21' 08" (RT)	227.66	161.01	70.84	2218+70.45	58591.422	38490.536	58700.172	38374.001	2220+98.11	58788.245	38506.590	25	4.0%	N80° 37' 47"W	N56° 50' 21"E				
PR-RAMP SE-S-1	28° 38' 52"	200.00	76° 03' 17" (LT)	265.48	156.41	53.90	1113+94.99	58807.712	38259.365	58701.412	38374.100	1116+60.47	58787.150	38504.919	25	4.0%	S47° 11' 10"E	N56° 45' 33"E				
PR-RAMP SE-S-2	4° 00' 24"	1430.00	32° 14' 22" (RT)	804.64	413.28	58.52	1116+60.47	58787.150	38504.919	59013.694	38850.578	1124+65.11	59020.915	39263.799	45	5.7%	N56° 45' 33"E	N88° 59' 56"E				
PR-RAMP SW-N-1	26° 38' 57"	215.00	152° 38' 07" (LT)	572.76	383.14	693.94	1205+80.12	58535.444	37858.729	58257.778	38697.088	1211+52.88	58889.728	38080.173	25	3.8%	S71° 40' 30"E	N44° 18' 37"W				
PR-RAMP SW-S-1	24° 48' 12"	231.00	50° 21' 00" (LT)	203.00	108.58	24.24	2205+80.12	58520.255	37853.698	58486.118	37956.769	2207+83.12	58543.695	38048.823	25	3.8%	S71° 40' 30"E	N57° 58' 30"W				
PR-RAMP SW-S-2	19° 05' 55"	300.00	79° 20' 05" (RT)	415.40	248.78	89.73	2207+83.12	58543.695	38048.823	58675.619	38259.740	2211+98.51	58492.760	38428.419	25	2.0%	N57° 58' 30"E	S42° 41' 25"E				



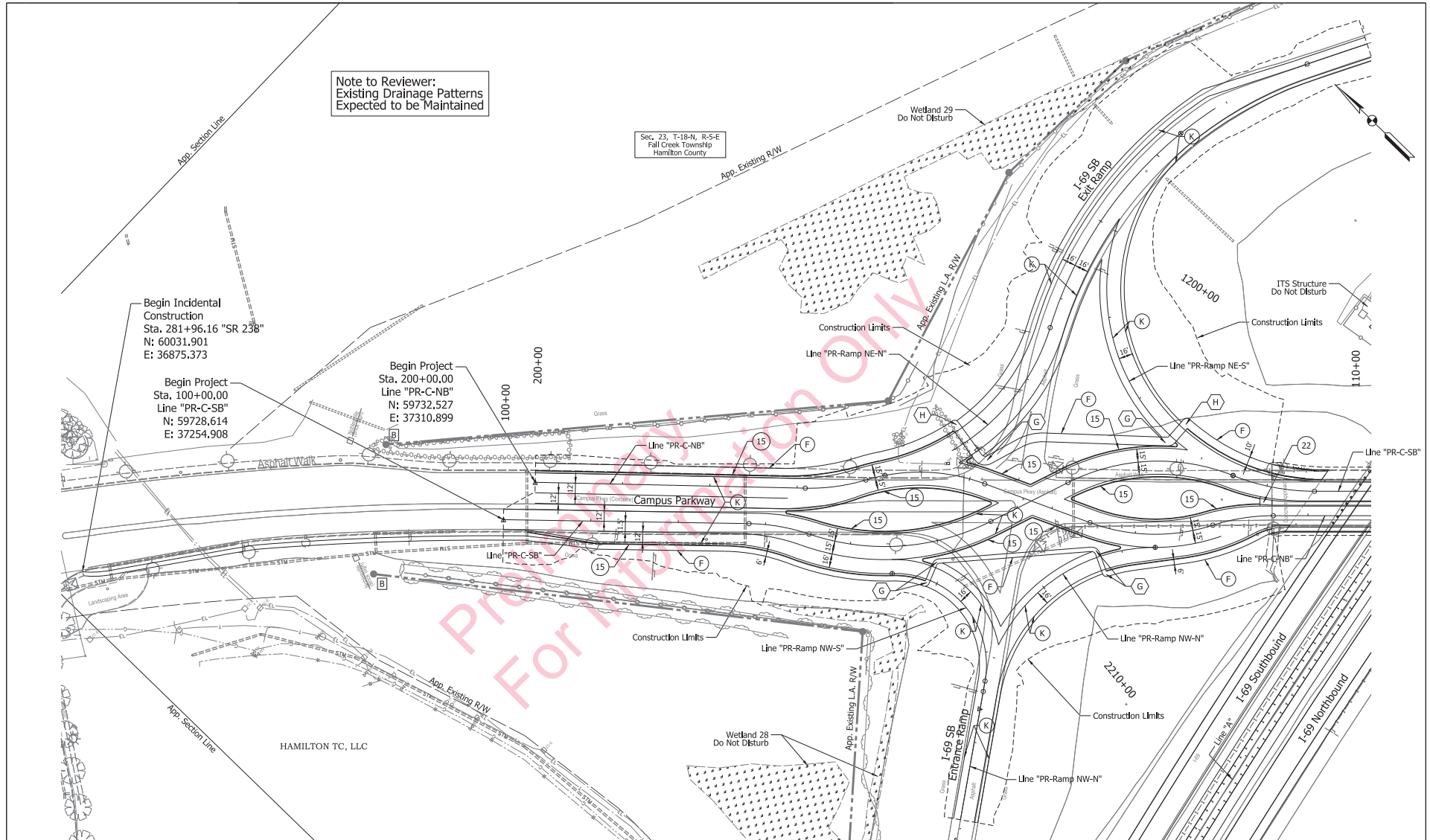
RECOMMENDED FOR APPROVAL \_\_\_\_\_ DATE \_\_\_\_\_  
DESIGN ENGINEER \_\_\_\_\_  
DESIGNED: CAC DRAWING: DH  
CHECKED: KCD CHECKED: KCD

INDIANA DEPARTMENT OF TRANSPORTATION  
GEOMETRIC SHEET

HORIZONTAL SCALE	BRIDGE FILE
N/A	
VERTICAL SCALE	DESIGNATION
	1383489
SURVEY BOOK	SHEETS
ELECTRONIC	7 of 1
CONTRACT	PROJECT
R-37053	1383489

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07-NOV-2014





Note to Reviewer:  
Existing Drainage Patterns  
Expected to be Maintained

Sec. 23, T-18-N, R-9-E  
Fall Creek Township  
Hamilton County

Begin Incidental  
Construction  
Sta. 281+96.16 "SR 238"  
N: 60031.901  
E: 36875.373

Begin Project  
Sta. 100+00.00  
Line "PR-C-SB"  
N: 59728.614  
E: 37254.908

Begin Project  
Sta. 200+00.00  
Line "PR-C-NB"  
N: 59732.527  
E: 37310.899

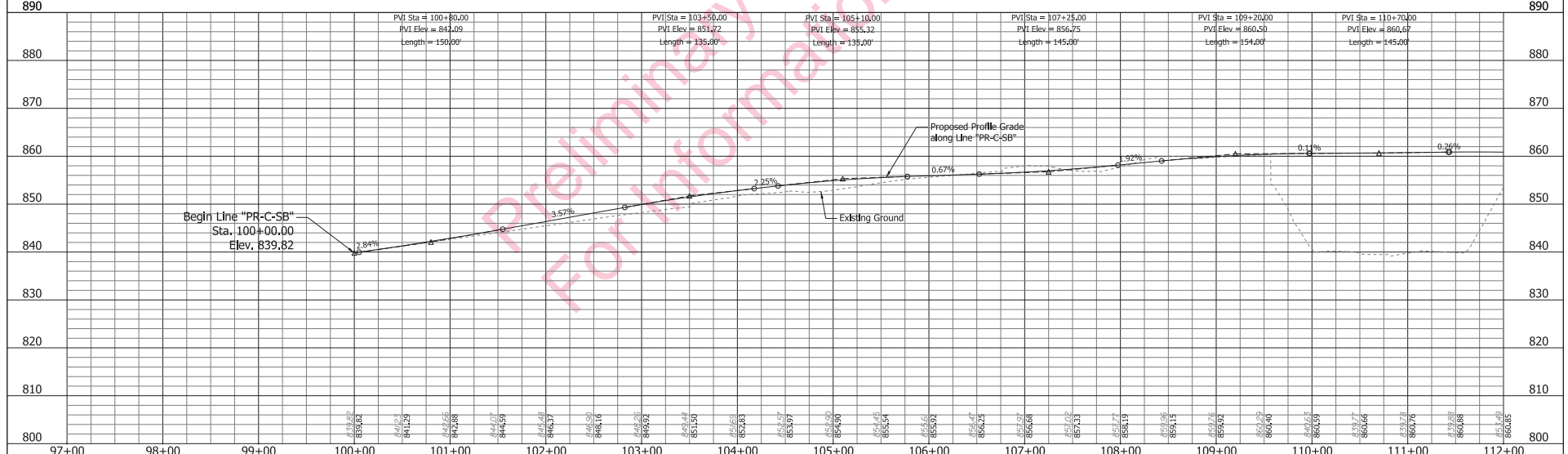
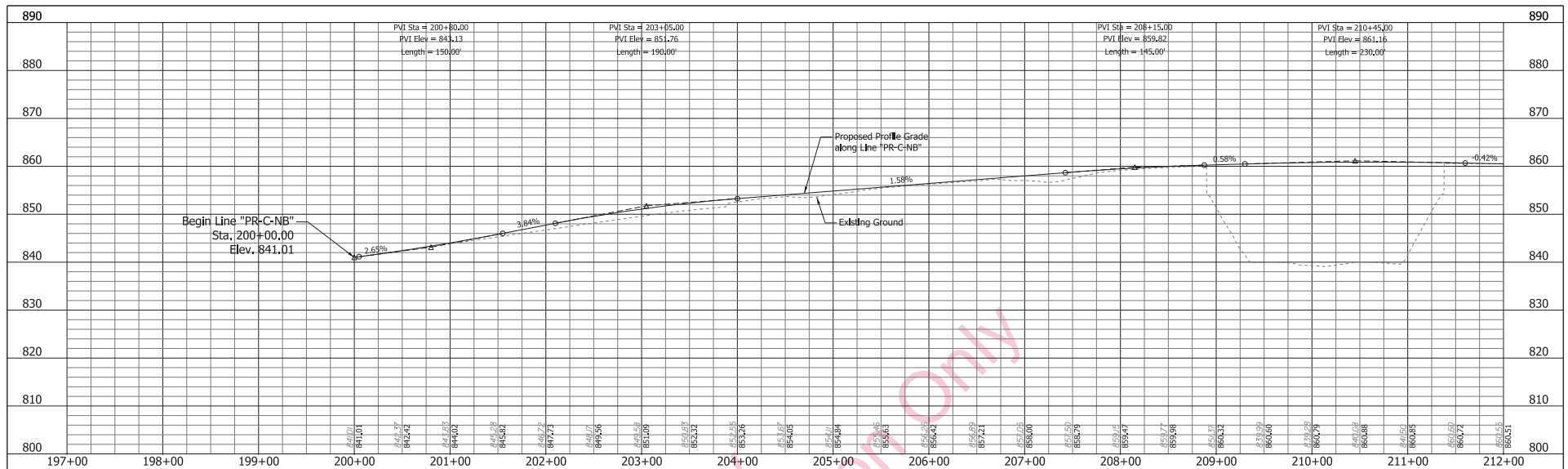
- (F) - Concrete Sidewalk
- (K) - Full Depth HMA Pavement
- (M) - MSE Retaining Wall
- (15) - Concrete Curb and Gutter
- (22) - Concrete Center Curb
- (Hexagon) - Concrete Curb Ramp
- (Dotted Area) - Wetlands

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: CAC	DRAWING: DH	
CHECKED: KCD	CHECKED: KCD	

INDIANA  
DEPARTMENT OF TRANSPORTATION  
  
PLAN SHEET  
LINE "PR-C-NB" AND "PR-C-SB"

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
	1383489
SURVEY BOOK	SHEETS
ELECTRONIC	19 of 1
CONTRACT	PROJECT
R-37053	1383489

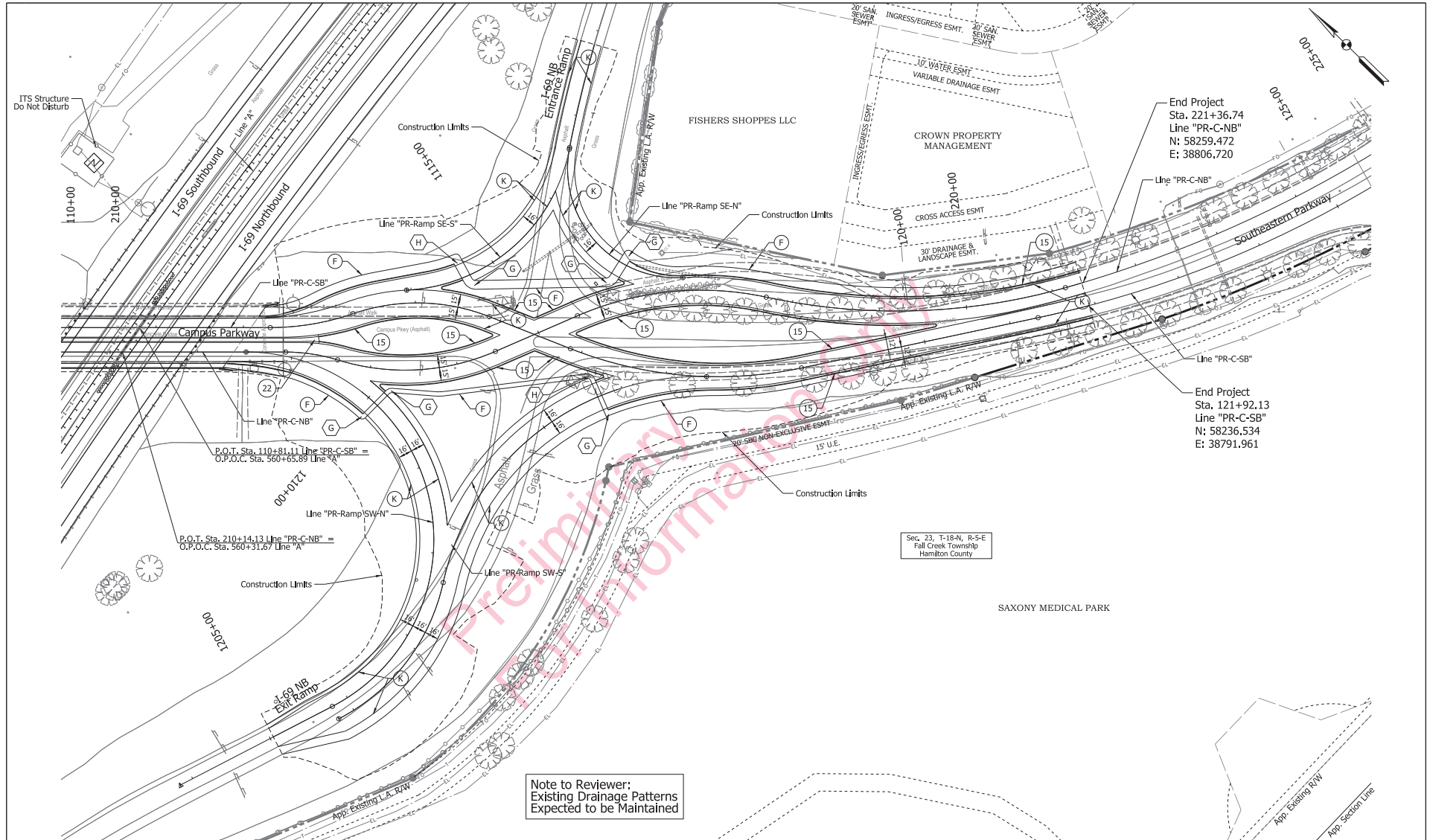
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07-NOV-2014



Preliminary  
For Information Only

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CHECKED: KCD	CHECKED: KCD													
HORIZONTAL SCALE 1"=50'	BRIDGE FILE													
VERTICAL SCALE	DESIGNATION 1383489													
SURVEY BOOK ELECTRONIC	SHEETS 20 of 1													
CONTRACT R-37053	PROJECT 1383489													

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- (F) - Concrete Sidewalk
- (K) - Full Depth HMA Pavement
- (M) - MSE Retaining Wall
- (15) - Concrete Curb and Gutter
- (22) - Concrete Center Curb
- (C) - Concrete Curb Ramp
- (W) - Wetlands

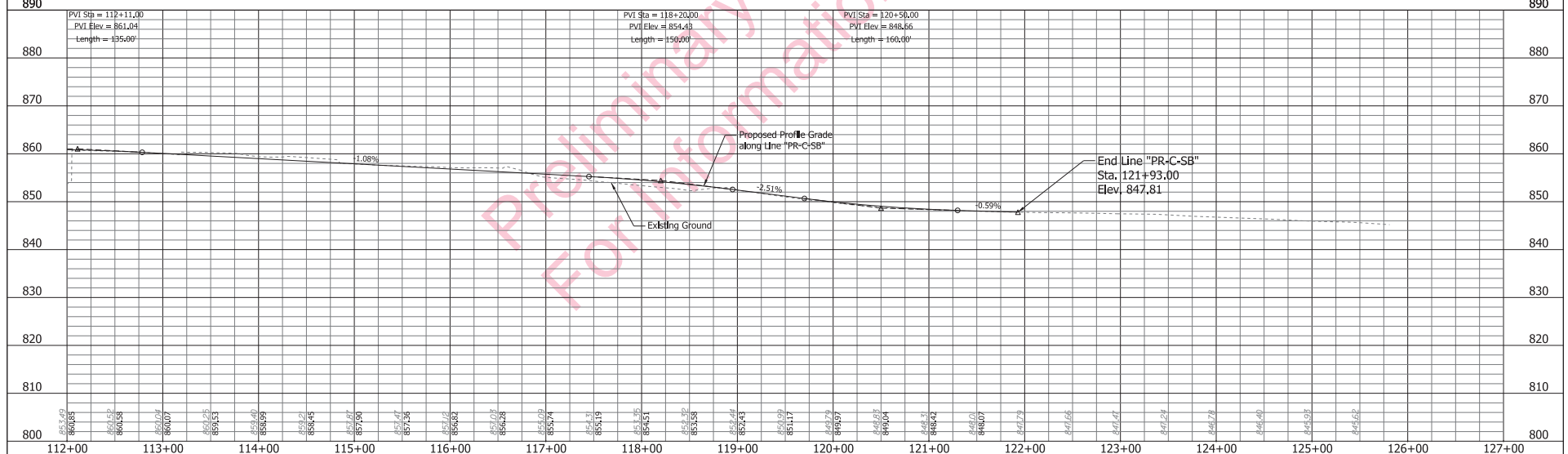
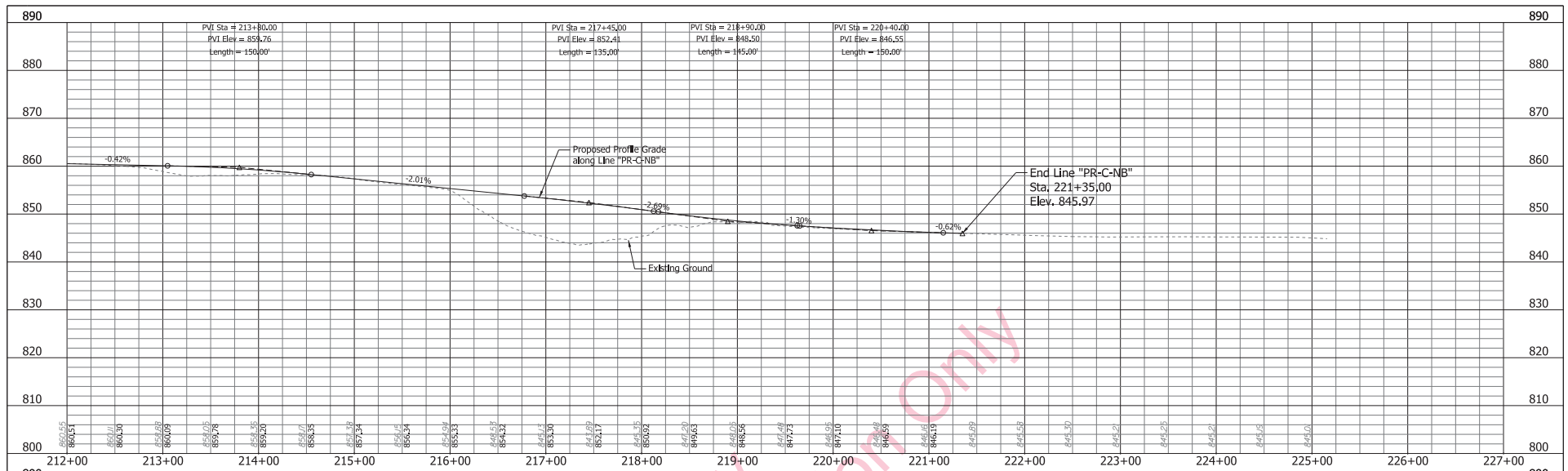
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DESIGNED: CAC	DRAWING: DH	
CHECKED: KCD	CHECKED: KCD	

INDIANA  
DEPARTMENT OF TRANSPORTATION

PLAN SHEET  
LINE "PR-C-NB" AND "PR-C-SB"

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
	1383489
SURVEY BOOK	SHEETS
ELECTRONIC	21 of 1
CONTRACT	PROJECT
R-37053	1383489

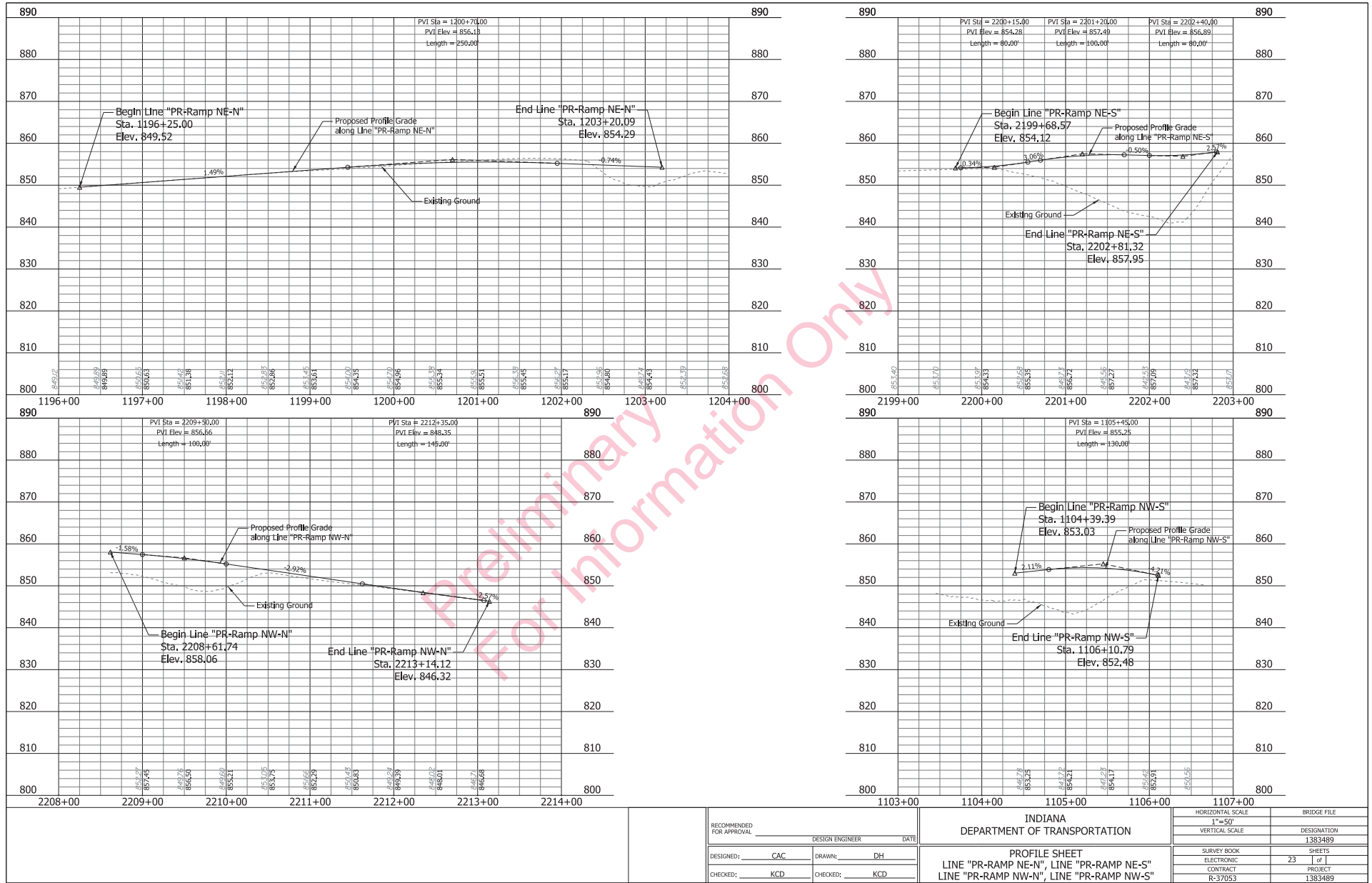
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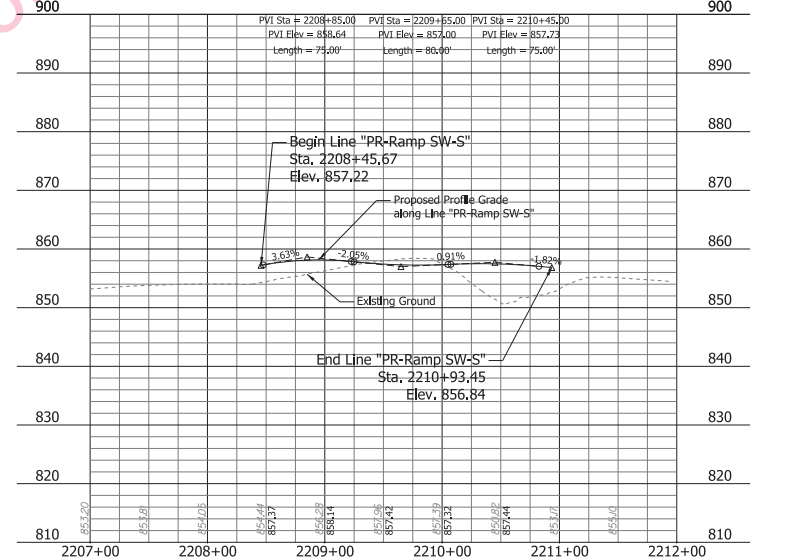
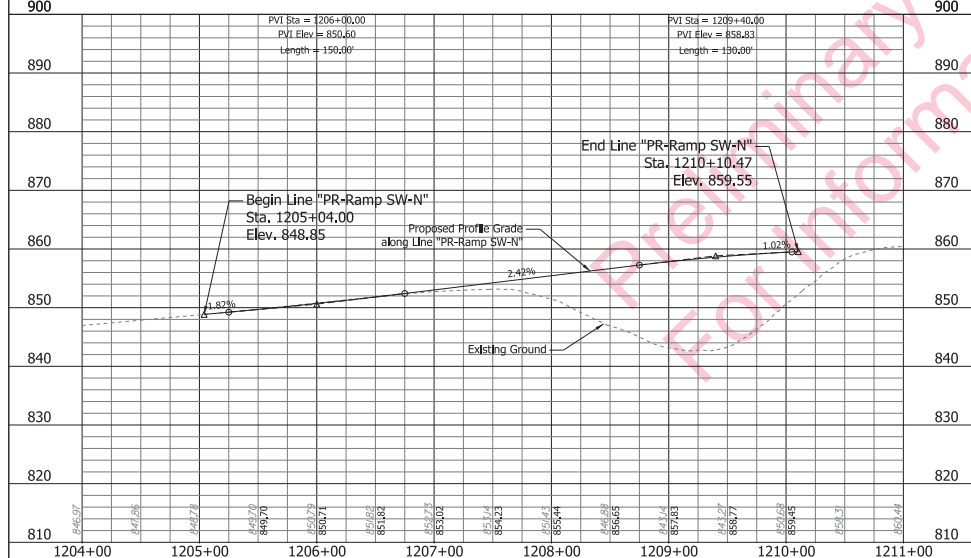
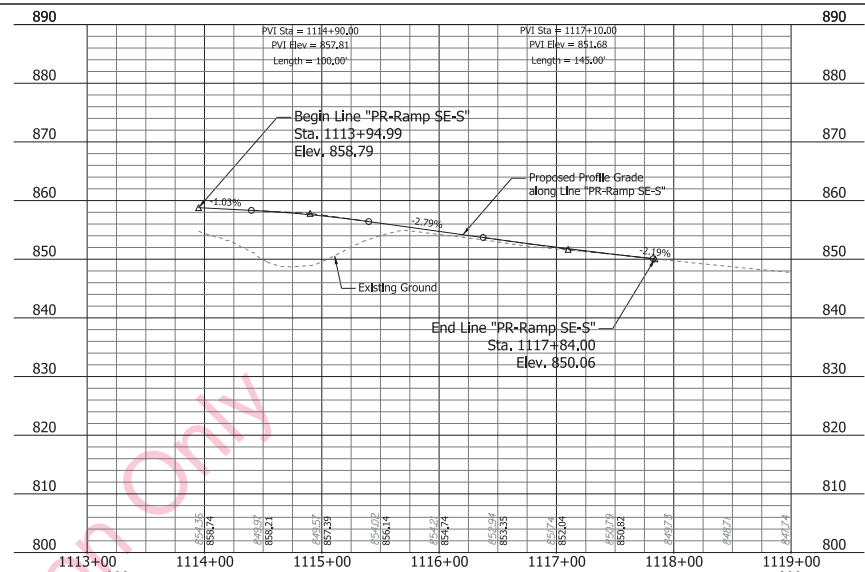
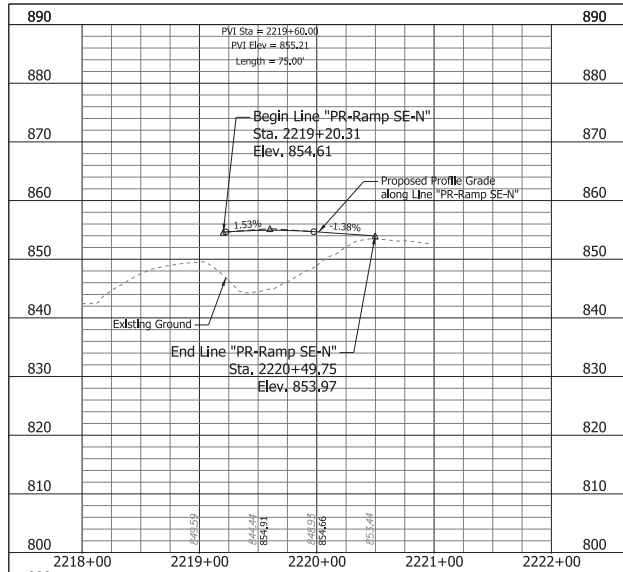
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DESIGNED: CAC	DRAWING: DH													
CHECKED: KCD	CHECKED: KCD													
HORIZONTAL SCALE 1"=50'	BRIDGE FILE													
VERTICAL SCALE	DESIGNATION 1383489													
SURVEY BOOK	SHEETS 22 of 1													
ELECTRONIC CONTRACT R-37053	PROJECT 1383489													

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RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		DATE	INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE		BRIDGE FILE
DESIGNED: CAC		DRAWING: DH					1"=50'		DESIGNATION
CHECKED: KCD		CHECKED: KCD			PROFILE SHEET		ELECTRONIC		23 of 1
					LINE "PR-RAMP NE-N", LINE "PR-RAMP NE-S"		CONTRACT		PROJECT
					LINE "PR-RAMP NW-N", LINE "PR-RAMP NW-S"		R-37053		1383489

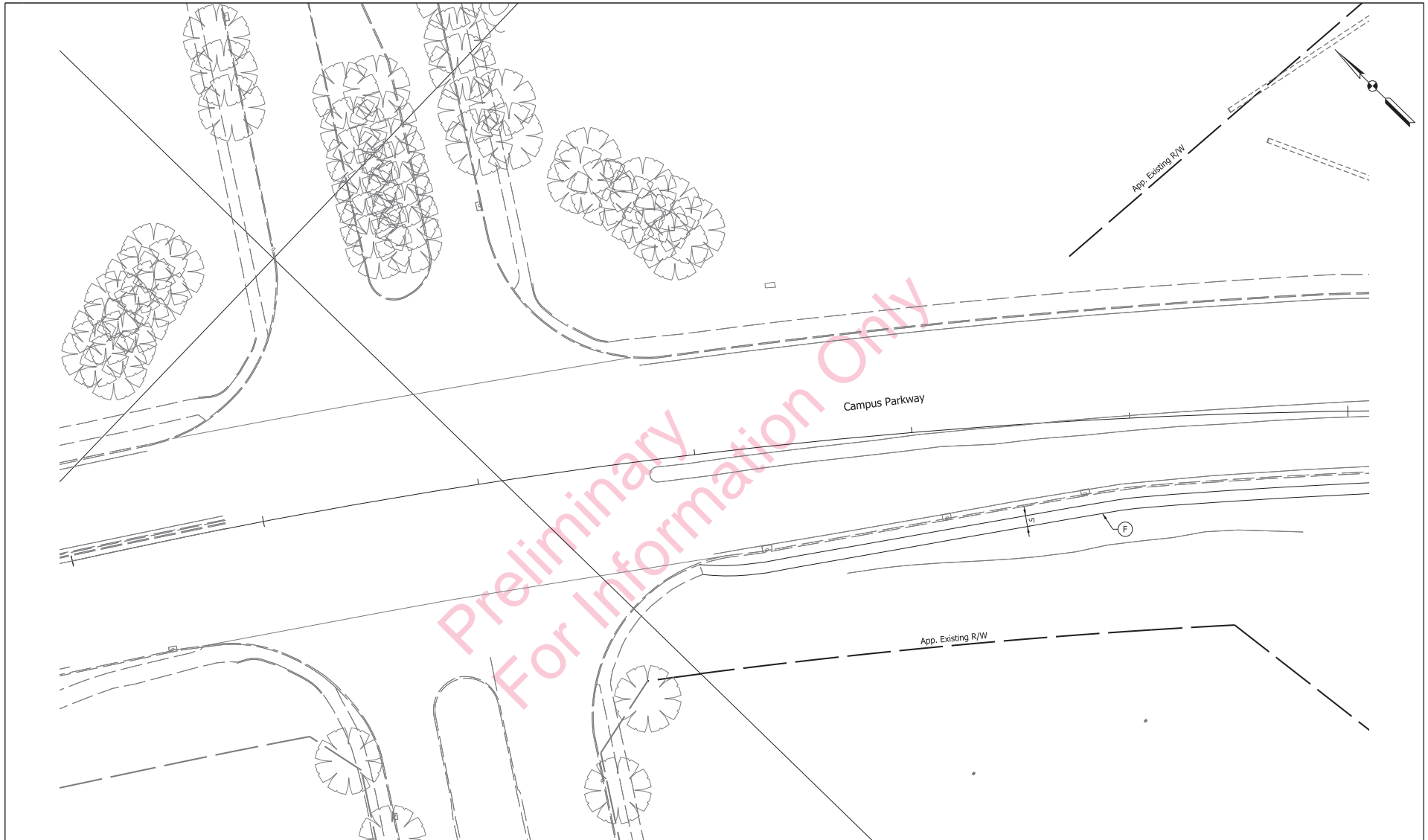


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DESIGNED: CAC	DRAWN: DH
CHECKED: KCD	CHECKED: KCD

INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE 1"=50' VERTICAL SCALE 1"=5'	BRIDGE FILE DESIGNATION 1383489
PROFILE SHEET LINE "PR-RAMP SE-N", LINE "PR-RAMP SE-S" LINE "PR-RAMP SW-N", LINE "PR-RAMP SW-S"		SURVEY BOOK ELECTRONIC CONTRACT R-37053	SHEETS 24 of PROJECT 1383489

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F Concrete Skidewalk

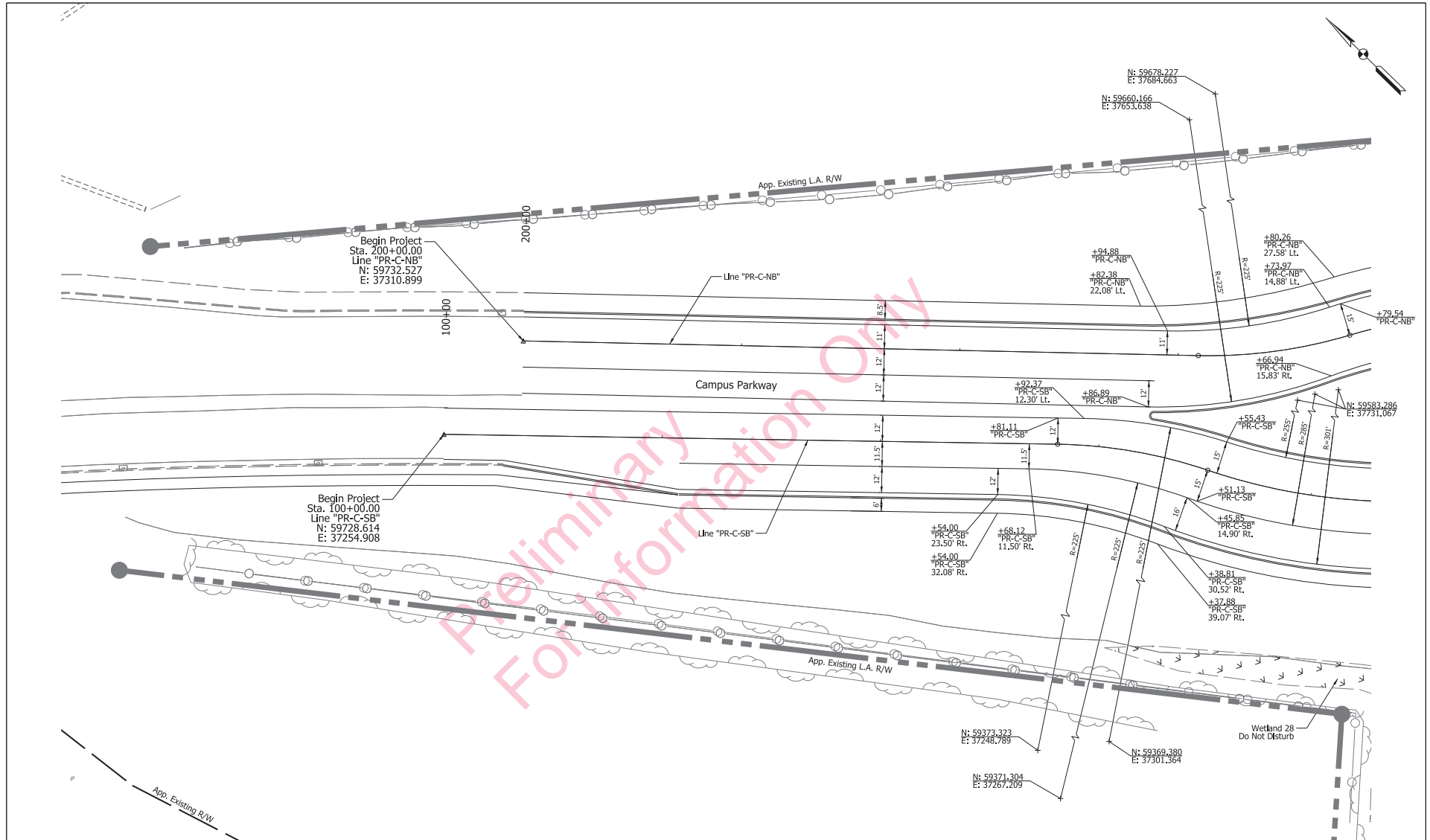
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: CAC	DRAWN: DH	
CHECKED: KCD	CHECKED: KCD	

INDIANA  
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAIL

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	DESIGNATION
VERTICAL SCALE	1383489
SURVEY BOOK	SHEETS
ELECTRONIC	25 of 1
CONTRACT	PROJECT
R-37053	1383489

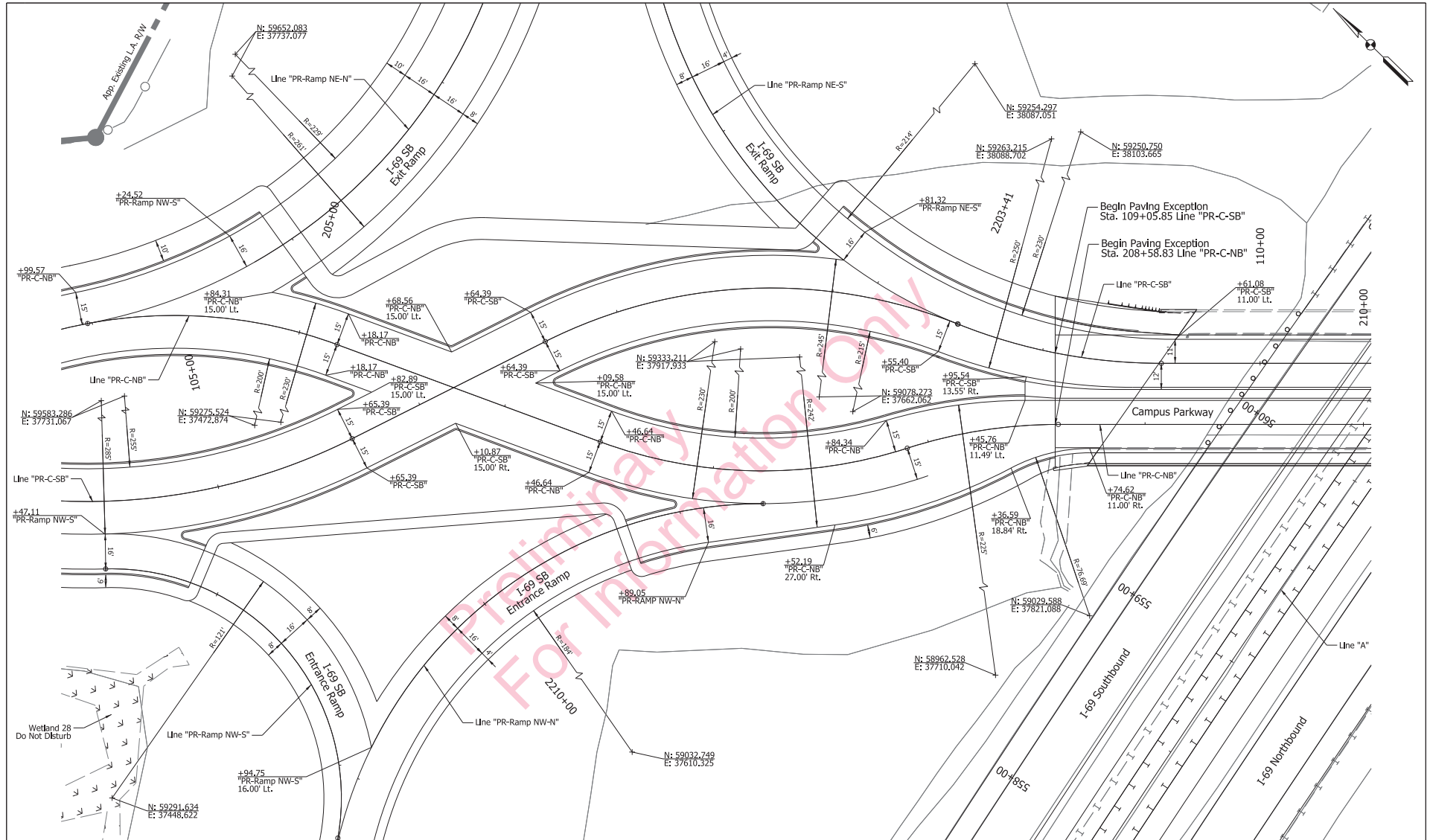
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		<b>INDIANA DEPARTMENT OF TRANSPORTATION</b>	HORIZONTAL SCALE 1"=20' VERTICAL SCALE 1/8"=10' SURVEY BOOK ELECTRONIC 26 of 1 CONTRACT R-37053
RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____ DESIGNED: CAC DRAWING: DH CHECKED: KCD CHECKED: KCD	<b>CONSTRUCTION DETAIL LINE "PR-C-NB" AND "PR-C-SB"</b>		BRIDGE FILE DESIGNATION 1383489 SHEETS PROJECT 1383489

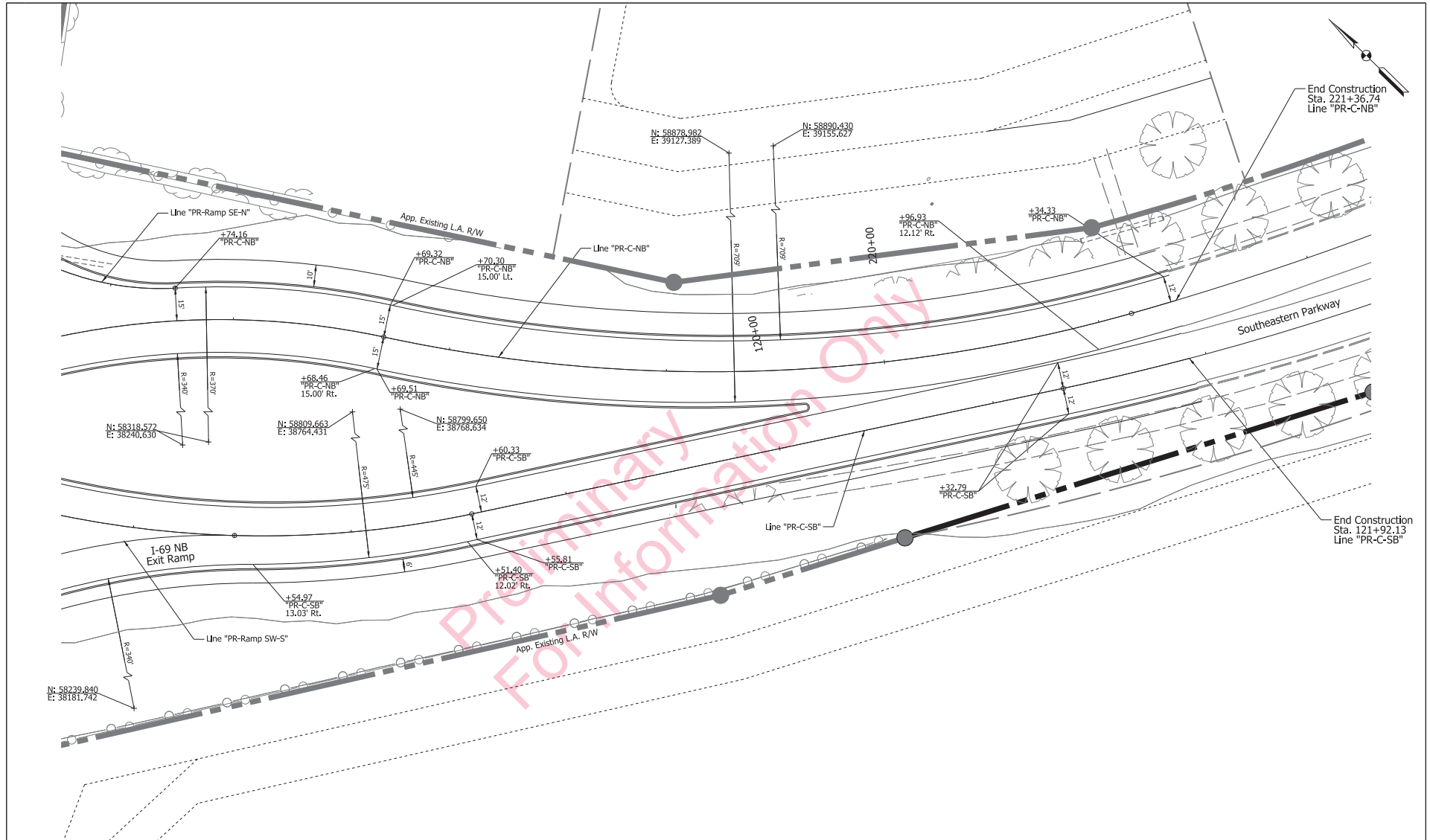
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07-NOV-2014



RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION  CONSTRUCTION DETAIL LINE "PR-C-NB", "PR-C-SB", "PR-RAMP NW-S", "PR-RAMP NW-N", "PR-RAMP NE-N" & "PR-RAMP NE-S"	HORIZONTAL SCALE	BRIDGE FILE
DESIGNED: CAC DRAWING: DH CHECKED: KCD CHECKED: KCD			1"=20' VERTICAL SCALE	DESIGNATION 1383489
			SURVEY BOOK	SHEETS
			ELECTRONIC	27 of 1
			CONTRACT	PROJECT
			R-37053	1383489

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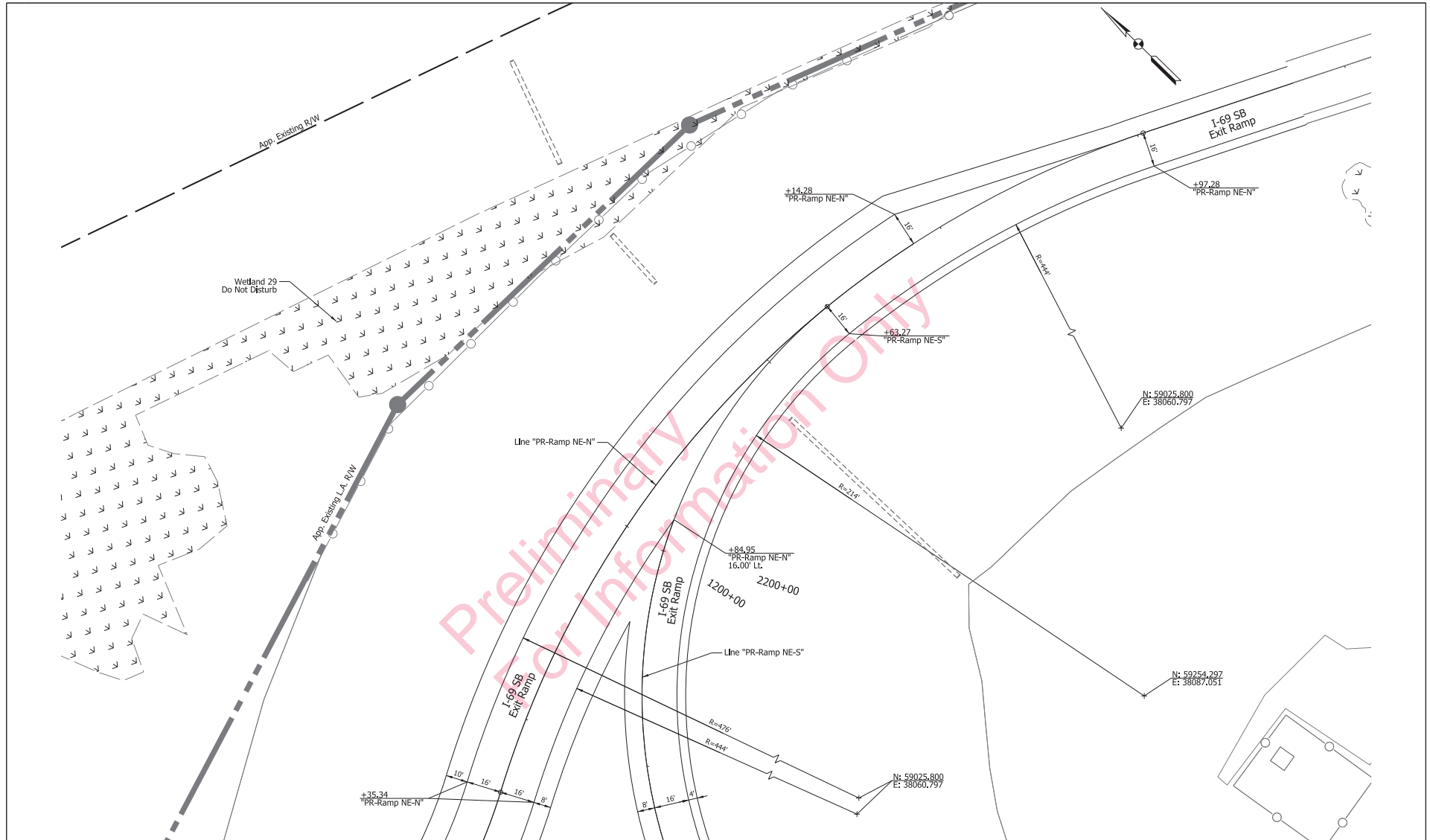




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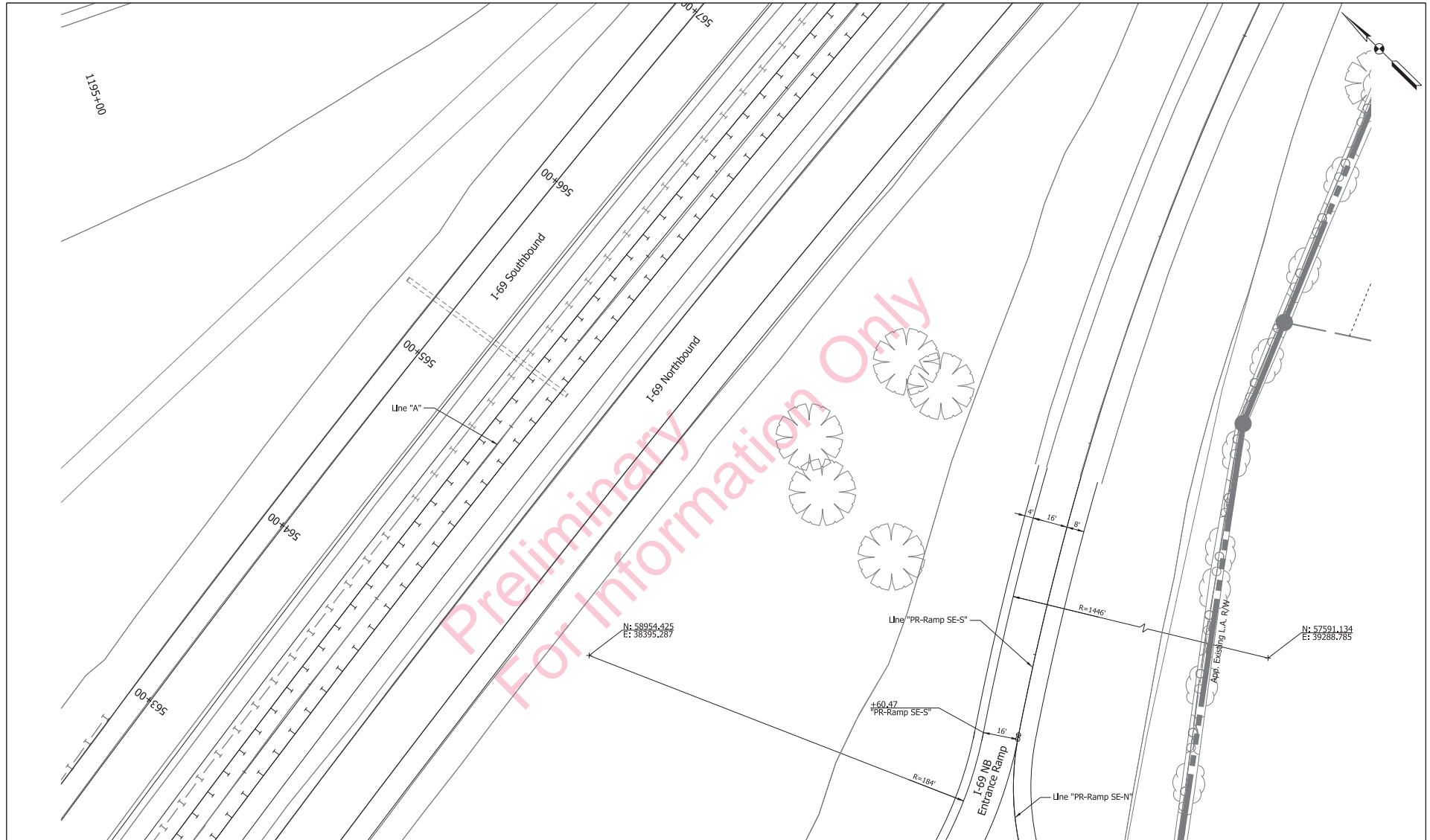
	RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE _____ DESIGNED: CAC DRAWING: DH CHECKED: KCD CHECKED: KCD	INDIANA DEPARTMENT OF TRANSPORTATION  CONSTRUCTION DETAIL LINE "PR-C-NB", "PR-C-SB", "PR-RAMP SW-S, & "PR-RAMP SE-N"	HORIZONTAL SCALE 1"=20' VERTICAL SCALE _____ SURVEY BOOK ELECTRONIC 29 of 1 CONTRACT R-37053	BRIDGE FILE DESIGNATION 1383489 SHEETS PROJECT 1383489
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07-NOV-2014



RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____		INDIANA DEPARTMENT OF TRANSPORTATION  <b>CONSTRUCTION DETAIL</b> <b>"PR-RAMP NE-N" &amp; "PR-RAMP NE-S"</b>	HORIZONTAL SCALE 1"=20' VERTICAL SCALE _____		BRIDGE FILE DESIGNATION 1383489	
DESIGNED: CAC CHECKED: KCD	DRAWING: DH CHECKED: KCD		SURVEY BOOK ELECTRONIC 30 of 1 CONTRACT R-37053		SHEETS PROJECT 1383489	

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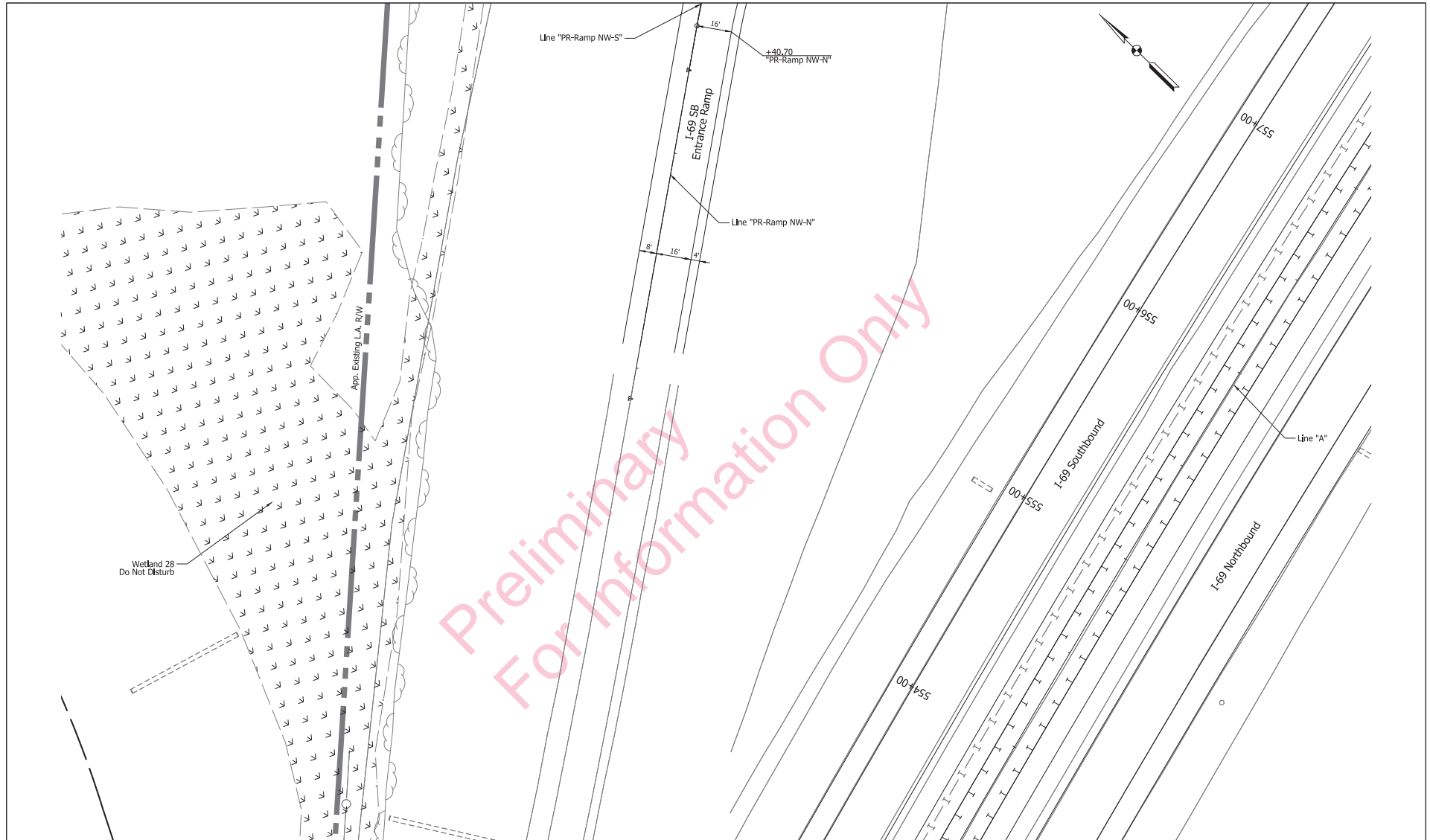
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RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: CAC	DRAWN: DH	
CHECKED: KCD	CHECKED: KCD	

INDIANA  
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAIL  
"PR-RAMP SE-N" & "PR-RAMP SE-S"

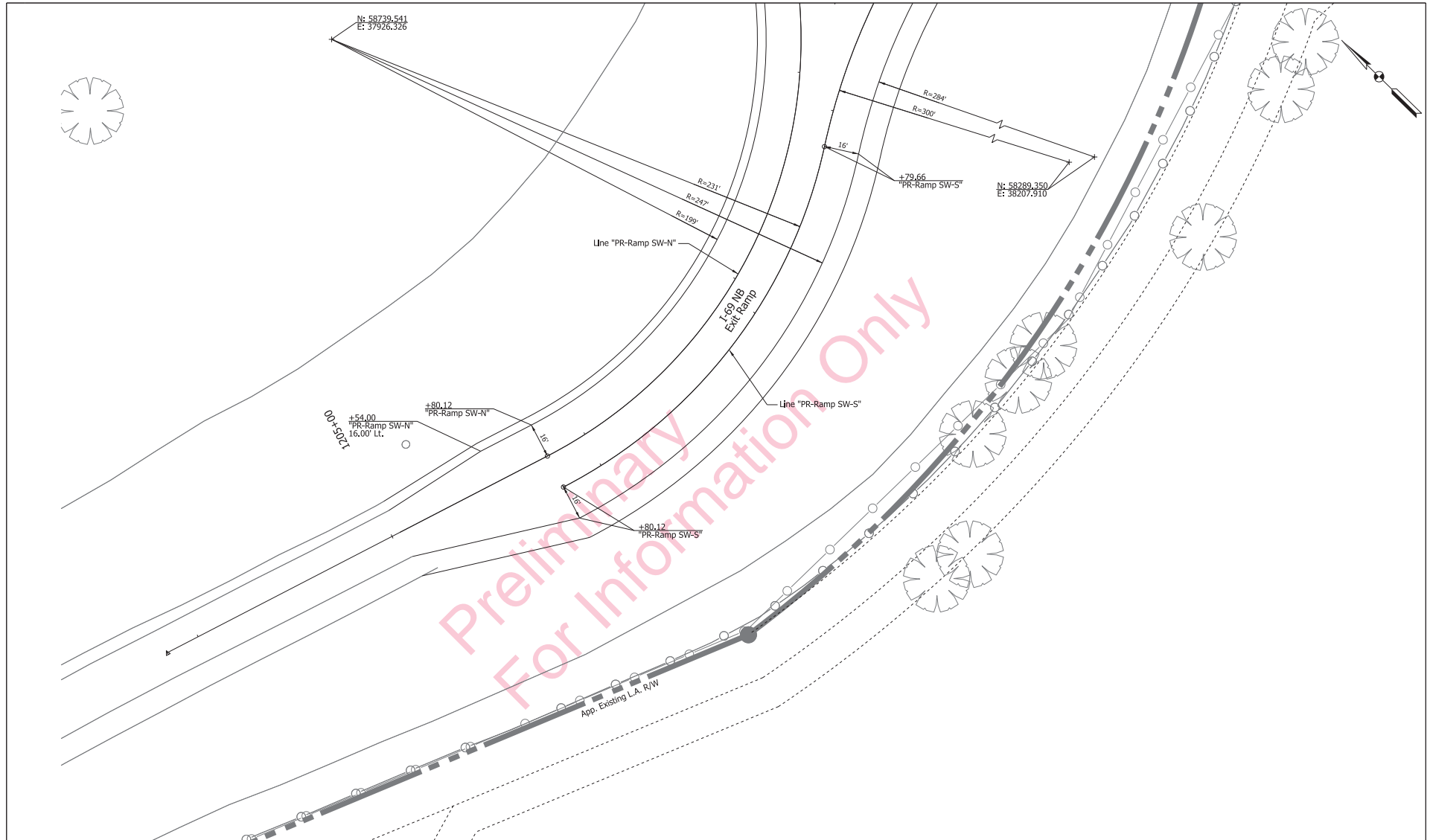
HORIZONTAL SCALE	BRIDGE FILE
1"=20'	
VERTICAL SCALE	DESIGNATION
	1383489
SURVEY BOOK	SHEETS
ELECTRONIC	31 of 1
CONTRACT	PROJECT
R-37053	1383489



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RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____		<b>INDIANA DEPARTMENT OF TRANSPORTATION</b>  <b>CONSTRUCTION DETAIL</b> <b>"PR-RAMP NW-N" &amp; "PR-RAMP NW-S"</b>		HORIZONTAL SCALE 1"=20' VERTICAL SCALE 1383489	
DESIGNED: CAC	DRAWN: DH			SURVEY BOOK _____ SHEETS _____ ELECTRONIC _____ 32 of _____ CONTRACT _____ PROJECT _____ R-37053 1383489	
CHECKED: KCD	CHECKED: KCD				

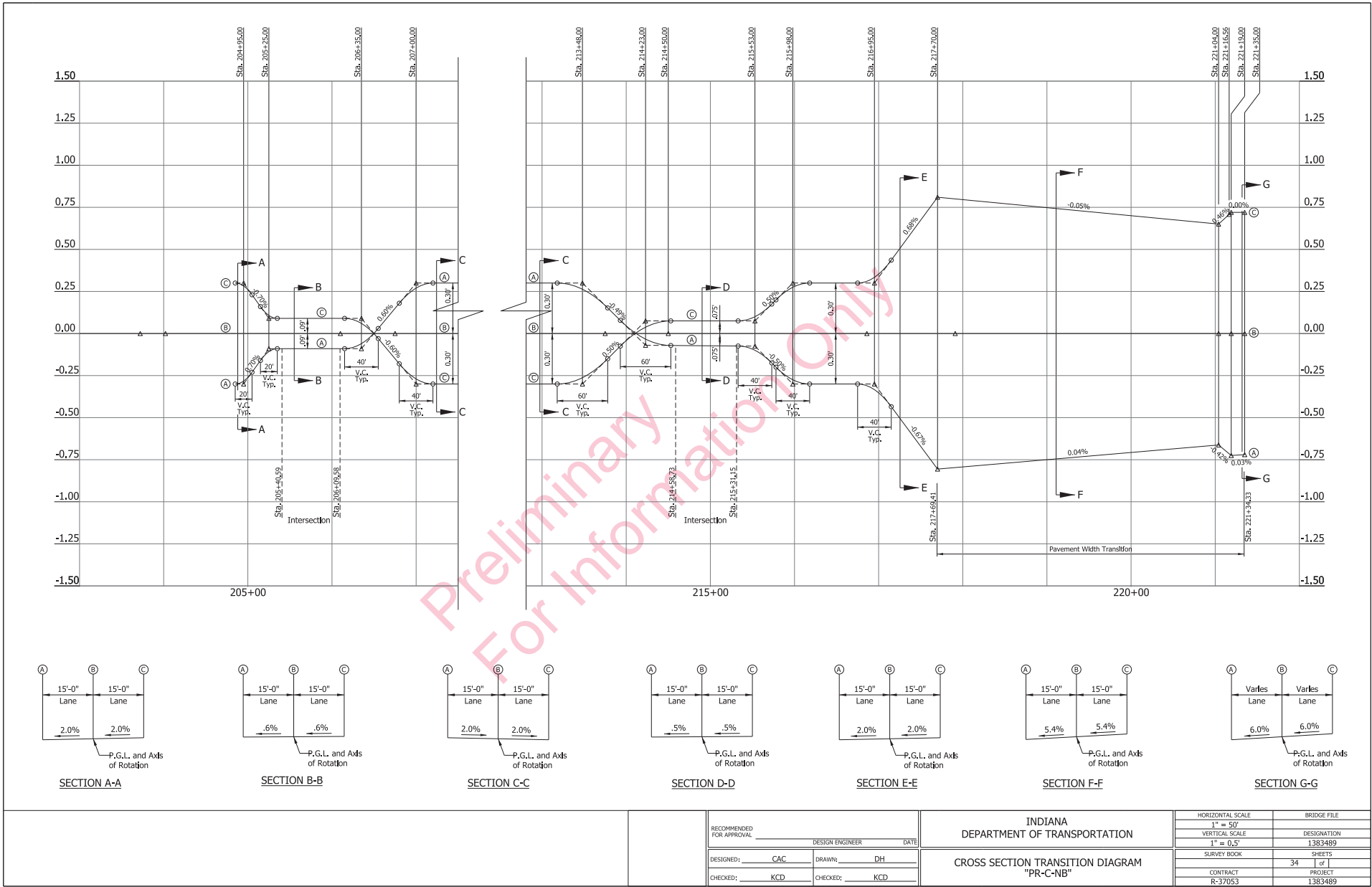
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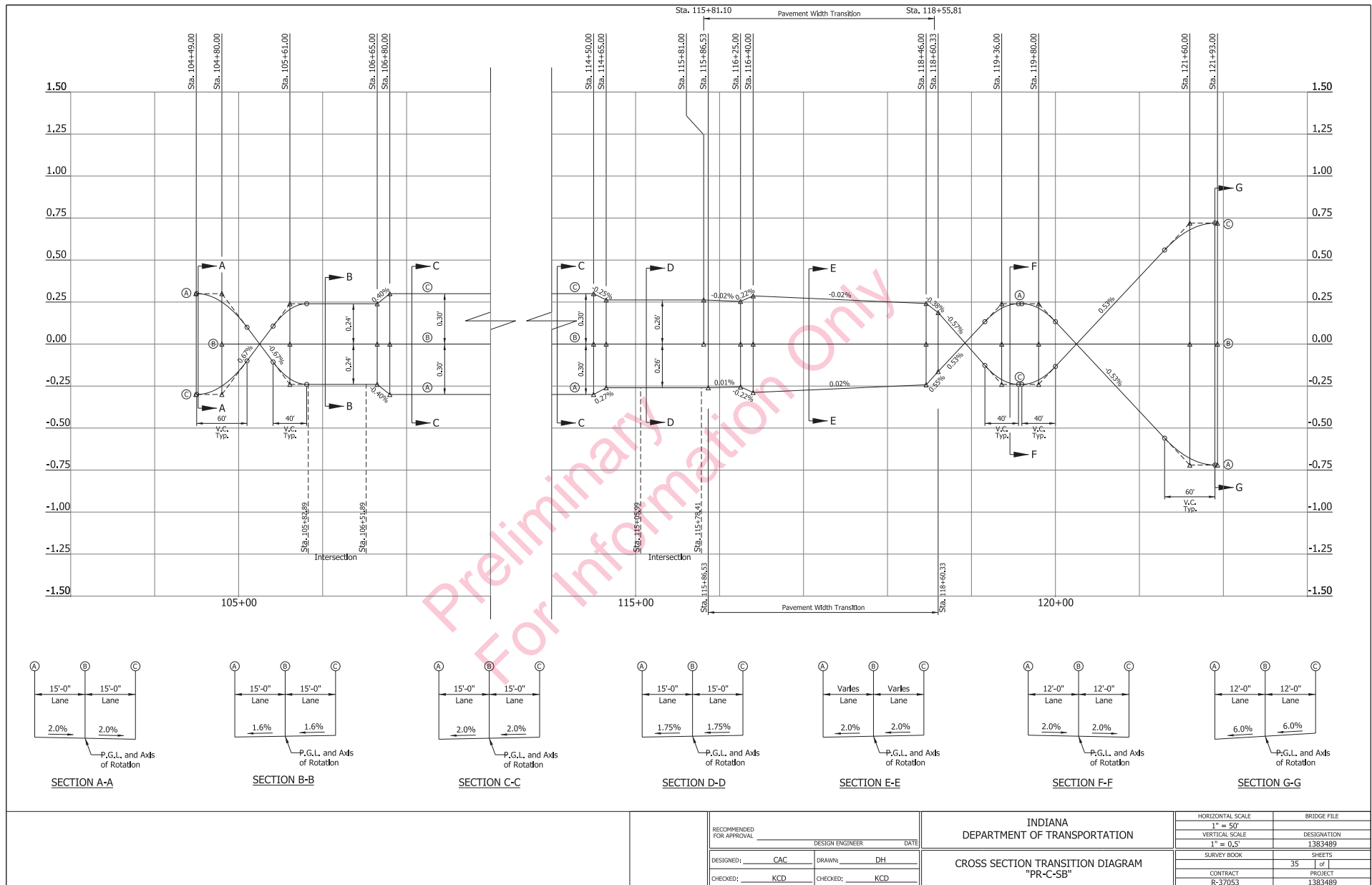
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	INDIANA DEPARTMENT OF TRANSPORTATION	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">HORIZONTAL SCALE</td> <td style="width: 50%;">BRIDGE FILE</td> </tr> <tr> <td style="text-align: center;">1"=20'</td> <td></td> </tr> <tr> <td style="width: 50%;">VERTICAL SCALE</td> <td style="width: 50%;">DESIGNATION</td> </tr> <tr> <td></td> <td style="text-align: center;">1383489</td> </tr> <tr> <td style="width: 50%;">SURVEY BOOK</td> <td style="width: 50%;">SHEETS</td> </tr> <tr> <td style="text-align: center;">ELECTRONIC</td> <td style="text-align: center;">33 of 1</td> </tr> <tr> <td style="width: 50%;">CONTRACT</td> <td style="width: 50%;">PROJECT</td> </tr> <tr> <td style="text-align: center;">R-37053</td> <td style="text-align: center;">1383489</td> </tr> </table>	HORIZONTAL SCALE	BRIDGE FILE	1"=20'		VERTICAL SCALE	DESIGNATION		1383489	SURVEY BOOK	SHEETS	ELECTRONIC	33 of 1	CONTRACT	PROJECT	R-37053	1383489
HORIZONTAL SCALE	BRIDGE FILE																	
1"=20'																		
VERTICAL SCALE	DESIGNATION																	
	1383489																	
SURVEY BOOK	SHEETS																	
ELECTRONIC	33 of 1																	
CONTRACT	PROJECT																	
R-37053	1383489																	
RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE _____ DESIGNED: CAC DRAWING: DH CHECKED: KCD CHECKED: KCD	<b>CONSTRUCTION DETAIL</b> <b>"PR-RAMP SW-N" &amp; "PR-RAMP SW-S"</b>																	

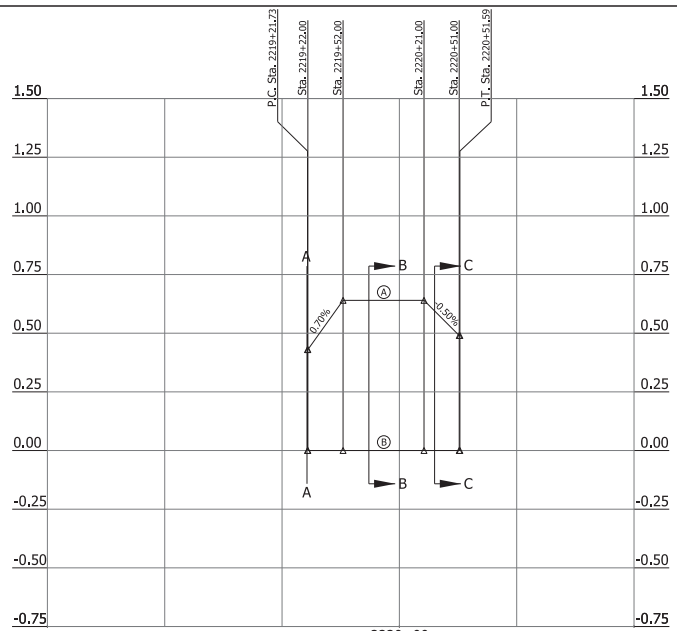
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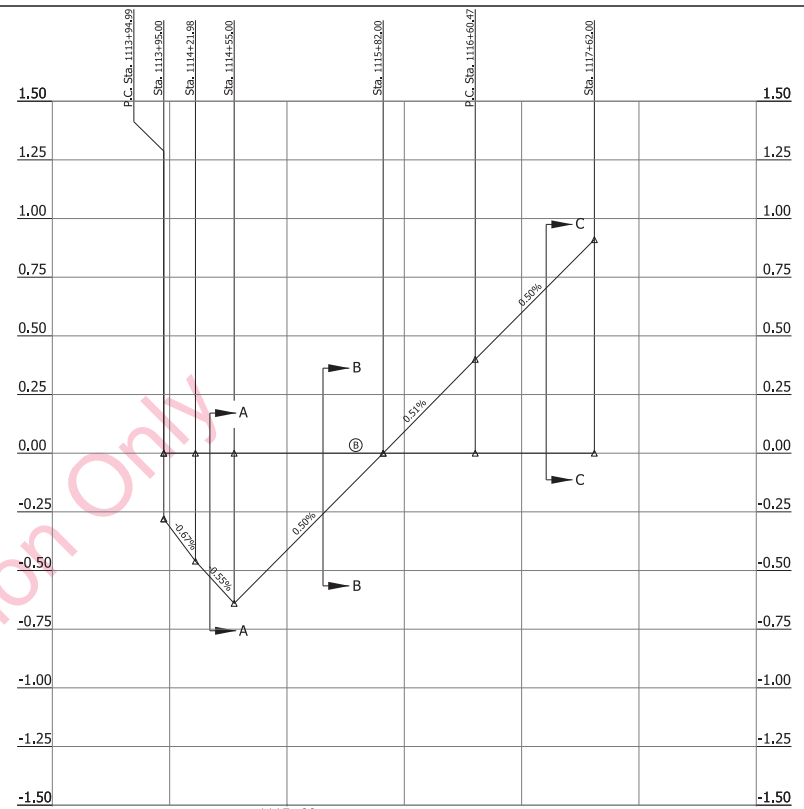
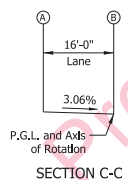
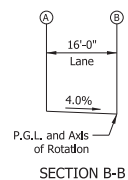
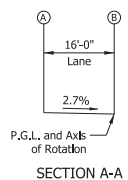
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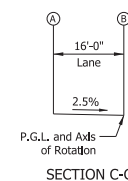
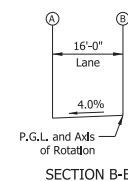
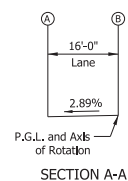
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"PR-RAMP SE-N"



"PR-RAMP SE-S"



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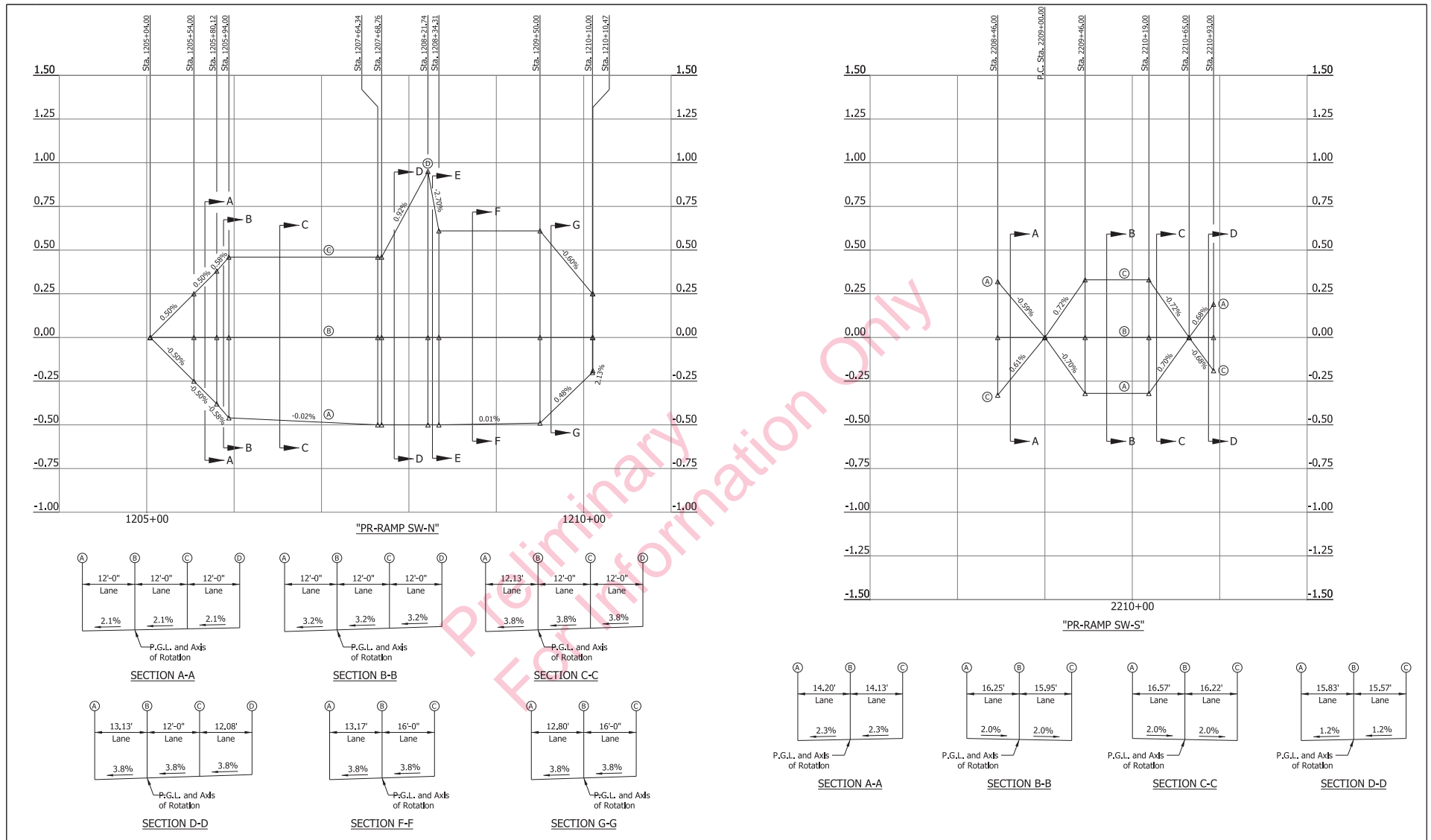
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DESIGNED: CAC	DRAWN: DH	
CHECKED: KCD	CHECKED: KCD	

INDIANA  
DEPARTMENT OF TRANSPORTATION

CROSS SECTION TRANSITION DIAGRAM  
"PR-RAMP SE-N" & "PR-RAMP SE-S"

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	
VERTICAL SCALE	DESIGNATION
1" = 0.5'	1383489
SURVEY BOOK	SHEETS
	36 of 1
CONTRACT	PROJECT
R-37053	1383489

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07-NOV-2014



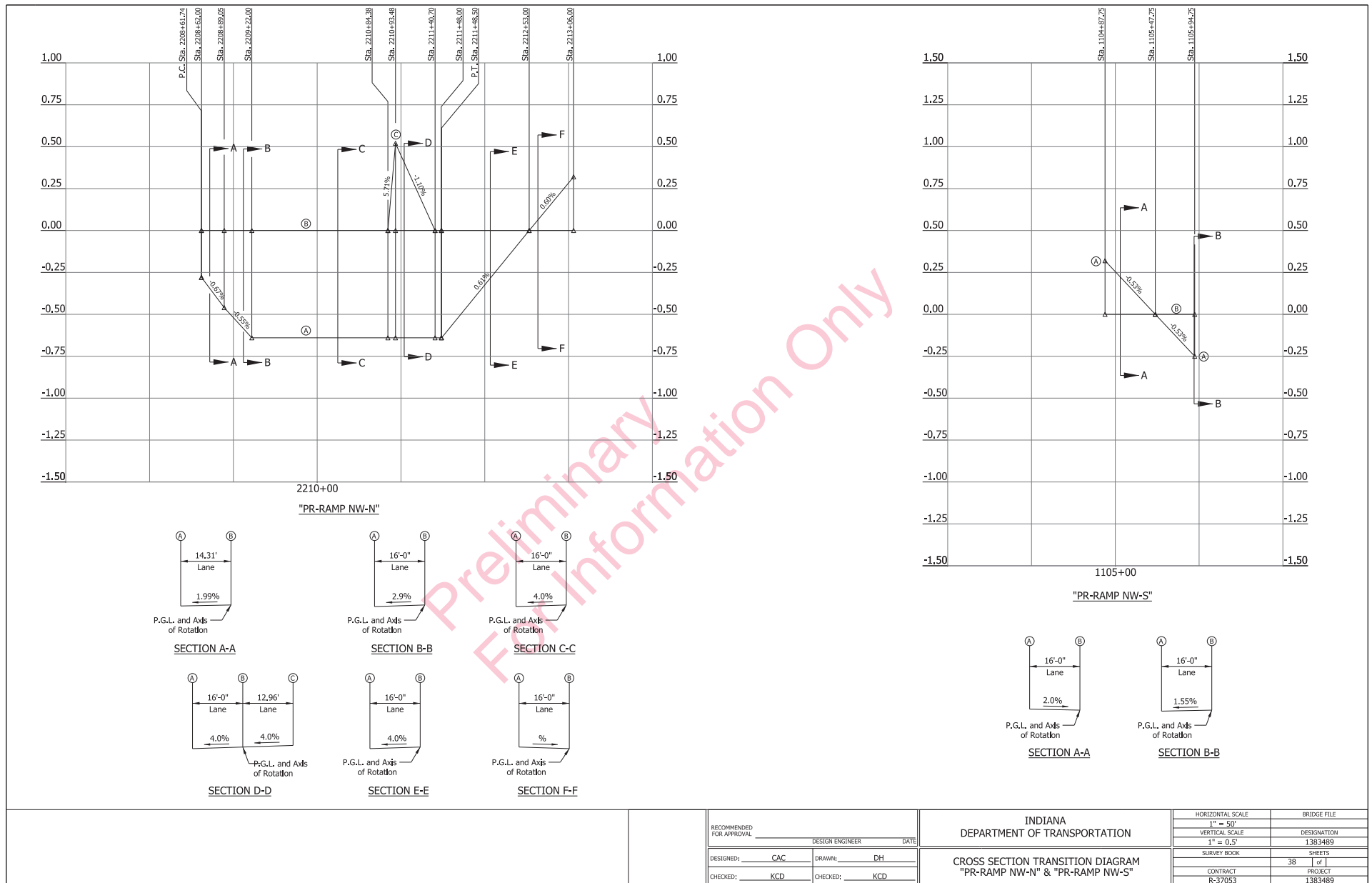
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RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: CAC	DRAWN: DH	
CHECKED: KCD	CHECKED: KCD	

INDIANA  
DEPARTMENT OF TRANSPORTATION

CROSS SECTION TRANSITION DIAGRAM  
"PR-RAMP SW-N" & "PR-RAMP SW-S"

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	
VERTICAL SCALE	DESIGNATION
1" = 0.5'	1383489
SURVEY BOOK	SHEETS
	37 of 1
CONTRACT	PROJECT
R-37053	1383489



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07-NOV-2014

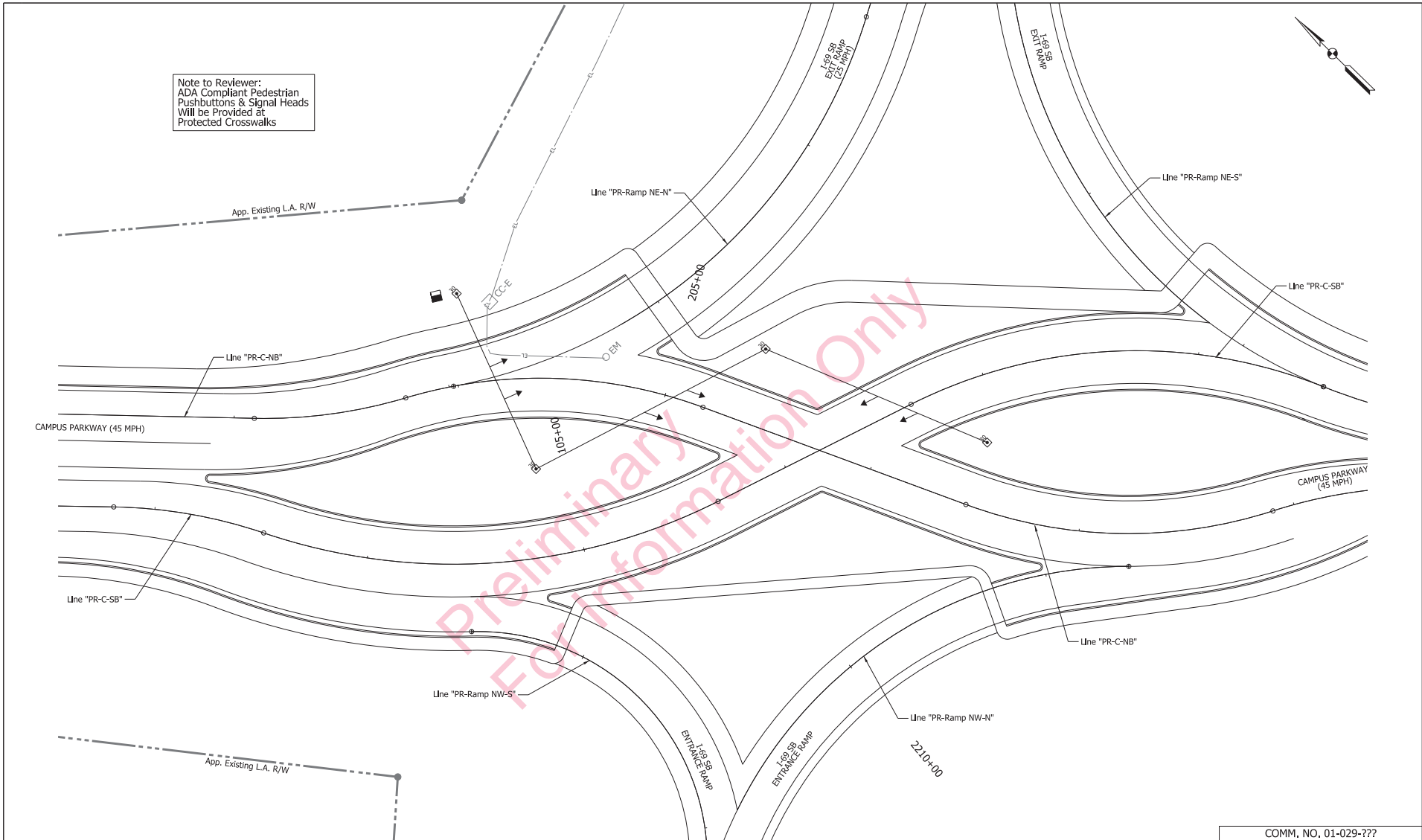
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DESIGNED: CAC	DRAWN: DH	
CHECKED: KCD	CHECKED: KCD	

INDIANA  
DEPARTMENT OF TRANSPORTATION

CROSS SECTION TRANSITION DIAGRAM  
"PR-RAMP NW-N" & "PR-RAMP NW-S"

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	
VERTICAL SCALE	DESIGNATION
1" = 0.5'	1383489
SURVEY BOOK	SHEETS
	38 of 1
CONTRACT	PROJECT
R-37053	1383489

Note to Reviewer:  
 ADA Compliant Pedestrian  
 Pushbuttons & Signal Heads  
 Will be Provided at  
 Protected Crosswalks



- ← Traffic Signal Head, 3 Faces, 12" Red, Amber, Green
- Octagonal Loop, 4 Turn Series
- 2" Galvanized Steel Conduit
- 30 Steel Strain Pole & Foundation
- Signal Handhole
- Pedestrian Signal Head, International Symbols, 18"
- TS2 Controller and "P21" Cabinet, 110V, 3-Phase on 7'-1" Foundation
- Signal Detector Housing
- P Pedestrian Push Button & Sign
- ✂ Disconnect Hanger
- ⊙ Signal Pedestal on "A" Foundation

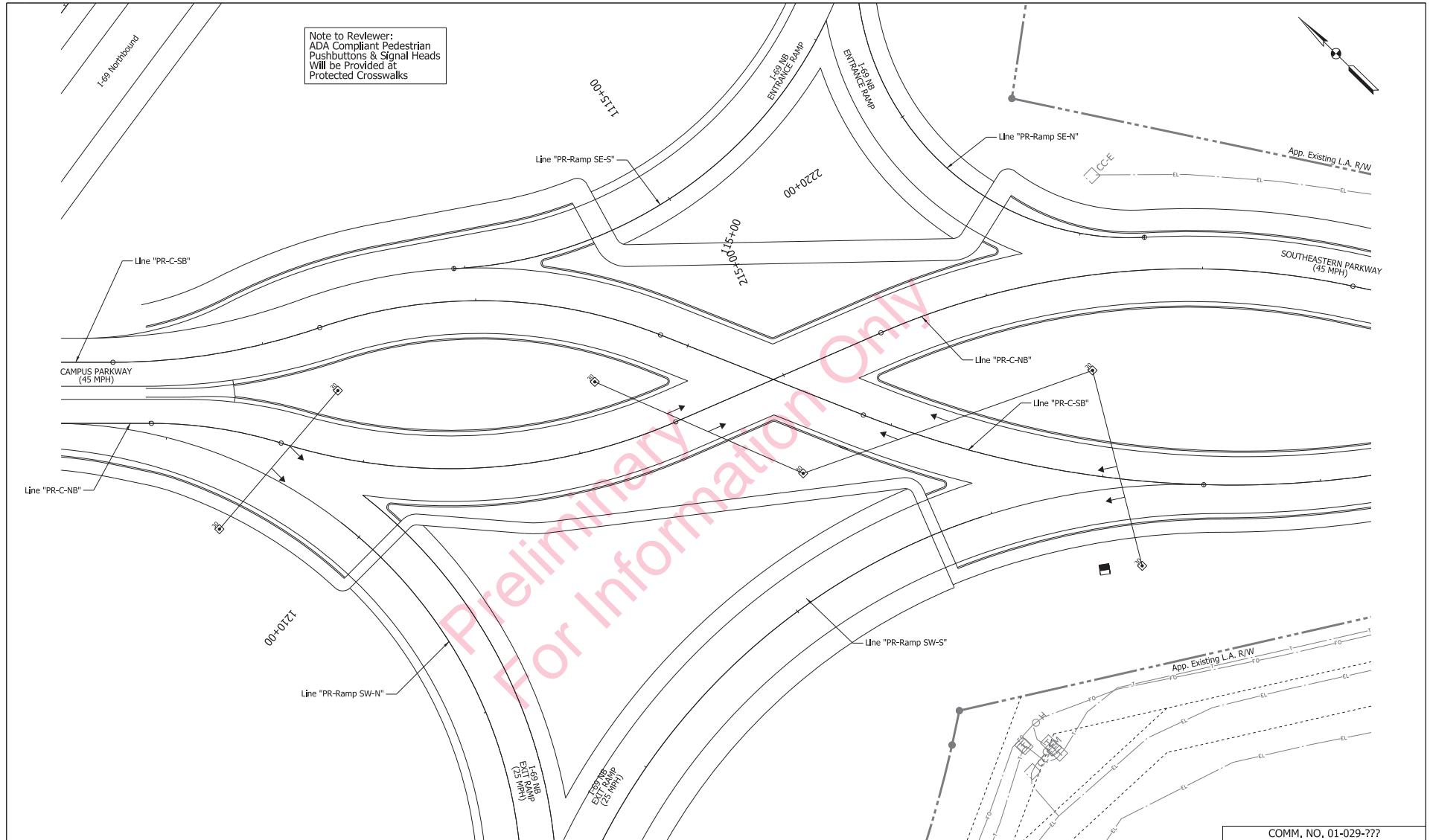
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RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: REH	DRAWING: DH	
CHECKED: CAC	CHECKED: REH	

INDIANA  
 DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL PLAN  
 I-69 SB & CAMPUS PARKWAY  
 HAMILTON COUNTY, GREENFIELD DISTRICT

COMM. NO. 01-029-???	
HORIZONTAL SCALE	BRIDGE FILE
1"=20'	
VERTICAL SCALE	DESIGNATION
	1383489
SURVEY BOOK	SHEETS
ELECTRONIC	39 of 1
CONTRACT	PROJECT
R-37053	1383489



Note to Reviewer:  
 ADA Compliant Pedestrian  
 Pushbuttons & Signal Heads  
 Will be Provided at  
 Protected Crosswalks



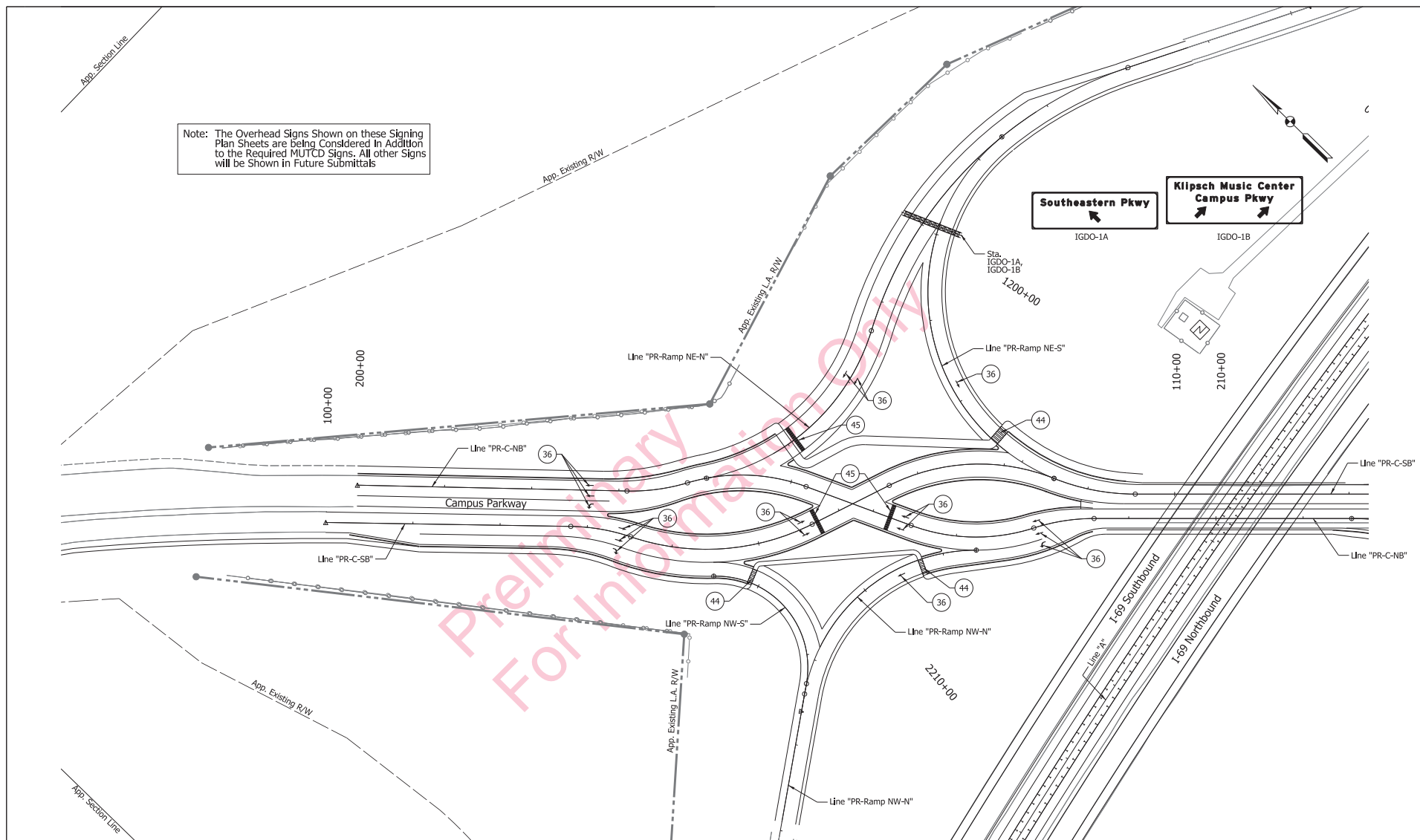
	Traffic Signal Head, 3 Face, 12" x 12" Rod, Amber, Green		Octagonal Loop, 4 Turn Series		2" Galvanized Steel Conduit
	Signal Handhole		Pedestrian Signal Head, International Symbols, 18"		P Pedestrian Push Button & Sign
	Signal Detector Housing		Signal Pedestal on "A" Foundation		
	Disconnect Hanger				

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 07-NOV-2014

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: REH	DRAWN: DH	
CHECKED: CAC	CHECKED: REH	

INDIANA  
 DEPARTMENT OF TRANSPORTATION  
 TRAFFIC SIGNAL PLAN  
 I-69 NB & CAMPUS PARKWAY  
 HAMILTON COUNTY, GREENFIELD DISTRICT

COMM. NO. 01-029-???	
HORIZONTAL SCALE	BRIDGE FILE
1"=20'	
VERTICAL SCALE	DESIGNATION
	1383489
SURVEY BOOK	SHEETS
ELECTRONIC	40 of 1
CONTRACT	PROJECT
R-37053	1383489



Note: The Overhead Signs Shown on these Signing Plan Sheets are being Considered in Addition to the Required MUTCD Signs. All other Signs will be Shown in Future Submittals



	Overhead Truss		40 4 In. Solid White Preformed Plastic Line		45 24 In. White Stop Line, Preformed Plastic
	36 Lane Indication Arrow Preformed Plastic Pavement Message Marking		41 4 In. Solid Yellow Preformed Plastic Line		62 4 In. Dotted White Preformed Plastic Line
	39 6 In. Crosswalk White Preformed Plastic Transverse Marking		42 4 In. Broken White Preformed Plastic Line		
			44 24 in. Crosswalk Solid White Preformed Plastic Lines		

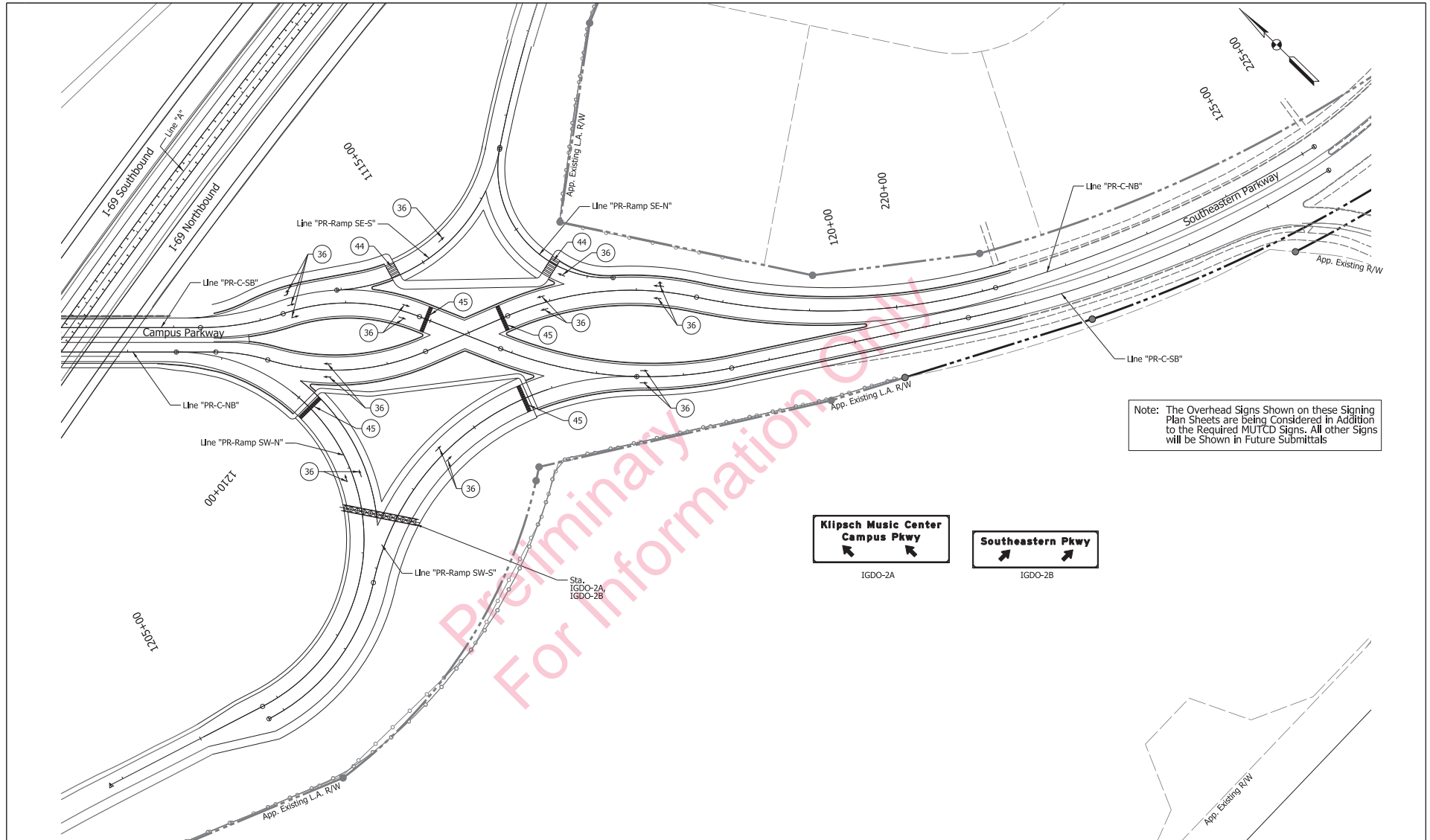
RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		DATE
DESIGNED: SNM	DRAWN: DH			
CHECKED: CAC	CHECKED: CAC			

INDIANA  
DEPARTMENT OF TRANSPORTATION

SIGNING PLAN

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
	1383489
SURVEY BOOK	SHEETS
ELECTRONIC	41 of 1
CONTRACT	PROJECT
R-37053	1383489

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07-NOV-2014



Note: The Overhead Signs Shown on these Signing Plan Sheets are being Considered in Addition to the Required MUTCD Signs. All other Signs will be Shown in Future Submittals

**Klipsch Music Center  
Campus Pkwy**

IGDO-2A

**Southeastern Pkwy**

IGDO-2B

	Overhead Truss		4 In. Solid White Preformed Plastic Line		24 In. White Stop Line, Preformed Plastic
	Lane Indication Arrow Preformed Plastic Pavement Message Marking		4 In. Solid Yellow Preformed Plastic Line		4 in. Dotted White Preformed Plastic Line
	6 In. Crosswalk White Preformed Plastic Transverse Marking		4 In. Broken White Preformed Plastic Line		
			24 In. Crosswalk Solid White Preformed Plastic Lines		

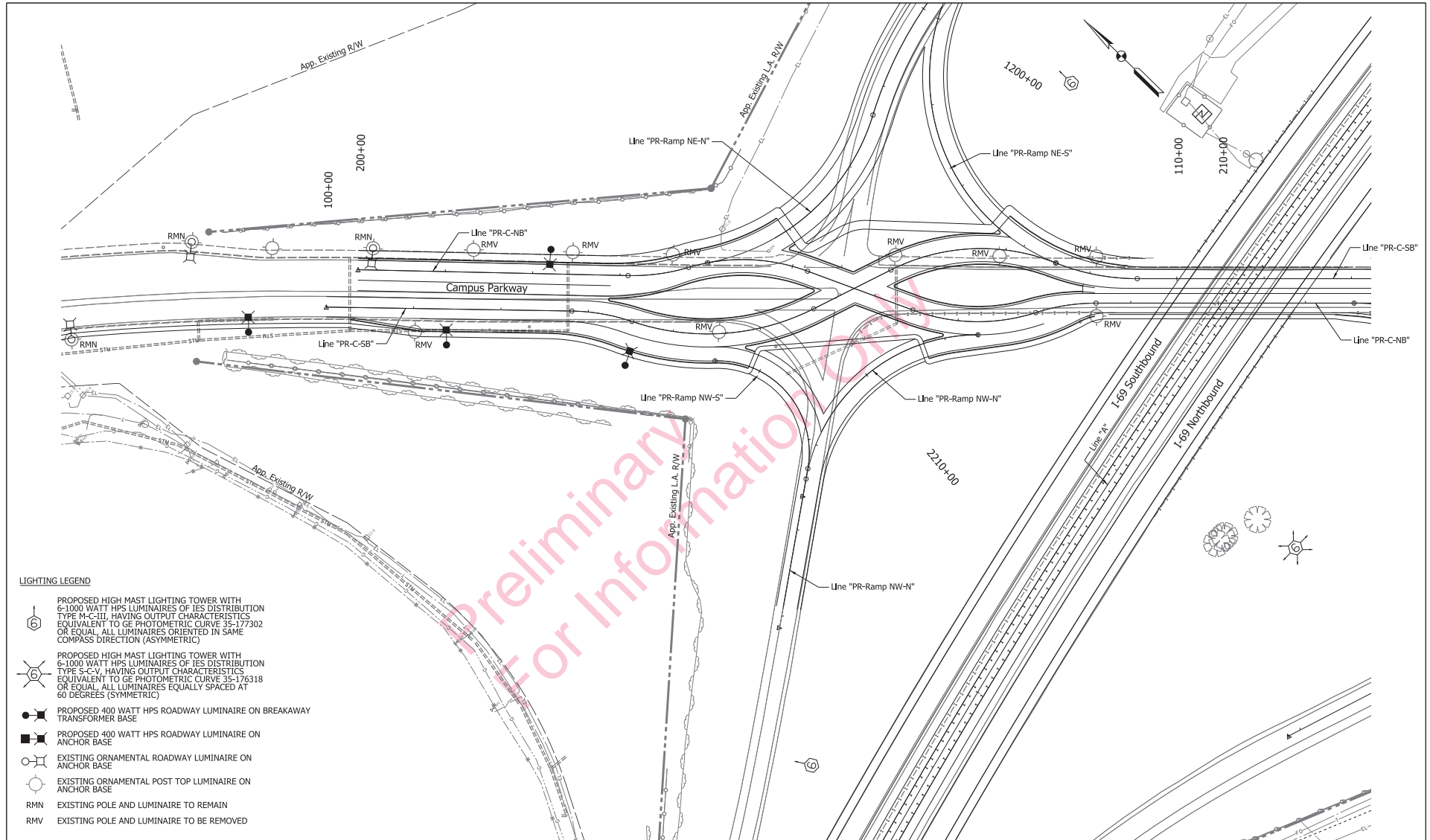
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DESIGNED: SNM	DRAWN: DH	
CHECKED: CAC	CHECKED: CAC	

INDIANA  
DEPARTMENT OF TRANSPORTATION









SIGNING PLAN

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
	1383489
SURVEY BOOK	SHEETS
ELECTRONIC	42 of 1
CONTRACT	PROJECT
R-37053	1383489

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07-NOV-2014



**LIGHTING LEGEND**

-  PROPOSED HIGH MAST LIGHTING TOWER WITH 6-1000 WATT HPS LUMINAIRES OF IES DISTRIBUTION TYPE M-C-III, HAVING OUTPUT CHARACTERISTICS EQUIVALENT TO GE PHOTOMETRIC CURVE 35-177302 OR EQUAL. ALL LUMINAIRES ORIENTED IN SAME COMPASS DIRECTION (ASYMMETRIC)
-  PROPOSED HIGH MAST LIGHTING TOWER WITH 6-1000 WATT HPS LUMINAIRES OF IES DISTRIBUTION TYPE S-C-V, HAVING OUTPUT CHARACTERISTICS EQUIVALENT TO GE PHOTOMETRIC CURVE 35-176318 OR EQUAL. ALL LUMINAIRES EQUALLY SPACED AT 60 DEGREES (SYMMETRIC)
-  PROPOSED 400 WATT HPS ROADWAY LUMINAIRE ON BREAKAWAY TRANSFORMER BASE
-  PROPOSED 400 WATT HPS ROADWAY LUMINAIRE ON ANCHOR BASE
-  EXISTING ORNAMENTAL ROADWAY LUMINAIRE ON ANCHOR BASE
-  EXISTING ORNAMENTAL POST TOP LUMINAIRE ON ANCHOR BASE
-  RMN EXISTING POLE AND LUMINAIRE TO REMAIN
-  RMV EXISTING POLE AND LUMINAIRE TO BE REMOVED

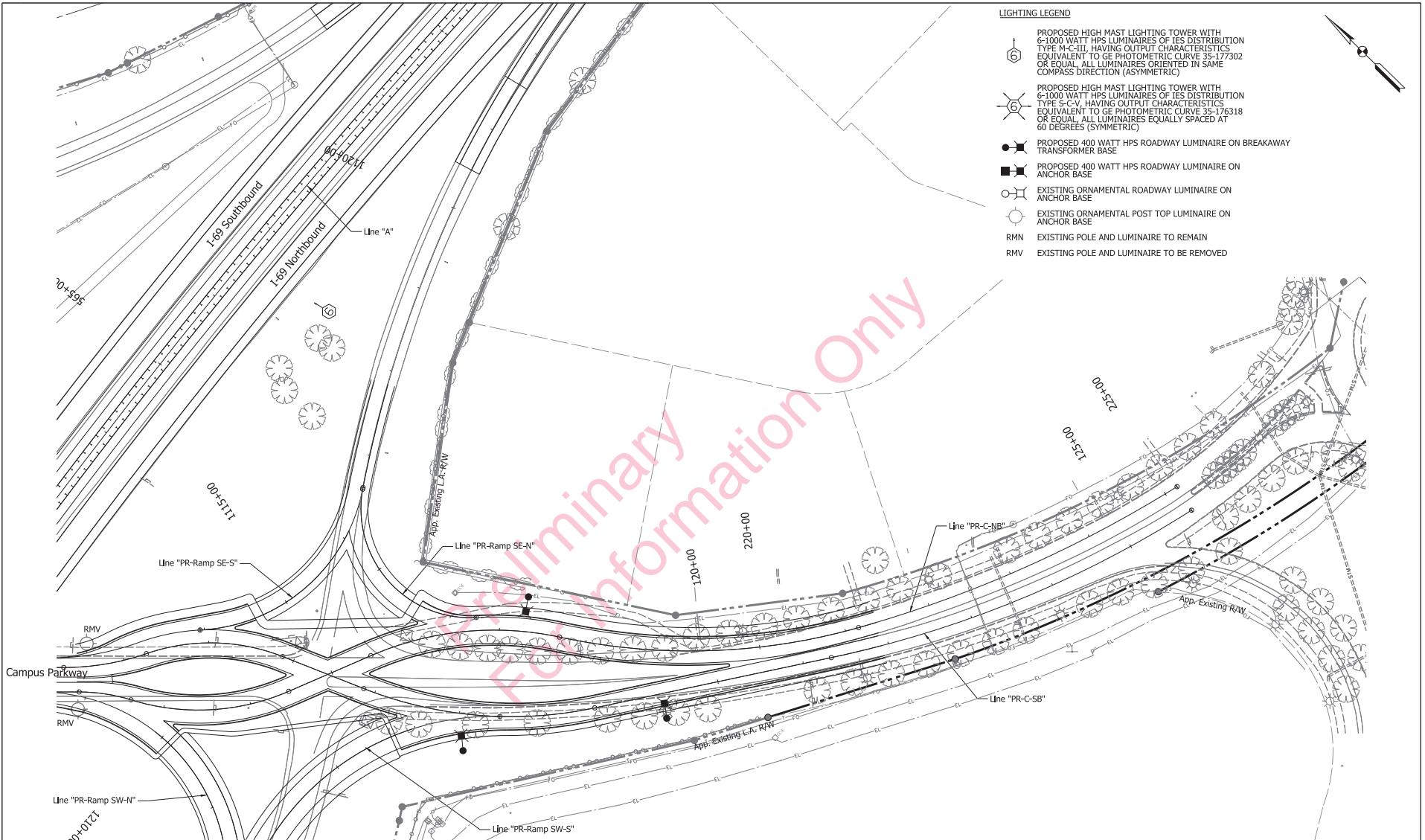
RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED: REH	DRAWN: DH		
CHECKED: CAC	CHECKED: CAC		

INDIANA  
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN  
I-69 AND CAMPUS PARKWAY  
HAMILTON COUNTY, GREENFIELD DISTRICT

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	DESIGNATION
VERTICAL SCALE	1383489
SURVEY BOOK	SHEETS
ELECTRONIC	43 of 1
CONTRACT	PROJECT
R-37053	1383489

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07-NOV-2014



**LIGHTING LEGEND**

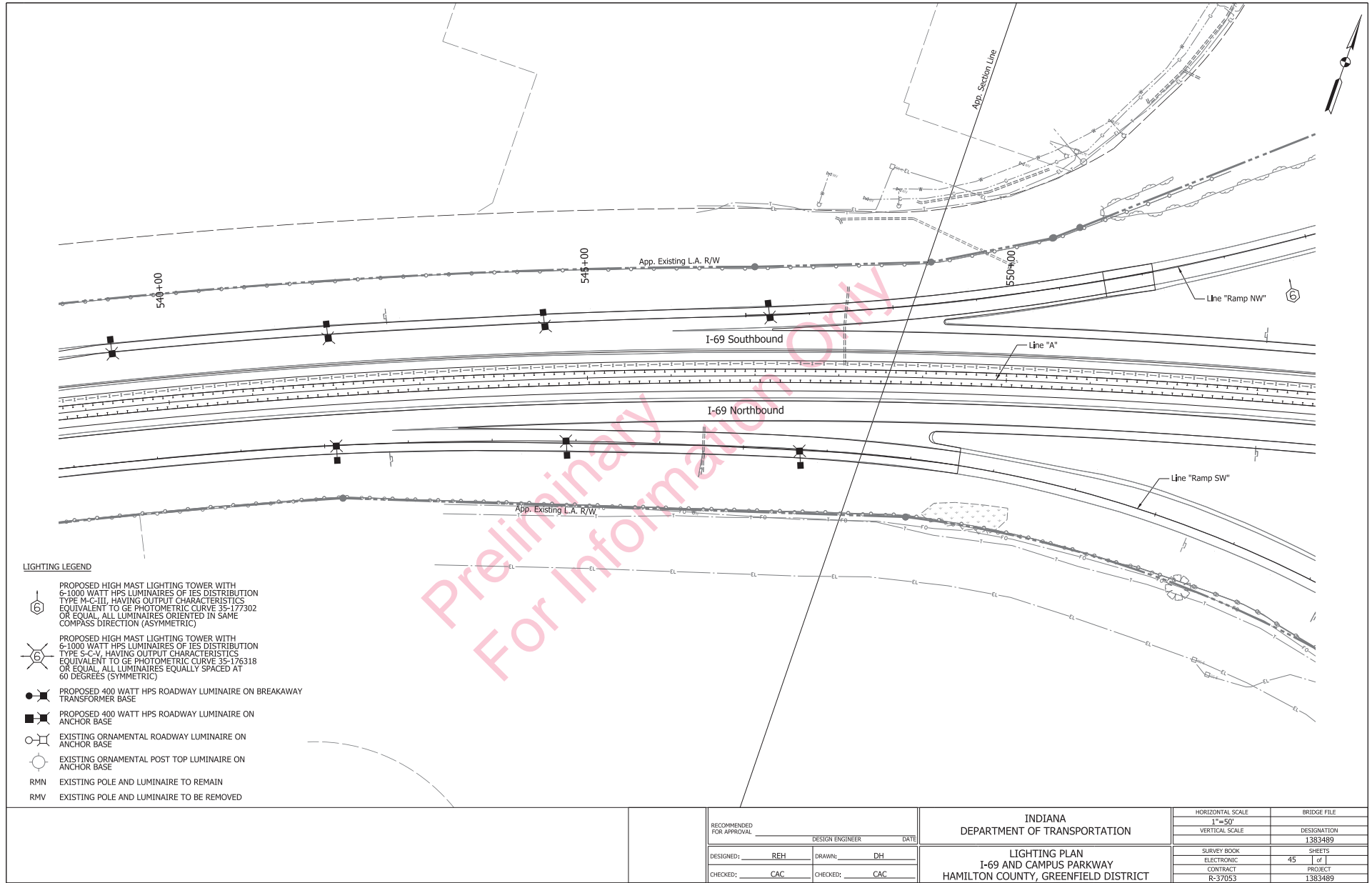
- PROPOSED HIGH MAST LIGHTING TOWER WITH 6-1000 WATT HPS LUMINAIRES OF IES DISTRIBUTION TYPE M-C-III, HAVING OUTPUT CHARACTERISTICS EQUIVALENT TO GE PHOTOMETRIC CURVE 35-177302 OR EQUAL, ALL LUMINAIRES ORIENTED IN SAME COMPASS DIRECTION (ASYMMETRIC)
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- RMN EXISTING POLE AND LUMINAIRE TO REMAIN
- RMV EXISTING POLE AND LUMINAIRE TO BE REMOVED











Preliminary For Information Only

	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1"=50' VERTICAL SCALE 1"=10'	BRIDGE FILE DESIGNATION 1383489
	LIGHTING PLAN I-69 AND CAMPUS PARKWAY HAMILTON COUNTY, GREENFIELD DISTRICT	SURVEY BOOK ELECTRONIC CONTRACT R-37053	SHEETS 44 of 1 PROJECT 1383489
RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____	DESIGNED: REH      DRAWING: DH CHECKED: CAC      CHECKED: CAC		

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07-NOV-2014



**LIGHTING LEGEND**

- 
 PROPOSED HIGH MAST LIGHTING TOWER WITH 6-1000 WATT HPS LUMINAIRES OF IES DISTRIBUTION TYPE M-C-III, HAVING OUTPUT CHARACTERISTICS EQUIVALENT TO GE PHOTOMETRIC CURVE 35-177302 OR EQUAL. ALL LUMINAIRES ORIENTED IN SAME COMPASS DIRECTION (ASYMMETRIC)
- 
 PROPOSED HIGH MAST LIGHTING TOWER WITH 6-1000 WATT HPS LUMINAIRES OF IES DISTRIBUTION TYPE S-C-V, HAVING OUTPUT CHARACTERISTICS EQUIVALENT TO GE PHOTOMETRIC CURVE 35-176318 OR EQUAL. ALL LUMINAIRES EQUALLY SPACED AT 60 DEGREES (SYMMETRIC)
- 
 PROPOSED 400 WATT HPS ROADWAY LUMINAIRE ON BREAKAWAY TRANSFORMER BASE
- 
 PROPOSED 400 WATT HPS ROADWAY LUMINAIRE ON ANCHOR BASE
- 
 EXISTING ORNAMENTAL ROADWAY LUMINAIRE ON ANCHOR BASE
- 
 EXISTING ORNAMENTAL POST TOP LUMINAIRE ON ANCHOR BASE
- 
 RMN EXISTING POLE AND LUMINAIRE TO REMAIN
- 
 RMV EXISTING POLE AND LUMINAIRE TO BE REMOVED

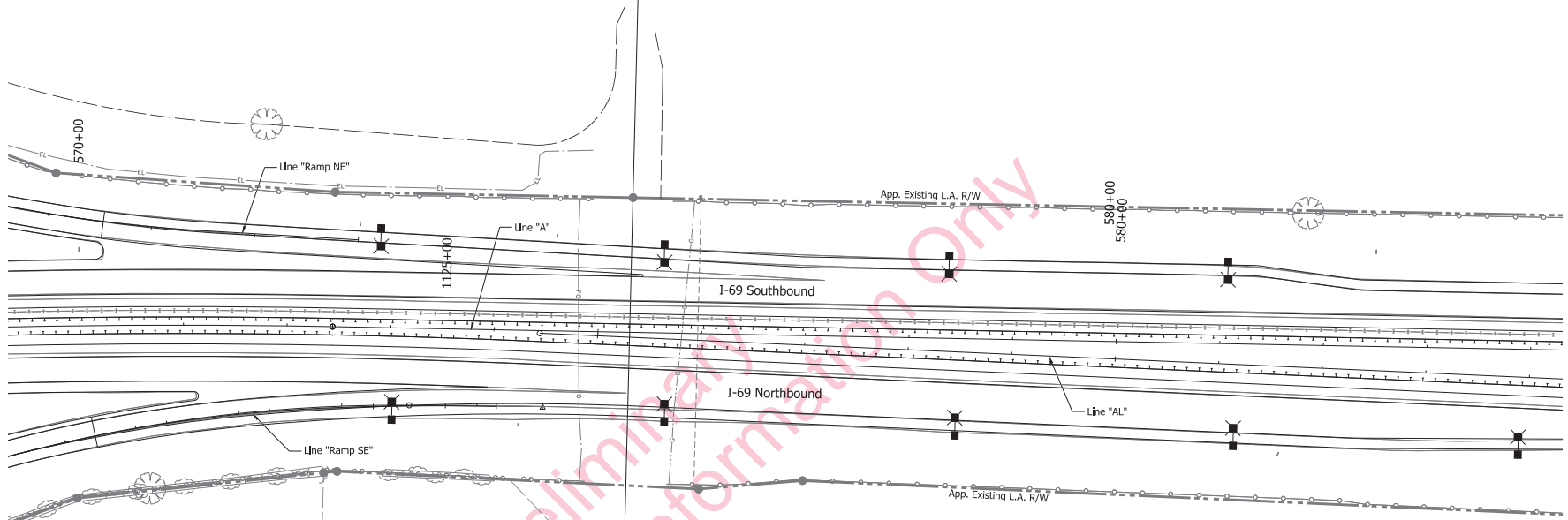
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: REH	DRAWN: DH	
CHECKED: CAC	CHECKED: CAC	

INDIANA  
DEPARTMENT OF TRANSPORTATION







LIGHTING PLAN  
I-69 AND CAMPUS PARKWAY  
HAMILTON COUNTY, GREENFIELD DISTRICT

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	
VERTICAL SCALE	DESIGNATION
	1383489
SURVEY BOOK	SHEETS
ELECTRONIC	45 of 1
CONTRACT	PROJECT
R-37053	1383489

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07-NOV-2014



Preliminary  
For Information Only

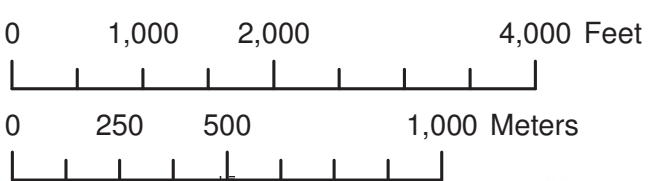
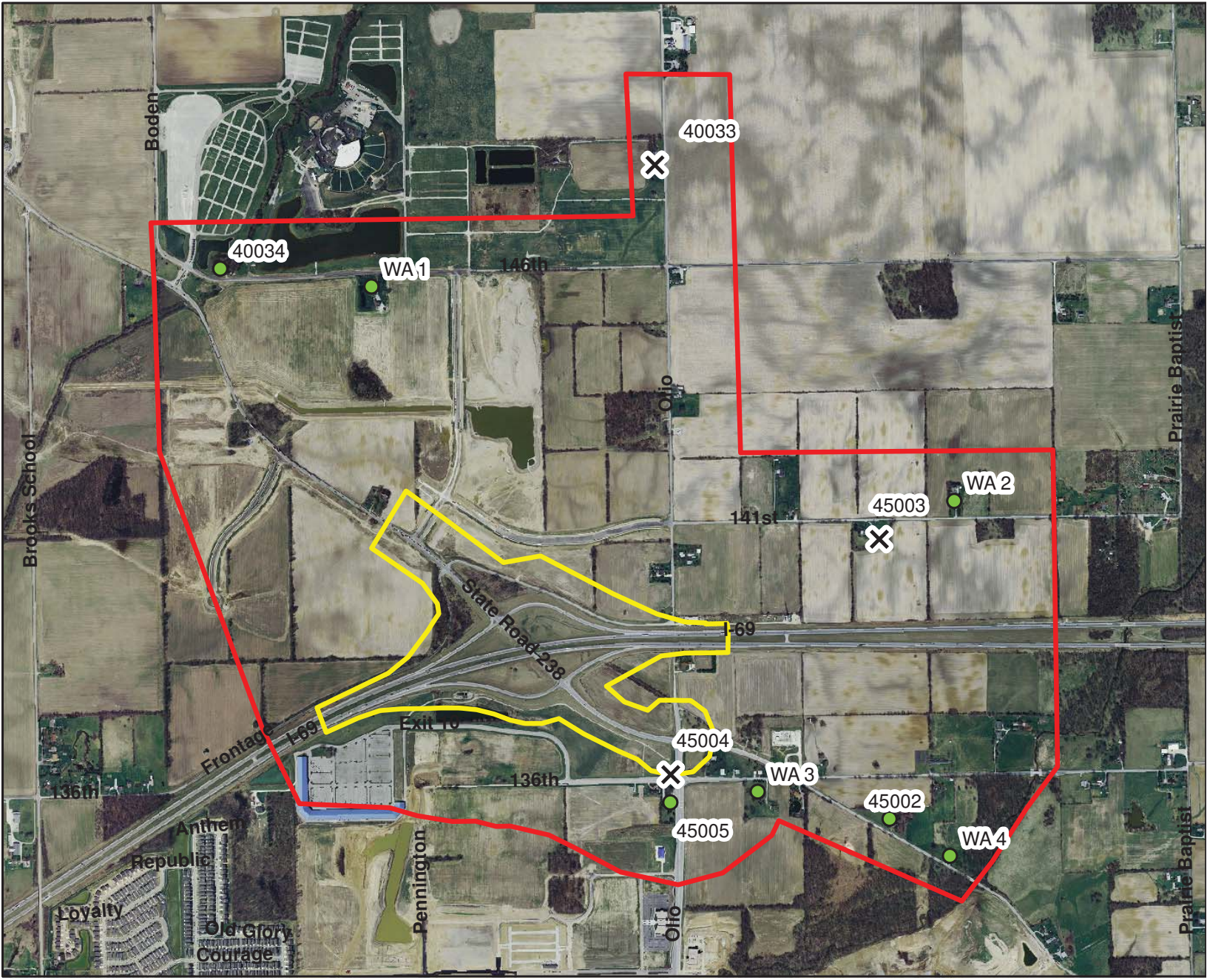
- LIGHTING LEGEND**
-  PROPOSED HIGH MAST LIGHTING TOWER WITH 6-1000 WATT HPS LUMINAIRES OF IES DISTRIBUTION TYPE M-C-III, HAVING OUTPUT CHARACTERISTICS EQUIVALENT TO GE PHOTOMETRIC CURVE 35-177302 OR EQUAL, ALL LUMINAIRES ORIENTED IN SAME COMPASS DIRECTION (ASYMMETRIC)
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  -  PROPOSED 400 WATT HPS ROADWAY LUMINAIRE ON ANCHOR BASE
  -  EXISTING ORNAMENTAL ROADWAY LUMINAIRE ON ANCHOR BASE
  -  EXISTING ORNAMENTAL POST TOP LUMINAIRE ON ANCHOR BASE
  - RMN** EXISTING POLE AND LUMINAIRE TO REMAIN
  - RMV** EXISTING POLE AND LUMINAIRE TO BE REMOVED

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07-NOV-2014

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE _____ DESIGNED: REH DRAWING: DH CHECKED: CAC CHECKED: CAC	<b>INDIANA DEPARTMENT OF TRANSPORTATION</b>  <b>LIGHTING PLAN I-69 AND CAMPUS PARKWAY HAMILTON COUNTY, GREENFIELD DISTRICT</b>	HORIZONTAL SCALE 1"=50' VERTICAL SCALE 1/8"=1'-0"	BRIDGE FILE DESIGNATION 1383489  SHEETS ELECTRONIC 46 of 1 PROJECT CONTRACT R-37053 1383489
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# Section 106

## APPENDIX B. Maps



	Contributing Property
	No Longer Extant
	APE
	Project Location



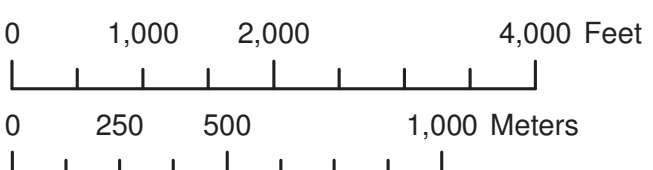
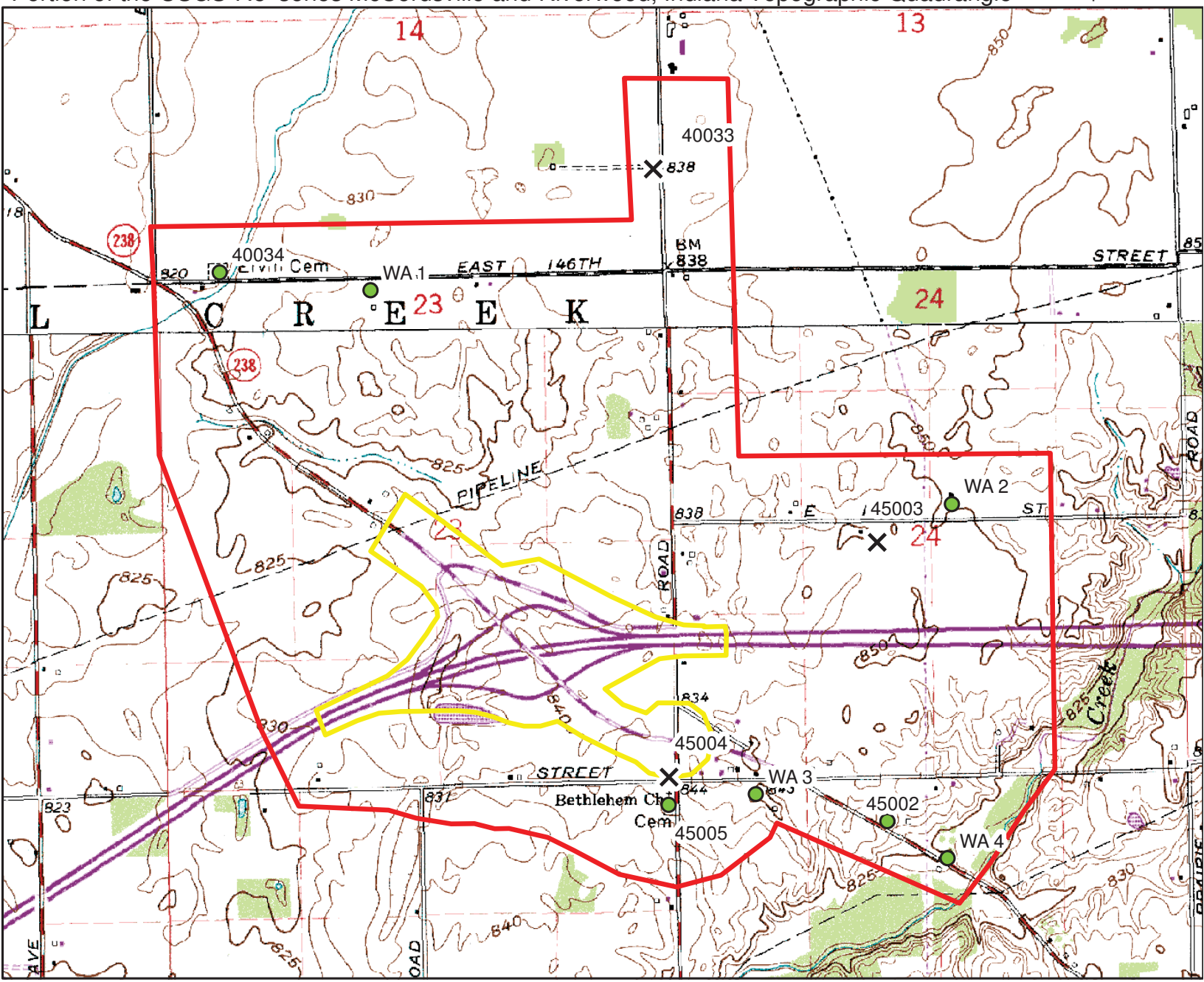
# WEINTRAUT & ASSOCIATES, INC.

Note: Information shown on this map is not warranted for accuracy or merchantability. GIS data used to create this map are from the best known sources existing at this time. However, experience shows that many national datasets are not all inclusive. Use of this map should be limited to planning, and should not replace field review or background checks with other sources. It is intended to serve as an aid in graphic representation only. This map does not represent a legal document.

I-69 Interchange at Campus Parkway, Exit 210  
 Fall Creek and Wayne Townships, Hamilton County, Indiana  
 Des. No.: 1383489



Portion of the USGS 7.5' series McCordsville and Riverwood, Indiana Topographic Quadrangle April 8, 2014



	Contributing Property
	No Longer Extant
	APE
	Project Location

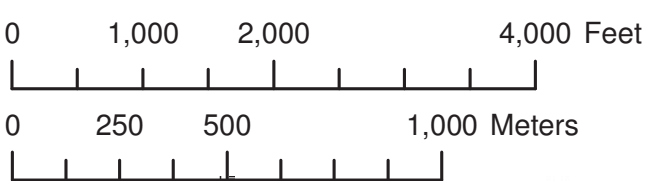
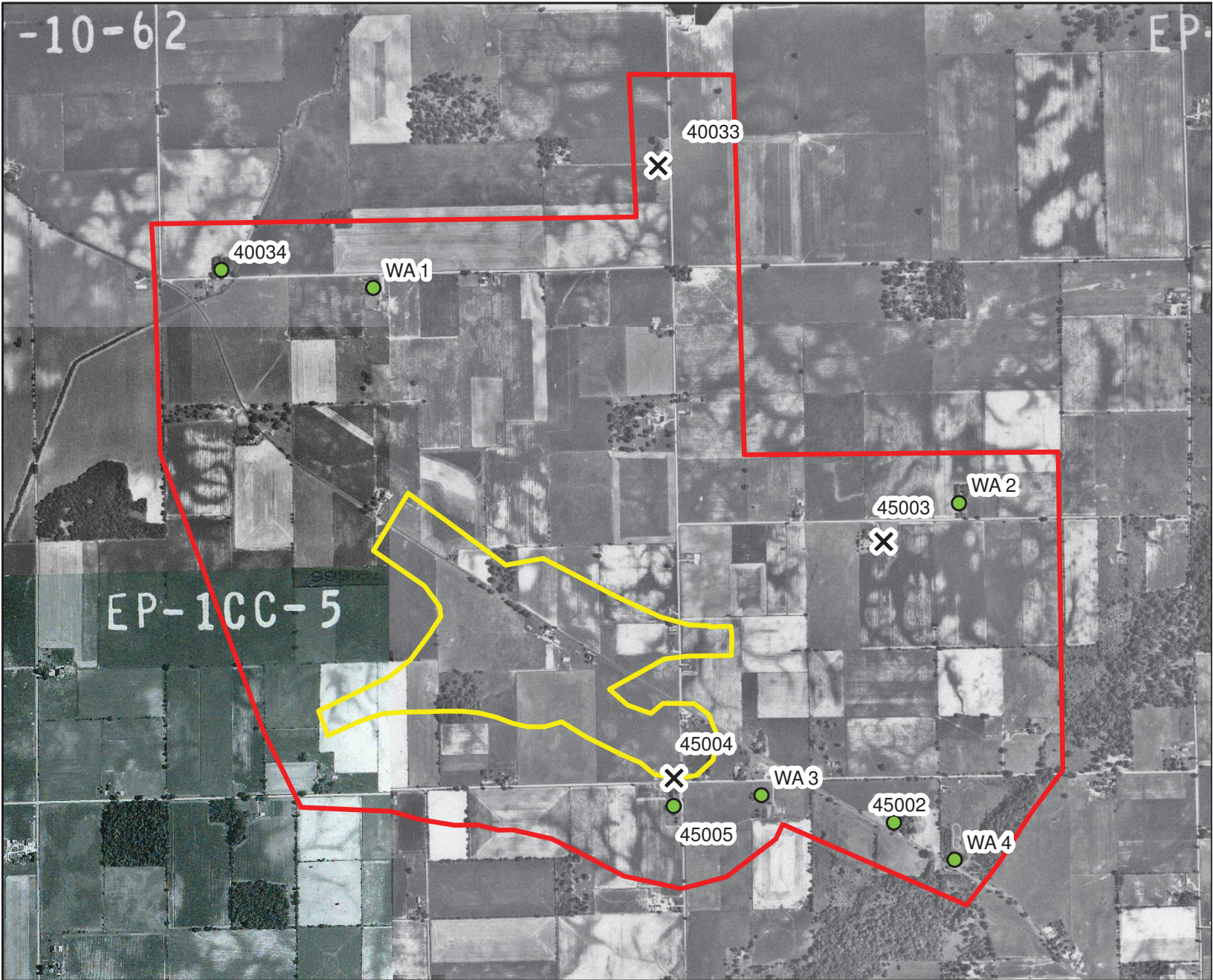


# WEINTRAUT & ASSOCIATES, INC.

Note: Information shown on this map is not warranted for accuracy or merchantability. GIS data used to create this map are from the best known sources existing at this time. However, experience shows that many national datasets are not all inclusive. Use of this map should be limited to planning, and should not replace field review or background checks with other sources. It is intended to serve as an aid in graphic representation only. This map does not represent a legal document.



April 8, 2014

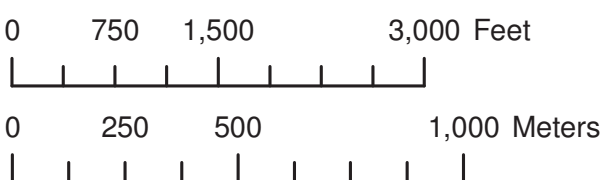
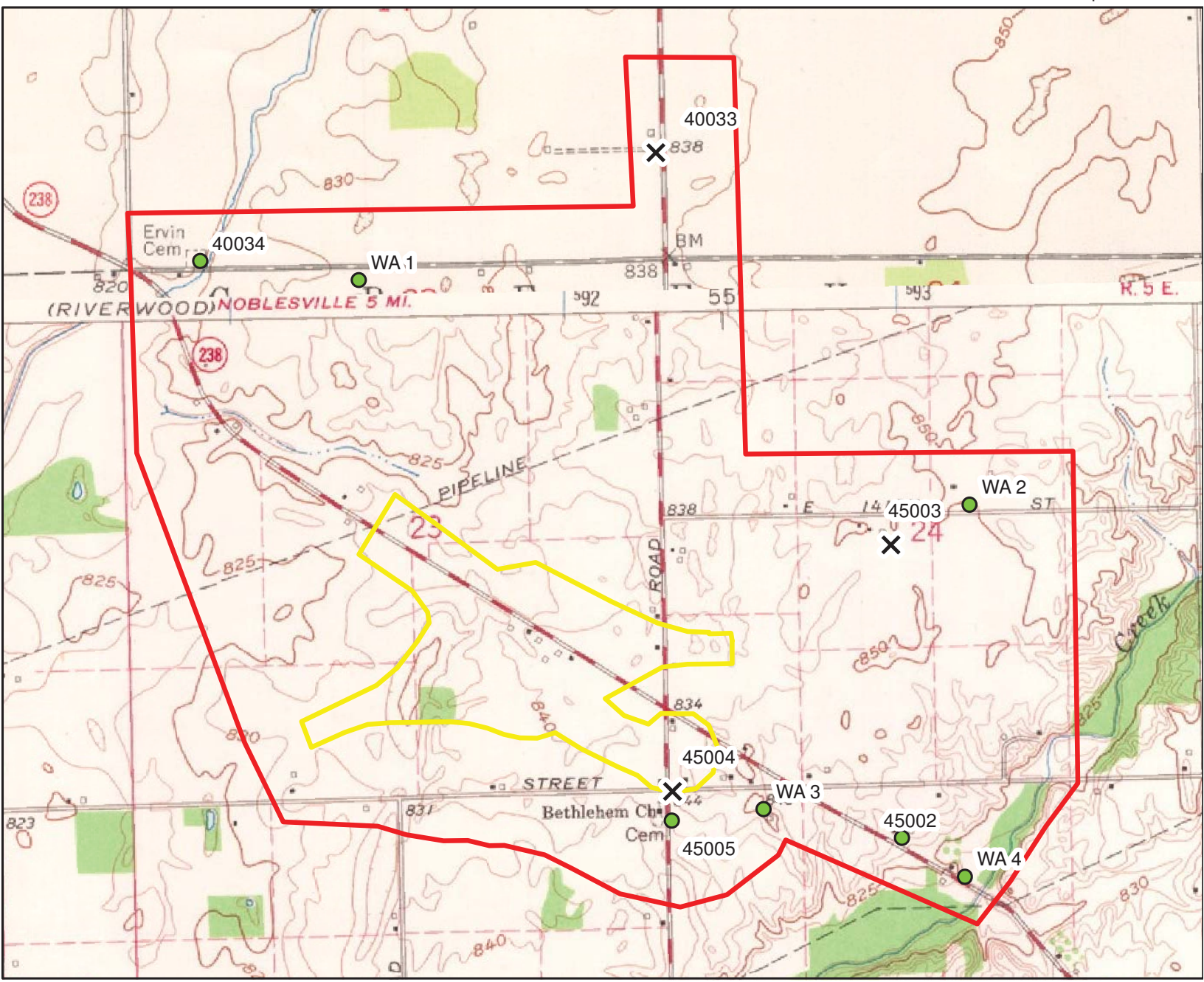


	Contributing Property
	No Longer Extant
	APE
	Project Location



# WEINTRAUT & ASSOCIATES, INC.

Note: Information shown on this map is not warranted for accuracy or merchantability. GIS data used to create this map are from the best known sources existing at this time. However, experience shows that many national datasets are not all inclusive. Use of this map should be limited to planning, and should not replace field review or background checks with other sources. It is intended to serve as an aid in graphic representation only. This map does not represent a legal document.



- Contributing Property
- ✕ No Longer Extant
- APE
- Project Location



# WEINTRAUT & ASSOCIATES, INC.

Note: Information shown on this map is not warranted for accuracy or merchantability. GIS data used to create this map are from the best known sources existing at this time. However, experience shows that many national datasets are not all inclusive. Use of this map should be limited to planning, and should not replace field review or background checks with other sources. It is intended to serve as an aid in graphic representation only. This map does not represent a legal document.

# Section 106

## APPENDIX C. Consulting Party List

**I-69 Interchange Hamilton County  
Invited Consulting Parties  
Highlighting Indicates Acceptance of Consulting Party Invitation**

**Agencies copied on documents:**

**Mary Kennedy, Senior Environmental Manager**

Indiana Department of Transportation,  
Office of Environmental Services  
100 N. Senate Avenue  
IGCN, Room 642  
Indianapolis, IN 46204  
(317) 232-5215  
mkennedy@indot.in.gov

**Richard J. Marquis, Division Administrator**

Indiana Division, Federal Highway Administration  
575 N. Pennsylvania Street, Room 254  
Indianapolis, IN 46204

**SHPO**

**State Historic Preservation Officer**

Indiana Department of Natural Resources  
Division of Historic Preservation and Archaeology  
402 W. Washington Street, W274  
Indianapolis, IN 46204-2739

**Invited Consulting Parties**

**Indiana Landmarks – Central Regional Office**

1201 Central Avenue  
Indianapolis, IN 46202  
(317) 639-4534  
info@indianalandmarks.org  
central@indianalandmarks.org

**David Heighway, Hamilton County Historian**

140 N. 15th Street  
Noblesville, IN 46060  
Home Phone: (317) 773-2142  
Work Phone: (317) 770-3222  
heighwayd@earthlink.net

**Hamilton County Historical Society**

Diane Nevitt, Director  
P.O. Box 397  
Noblesville, IN 46061-0397  
(317) 770-0775  
hamiltoncomuseum@att.net

**Hamilton County Genealogy Society**

Kathy A. Venable, President  
111 Beechmont Drive.  
Carmel, IN 46032  
(317) 846-5714  
Kathyvena@att.net

**Carmel-Clay Historical Society**

Katherine Dill, Director  
211 1st Street SW  
Carmel, IN 46032-2003  
(317) 846-7117  
carmelclayhistory@yahoo.com

**Fishers Historic Preservation Committee**

Michael Quinn, Chairperson  
1 Municipal Drive  
Fishers, IN 46038  
Phone: 317-595-3120  
[mike.quinn@cliftonpa.com](mailto:mike.quinn@cliftonpa.com)

**Noblesville Preservation Alliance**

Charlie Hyde, President  
P. O. Box 632  
Noblesville, IN 46060  
Phone: 317-773-4549  
[info@noblesvillepreservation.com](mailto:info@noblesvillepreservation.com)  
Affiliate member of Indiana Landmarks

**City of Noblesville**

John Ditslear, Mayor  
16 S 10<sup>th</sup> Street  
Noblesville, IN 46060  
[jditslear@noblesville.in.us](mailto:jditslear@noblesville.in.us)  
Phone: 317-776-6324

**Hamilton County Commissioners**

1 Hamilton County Square  
Suite 157  
Noblesville, IN 46060

**Noblesville Chamber of Commerce**

Bob DuBois, President  
601 E. Conner Street  
Noblesville, IN 46060  
(317) 773-0086

**Indianapolis Metropolitan Planning Organization (MPO)**

200 East Washington Street, Suite 1922  
Indianapolis, IN 46204  
(317) 327-5950

**Consulting Party Response: I-69 Interchange Modification at Campus  
Parkway, Exit 210**

You are hereby invited to be a consulting party. As a consulting party you will participate in consultation to identify and evaluate historic properties, assess effects, and resolve any adverse effects. Please complete and return this postcard. Check if you "do" or "do not" wish to be a consulting party for the following project. Thank you.

We "do" wish to be a consulting party for:

I-69 Interchange Modification at Campus Parkway, Exit 210

We "do not" wish to be a consulting party

Name Mark Dollace  
Organization Indiana Landmarks  
Address 1201 Central Ave  
Indianapolis, IN 46202  
Telephone Number 317 639 4534 Fax \_\_\_\_\_  
E-mail Address mdollace@indianalandmarks.org

**Consulting Party Response: I-69 Interchange Modification at Campus Parkway, Exit 210**

You are hereby invited to be a consulting party. As a consulting party you will participate in consultation to identify and evaluate historic properties, assess effects, and resolve any adverse effects. Please complete and return this postcard. Check if you "do" or "do not" wish to be a consulting party for the following project. Thank you.

We "**do**" wish to be a consulting party for:

- I-69 Interchange Modification at Campus Parkway, Exit 210
- We "**do not**" wish to be a consulting party

Name Diane Nevitt  
Organization HAMILTON COUNTY HISTORICAL SOCIETY  
Address PO BOX 397  
NOBLESVILLE IN 46061  
Telephone Number 317-770-0775 Fax SAME  
E-mail Address HAMILTON CO MUSEUM @ ATT.NET

**Consulting Party Response: I-69 Interchange Modification at Campus Parkway, Exit 210**

You are hereby invited to be a consulting party. As a consulting party you will participate in consultation to identify and evaluate historic properties, assess effects, and resolve any adverse effects. Please complete and return this postcard. Check if you "do" or "do not" wish to be a consulting party for the following project. Thank you.

We "**do**" wish to be a consulting party for:

- I-69 Interchange Modification at Campus Parkway, Exit 210
- We "**do not**" wish to be a consulting party

Name Katherine Dill  
Organization Carmel Clay Historical Society  
Address 211 J Street SW  
Carmel IN 46032  
Telephone Number 317-846-2117 Fax \_\_\_\_\_  
E-mail Address CarmelClayHistory@yahoo.com

# Section 106

## APPENDIX D. Photographs



I34th Street and Olio Road looking N into APE



I34th Street and Olio Road looking NE into APE



I34th Street and Olio Road looking NW into APE



I36th Street and Minden Street\_Looking N1



I36th Street and Minden Street\_Looking N2



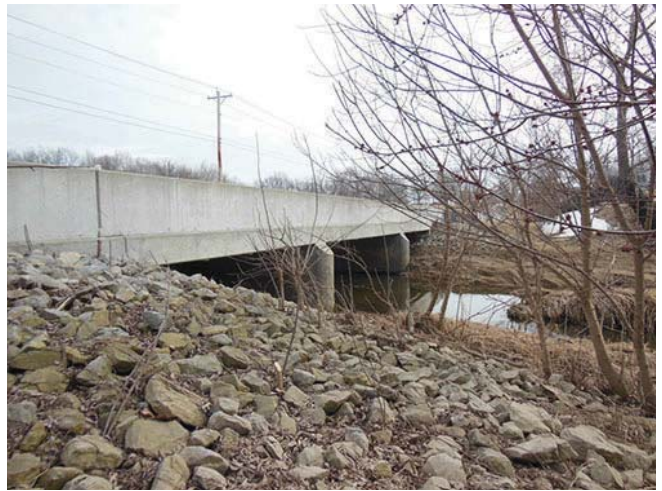
I36th Street and Minden Street\_Looking W

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136th Street\_13914 Southeastern Parkway looking N



136th Street\_Bridge crossing Mud Creek looking NE to substructure



146th Street and Bergen Boulevard looking S



40033\_Olio Road looking W



40034\_146th Street\_Ervin Cemetery looking NW



40034\_146th Street\_Ervin Cemetery looking NW 2

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40034\_I46th Street\_Ervin Cemetery looking NW to fence posts



45002\_Southeastern Parkway\_Barn NW of I4362 Southeastern Parkway looking N



45002\_Southeastern Parkway\_Barn NW of I4362 Southeastern Parkway looking NW



45002\_Southeastern Parkway\_Barn NW of I4362 Southeastern Parkway looking SE



45005\_Olio Road\_Bethlehem Brethren Church and Cemetery looking NE



45005\_Olio Road\_Bethlehem Brethren Church and Cemetery looking S

WEINTRAUT & ASSOCIATES, INC.



45005\_Olio Road\_Bethlehem Brethren Church and Cemetery looking SE



45005\_Olio Road\_Bethlehem Brethren Church and Cemetery looking SW



45005\_Olio Road\_Bethlehem Brethren Church and Cemetery looking W



Campus Parkway and Bergen Boulevard looking ESE



Campus Parkway and Bergen Boulevard looking NNE



Campus Parkway and Bergen Boulevard looking NNW

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Campus Parkway and Bergen Boulevard looking NW



Campus Parkway and Bergen Boulevard looking SE



Campus Parkway and Bergen Boulevard looking WNW



Campus Parkway and Corporate Parkway looking ESE



Campus Parkway and Corporate Parkway looking N



Campus Parkway and Corporate Parkway looking NE

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WEINTRAUT & ASSOCIATES, INC.



Campus Parkway and Corporate Parkway looking SE



Campus Parkway and Corporate Parkway looking SW

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WEINTRAUT & ASSOCIATES, INC.

# Section 106

## APPENDIX E. Report Summaries



**Historic Property Report**  
**I-69 Interchange Modification at Campus Parkway, Exit 210**  
**Fall Creek and Wayne Townships, Hamilton County, Indiana**  
**Des. No.: 1383489**

Prepared for  
**Indiana Department of Transportation/  
Federal Highway Administration**

Prepared by  
**WEINTRAUT & ASSOCIATES, INC.**  
Principal Investigator: Dr. Linda Weintraut  
Authors: Bethany Natali, M.A. and Kelly Lally Molloy, M.A.  
P.O. Box 5034  
Zionsville, Indiana 46077  
317.733.9770  
Linda@weintrautinc.com

April 2014

# I-69 Interchange Modification at Campus Parkway, Exit 210 Fall Creek and Wayne Townships, Hamilton County, Indiana Des. No.: 1383489 | Executive Summary:

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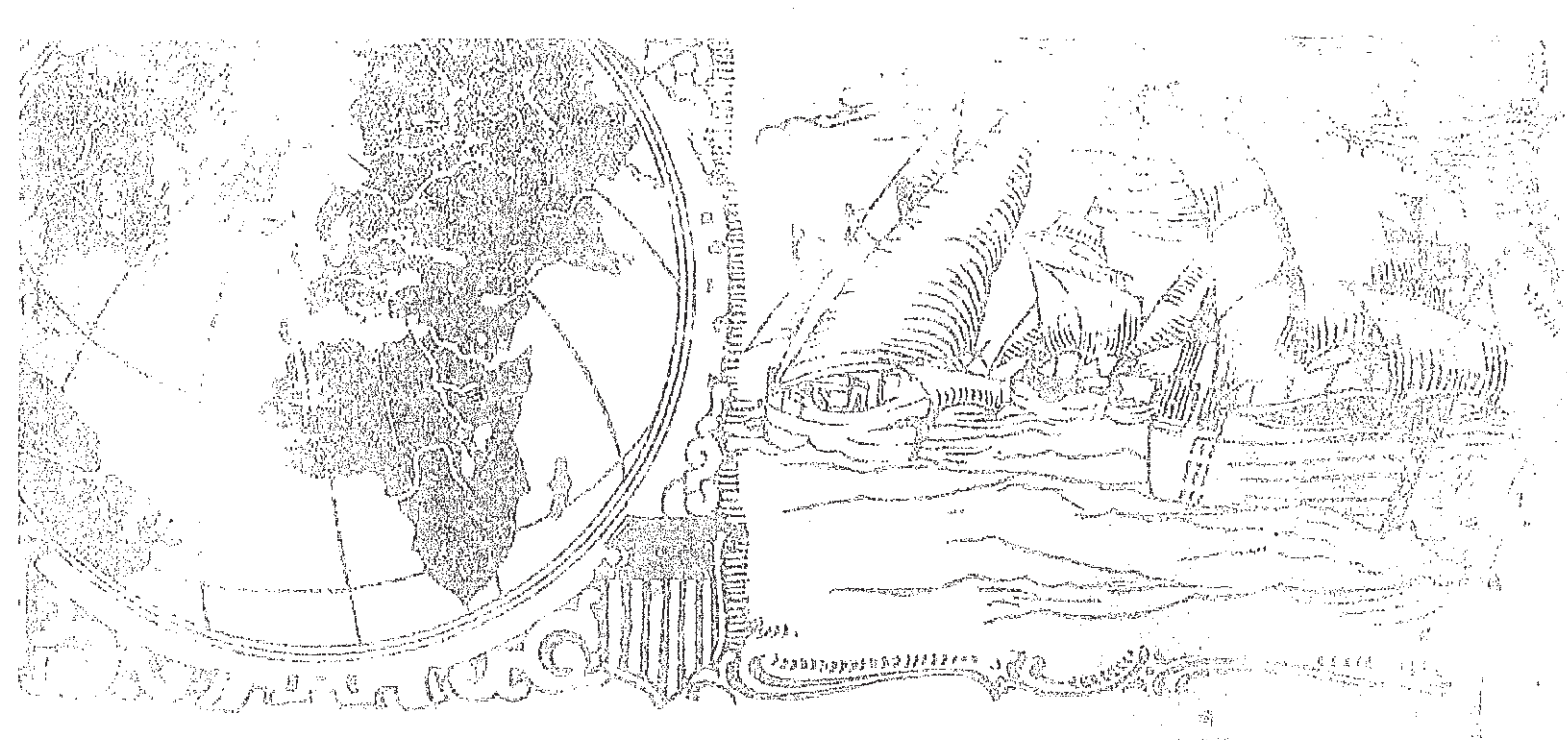
The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) are planning an I-69 Interstate Expansion from 106th St in Fishers to Exit 226 (SR 9 & 109 in Anderson), in Hamilton and Madison Counties. This expansion has been broken into multiple projects with independent utility and logical termini. This report is being conducted for Project 2 (Des. No. 1383489), an interchange modification project at Exit 210 (Campus Parkway) to improve the interchange of I-69 at Campus Parkway, which is experiencing an insufficient Level of Service (LOS) during peak traffic hours. While the LOS of the current interchange has not yet been modeled, observations have noted the poor LOS at the interchange. The current interchange type is a diamond interchange with signalized ramp terminals. An interchange modification project is proposed for the interchange to improve the LOS. While all interchange types will be considered as possible improvements, the limited right-of-way in the vicinity of the interchange will make the following interchange types most likely to be selected: partial-cloverleaf interchange, tight diamond interchange with roundabouts at the ramp termini, single point urban interchange, and double-crossover diamond interchange. The primary factors in determining the modifications selected will be construction

costs, LOS rating, traffic safety, land acquisition costs, environmental impacts and cultural resources impacts.

The Area of Potential Effects (APE) is “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist” [36 CFR § 800.16(d)]. The APE was drawn to include properties that may be impacted by project activities.

Project personnel for Weintraut & Associates, Inc. (W&A), who meet the Secretary of the Interior’s Professional Standards and who are historians listed as Qualified Professionals by the Indiana Department of Natural Resources (IDNR), Indiana Division of Historic Preservation & Archaeology (DHPA), identified and evaluated resources for this project.

Historians for W&A recommend no properties eligible for inclusion in the National Register of Historic Places.



**Indiana Archaeological Short Report**  
**I-69 Interchange Modification at Campus Parkway, Exit 210,**  
**in Hamilton County, Indiana**  
**Des. No.: 1383489**

Prepared for  
**Indiana Department of Transportation /**  
**Federal Highway Administration**

Prepared by  
**WEINTRAUT & ASSOCIATES, INC.**

Principal Investigator: Jason Goldbach, M.A., R.P.A.

With contributions from: Bethany Hughes

P.O. Box 5034

Zionsville, Indiana

(317) 733-9770

(Jason@weintrautinc.com)

**September 23, 2014**



# INDIANA ARCHAEOLOGICAL SHORT REPORT

State Form 54566 (1-11)

INDIANA DEPARTMENT OF NATURAL RESOURCES  
DIVISION OF HISTORIC PRESERVATION  
AND ARCHAEOLOGY

402 West Washington Street, Room W274  
Indianapolis, Indiana 46204-2739  
Telephone Number: (317) 232-1646  
Fax Number: (317) 232-0693  
E-mail: dhpa@dnr.IN.gov

Where applicable, the use of this form is recommended but not required by the Division of Historic Preservation and Archaeology.

Author: Jason Goldbach and Bethany Hughes

Date (month, day, year): September 23, 2014

Project Title: Interstate 69 Interchange Modification at Campus Parkway, Exit 210, in Hamilton County, Indiana

## PROJECT OVERVIEW

Project Description:

The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) are planning an I-69 Interstate Expansion from 106<sup>th</sup> Street in Fishers to Exit 226 (State Roads [SR] 9 & 109 in Anderson), in Hamilton and Madison Counties. This expansion has been broken into multiple projects with independent utility and logical termini. This report is being conducted for Project 2 (Des. No.: 1383489), an interchange modification at Campus Parkway, Exit 210.

Existing Conditions: Improvements have recently been completed on Campus Parkway/Southeastern Parkway on both sides of the interchange. Prior to that work, the cross road was a simple, rural 2-lane road and was referred to as SR 238 (Greenfield Ave locally) where it connected Noblesville and Fortville. Now the SR 238 designation has been relinquished. The City of Noblesville refers to the road as Campus Parkway while the Town of Fishers refers to it as Southeastern Parkway.

The current interchange type is a diamond interchange with signalized ramp terminals. The bridge has one through-lane and one left-turn lane going eastbound, and two through-lanes and one left-turn lane going westbound.

Improvements to the existing interchange such as added auxiliary lanes will be considered. Transportation System Management (TSM) improvements such as ramp metering and signal coordination will also be considered. In addition, modification to the interchange type will be considered. While all interchange types will be considered as possible improvements, the limited right-of-way in the vicinity of the interchange will make the following interchange types most likely to be selected: partial-cloverleaf interchange, tight diamond with roundabouts at the ramp termini, single point urban interchange, and double-crossover diamond interchange. The primary factors in determining the modifications selected will be construction costs, Level of Service (LOS) rating, traffic safety, land acquisition costs, environmental impacts and cultural resources impacts.

Right-of-Way: No new permanent and/or temporary ROW will be required for this project depending upon the type of improvements selected for this undertaking. This survey includes areas outside of existing ROW which were subsequently excluded from the preferred alternative.

INDOT Designation Number/ Contract Number: 1383489 Project Number:

DHPA Number: Approved DHPA Plan Number:

Prepared For: Parsons

Contact Person: Daniel J. Miller

Comments: The preferred alternative is entirely within the existing ROW of the I-69 and Campus Parkway (Old SR 238) interchange. This area is heavily disturbed and is unlikely to have any archaeological deposits in their original context.

### RESULTS

- Archaeological records check has determined that the project area does not have the potential to contain archaeological resources.
- Archaeological records check has determined that the project area has the potential to contain archaeological resources.
- Phase Ia reconnaissance has located no archaeological resources in the project area.
- Phase Ia reconnaissance has identified landforms conducive to buried archaeological deposits.

Actual Area Surveyed hectares: 19.47 acres: 48.12

Comments: Within the vicinity of site 12H0661, the area was shovel tested at a 15-m interval. No archaeological materials were recovered from these tests.

### RECOMMENDATION

- The archaeological records check has determined that the project area has the potential to contain archaeological resources and a Phase Ia archaeological reconnaissance is recommended.
- The archaeological records check has determined that the project area does not have the potential to contain archaeological resources and no further work is recommended before the project is allowed to proceed.
- The Phase Ia archaeological reconnaissance has located no archaeological sites within the project area and it is recommended that the project be allowed to proceed as planned.
- The Phase Ia archaeological reconnaissance has determined that the project area includes landforms which have the potential to contain buried archaeological deposits. It is recommended that Phase Ic archaeological subsurface reconnaissance be conducted before the project is allowed to proceed.
- The Phase Ia archaeological reconnaissance has determined that the project area is within 100 feet of a cemetery and a Cemetery Development Plan is required per IC-14-21-1-26.5.

Cemetery Name:

Other Recommendations/Commitments:

Pursuant to IC-14-21-1, if any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646.

### Attachments

- Figure showing project location within Indiana.
- USGS topographic map showing the project area (1:24,000 scale).
- Aerial photograph showing the project area, land use and survey methods.
- Photographs of the project area.
- Project plans (if available)

# Section 106

## APPENDIX F. Correspondence

# WEINTRAUT & ASSOCIATES, INC.

June 18, 2014

State Historic Preservation Officer  
Indiana Department of Natural Resources  
Division of Historic Preservation and Archaeology  
402 W. Washington Street, W274  
Indianapolis, IN 46204-2739

**Re: INDOT Designation No: 1383489**

**Location: Fall Creek and Wayne Townships, Hamilton County, Indiana**

**Description: I-69 Interchange Modification at Campus Parkway, Exit 210**

Dear Mitch Zoll,

The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) are planning an I-69 Interstate Expansion from 106<sup>th</sup> Street in Fishers to Exit 226 (SR 9 & 109 in Anderson), in Hamilton and Madison Counties. This expansion has been broken into multiple projects with independent utility and logical termini. This study is being conducted for Project 2 (Des. No. 1383489), an interchange modification project at Exit 210 (Campus Parkway). We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the projects' environmental impacts.

**Purpose and Need:** The need for this project stems from traffic congestion issues that currently exist at this interchange. The interchange is experiencing an insufficient Level of Service (LOS) during peak traffic hours. LOS is a rating for traffic congestion, with LOS A indicating little to no delay and LOS F indicating serious congestion and delay. An INDOT study conducted in the fall of 2012 noted, "Southbound [SB] I-69 experiences congestion and reduction of travel speed during the AM peak hours, especially as traffic approaches Exit 205. Northbound [NB] I-69 also experiences congestion and long queues at Exit 210's NB exit during the PM peak hours, especially during events at the Klipsch Music Center (though traffic data collected does not take into account such events)."

Traffic Data was recently analyzed using Highway Capacity Manual methodology in Highway Capacity Software (HCS). The northbound ramp is currently operating at an LOS D, while the southbound ramp is operating at an LOS C. Both ramp termini are predicted to operate at an LOS F in the design year, 2035. The results show unacceptable LOS for both existing and future traffic for the interchange.

The purpose of this project is to improve overall traffic operation by reducing congestion at this interchange.

**Existing Conditions:** Improvements have recently been completed on Campus Parkway/Southeastern Parkway on both sides of the interchange. Prior to that work, the cross road was a simple, rural 2-lane road and was referred to as SR 238 (Greenfield Ave. locally) where it connected Noblesville and Fortville. Now the SR 238 designation has been relinquished. The City of Noblesville refers to the road as Campus Parkway while the Town of Fishers refers to it as Southeastern Parkway.

The current interchange type is a diamond interchange with signalized ramp terminals. The bridge has one through-lane and one left-turn lane going eastbound, and two through-lanes and one left-turn lane going westbound.

**Proposed Project 2: I-69 Interchange Modification at Campus Parkway, Exit 210**

An interchange modification project is proposed for the interchange to improve the LOS. Improvements to the existing interchange such as added auxiliary lanes will be considered. Transportation System Management (TSM) improvements such as ramp metering and signal coordination will also be considered. In addition, modification to the interchange type will be considered. While all interchange types will be considered as possible improvements, the limited right-of-way in the vicinity of the interchange will make the following interchange types most likely to be selected: partial-cloverleaf interchange, tight diamond with roundabouts at the ramp termini, single point urban interchange, and double-crossover diamond interchange. The primary factors in determining the modifications selected will be construction costs, LOS rating, traffic safety, land acquisition costs, environmental impacts and cultural resources impacts.

**Right-of-Way (ROW):** New permanent and/or temporary ROW may be required for this project depending upon the type of improvements selected for this undertaking. This survey has utilized extents that take into account the maximum amount of ROW that may be required.

**Section 106 of the National Historic Preservation Act:** Section 106 requires federal agencies to take into account the effects of their undertaking on historic properties (both archaeological and structures). Pursuant to 36 CFR 800.2(c), you are hereby invited to be a consulting party to participate in efforts to identify historic properties that may be affected by the undertaking, assess the effects of the undertaking on historic properties, and seek ways to avoid, minimize, or mitigate adverse effects on historic properties. Historic Properties are properties that are listed or eligible for listing in the NRHP. The intent of this letter is to provide you an opportunity to become a consulting party by responding to the invitation via the enclosed post card.

The following individuals, agencies and organizations have been invited to be consulting parties:

- Indiana State Historic Preservation Officer
- Indiana Landmarks – Central Regional Office
- Hamilton County Historian
- Hamilton County Historical Society

- Hamilton County Genealogy Society
- Carmel-Clay Historical Society
- Fishers Historic Preservation Committee
- Noblesville Preservation Alliance
- City of Noblesville
- Hamilton County Commissioners
- Noblesville Chamber of Commerce
- Indianapolis MPO

Per 36 CFR 800.3(f), the State Historic Preservation Officer (SHPO) is requested to notify this office if the SHPO is aware of any other individuals, agencies, or organizations which may be "entitled to become consulting parties."

Enclosed with this letter is one electronic copy of the Historic Property Report (HPR) prepared by Weintraut & Associates, Inc. for your review, should you chose to participate in consultation on this project. The report was reviewed and approved by the INDOT-Cultural Resources Office (CRO) on May 19, 2014. Weintraut & Associates is not recommending any properties eligible for listing in the NRHP. The results of the archaeological investigation will be forwarded to the SHPO for review and comment when it is completed.

To facilitate the development of this project, please respond with your comments on the HPR **within thirty (30) days** from the date of receipt of this letter. Should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. Please direct comments to Linda Weintraut at the address below or via email at [Linda@weintrautinc.com](mailto:Linda@weintrautinc.com).

Sincerely,



Linda Weintraut, Ph.D.  
 Weintraut & Associates, Inc.  
 PO Box 5034  
 Zionsville, Indiana 46077  
 Phone: 317-733-9770

Enclosures

Cc: Indiana State Historic Preservation Officer  
 Indiana Landmarks – Central Regional Office  
 Hamilton County Historian  
 Hamilton County Historical Society  
 Hamilton County Genealogy Society  
 Carmel-Clay Historical Society  
 Fishers Historic Preservation Committee

Noblesville Preservation Alliance  
City of Noblesville  
Hamilton County Commissioners  
Noblesville Chamber of Commerce  
Indianapolis MPO  
Emc: Richard J. Marquis, FHWA  
Mary E. Kennedy, INDOT-CRO  
Daniel J. Miller, Parsons