

Appendix D

Early Coordination

October 2, 2017

<<Title>>
 <<Company Name>>
 <<Company Name2>>
 <<Company Name3>>
 <<Address1>>
 <<Address2>>
 <<City>>, <<State>> <<Zip Code>>

Re: Des. No.: 1400071
 Interchange Modification (I-65 at SR 267) and
 New Interchange (I-65 at Boone County Road 550 South)
 Boone County, Indiana
Environmental Early Coordination

Dear <<Title>> <<Last Name>>:

The Indiana Department of Transportation (INDOT) intends to proceed with the aforementioned modification of the existing I-65 at SR 267 interchange and the construction of a new I-65 interchange at Boone County Road 550 South (CR550S) in Boone County, Indiana. The project will utilize federal funds. This letter is part of the early coordination phase of the National Environmental Policy Act (NEPA) 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.

Mainline I-65 currently carries approximately 72,000 vehicles per day in the project area with three northbound 12' travel lanes, three southbound 12' travel lanes, 10' paved inside shoulders, 11' paved outside shoulders, and a 16' grass median with double-faced guardrail. The existing I-65 right-of-way is approximately 360'.

This area is currently experiencing aggressive industrial, commercial, and residential growth with all indications that growth will continue. The project need is to solve existing deficient traffic operations at the I-65 at SR 267 interchange and lack of capacity for future growth. The purpose of the project is to improve connectivity between the interstate system and the local road network to provided desirable traffic operations and accessibility both now and in the future. The project will reconstruct the existing I-65 at SR 267 interchange and construct a new I-65 at CR550S interchange. No additional lanes are proposed for mainline I-65.

SR 267 Interchange

The existing I-65 at SR 267 interchange has a diamond configuration with a separate northbound I-65 to eastbound Albert White Boulevard slip ramp to serve the high-traffic generating Amazon warehouse and adjacent industrial facilities in the southeast quadrant of the interchange. In each direction of SR 267 within the interchange, there is a single thru travel lane and a pocket left turn lane in each direction from SR 267 to the I-65 northbound and southbound entrance ramps. The southbound I-65 exit ramp has a shared left/thru/right lane at the signalized junction with SR 267. The northbound I-65 exit lane has a separate left and a shared thru/right lane at its signalized junction with SR 267. The surrounding land use is either industrial, heavy commercial or open agricultural. The open agricultural will likely be converted to industrial, commercial, or residential in the future.

Boones Pond, a Section 4(f) recreational facility, is located north of Perry Worth Road in the northeast quadrant of the interchange. Multiple wetland areas exist within the interchange and just outside of the interchange ramps. One of these wetlands, located just outside the ramp in the southeast quadrant of the interchange, is approximately 2 acres in size.

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

CR550S Interchange

There is currently no I-65 at CR550S interchange or grade separation. INDOT proposes to construct a new urban interchange at this location. The interchange will provide an adequate number of CR550S travel lanes and an adequate number of turn lanes at signalized ramp junctions to operate at an adequate level in the 2040 design year. Etter Ditch flows from northeast to southwest through the northwest quadrant of the proposed interchange and will likely require some relocation to accommodate the future southbound I-65 exit ramp to CR550S.

New terrain CR550S will be constructed from Indianapolis Boulevard, through the new I-65 interchange, and east to tie into existing CR550S, east of the interchange. Perry Worth Road will be relocated to the east and serve as a frontage road. The surrounding land use is primarily open and agricultural, likely to be converted to industrial, commercial, or residential in the future. It is anticipated that this new interchange will require the acquisition of approximately 55.0 acres of new permanent right-of-way, including the relocation/demolition of a hog barn facility east of I-65 and north of CR550S.

The NEPA process will evaluate reasonable interchange alternatives at the I-65 locations with SR 267 and CR550S, and a preferred alternative at each location will be selected in advance of a public hearing. Attachment B contains schematic layouts of the various interchange alternatives currently being investigated at each location. Interchange alternative types being investigated include partial cloverleaf (Parclo), diverging diamond interchange (DDI), single point urban interchange (SPUI), tight diamond interchange (TDI), and conventional diamond interchange.

INDOT also proposes to construct minor pavement widening and restriping at the existing southbound I-65 to eastbound I-865 exit and at the existing northbound I-65 to Whitestown Parkway exit to improve traffic operations at these exits. Improvements at these two locations are anticipated to fit within the existing right-of-way.

The project team will perform waters and wetlands determinations and a biological assessment to identify any ecological resources that may be present. The project team will also investigate areas of additional right-of-way for archeological and historic resources for compliance with Section 106 requirements. The results will be forwarded to the State Historic Preservation Officer for review and concurrence.

Tentative project milestones include Interstate Access Document Determination of Engineering and Operational Acceptability in December 2017, environmental approval in early summer 2018, and INDOT Letting in spring 2020.

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 because 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 feel free to contact me at 317.417.7594 or dcleveland@corradino.com or Travis Kohl of the INDOT Crawfordsville District, at 765.361.5297 ext. 15147 or tkohl@indot.in.gov.

Thank you in advance for your input,

Sincerely,



David C. Cleveland
Corradino LLC
200 South Meridian Street, Suite 330
Indianapolis, IN 46225

Attachments:

- A. Project Location Maps
- B. Schematic Layout of Potential Interchange Improvement Alternatives
- C. Red Flag Investigation Exhibits
- D. Site Photos

FW: FW: Des. No. 1400071_(I-65 at SR 267 Interchange Modification and I-65 at CR550S New Interchange in Boone County, Indiana)_Environmental Early Coordination

From: McWilliams, Robin [mailto:robin_mcwilliams@fws.gov]

Sent: Tuesday, October 03, 2017 1:54 PM

To: David Cleveland <DCleveland@CORRADINO.com>

Subject: Re: FW: Des. No. 1400071_(I-65 at SR 267 Interchange Modification and I-65 at CR550S New Interchange in Boone County, Indiana)_Environmental Early Coordination

Dear Mr. Cleveland,

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.

The project is within the range of the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*) and should follow the new Indiana bat/northern long-eared bat programmatic consultation process. We will review that information once it is received.

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. However, should new information arise pertaining to project plans, additional species, or a revised species list be published, it will be necessary for the Federal agency to reinitiate consultation.

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 x. 207 Fax: 812-334-4273

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

On Tue, Oct 3, 2017 at 12:07 AM, David Cleveland <DCleveland@corradino.com> wrote:

OOPS – forgot to put a read receipt on the first email I sent... just for record keeping for the environmental document

David C. Cleveland
Corradino LLC
1.800.291.8242 (office)
1.317.417.7594 (cell)

From: David Cleveland
Sent: Monday, October 02, 2017 11:52 PM
To: 'robin_mcwilliams@fws.gov' <robin_mcwilliams@fws.gov>
Subject: FW: Des. No. 1400071_(I-65 at SR 267 Interchange Modification and I-65 at CR550S New Interchange in Boone County, Indiana)_Environmental Early Coordination

Robin,

Please see the attached Environmental Early Coordination for the above-noted project.

Thank you,

David C. Cleveland
Corradino LLC
1.800.291.8242 (office)
1.317.417.7594 (cell)

Re: [EXTERNAL] Coordination - DES 1702147 CR 550S New Interchange

McWilliams, Robin <robin_mcwilliams@fws.gov>

Wed 4/25/2018 11:15 AM

To: Kirk Roth <kroth@CORRADINO.com>;

Dear Kirk,

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, as amended, and the U. S. Fish and Wildlife Service's Mitigation Policy.

According to information you provided our office, the proposed project will construct a new urban interchange at I-65 at CR 550S and connect CR 550 S with Indianapolis Boulevard west of the interchange. It is anticipated that this new interchange will require the acquisition of approximately 55.0 acres of new permanent right-of-way. Tree-clearing along Etter Ditch will be necessary along with some scattered trees along a ditch and near the roadway. Approximately 2 acres of trees may be cleared and clearing will be done in the winter.

RECOMMENDATIONS

Based on a review of the information you provided, we recommend the following mitigation measures be included in the final project plans (where applicable) to minimize adverse impacts to fish and wildlife resources:

1. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment should be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams.
2. Restrict below low-water work to placement of piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap.
3. Restrict channel work and vegetation clearing to the minimum necessary.
4. Construct new structures with a widened span and benches on one or both sides to provide for wildlife crossing, if practical. The crossing should be above normal high water, relatively flat and with natural substrate suitable for use by a wide variety of wildlife.

Robin

5. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat.

6. Implement temporary erosion and siltation control devices such as placement of riprap check dams in drainage ways and ditches, installation of silt fences, covering exposed areas with erosion control materials, and grading slopes to retain runoff in basins.

7. Re-vegetate all disturbed soil areas immediately upon project completion, using native trees and shrubs in the riparian zone wherever feasible.

8. Post DO NOT DISTURB signs at the construction zone boundaries and do not clear trees or understory vegetation outside the boundaries.

THREATENED AND ENDANGERED SPECIES

The proposed project is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*) (NLEB). There are numerous records of both species in Boone County.

Indiana bats hibernate in caves then disperse to reproduce and forage in relatively undisturbed forested areas associated with water resources during spring and summer. Recent research has shown that they will inhabit fragmented landscapes with adequate forest for roosting and foraging. Young are raised in nursery colony roosts in trees, typically near drainage-ways in undeveloped areas. Like all other bat species in Indiana, the Indiana bat diet consists exclusively of insects.

NLEBs typically roost singly or in colonies in cavities, underneath bark, crevices, or hollows of both live and dead trees and/or snags (typically ≥ 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.

There is suitable summer habitat for **both** of these species present throughout the area surrounding the project site, including wooded areas within the project boundary. The project will not eliminate enough habitat to affect these species, but to avoid incidental take from removal of an occupied roost tree we recommend that tree-clearing be avoided during the period **April 1 - September 30**. If this measure is implemented we concur that the proposed project is not likely to adversely affect the Indiana bat or the northern long-eared bat.

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.

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 Robin McWilliams Munson at (812) 334-4261 (Ext. 207).

Sincerely,

Robin

Robin McWilliams Munson

U.S. Fish and Wildlife Service
620 South Walker Street
Bloomington, Indiana 46403
812-334-4261 x. 207 Fax: 812-334-4273

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

On Mon, Apr 23, 2018 at 4:34 PM, Kirk Roth <kroth@corradino.com> wrote:

Hello Robin,

Please see the attached coordination letter regarding DES 1702147 for the CR 550S Interchange in Boone County. If you have any questions, let me know. If possible, a response in the next two weeks would be ideal.

Thank you very much,
Kirk Roth
Corradino, LLC

Kirk Roth

From: Snyder, Deborah D CIV USARMY CELRL (US) <Deborah.D.Snyder@usace.army.mil>
Sent: Friday, October 20, 2017 8:04 AM
To: David Cleveland
Subject: FW: RE: Des. No. 1400071_(I-65 at SR 267 Interchange Modification and I-65 at CR550S New Interchange in Boone County, Indiana)_Environmental Early Coordination

Mr. Cleveland,

This is in response to your e-mail message of October 3, 2017, concerning the proposed modification of the existing I-65 at SR 267 interchange and the construction of a new I-65 interchange at Boone County Road 550 South (CR550S) in Boone County, Indiana (Des. No. 1400071). We do not have any comments on the general environmental impacts of the proposed project(s). This agency is not funded or authorized to provide general environmental assessments for all federally related development proposals. Our lack of comments on specific potential environmental impacts should not be construed as concurrence that no significant environmental damage would result from the project.

If your project would impact any "waters of the United States," including streams and/or any jurisdictional wetlands, you should submit a Department of the Army (DA) permit application for review by this office. If based on your coordination with the State Historic Preservation Officer, it is determined that the project may affect historic properties listed in, or eligible for listing in, the National Register of Historic Places, the DA permit application must include information stating which historic property may be affected by the proposed work and/or a vicinity map indicating the location of the historic property.

Please call or e-mail if you have any questions.

Sincerely,

Deborah Duda Snyder
Project Manager
U.S. Army Corps of Engineers, Louisville District Indianapolis Regulatory Office
8902 Otis Avenue, Suite S106B
Indianapolis, IN 46216
Phone: (317) 543-9424

-----Original Message-----

From: McKay, Gregory A CIV CELRL CELRD (US)
Sent: Tuesday, October 3, 2017 2:01 PM
To: Snyder, Deborah D CIV USARMY CELRL (US) <Deborah.D.Snyder@usace.army.mil>
Subject: FW: RE: Des. No. 1400071_(I-65 at SR 267 Interchange Modification and I-65 at CR550S New Interchange in Boone County, Indiana)_Environmental Early Coordination

Deb,

Please review and respond.

Thanks,

Greg

-----Original Message-----

From: David Cleveland [mailto:DCleveland@CORRADINO.com]

Sent: Tuesday, October 03, 2017 7:38 AM

To: McKay, Gregory A CIV CELRL CELRD (US) <Gregory.A.McKay@usace.army.mil>

Subject: [EXTERNAL] RE: Des. No. 1400071_(I-65 at SR 267 Interchange Modification and I-65 at CR550S New Interchange in Boone County, Indiana)_Environmental Early Coordination

Please see the attached Environmental Early Coordination for the above-noted project.

Thank you,

David C. Cleveland

Corradino LLC

1.800.291.8242 (office)

1.317.417.7594 (cell)



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N955
Indianapolis, Indiana 46204

PHONE: (317) 232-1477
FAX: (317) 232-1499

Eric Holcomb, Governor
Joe McGuinness, Commissioner

December 27, 2017

Mr. David C. Cleveland
Corradino, LLC
200 S. Meridian Street, Suite 330
Indianapolis, IN 46225

Subject: Early Coordination Review (Des. No. 1400071)

Dear Mr. Cleveland,

In response to your request on December 13, 2017 for early coordination review of an interchange modification project along I-65 at SR 267 and a new interchange project along I-65 at Boone County Road 550 South in Boone County, Indiana; the Indiana Department of Transportation, Office of Aviation has reviewed the information and provides the following:

Are there any existing or proposed public-use airports within 5 nautical miles of the project limits (IC 8-21-10-6)?

The Boone County Airport is located approximately 2.5 nautical miles northwest of the interchange modification project site, and approximately 4.1 nautical miles northwest of the new interchange project site.

Will an Indiana Tall Structure permit (IC 8-21-10-3-a) and/or Noise Sensitive (IC 8-21-10-3-b) permit be required?

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

For any questions related to Indiana Tall Structure and/or Noise Sensitive permitting, please contact James Kinder at (317) 232-1485 or jkinder2@indot.in.gov.

Sincerely,

Adam French, MPA
Chief Airport Inspector, Office of Aviation
Indiana Department of Transportation

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

DNR #: ER-20114

Request Received: October 3, 2017

Requestor: Corradino LLC
David Cleveland
200 South Meridian Street, Suite 330
Indianapolis, IN 46225-1076

Project: I-65 interchange modification at SR 267 and new interchange at CR 550 South; Des #1400071

County/Site info: Boone

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: The proposed new interchange at CR 550 South may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile.

The proposed interchange modification at SR 267 is out of the floodway and does not require approval from the Department of Natural Resources under the regulatory programs administered by the Division of Water.

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 vicinity of the interchange modification or the new interchange. However, the Division of Fish and Wildlife's Boone Pond Public Fishing Area is located within 1/2 mile north of the interchange modification at SR 267.

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) Interchange Impacts & Alternatives:

a. SR 267 Interchange Modification:

The primary resource of concern for this interchange appears to be the approximately 2 acre wetland in the southeast quadrant. Of the proposed options, the partial clover option would appear to have the greatest impact on this resource. It also appears to have the biggest footprint on areas outside of the existing interchange. The grade separated diverging diamond, standard diverging diamond, and single point urban interchange all would appear to have a similarly sized impact on the wetland area. The single point urban interchange appears to have the smallest overall footprint to areas outside of the existing interchange.

b. CR 550 South New Interchange:

The primary resource of concern for this interchange appears to be Etter Ditch. Based on the aeriels provided for review, it appears that Etter Ditch has already been realigned in this area at some point in the past. If possible, additional impacts to this resource should be avoided or reduced to the greatest extent possible. The tight diamond

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interchange option would appear to have the least impact on Etter Ditch and would be the recommended option unless there is a possibility to realign CR 550 South further to the south. This would in turn move the proposed interchange further to the south which could eliminate realignment impacts to Etter Ditch. All of the other options would have a larger overall footprint on the landscape as well a larger impact to Etter Ditch.

2) Riparian Habitat:

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

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

3) 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 wetland habitat should be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding.

4) Stream Impacts:

Stream relocations, stream crossings, stream enclosures (e.g., culverts and pipes), and other similar projects typically result in impacts upon in-stream habitat that need in-stream mitigation. Because in-stream impacts vary widely, in-stream mitigation is considered on a case-by-case basis. An early coordination meeting with a Division of Fish and Wildlife biologist may be recommended to discuss any impacts to Etter Ditch and the alternatives.

Impacts to less than 50 feet of stream typically do not require in-stream mitigation. Mitigation may be needed if impacts to important resources occur. Impacts from 50 feet to 300 feet through a single project or an accumulation of projects are typically mitigated at a 1:1 ratio. Impacts over 300 feet often warrant 2:1 mitigation. Exceptions to this ratio may be requested based on the quality of the habitat impacted and fish and wildlife resources that are impacted and may be reviewed in coordination with the USACE and IDEM.

Mitigation for in-stream impacts includes various measures. These measures include: the installation of in-stream habitat features, such as boulders or lunger structures; riparian plantings to increase the woody buffer adjacent to a stream (50 feet or greater is a common-sized buffer); bioengineering along the streambank to reduce erosion; improving a nearby crossing structure for the benefit of fish and wildlife; or restoring riffle-run-pool assemblages. Mitigation at a 1:1 ratio involves replacing lost functions and values along a length of stream equal to the impact. For 2:1 mitigation, lost functions and values are replaced along a length of the stream or a nearby stream that is twice the length of impact.

Channel relocations are not recommended, are difficult to design, and have a high likelihood of failure or permanent loss of habitat and function. If relocation remains the best option after a complete examination of the possible alternatives and avoidance of impacts, a mitigation plan should be developed. Any hydraulic modeling of a relocated

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channel should be calculated with mature trees, shrubs, grasses, and other similar habitat. Additional mitigation, such as planting trees along a stream, may affect hydrologic modeling, so mitigation and engineering design should be coordinated.

Stream relocation requires replacement of lost qualities and characteristics on the relocated segment, which are at least equal to the original segment, and which fit the surrounding landscape. Natural channel design is applied to the relocated segment, including elements needed to complement upstream and downstream conditions. To the extent practicable, the relocated segment has similar cross-section, substrate, in-stream habitat, and riparian corridor and channel morphology when compared to the original segment. The USDA's Natural Resources Conservation Service provides helpful information on channel design (see <https://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/water/manage/restoration/?cid=stelprdb1044707>).

For the relocation of a medium or large trapezoidal channel, a two-stage design may be needed in which there is a low flow channel that is allowed to meander within the new channel. The overbank shelf, or bench is planted with woody vegetation when appropriate. The Woody Riparian Vegetation List in Appendix A of our mitigation guidelines includes species appropriate for site conditions.

5) Stream Crossing Design:

For purposes of maintaining fish passage through a crossing structure, the Environmental Unit recommends bridges rather than culverts and bottomless culverts rather than box or pipe culverts. Wide culverts are better than narrow culverts, and culverts with shorter through lengths are better than culverts with longer through lengths. If box or pipe culverts are used, the bottoms should be buried a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the bankful width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width / length) of 0.25; and have stream depth and water velocities during low-flow conditions that are approximate to those in the natural stream channel.

The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. The Division of Fish and Wildlife would like to emphasize the importance of wildlife passage issues and transportation infrastructure projects. The following is a good place to start in terms of resources to consider in the design of stream crossing structures:
<http://www.fs.fed.us/wildlifecrossings/library/>.

6) Bank Stabilization:

Some form of bank and/or streambed stabilization is almost always needed with the construction, repair, replacement, or modification of a stream channel or crossing structure. For streambank stabilization and erosion control, regrading to a stable slope (2:1 or shallower) and establishing native vegetation along the banks are typically the most effective techniques. A variety of methods to accomplish this include: planting plugs, whips, container stock, seeding, and live stakes. In addition to vegetation establishment, some additional level of bioengineered bank stabilization may be needed under certain circumstances (inability to regrade to a stable slope, flow velocities that exceed the limits of vegetation alone, etc.). Combining vegetation with any of the following bank stabilization methods can provide additional bank protection while not compromising benefits to fish, wildlife, and botanical resources: geotextiles (heavy-duty net-free biodegradable erosion control blankets and/or turf reinforcement mats),

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vegetated geogrids or soil lifts, fiber rolls, glacial stone, or riprap. Information about bioengineering techniques can be found at <http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml.pdf>. Additionally, the following is a link to a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: <http://directives.sc.egov.usda.gov/17553.wba>.

Riprap or other hard bank stabilization materials should be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM) with the exception of areas directly under bridges for instance. The banks above the OHWM should be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. For streambed stabilization or scour protection, riprap or other stabilization materials should not be placed in the active stream channel above the existing streambed elevation. This is to prevent obstructions to the movement of aquatic organisms upstream and downstream.

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

1. Revegetate "low maintenance" areas with a mixture of grasses, sedges, and wildflowers native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion; non-native turf-type roadside grasses (excluding tall fescue) may be used in "high maintenance" areas only (low endophyte tall fescue may be used on "high maintenance" ditch bottoms and side slopes only).
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 or Northern Long-eared bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. 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.
6. Seed and protect disturbed stream banks and slopes that are 3:1 or steeper with heavy-duty net-free biodegradable erosion control blankets to minimize the entrapment and snaring of small wildlife such as snakes and turtles (follow manufacturer's recommendation for installation) or use an appropriate structural armament; seed and apply mulch on all other disturbed areas.
7. Seed and protect areas where runoff is conveyed through a channel/swale with erosion control blankets (follow manufacturer's recommendations for selection and installation) or use an appropriate structural armament; seed and apply mulch on all other disturbed areas.

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.



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

Date: November 2, 2017

IDEM (<http://www.in.gov/idem/index.htm>) > Proposed Roadway Letter



Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

100 North Senate Avenue - Indianapolis, IN 46204
(800) 451-6027 - (317) 232-8603 - www.idem.IN.gov

INDOT

41 West 300 North
Crawfordsville , IN 47933
Date

Corradino, LLC

Kirk Roth
200 S. Meridian Street, Suite 330
Indianapolis , IN 46250

Dear Grant Administrator or Other Finance Approval Authority:

RE: The project will reconstruct the existing I-65 at SR 267 interchange and construct a new I-65 at CR550S interchange. No additional lanes are proposed for mainline I-65. INDOT proposes to reconstruct the existing diamond interchange with a more efficient, higher capacity urban interchange. Additional thru lanes will be provided along SR 267 and turn lanes at the signalized ramp junctions with SR 267 will be provided. The "kink" formed by the intersection of existing Perry Worth Road, CR400E, and Albert White Boulevard intersection, east of the interchange, will be straightened out with an east-west roadway segment. There is currently no I-65 at CR550S interchange or grade separation. INDOT proposes to construct a new urban interchange at this location. The interchange will provide an adequate number of CR550S travel lanes and an adequate number of turn lanes at signalized ramp junctions to operate at an adequate level in the 2040 design year.

The Indiana Department of Environmental Management (IDEM) is aware that many local government or not-for-profit entities are seeking grant monies, a bond issuance, or another public funding mechanism to cover some portion of the cost of a public works, infrastructure, or community development project. IDEM also is aware that in order to be eligible for such funding assistance, applicants are required to first evaluate the potential impacts that their particular project may have on the environment. In order to assist applicants seeking such financial assistance and to ensure that such projects do not have an adverse impact on the environment, IDEM has prepared the following list of environmental issues that each applicant must consider in order to minimize environmental impacts in compliance with all relevant state laws.

IDEM recommends that each applicant consider the following issues when moving forward with their project. IDEM also requests that, in addition to submitting the information requested above, each applicant also sign the attached certification, attesting to the fact that they have read the letter in its entirety, agree to abide by the recommendations of the letter, and to apply for any permits required from IDEM for the completion of their project.

IDEM recommends that any person(s) intending to complete a public works, infrastructure, or community development project using any public funding consider each of the following applicable recommendations and requirements:

Indiana Department of Environmental Management
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 USACE Louisville District Office (502-315-6733).

Additional information on contacting these U.S. Army Corps of Engineers (USACE) District Offices, government agencies with jurisdiction over wetlands, and other water quality issues, can be found at <http://www.in.gov/idem/4396.htm> (<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. To learn more about the water quality certification program, visit: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>).
3. If the USACE determines that a wetland or other body of water 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 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 Office of Water Quality at 317-233-8488.
4. If your project will impact more than 0.5 acres of wetland, stream relocation, or other large-scale alterations to bodies of water such as the creation of a dam or a water diversion, you should seek additional input from the Office of Water Quality, Wetlands staff at 317-233-8488.
5. Work within the one-hundred year floodway of a given body of water is regulated by the Department of Natural Resources, Division of Water. Contact this agency at 317-232-4160 for further information.
6. 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.

7. 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> (<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> (<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] (<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> (<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> (<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.

8. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317-232-4080) for additional project input.
9. 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.

10. 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.
11. 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 (see page 1) 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 under specific conditions (<http://www.in.gov/idem/4148.htm>) (<http://www.in.gov/idem/4148.htm>). You also can seek an open burning variance from IDEM.

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) on-site, although burying large quantities of such material can lead to subsidence problems.

2. 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.

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 three to five 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 three to five 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.

3. The U.S. EPA and the U.S. 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/4267.htm> (<http://www.in.gov/idem/4267.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, then U.S. EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L or higher, then U.S. 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). 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/isdh/regsvcs/radhealth/radon.htm>), <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>), or <http://www.epa.gov/radon/index.html> (<http://www.epa.gov/radon/index.html>).

4. With respect to asbestos removal, all facilities slated for renovation or demolition (except residential buildings that have four (4) 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 off 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.

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 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. Billings will occur on a quarterly basis.

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

5. 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/idem/permits/guide/waste/leadabatement.html> (<http://www.in.gov/idem/permits/guide/waste/leadabatement.html>).
6. 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 of April through October. See 326 IAC 8-5-2, Asphalt Paving Rule (<http://www.ai.org/legislative/iac/T03260/A00080.PDF>) (<http://www.ai.org/legislative/iac/T03260/A00080.PDF>).
7. 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 (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.

8. For more information on air permits, visit <http://www.in.gov/idem/4223.htm> (<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 at idem.in.gov.

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> (<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 Polychlorinated Biphenyls (PCBs) are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.
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 (<http://www.in.gov/idem/4999.htm>) (<http://www.in.gov/idem/4999.htm>)).

FINAL REMARKS

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

Please note that this letter does not constitute a permit, license, endorsement, or any other form of approval on the part of either the Indiana Department of Environmental Management or any other Indiana state agency.

Should you have any questions relating to the content or recommendations of this letter, or if you have additional questions about whether a more complete environmental review of your project should be conducted, please feel free to contact Steve Howell at (317) 232-8587, snhowell@idem.in.gov.

Signature(s) of the Applicant

I acknowledge that I am seeking grant monies, a bond issuance, or other public funding mechanism to cover

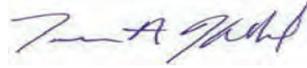
some portion of the cost of the public works, infrastructure, or community development project as described herein, which I am working (possibly with others) to complete.

Project Description

The project will reconstruct the existing I-65 at SR 267 interchange and construct a new I-65 at CR550S interchange. No additional lanes are proposed for mainline I-65. INDOT proposes to reconstruct the existing diamond interchange with a more efficient, higher capacity urban interchange. Additional thru lanes will be provided along SR 267 and turn lanes at the signalized ramp junctions with SR 267 will be provided. The "kink" formed by the intersection of existing Perry Worth Road, CR400E, and Albert White Boulevard intersection, east of the interchange, will be straightened out with an east-west roadway segment. There is currently no I-65 at CR550S interchange or grade separation. INDOT proposes to construct a new urban interchange at this location. The interchange will provide an adequate number of CR550S travel lanes and an adequate number of turn lanes at signalized ramp junctions to operate at an adequate level in the 2040 design year.

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

Dated Signature of the Public Owner
Contact/Responsible Elected Official



10/12/17

Dated Signature of the Project
Planner/Consultant Contact Person



10-3-17

Kirk Roth

RE: DES 1702147 and 1400071 - I-65 Modifications - Boone County

Braun, Randy <RBRAUN@idem.IN.gov>

Fri 5/11/2018 4:30 PM

To: Davis, Kevin <KDavis2@idem.IN.gov>; Kirk Roth <kroth@CORRADINO.com>; SCHROER, CRAIG <CSCHROER@idem.IN.gov>;

Cc: Lowry, Susan (IDEM) <SLOWRY@idem.IN.gov>; VEATCH, TIM <TVEATCH@idem.IN.gov>; ATKINSON, HARRY <HATKINSO@idem.IN.gov>; OSBORN, REX <ROSBORN@idem.IN.gov>; HOLLAND, BILL <BHOLLAND@idem.IN.gov>; ROBERTSON, ANDREA <AROBERTS@ifa.IN.gov>; Williams, Joseph <JWilliams@idem.IN.gov>; Joniskan, Rebecca <RJoniska@idem.IN.gov>; Gardner, Nicole <ngardner@idem.IN.gov>;

The permit numbers are related to construction site run-off only. The primary focus is related to discharge of sediment-laden run-off and should be addressed during active construction. However, Kevin's discussion below provides further guidance related to other potential issues.

Randy J. Braun, CPESC, CPMSM
Section Chief, Wetlands and Storm Water Programs
Indiana Department of Environmental Management, Office of Water Quality
100 North Senate Avenue
IGCN Room 1255
Indianapolis, Indiana 46204

Phone: 317-234-3980
Toll Free: 800-451-6027
FAX: 317-234-4145
RBraun@idem.IN.gov

Storm Water Program: <http://www.in.gov/idem/stormwater>
Indiana Storm Water Quality Manual: <http://www.in.gov/idem/stormwater/2363.htm>
Section 401 Water Quality Certification and Isolated Wetlands Program:
<http://www.in.gov/idem/wetlands>

From: Davis, Kevin

Sent: Friday, May 11, 2018 4:26 PM

To: 'Kirk Roth' <kroth@CORRADINO.com>; SCHROER, CRAIG <CSCHROER@idem.IN.gov>

Cc: Braun, Randy <RBRAUN@idem.IN.gov>; Lowry, Susan (IDEM) <SLOWRY@idem.IN.gov>; VEATCH, TIM <TVEATCH@idem.IN.gov>; ATKINSON, HARRY <HATKINSO@idem.IN.gov>; OSBORN, REX <ROSBORN@idem.IN.gov>; HOLLAND, BILL <BHOLLAND@idem.IN.gov>; ROBERTSON, ANDREA <AROBERTS@ifa.IN.gov>; Williams, Joseph <JWilliams@idem.IN.gov>; Joniskan, Rebecca <RJoniska@idem.IN.gov>; Gardner, Nicole <ngardner@idem.IN.gov>

Subject: RE: DES 1702147 and 1400071 - I-65 Modifications - Boone County

Kirk,

Based on the construction maps received, the former Blue and White station is outside of the area of construction (see map below). It is also well outside of the I-65 & CR 550 S proposed new interchange construction area.

I am quite familiar with the site as I was the IDEM OLQ Geologist assigned to it many years ago. I have depicted areas of potential remaining petroleum (gasoline and diesel) contamination on the map. All contamination was contained within the property boundaries. Green shows the approximate areas where soil excavations previously occurred during remediation, and blue shows the area of residual ground water contamination at the time of closure. The depth to ground water ranged from 3 to 8 feet below ground surface during 7 years of ground water monitoring conducted at the site.

The environmental restrictive covenant (attached) recorded on the property allows excavation; however, should excavation occur and contamination be encountered, contaminated soils must be handled and disposed appropriately and the excavated areas filled with clean soils. Ground water extraction is prohibited.

If you have any additional questions concerning the former Blue & White site, please contact me.

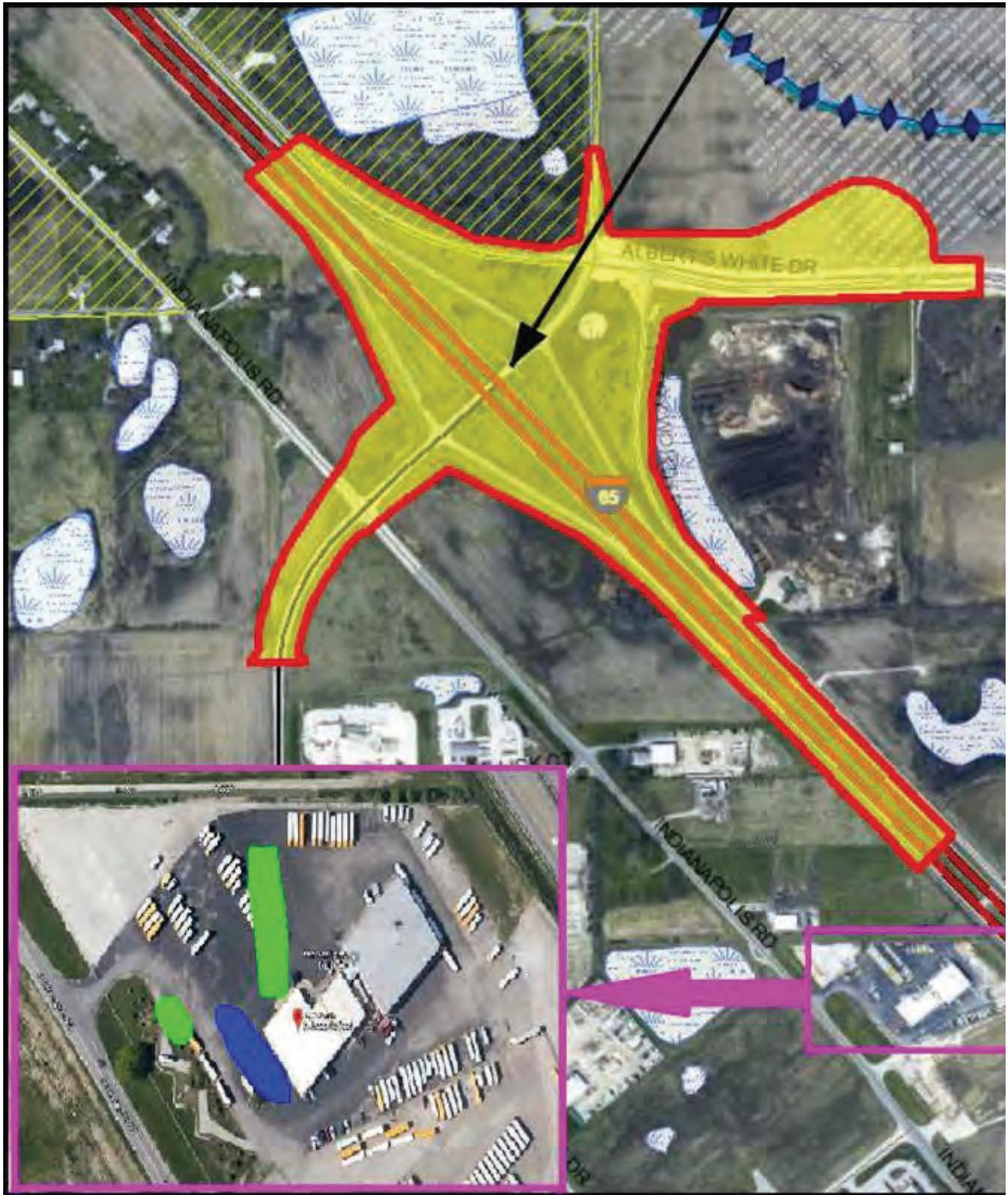
Thank you,

Kevin

Kevin D. Davis, LPG

Technical Environmental Specialist
Indiana Department of Environmental Management
100 N. Senate Avenue, Room 1101
Indianapolis, IN 46204-2251

Telephone: (317) 234-4814
KDavis2@idem.IN.gov



From: Kirk Roth [<mailto:kroth@CORRADINO.com>]
Sent: Friday, May 11, 2018 3:46 PM
To: SCHROER, CRAIG <CSCHROER@idem.IN.gov>

Cc: Braun, Randy <RBRAUN@idem.IN.gov>; Lowry, Susan (IDEM) <SLOWRY@idem.IN.gov>; VEATCH, TIM <TVEATCH@idem.IN.gov>; ATKINSON, HARRY <HATKINSO@idem.IN.gov>; OSBORN, REX <ROSBORN@idem.IN.gov>; Davis, Kevin <KDavis2@idem.IN.gov>; HOLLAND, BILL <BHOLLAND@idem.IN.gov>; ROBERTSON, ANDREA <AROBERTS@ifa.IN.gov>; Williams, Joseph <JWilliams@idem.IN.gov>; Joniskan, Rebecca <RJoniska@idem.IN.gov>; Gardner, Nicole <ngardner@idem.IN.gov>
Subject: Re: DES 1702147 and 1400071 - I-65 Modifications - Boone County

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

It came to my attention that not everyone had the attachments from my original email. In this sending I am including the Red Flag Investigations that reference the two sites I mention below. These projects are highway interchange modifications and construction, so no HAZMAT is expected to be produced as a result of the project - there will be excavation associated with construction, so soil and groundwater impacts are the major concern.

Thank you, and let me know if there are any further questions,
Kirk Roth
317-385-5388

From: Kirk Roth
Sent: Friday, May 11, 2018 2:09:36 PM
To: SCHROER, CRAIG
Cc: Braun, Randy; Lowry, Susan (IDEM); VEATCH, TIM; ATKINSON, HARRY; OSBORN, REX; Davis, Kevin; HOLLAND, BILL; ROBERTSON, ANDREA; Williams, Joseph; Joniskan, Rebecca; Gardner, Nicole
Subject: Re: DES 1702147 and 1400071 - I-65 Modifications - Boone County

Hello everyone,

We have been able to confirm that NPDES Permit Number INR10L110 (the Holiday Inn) is not within our project area and will not be affected.

We still need confirmation whether NPDES Permit Number INR10N440 (Edmonds Creek at Anson-Section1) will require any actions, precautions, and NEPA commitments.

Additionally, the former Blue & White Service Inc is located approximately 0.06 mile south of the SR 267 project area at 4500 South Indianapolis Road, Whitestown, IN. It is listed in the virtual file cabinet with a leaking underground storage tank (Incident # - 199404214; AI ID 2047) and is adjacent to the project area. An Environmental Restrictive Covenant (ERC) was placed on the property on December 15, 2015. The ERC is in place to limit or eliminate exposure to groundwater and soil. Due to soil and ground water contamination, impacts may occur if the project limits extend near or into the site. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper removal and disposal of soil and/or groundwater may be necessary. If there are additional comments or commitments to be had with this site, we would like to know.

Thank you very much, and please let me know if you need any additional information,

Kirk Roth
Environmental Scientist

Corradino, LLC
317-385-5388
kroth@corradino.com

From: SCHROER, CRAIG <CSCHROER@idem.IN.gov>

Sent: Wednesday, May 2, 2018 7:27:59 AM

To: Kirk Roth

Cc: Braun, Randy; Lowry, Susan (IDEM); VEATCH, TIM; ATKINSON, HARRY; OSBORN, REX; Davis, Kevin; HOLLAND, BILL; ROBERTSON, ANDREA; Williams, Joseph; Joniskan, Rebecca; Gardner, Nicole

Subject: RE: DES 1702147 and 1400071 - I-65 Modifications - Boone County

Kirk, I am responsible for RCRA hazardous waste treatment storage and disposal facilities at IDEM. My area does not cover known or suspected contaminated sites associated with petroleum and hazardous substances from facilities that are not regulated by RCRA.

I checked our internal GIS mapping and found no known or OLQ permitted/registered facilities or suspected sources of releases of these materials within ½ mile of I-65 and E County Road 550 South. The closest facility to your project is Sanders Building & Contracting located at 6051 South Indianapolis Road. They were or are a conditionally exempt small quantity generator of hazardous waste. There are no known releases at this facility. I suspect that they are outside of your project area. There is also a formerly permitted confined feeding facility called Clarks Pork Farm 1 located immediately east of the intersection at 5380 East CR 550 South. It appears to be closed. It is AI ID#6087. There are a few other facilities even further away that are unlikely to impact your construction.

You can review IDEM public files on our Virtual File Cabinet at <https://www.in.gov/idem/legal/2363.htm>. The two facilities can be found under AI ID#408 and 6087, respectively. You can also use the Indiana Map GIS application at <http://maps.indiana.edu/> to find regulated sites.

[IDEM: Virtual File Cabinet - in.gov](#)

www.in.gov

Breadcrumbs. Legal Counsel; Public Records; Current: ; Virtual File Cabinet Virtual File Cabinet.
IDEM provides internet access to more than 2 million agency public records 24 hours a day, seven days a week through its Virtual File Cabinet (VFC).

I copied the section chiefs for our programs responsible for site discovery and remediation across the Office of Land Quality including Federal Programs, State Cleanup, Leaking UST, Voluntary Remediation Program and Brownfields. I also copied Joe Williams, Confined Feeding Operations Section Chief.

Let me know if there is anything else that I can provide regarding hazardous waste facilities. I defer to others regarding other potential facilities.



Craig Schroer, Chief
Hazardous Waste Permits Section
Office of Land Quality
Indiana Department of Environmental Management
100 N. Senate Ave, IGCN 1101
Indianapolis, IN 46204-2251
Ph. (317) 234-0974
Fax (317) 232-3403
cschroer@idem.IN.gov



From: Gardner, Nicole
Sent: Tuesday, May 01, 2018 12:49 PM
To: Kirk Roth <kroth@CORRADINO.com>
Cc: Braun, Randy <RBRAUN@idem.IN.gov>; SCHROER, CRAIG <CSCHROER@idem.IN.gov>; Lowry, Susan (IDEM) <SLOWRY@idem.IN.gov>
Subject: RE: DES 1702147 and 1400071 - I-65 Modifications - Boone County

Kirk,

Good afternoon. I do not have any information on those permits, however, I am copying Randy Braun as both INR10N440 and INR10L110 appear to be construction permits and fall under his program area.

For questions regarding OLQ Hazardous Materials, please contact Craig Schroer or Susan Lowry (also copied).

Nikki

Nikki Gardner, Chief
Industrial NPDES Permits Section
Office of Water Quality
Indiana Department of Environmental Management
100 North Senate Avenue
Indianapolis, IN 46204-2251
phone (317)232-8707

From: Kirk Roth [<mailto:kroth@CORRADINO.com>]
Sent: Tuesday, May 01, 2018 11:18 AM
To: Gardner, Nicole <ngardner@idem.IN.gov>
Subject: DES 1702147 and 1400071 - I-65 Modifications - Boone County

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

Hello Ms. Gardner,

My name is Kirk Roth with Corradino, LLC, on behalf of the Indiana Department of Transportation. We are conducting environmental review for two projects on Interstate 65 in Boone County. The first is DES 1702147, the construction of a new interchange at Boone CR 550S. The second is DES 1400071, which will involve minor ramp modifications at the exit for Whitestown Parkway and the exit for I-865.

The Red Flag Investigations have indicated that there are NPDES facilities at or near each of these project areas. I have attached the Red Flag Investigation for each of these projects - note that the RFI for DES 1400071 is still in draft form. I have also attached NPDES spreadsheets with the available information from Indiana Maps.

For DES 1702147, the east portion of the interchange contacts a mapped NPDES facility, Edmonds Creek at Anson-Section1, Permit Number INR10N440, and addressed at CR 550S & S Perry Worth Road, Whitestown, IN 46075 with a permit issued on 3/10/17. There are several "Anson" properties nearby within the NPDES program, but no others are within or adjacent to the project area. This area would require excavation of up to 3-4 feet, and possibly 60 foot pilings.

For DES 1400071, an NPDES facility occurs just north of the project area. It is listed as Holiday Inn Express, Permit Number INR10L110 at 6490 E. Whitestown Parkway, Whitestown, Indiana, 46075. The permit was issued on 11/06/15. The given address does not match the location shown on the map, and field inspection has shown that there is not a hotel in the mapped area. Furthermore, excavation in this portion of the project will be minor, likely one foot for vegetation removal, and will be limited to existing INDOT right-of-way. I believe it is unlikely that this project will have an affect on any NPDES facility, but due to the mapping it is prudent to check with you.

A fast review of this material would be much appreciated, as unfortunately we have learned about these issues late in the process. Please do not hesitate to contact me if you have any questions or need additional information. Feel free to forward this email as appropriate. We would like the IDEM OLQ opinion on any Hazardous Materials affects that this project may have, especially with regard to the NPDES facilities named above, and any project commitments you suggest for the Environmental Assessment.

Thank you,
Kirk Roth
Corradino, LLC
317-385-5388



Organization and Project Information

Project ID:

Des. ID: DES 1400071

Project Title: I-65 at SR267 and I-65 at Boone CR550S

Name of Organization: Corradino, LLC

Requested by: Kirk Roth

Environmental Assessment Report

1. Geological Hazards:

- Moderate liquefaction potential
- Floodway

2. Mineral Resources:

- Bedrock Resource: Moderate Potential
- Sand and Gravel Resource: Low Potential

3. Active or abandoned mineral resources extraction sites:

- None documented in the area

*All map layers from Indiana Map (maps.indiana.edu)

DISCLAIMER:

This document was compiled by Indiana University, Indiana Geological Survey, using data believed to be accurate; however, a degree of error is inherent in all data. This product is distributed "AS-IS" without warranties of any kind, either expressed or implied, including but not limited to warranties of suitability to a particular purpose or use. No attempt has been made in either the design or production of these data and document to define the limits or jurisdiction of any federal, state, or local government. The data used to assemble this document are intended for use only at the published scale of the source data or smaller (see the metadata links below) and are for reference purposes only. They are not to be construed as a legal document or survey instrument. A detailed on-the-ground survey and historical analysis of a single site may differ from these data and this document.

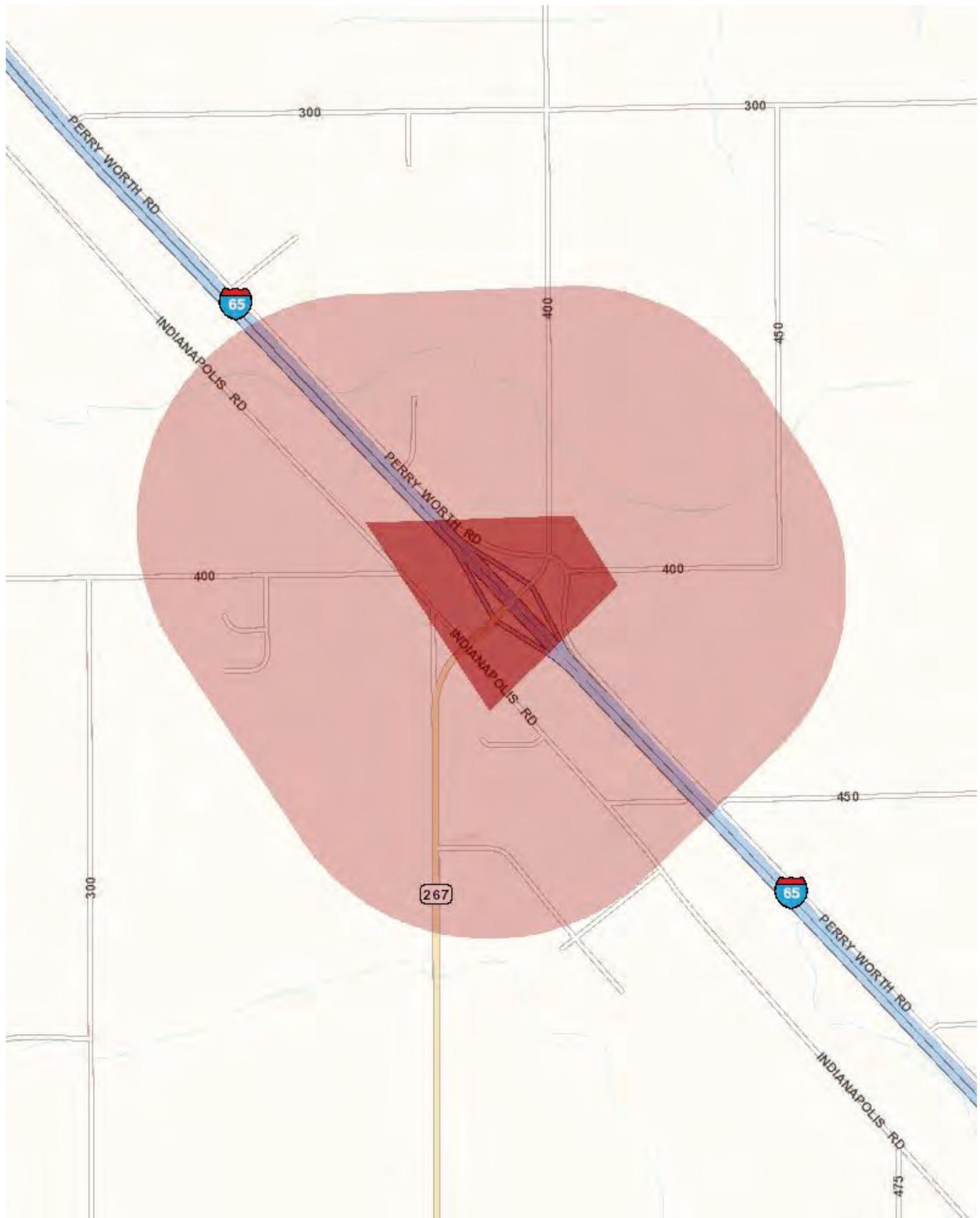
This information was furnished by Indiana Geological Survey

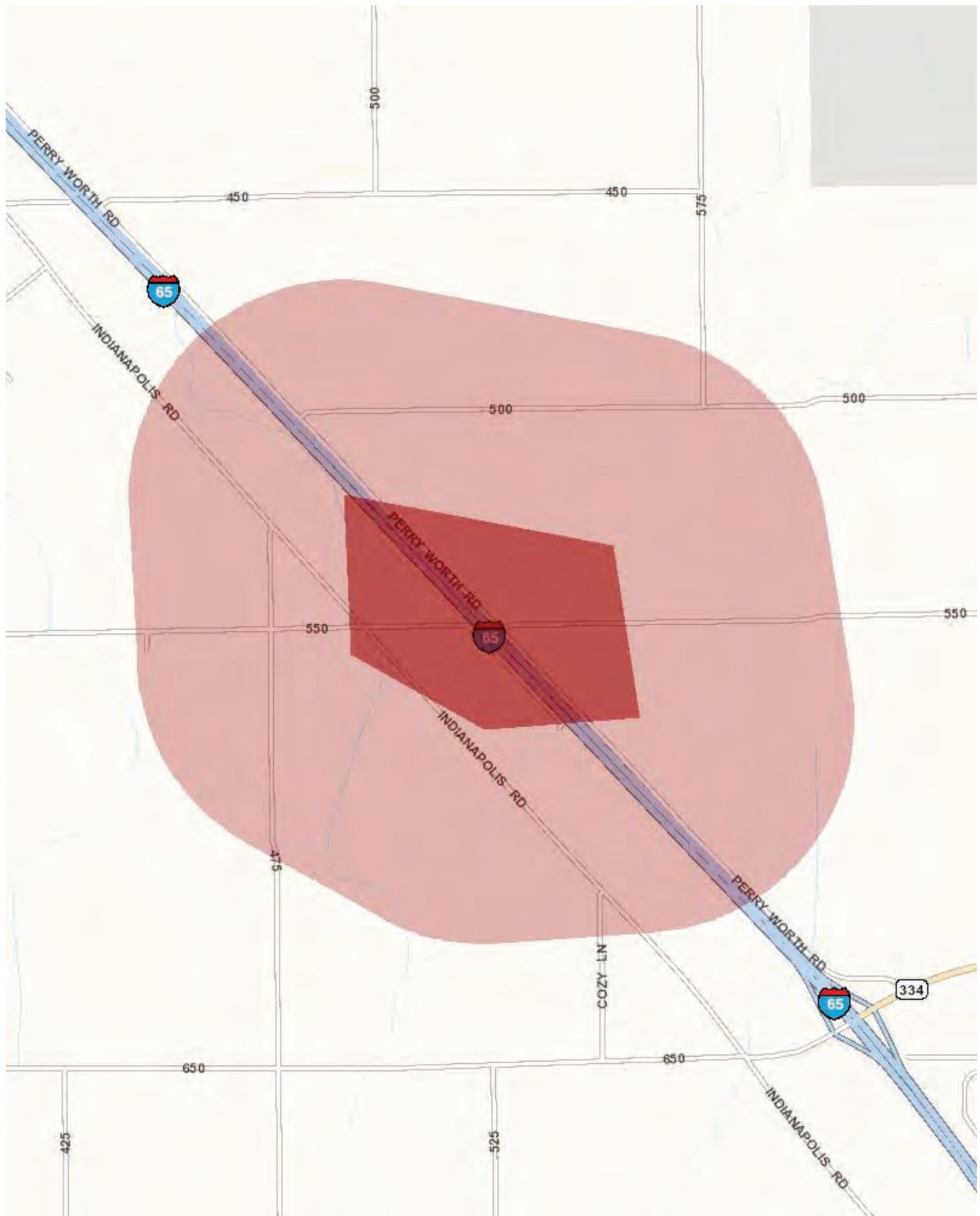
Address: 611 N. Walnut Grove Avenue, Bloomington, IN 47405-2208

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: October 03, 2017





Metadata:

- https://maps.indiana.edu/metadata/Geology/Seismic_Earthquake_Liquefaction_Potential.html
- https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Resources.html
- https://maps.indiana.edu/metadata/Hydrology/Floodplains_FIRM.html
- https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html

April 12, 2018

David C. Cleveland
Corradino LLC
200 South Meridian Street, Suite 330
Indianapolis, Indiana 46225

Dear Mr. Cleveland:

The proposed project to make interchange modifications to I-65 at State Road 267 and I-65 at Boone County Road 550 South in Boone County, Indiana (Des No. 1400071), as referred to in your letter received October 3, 2017, 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,



JILL M. REINHART
Acting State Conservationist

Enclosures



FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 10/4/17				
Name of Project DES 1400071 - SR 267		Federal Agency Involved FHWA				
Proposed Land Use Transportation - Interchanges		County and State Boone County, Indiana				
PART II (To be completed by NRCS)		Date Request Received By NRCS 10/3/2018		Person Completing Form: DP		
Does the site contain Prime, Unique, Statewide or Local Important Farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)		YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated	Average Farm Size 383 AC	
Major Crop(s) Corn	Farmable Land In Govt. Jurisdiction Acres: 261,313% 96	Amount of Farmland As Defined in FPPA Acres: 254,641% 94				
Name of Land Evaluation System Used LESA	Name of State or Local Site Assessment System	Date Land Evaluation Returned by NRCS 4/12/2018				
PART III (To be completed by Federal Agency)		Alternative Site Rating				
A. Total Acres To Be Converted Directly		Site A 6.3	Site B 6.9	Site C 6.3	Site D 0.0	
B. Total Acres To Be Converted Indirectly						
C. Total Acres In Site		6.3	6.9	6.3	0.0	
PART IV (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime And Unique Farmland		6.3	6.9	6.3		
B. Total Acres Statewide Important or Local Important Farmland		0	0	0		
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		0.002	0.003	0.002		
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		40	40	40		
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)		84	84	84		
PART VI (To be completed by Federal Agency) Site Assessment Criteria (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)		Maximum Points	Site A	Site B	Site C	Site D
1. Area In Non-urban Use		(15)	11	11	11	11
2. Perimeter In Non-urban Use		(10)	3	3	3	3
3. Percent Of Site Being Farmed		(20)	3	3	3	0
4. Protection Provided By State and Local Government		(20)	0	0	0	0
5. Distance From Urban Built-up Area		(15)	15	15	15	15
6. Distance To Urban Support Services		(15)	0	0	0	0
7. Size Of Present Farm Unit Compared To Average		(10)	0	0	0	0
8. Creation Of Non-farmable Farmland		(10)	0	0	0	0
9. Availability Of Farm Support Services		(5)	5	5	5	5
10. On-Farm Investments		(20)	0	0	0	0
11. Effects Of Conversion On Farm Support Services		(10)	0	0	0	0
12. Compatibility With Existing Agricultural Use		(10)	0	0	0	0
TOTAL SITE ASSESSMENT POINTS		160	37	37	37	34
PART VII (To be completed by Federal Agency)						
Relative Value Of Farmland (From Part V)		100	0 84	0 84	0 84	0
Total Site Assessment (From Part VI above or local site assessment)		160	37	37	37	34
TOTAL POINTS (Total of above 2 lines)		260	37 121	37 121	37 121	34
Site Selected: Site C	Date Of Selection 8/4/2017	Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>				
Reason For Selection: Alternative A has significantly higher cost. Alternative B has significantly higher cost and affects a 4(f) resource. Alternative C is preferred over Alternative D because has the fewest traffic conflict points, it fully utilizes the life of existing infrastructure investments, has lower cost, and minimizes disruption to SR						
Name of Federal agency representative completing this form: Kirk Roth					Date: 10/4/17	

(See Instructions on reverse side)

Form AD-1006 (03-02)

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

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 10/4/17				
Name of Project DES 1400071 - CR 500S		Federal Agency Involved FHWA				
Proposed Land Use Transportation - Interchanges		County and State Boone County, Indiana				
PART II (To be completed by NRCS)		Date Request Received By NRCS 10/3/2017		Person Completing Form: DP		
Does the site contain Prime, Unique, Statewide or Local Important Farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)		YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated	Average Farm Size 383 AC	
Major Crop(s) Corn	Farmable Land In Govt. Jurisdiction Acres: 261,313% 96	Amount of Farmland As Defined in FPPA Acres: 254,641% 94				
Name of Land Evaluation System Used LESA	Name of State or Local Site Assessment System	Date Land Evaluation Returned by NRCS 4/12/2018				
PART III (To be completed by Federal Agency)		Alternative Site Rating				
		Site A	Site B	Site C	Site D	
A. Total Acres To Be Converted Directly		19.9	18.9	26.7	22.2	
B. Total Acres To Be Converted Indirectly						
C. Total Acres In Site		19.9	18.9	26.7	22.2	
PART IV (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime And Unique Farmland		19.9	18.9	26.7	22.2	
B. Total Acres Statewide Important or Local Important Farmland		0	0	0	0	
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		0.008	0.007	0.010	0.008	
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		40	40	40	40	
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)		88	88	88	88	
PART VI (To be completed by Federal Agency) Site Assessment Criteria (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)		Maximum Points	Site A	Site B	Site C	Site D
1. Area In Non-urban Use		(15)	9	9	9	9
2. Perimeter In Non-urban Use		(10)	10	10	10	10
3. Percent Of Site Being Farmed		(20)	20	20	20	20
4. Protection Provided By State and Local Government		(20)	0	0	0	0
5. Distance From Urban Built-up Area		(15)	5	5	5	5
6. Distance To Urban Support Services		(15)	0	0	0	0
7. Size Of Present Farm Unit Compared To Average		(10)	0	0	0	0
8. Creation Of Non-farmable Farmland		(10)	0	0	0	0
9. Availability Of Farm Support Services		(5)	5	5	5	5
10. On-Farm Investments		(20)	5	5	5	5
11. Effects Of Conversion On Farm Support Services		(10)	0	0	0	0
12. Compatibility With Existing Agricultural Use		(10)	0	0	0	0
TOTAL SITE ASSESSMENT POINTS		160	54	54	54	54
PART VII (To be completed by Federal Agency)						
Relative Value Of Farmland (From Part V)		100	0 88	0 88	0 88	0 88
Total Site Assessment (From Part VI above or local site assessment)		160	54	54	54	54
TOTAL POINTS (Total of above 2 lines)		260	54 142	54 142	54 142	54 142
Site Selected: Site C	Date Of Selection 8/4/2017	Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>				
Reason For Selection: Alternative A has significantly higher cost. Alternative B has significantly higher cost and affects a 4(f) resource. Alternative C is preferred over Alternative D because has the fewest traffic conflict points, it fully utilizes the life of existing infrastructure investments, has lower cost, and minimizes disruption to SR						
Name of Federal agency representative completing this form: Kirk Roth					Date: 10/4/17	

(See Instructions on reverse side)

Form AD-1006 (03-02)

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

Kirk Roth

From: Jason Lawson <JLawson@whitestown.in.gov>
Sent: Tuesday, October 03, 2017 1:41 PM
To: David Cleveland
Subject: RE: Des. No. 1400071_(I-65 at SR 267 Interchange Modification and I-65 at CR550S New Interchange in Boone County, Indiana)_Environmental Early Coordination

Hello David,

There will be no adverse effects incurred to Whitestown because of the proposed project.

Thanks,

Jason

Jason Lawson
Public Works Director
Town Of Whitestown
6210 Veterans Drive
Room 600
Whitestown, IN 46075
Direct 317-733-8584
Cell 317-450-5113
jlawson@whitestown.in.gov
www.whitestown.in.gov



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From: David Cleveland [mailto:DCleveland@CORRADINO.com]

Sent: Tuesday, October 3, 2017 12:40 PM

To: Jason Lawson <JLawson@whitestown.in.gov>

Subject: Des. No. 1400071_(I-65 at SR 267 Interchange Modification and I-65 at CR550S New Interchange in Boone County, Indiana)_Environmental Early Coordination

Jason,

Please see the attached Environmental Early Coordination for the above-noted project.

Thank you,

David C. Cleveland

Corradino LLC

1.800.291.8242 (office)

1.317.417.7594 (cell)

DES 1400071 Interchange Modification at I-65 and SR 267

Ford, Harlan <HFord1@indot.IN.gov>

Thu 5/10/2018 1:03 PM

To: Kirk Roth <kroth@CORRADINO.com>;

1 attachments (444 KB)

Concurrence Verification for Des No. 1400071.pdf;

Hey Kirk,

I have reviewed the USFWS consistency letter for Des 1400701. I have no additional comments or edits at this time and I have submitted the consistency letter for concurrence verification. If any changes to the scope should occur that would change the answers provided in the determination key, the key will have to be revised and the new effect determination reviewed by district environmental staff prior to NEPA approval.

If the initial bridge/structure assessment failed to detect bats but bats are later detected during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form to the appropriate USFWS Field Office. We will ask that you include this as a firm commitment in the final environmental document.

The concurrence verification letter for the project is attached. USFWS has 14 days to review the finding and provide any comments. If USFWS does not provide any comments within that timeframe, you may proceed with the proposed action under the terms of the NLAA concurrence.

I also reviewed the consistency letters for the other two projects (I-65 at I-865 & I-65 at Whitestown Parkway). I concur with the no effect finding. However please keep in mind that these projects are all under DES No. 1400071 and the project will be a MA-NLAA finding when explained in the environmental document.

If you have any questions please let me know,

Harlan M. Ford

Environmental Manager

41 West 300 North
Crawfordsville, IN 47933

Office: (765) 361-5277

Email: Hford1@indot.in.gov





United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

September 25, 2018

Consultation Code: 03E12000-2018-SLI-0913

Event Code: 03E12000-2018-E-06446

Project Name: DES 1400071 Interchange Modification at I-65 and SR 267

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project “may affect” listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all wind energy projects and projects that include installing towers that use guy wires or are over 200 feet in height, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.) and Migratory Bird Treaty Act (16 U.S.C. 703 et seq), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
(812) 334-4261

Project Summary

Consultation Code: 03E12000-2018-SLI-0913

Event Code: 03E12000-2018-E-06446

Project Name: DES 1400071 Interchange Modification at I-65 and SR 267

Project Type: TRANSPORTATION

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

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/39.980949529807226N86.39479637072841W>



Counties: Boone, IN

Endangered Species Act Species

There is a total of 2 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/1/office/31440.pdf	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none">▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/10043/office/31440.pdf	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

IPaC Record Locator: 659-12010092

April 19, 2018

Subject: Consistency letter for the 'DES 1400071 Interchange Modification at I-65 and SR 267' project (TAILS 03E12000-2018-R-0913) under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated to verify that the DES 1400071 Interchange Modification at I-65 and SR 267 (Proposed Action) may rely on the concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 et seq.).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, but is not likely to adversely affect the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*). Consultation with the Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) is required.

This "may affect - not likely to adversely affect" determination becomes effective when the lead Federal action agency or designated non-federal representative uses it to ask the Service to rely on the PBO to satisfy the agency's consultation requirements for this project.

Please provide this consistency letter to the lead Federal action agency or its designated non-federal representative with a request for its review, and as the agency deems appropriate, to submit for concurrence verification through the IPaC system. The lead Federal action agency or designated non-federal representative should log into IPaC using their agency email account and click "Search by record locator". They will need to enter the record locator 659-12010092.

For Proposed Actions that include bridge/structure removal, replacement, and/or maintenance activities: If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action may affect any other federally-listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please advise the lead Federal action agency for the Proposed Action accordingly.

Project Description

The following project name and description was collected in IPaC as part of the endangered species review process.

Name

DES 1400071 Interchange Modification at I-65 and SR 267

Description

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

Determination Key Result

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the threatened Northern long-eared bat. Therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 et seq.) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

Qualification Interview

1. Is the project within the range of the Indiana bat^[1]?

[1] See [Indiana bat species profile](#)

Automatically answered

Yes

2. Is the project within the range of the Northern long-eared bat^[1]?

[1] See [Northern long-eared bat species profile](#)

Automatically answered

Yes

3. Which Federal Agency is the lead for the action?

A) Federal Highway Administration (FHWA)

4. Are all project activities limited to non-construction^[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

No

5. Does the project include any activities that are greater than 300 feet from existing road/rail surfaces^[1]?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

Yes

6. Are all project activities greater than 300 feet from existing road/rail surfaces^[1]?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

7. Does the project include any activities within 0.5 miles of an Indiana bat and/or NLEB hibernaculum^[1]?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

8. Is the project located within a karst area?

No

9. Is there any suitable^[1] summer habitat for Indiana Bat or NLEB within the project action area^[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [national consultation FAQs](#).

Yes

10. Will the project remove any suitable summer habitat^[1] and/or remove/trim any existing trees within suitable summer habitat?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

Yes

11. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail?

No

12. Have presence/probable absence (P/A) summer surveys^{[1][2]} been conducted^{[3][4]} within the suitable habitat located within your project action area?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.

[3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.

[4] Negative presence/probable absence survey results obtained using the [summer survey guidance](#) are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

No

13. Does the project include activities within documented Indiana bat habitat^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

14. Will the removal or trimming of habitat or trees occur within suitable but undocumented Indiana bat roosting/foraging habitat or travel corridors?

Yes

15. What time of year will the removal or trimming of habitat or trees within suitable but undocumented Indiana bat roosting/foraging habitat or travel corridors occur^[1]?

[1] Coordinate with the local Service Field Office for appropriate dates.

B) During the inactive season

16. Does the project include activities within documented NLEB habitat^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

17. Will the removal or trimming of habitat or trees occur within suitable but undocumented NLEB roosting/foraging habitat or travel corridors?

Yes

18. What time of year will the removal or trimming of habitat or trees within suitable but undocumented NLEB roosting/foraging habitat or travel corridors occur?

B) During the inactive season

19. Will any tree trimming or removal occur within 100 feet of existing road/rail surfaces?

Yes

20. Will the tree removal alter any documented Indiana bat or NLEB roosts and/or alter any surrounding summer habitat within 0.25 mile of a documented roost?

No

21. Will any tree trimming or removal occur between 100-300 feet of existing road/rail surfaces?

No

22. Will any tree trimming or removal occur greater than 300 feet from existing road/rail surfaces?

No

23. Are all trees that are being removed clearly demarcated?
Yes
24. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing permanent lighting?
No
25. Does the project include maintenance of the surrounding landscape at existing facilities (e.g., rest areas, stormwater detention basins)?
No
26. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?
No
27. Does the project include slash pile burning?
No
28. Does the project include any bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?
Yes
29. Is there any suitable habitat^[1] for Indiana bat or NLEB within 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's current [summer survey guidance](#) for our current definitions of suitable habitat.

Yes

30. Has a bridge assessment^[1] been conducted within the last 24 months^[2] to determine if the bridge is being used by bats?

[1] See [User Guide Appendix D](#) for bridge/structure assessment guidance

[2] Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges that meet the physical characteristics described in the Programmatic Consultation, regardless of whether assessments have been conducted in the past. Due to the transitory nature of bat use, a negative result in one year does not guarantee that bats will not use that bridge/structure in subsequent years.

Yes

SUBMITTED DOCUMENTS

- 267 Bridge Inspection.pdf <https://ecos.fws.gov/ipac/project/EPOD7JAKIJB7DAHQ5RMMS63RTE/projectDocuments/11709858>

31. Did the bridge assessment detect any signs of bats roosting in/under the bridge (bats, guano, etc.)?

Note: There is a small chance bridge assessments for bat occupancy do not detect bats. Should a small number of bats be observed roosting on a bridge just prior to or during construction, such that take is likely to occur or does occur in the form of harassment, injury or death, the PBO requires the action agency to report the take. Report all unanticipated take within 2 working days of the incident to the USFWS. Construction activities may continue without delay provided the take is reported to the USFWS and is limited to 5 bats per project.

No

32. Will the bridge removal, replacement, and/or maintenance activities include installing new or replacing existing permanent lighting?

No

33. Does the project include the removal, replacement, and/or maintenance of any structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

No

34. Will the project involve the use of temporary lighting during the active season?

No

35. Will the project install new or replace existing permanent lighting?

No

36. Does the project include percussives or other activities (not including tree removal/trimming or bridge/structure work) that will increase noise levels above existing traffic/background levels?

No

37. Are all of the project activities that will be conducted greater than 0.5 miles of an Indiana bat and/or NLEB hibernaculum^[1] and greater than 300 feet from the existing road/rail surface^[2] limited to one or more of the following activities:

- maintenance of the surrounding landscape at existing facilities (e.g., rest areas, stormwater detention basins);
- wetland or stream protection activities associated with compensatory wetland/stream mitigation that will not clear suitable habitat (i.e. tree removal/trimming);
- slash pile burning;
- within an area with negative presence/probable absence (P/A) summer surveys^[3];
- limited to activities that DO NOT cause any stressors to the bat species, including as described in the BA/BO (i.e. do not involve ground disturbance, percussive noise, temporary or permanent lighting, tree removal/trimming, nor bridge/structure activities (e.g., lining roadways, unlighted signage , rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.))?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

[2] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast. (example activities include road line painting)

[3] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

Yes, all of the project activities that are greater than 0.5 miles from a hibernaculum and greater than 300' from the road/rail surface are limited to these activities

38. Are all project activities that are not associated with habitat removal, tree removal/trimming, bridge or structure removal, replacement, and/or maintenance, lighting, or use of percussives, limited to actions that DO NOT cause any stressors to the bat species, including as described in the BA/BO (i.e. activities that do not involve ground disturbance, percussive noise, temporary or permanent lighting, tree removal/trimming, nor bridge/structure activities)?

Examples: lining roadways, unlighted signage , rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

Yes

39. Will the project raise the road profile above the tree canopy?

No

40. Are the project activities that are not associated with habitat removal, tree removal/trimming, bridge removal, replacement, and/or maintenance, structure removal, replacement, and/or maintenance, and lighting, consistent with a No Effect determination in this key?

Automatically answered

Yes, other project activities are limited to actions that DO NOT cause any stressors to the bat species as described in the BA/BO

41. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost

42. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost

43. Is the bridge removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the bridge has been assessed using the criteria documented in the BA and no signs of bats were detected

44. General AMM 1

Will the project ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

Yes

45. Tree Removal AMM 1

Can all phases/aspects of the project (e.g., temporary work areas, alignments) be modified, to the extent practicable, to avoid tree removal^[1] in excess of what is required to implement the project safely?

Note: Tree Removal AMM 1 is a minimization measure, the full implementation of which may not always be practicable. Projects may still be NLAA as long as Tree Removal AMMs 2, 3, and 4 are implemented and LAA as long as Tree Removal AMMs 3, 5, 6, and 7 are implemented.

[1] The word “trees” as used in the AMMs refers to trees that are suitable habitat for each species within their range. See the USFWS’ current summer survey guidance for our latest definitions of suitable habitat.

Yes

46. Tree Removal AMM 2

Can all tree removal activities be restricted to when Indiana bats are not likely to be present (e.g., the inactive season)^[1]?

[1] Coordinate with the local Service Field Office for appropriate dates.

Automatically answered

Yes

47. Tree Removal AMM 2

Can all tree removal activities be restricted to when Northern long-eared bats are not likely to be present (e.g., the inactive season)^[1]?

[1] Coordinate with the local Service Field Office for appropriate dates.

Automatically answered

Yes

48. Tree Removal AMM 3

Can tree removal be limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits)?

Yes

49. Tree Removal AMM 4

Can the project avoid cutting down/removal of all (1) documented^[1] Indiana bat or NLEB roosts^[2] (that are still suitable for roosting), (2) trees within 0.25 miles of roosts, and (3) documented foraging habitat any time of year?

[1] The word documented means habitat where bats have actually been captured and/or tracked.

[2] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

Yes

50. Lighting AMM 1

Will all temporary lighting used during the removal of suitable habitat and/or the removal/trimming of trees within suitable habitat be directed away from suitable habitat during the active season?

Yes

Project Questionnaire

1. Have you made a No Effect determination for all other species indicated on the FWS IPaC generated species list?

Yes

2. Have you made a May Affect determination for any other species on the FWS IPaC generated species list?

No

3. How many acres^[1] of trees are proposed for removal between 0-100 feet of the existing road/rail surface?

[1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

3.0

4. How many acres^[1] of trees are proposed for removal between 100-300 feet of the existing road/rail surface?

[1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0

5. Please describe the proposed bridge work:

INDOT proposes to reconstruct the existing diamond interchange with a more efficient, higher capacity urban interchange.

6. Please state the timing of all proposed bridge work:

Letting in Spring 2020

Avoidance And Minimization Measures (AMMs)

These measures were accepted as part of this determination key result:

GENERAL AMM 1

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.

LIGHTING AMM 1

Direct temporary lighting away from suitable habitat during the active season.

TREE REMOVAL AMM 1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.

TREE REMOVAL AMM 2

Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.

TREE REMOVAL AMM 3

Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).

TREE REMOVAL AMM 4

Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year.

Determination Key Description: FHW A, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

This key was last updated in IPaC on March 16, 2018. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered Indiana bat (*Myotis sodalis*) and the threatened Northern long-eared bat (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

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Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

May 10, 2018

Consultation Code: 03E12000-2018-I-0913

Event Code: 03E12000-2018-E-03867

Project Name: DES 1400071 Interchange Modification at I-65 and SR 267

Subject: Concurrence verification letter for the 'DES 1400071 Interchange Modification at I-65 and SR 267' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated to verify that the DES 1400071 Interchange Modification at I-65 and SR 267 (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 et seq.).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, may affect, but is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*).

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

For Proposed Actions that include bridge/structure removal, replacement, and/or maintenance activities: If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or Northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required. If the Proposed Action may affect any other federally-listed or proposed species, and/or any designated critical habitat, additional consultation is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please contact this Service Office.

Project Description

The following project name and description was collected in IPaC as part of the endangered species review process.

Name

DES 1400071 Interchange Modification at I-65 and SR 267

Description

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



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<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

September 25, 2018

Consultation Code: 03E12000-2018-SLI-0917

Event Code: 03E12000-2018-E-06443

Project Name: DES 1702147 - New Interchange at I-65 and CR 550S

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project “may affect” listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all wind energy projects and projects that include installing towers that use guy wires or are over 200 feet in height, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.) and Migratory Bird Treaty Act (16 U.S.C. 703 et seq), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
(812) 334-4261

Project Summary

Consultation Code: 03E12000-2018-SLI-0917

Event Code: 03E12000-2018-E-06443

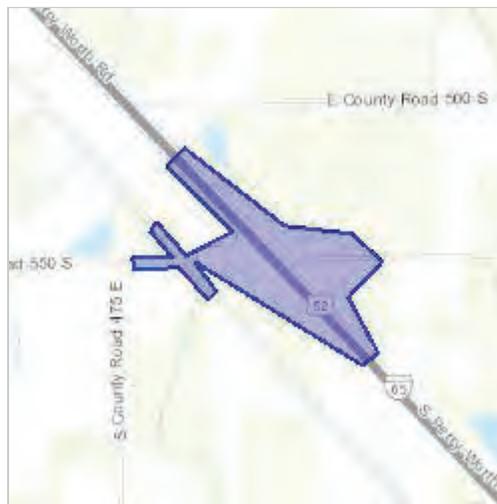
Project Name: DES 1702147 - New Interchange at I-65 and CR 550S

Project Type: TRANSPORTATION

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

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/39.96066602099371N86.3698917029997W>



Counties: Boone, IN

Endangered Species Act Species

There is a total of 2 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/1/office/31440.pdf	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none">▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/10043/office/31440.pdf	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.



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<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

September 25, 2018

Consultation Code: 03E12000-2018-SLI-0918

Event Code: 03E12000-2018-E-06444

Project Name: DES 1400071 - Minor Ramp Improvements I-65 at Whitestown Parkway

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project “may affect” listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all wind energy projects and projects that include installing towers that use guy wires or are over 200 feet in height, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.) and Migratory Bird Treaty Act (16 U.S.C. 703 et seq), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
(812) 334-4261

Project Summary

Consultation Code: 03E12000-2018-SLI-0918

Event Code: 03E12000-2018-E-06444

Project Name: DES 1400071 - Minor Ramp Improvements I-65 at Whitestown Parkway

Project Type: TRANSPORTATION

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

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/39.945802663899585N86.35165049181941W>



Counties: Boone, IN

Endangered Species Act Species

There is a total of 2 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/1/office/31440.pdf	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none">▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/10043/office/31440.pdf	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

IPaC Record Locator: 172-11712314

March 22, 2018

Subject: Consistency letter for the 'DES 1400071 - Minor Ramp Improvements I-65 at Whitestown Parkway' project (TAILS 03E12000-2018-R-0918) under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated to verify that the DES 1400071 - Minor Ramp Improvements I-65 at Whitestown Parkway (Proposed Action) may rely on the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 et seq.).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action will have no effect on the endangered Indiana bat (*Myotis sodalis*) or the threatened Northern long-eared bat (*Myotis septentrionalis*). If the Proposed Action is not modified, no consultation is required for these two species.

For Proposed Actions that include bridge/structure removal, replacement, and/or maintenance activities: If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action may affect any other federally-listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act

may also be required. In either of these circumstances, please advise the lead Federal action agency for the Proposed Action accordingly.

Project Description

The following project name and description was collected in IPaC as part of the endangered species review process.

Name

DES 1400071 - Minor Ramp Improvements I-65 at Whitestown Parkway

Description

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

Determination Key Result

Based on the information you provided, you have determined that the Proposed Action will have no effect on the endangered Indiana bat and/or the threatened Northern long-eared bat. Therefore, no consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 et seq.) is required for these two species.

Qualification Interview

1. Is the project within the range of the Indiana bat^[1]?

[1] See [Indiana bat species profile](#)

Automatically answered

Yes

2. Is the project within the range of the Northern long-eared bat^[1]?

[1] See [Northern long-eared bat species profile](#)

Automatically answered

Yes

3. Which Federal Agency is the lead for the action?

A) Federal Highway Administration (FHWA)

4. Are all project activities limited to non-construction^[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

No

5. Does the project include any activities that are greater than 300 feet from existing road/rail surfaces^[1]?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

6. Does the project include any activities within 0.5 miles of an Indiana bat and/or NLEB hibernaculum^[1]?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

7. Is the project located within a karst area?

No

8. Is there any suitable^[1] summer habitat for Indiana Bat or NLEB within the project action area^[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [national consultation FAQs](#).

No

9. Does the project include maintenance of the surrounding landscape at existing facilities (e.g., rest areas, stormwater detention basins)?

No

10. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

Yes

11. Does the project include slash pile burning?

No

12. Does the project include any bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

No

13. Does the project include the removal, replacement, and/or maintenance of any structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

No

14. Will the project involve the use of temporary lighting during the active season?
No
15. Will the project install new or replace existing permanent lighting?
No
16. Will the project raise the road profile above the tree canopy?
No
17. Is the location of this project consistent with a No Effect determination in this key?
Automatically answered
Yes, because the project action area is outside of suitable Indiana bat and/or NLEB summer habitat

Determination Key Description: FHW A, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

This key was last updated in IPaC on March 16, 2018. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered Indiana bat (*Myotis sodalis*) and the threatened Northern long-eared bat (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

September 25, 2018

Consultation Code: 03E12000-2018-SLI-0919

Event Code: 03E12000-2018-E-06445

Project Name: DES 1400071 -Minor Ramp Improvements - I-65 at I865

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project “may affect” listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all wind energy projects and projects that include installing towers that use guy wires or are over 200 feet in height, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.) and Migratory Bird Treaty Act (16 U.S.C. 703 et seq), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
(812) 334-4261

Project Summary

Consultation Code: 03E12000-2018-SLI-0919

Event Code: 03E12000-2018-E-06445

Project Name: DES 1400071 -Minor Ramp Improvements - I-65 at I865

Project Type: TRANSPORTATION

Project Description: INDOT proposes to construct minor pavement widening and restriping at the existing southbound I-65 to eastbound I-865 exit and at the existing northbound I-65 to Whitestown Parkway exit to improve traffic operations at these exits. Improvements at the I-865 exit are anticipated to fit within the existing right-of-way.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/39.9352073157437N86.34287768251286W>



Counties: Boone, IN

Endangered Species Act Species

There is a total of 2 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/1/office/31440.pdf	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none">▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/10043/office/31440.pdf	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

IPaC Record Locator: 124-11712699

March 22, 2018

Subject: Consistency letter for the 'DES 1400071 -Minor Ramp Improvements - I-65 at I865' project (TAILS 03E12000-2018-R-0919) under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated to verify that the DES 1400071 -Minor Ramp Improvements - I-65 at I865 (Proposed Action) may rely on the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 et seq.).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action will have no effect on the endangered Indiana bat (*Myotis sodalis*) or the threatened Northern long-eared bat (*Myotis septentrionalis*). If the Proposed Action is not modified, no consultation is required for these two species.

For Proposed Actions that include bridge/structure removal, replacement, and/or maintenance activities: If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action may affect any other federally-listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please advise the lead Federal action agency for the Proposed Action accordingly.

Project Description

The following project name and description was collected in IPaC as part of the endangered species review process.

Name

DES 1400071 -Minor Ramp Improvements - I-65 at I865

Description

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

Determination Key Result

Based on the information you provided, you have determined that the Proposed Action will have no effect on the endangered Indiana bat and/or the threatened Northern long-eared bat. Therefore, no consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 et seq.) is required for these two species.

Qualification Interview

1. Is the project within the range of the Indiana bat^[1]?

[1] See [Indiana bat species profile](#)

Automatically answered

Yes

2. Is the project within the range of the Northern long-eared bat^[1]?

[1] See [Northern long-eared bat species profile](#)

Automatically answered

Yes

3. Which Federal Agency is the lead for the action?

A) Federal Highway Administration (FHWA)

4. Are all project activities limited to non-construction^[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

No

5. Does the project include any activities that are greater than 300 feet from existing road/rail surfaces^[1]?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

6. Does the project include any activities within 0.5 miles of an Indiana bat and/or NLEB hibernaculum^[1]?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

7. Is the project located within a karst area?

No

8. Is there any suitable^[1] summer habitat for Indiana Bat or NLEB within the project action area^[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [national consultation FAQs](#).

No

9. Does the project include maintenance of the surrounding landscape at existing facilities (e.g., rest areas, stormwater detention basins)?

No

10. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

Yes

11. Does the project include slash pile burning?

No

12. Does the project include any bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

No

13. Does the project include the removal, replacement, and/or maintenance of any structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

No

14. Will the project involve the use of temporary lighting during the active season?
No
15. Will the project install new or replace existing permanent lighting?
No
16. Will the project raise the road profile above the tree canopy?
No
17. Is the location of this project consistent with a No Effect determination in this key?
Automatically answered
Yes, because the project action area is outside of suitable Indiana bat and/or NLEB summer habitat

Determination Key Description: FHW A, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

This key was last updated in IPaC on March 16, 2018. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered Indiana bat (*Myotis sodalis*) and the threatened Northern long-eared bat (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

Appendix E

Red Flag Investigation



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204-2216 (317) 232-5348 FAX: (317) 233-4929

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Date: April 3, 2018

To: Hazardous Materials Unit
Environmental Services
Indiana Department of Transportation
100 N Senate Avenue, Room N642
Indianapolis, IN 46204

From: Kirk Roth
Corradino, LLC
200 S. Meridian St., Suite #330
Indianapolis, IN 46225
kroth@corradino.com

Re: RED FLAG INVESTIGATION
Des. No. 1400071, Interchange Modification
I-65 at SR 267 (4.5 miles N. of I-865)
Boone County, Indiana

NARRATIVE

This project is being developed by the Indiana Department of Transportation (INDOT) to improve overall traffic operations in this high-growth area. The project is located in Boone County approximately 4.5 miles northwest of the I-65/I-865 interchange northwest of Indianapolis, Indiana.

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

Traffic will be maintained on existing roads and the SR 267 overpass while a new overpass structure is constructed. At that time, traffic will be diverted onto the new bridge, and the existing bridge will then be rehabilitated. With the large amount of local traffic in the area, it is anticipated that some motorists will decide to take an unofficial detour route to the south to Whitestown Parkway. Provisions will be made to maintain access to any adjacent business along SR 267, within the construction zone, that does not already have additional access. The project team will continue to coordinate with the Town of Whitestown and the Boone County Highway Department during design and construction so that local special events can be accommodated as much as feasible.

Most excavation will be one foot for vegetation removal. The northeast area of the project area, north of Albert White Boulevard, will be excavated two feet for water retention. Areas under the existing ramps will be excavated up to five feet during construction.

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An Equal Opportunity Employer

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

Infrastructure Summary

Infrastructure			
Indicate the number of items of concern found within 0.5 mile and an explanation why each item within the 0.5 mile search radius will/will not impact the project. If there are no items, please indicate N/A:			
Religious Facilities	N/A	Recreational Facilities	2
Airports	1*	Pipelines	N/A
Cemeteries	1	Railroads	N/A
Hospitals	N/A	Trails	4
Schools	N/A	Managed Lands	1

Explanation:

Airports:* One (1) airport is located within 20,000 feet (2.9 miles northwest of SR 267). This airport, Boone County Airport, is a public airport; therefore, early coordination with INDOT Aviation should occur.

Cemeteries: One (1) cemetery is located within the 0.5 mile search radius. Smith Cemetery is 0.49 mile southwest of the project area. No impact is expected.

Recreational Facilities: Two (2) recreational facilities are located within the 0.5 mile search radius. The nearest facility, the Boone Pond Public Fishing Area, is adjacent to the project area. Traffic will be maintained throughout construction using lane closures, allowing for continued access. Coordination with Indiana Department of Natural Resources (DNR) Fish and Wildlife will occur.

Trails: Four (4) trail systems are located within the 0.5 mile search radius. The Albert White Drive Trail, is within the project area. Coordination with the Town of Whitestown will occur.

Managed Lands: One (1) managed land is located within the 0.5 mile search radius. Boone Pond Public Fishing Area is adjacent to the project area. Coordination with Indiana DNR Fish and Wildlife will occur.

Water Resources Summary

Water Resources			
Indicate the number of items of concern found within 0.5 mile and an explanation why each item within the 0.5 mile search radius will/will not impact the project. If there are no items, please indicate N/A:			
NWI - Points	N/A	NWI - Wetlands	22
Karst Springs	N/A	IDEM 303d Listed Lakes	N/A
Canal Structures – Historic	N/A	Lakes	6
NWI - Lines	2	Floodplain - DFIRM	16
IDEM 303d Listed Rivers and Streams (Impaired)	2	Cave Entrance Density	N/A
Rivers and Streams	2	Sinkhole Areas	N/A
Canal Routes - Historic	N/A	Sinking-Stream Basins	N/A

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Explanation:

NWI - Wetlands: Twenty-two (22) NWI Wetlands are located within the 0.5 mile search radius. One (1) NWI Wetland is located within the project area and five (5) wetlands are adjacent to the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

Lakes: Six (6) lakes are located with the 0.5 mile search radius. The nearest lake, Boone Pond, is adjacent to the northeast of the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

Floodplain - DFIRM: Sixteen (16) floodplains are located with the 0.5 mile search radius. Two (2) floodplain polygons encounter the project area to the east. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

IDEM 303d List Rivers and Streams: Two (2) IDEM 303d streams are located with the 0.5 mile search radius. Fishback Creek is located approximately 0.09 mile north of the project area. Fishback Creek is listed as impaired for E. coli. No impact is expected.

NWI-Lines: Two (2) NWI-lines are located within the 0.5 mile search radius. The closest NWI line is located 0.09 mile north of the project area. No impact is expected.

Rivers and Streams: Two (2) streams are located with the 0.5 mile search radius. The nearest stream is Fishback Creek, located approximately 0.09 mile north of the project area. No impact is expected.

Urbanized Area Boundary Summary

Urbanized Area Boundary (UAB): N/A

Mining/Mineral Exploration Summary

Mining/Mineral Exploration			
Indicate the number of items of concern found within 0.5 mile and an explanation why each item within the 0.5 mile search radius will/will not impact the project. If there are no items, please indicate N/A:			
Petroleum Wells	N/A	Petroleum Fields	N/A
Mines – Surface	N/A	Mines – Underground	N/A

Explanation:

No mining or mineral exploration features are known for the area. It is not anticipated that the project will impact any mining/mineral exploration resources.

Hazardous Materials Summary

Hazardous Material Concerns			
Indicate the number of items of concern found within 0.5 mile and an explanation why each item within the 0.5 mile search radius will/will not impact the project. If there are no items, please indicate N/A:			
Superfund	N/A	Manufactured Gas Plant Sites	N/A
RCRA Generator/TSD	N/A	Open Dump Sites	N/A
Corrective Action Sites (RCRA)	N/A	Restricted Waste Sites	N/A
State Cleanup Sites	N/A	Waste Transfer Stations	N/A
Septage Waste Sites	N/A	Tire Waste Sites	N/A
Underground Storage Tanks (USTs)	1	Confined Feeding Operations	N/A
Voluntary Remediation Program	N/A	Brownfield Sites	N/A
Construction Demolition Waste	N/A	Institutional Control Sites	N/A
Solid Waste Landfills	1*	NPDES Facilities	N/A
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	N/A
Leaking Underground Storage Tanks (LUSTs)	1	Notice of Contamination Sites	N/A

Explanation:

Solid Waste Landfills:* One (1) solid waste landfill (composting) is within the 0.5 mile search radius, located adjacent to the southeast of the project area. It is unmapped in IN Map. The GreenCycle company (4227 Perry Worth Rd, Whitestown, IN 46075) produces and stores mulch, topsoil, and compost. It receives pre- and post-consumer food waste for compost use. No impact is expected.

Underground Storage Tanks: One (1) underground storage tanks (UST) is within the 0.5 mile search radius. Loves Travel Stops 495 – 4155 South Indianapolis Road, Whitestown, IN 46075 (Regulatory Program ID No. 25297) is located adjacent to the southeast of the project area. IDEM issued a No Further Action Approval Determination Pursuant to RISC on October 12, 2017. Low levels of groundwater and soil contamination remain near the pump islands to the southeast of the building. No impact is expected with the current project limits; however, if project limits change, coordination with INDOT ES Site Assessment & Management is recommended. This area is approximately 0.01 mile (130 feet) southeast of the project area.

Leaking Underground Storage Tanks: One (1) leaking underground storage tank (LUST) is within the 0.5 mile project area. The former Blue & White Service Inc. (Agency No. 2047) is located at 4500 South Indianapolis Road, approximately 0.06 mile south of the project area. IDEM issued a No Further Action Approval Determination Pursuant to Remediation Closure Guide on September 23, 2016. An Environmental Restrictive Covenant (ERC) was placed on the property on December 15, 2015. The ERC is in place to limit or eliminate exposure to groundwater and soil. Due to soil and ground water contamination, impacts may occur if the project limits extend near or into the site. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper removal and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with IDEM before further site activities occur.

Ecological Information

The Boone County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is attached with ETR species highlighted. A preliminary review of the Indiana Natural Heritage Database by IDNR did not indicate the presence of endangered species. Coordination with USFWS and IDNR will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The project area is located in a rural area surrounded by agriculture and commercial areas such as gas station and restaurants. The November 1, 2017 inspection report for Bridge #267-06-09291 states that no evidence of bats was seen or heard under the bridge. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects" dated October 25, 2017.

An inquiry using the USFWS Information for Planning and Consultation (IPaC) website did not indicate the presence of the federally endangered species, the Rusty Patched Bumble Bee, in or within 0.5 mile of the project area. No impact is expected.

RECOMMENDATIONS

Include recommendations from each section. If there are no recommendations, please indicate N/A:

INFRASTRUCTURE:

The presence of the following infrastructure will require coordination with The Town of Whitestown:

- One (1) trail, the Albert White Drive Trail, is within the project area of the SR 267 interchange.

The presence of the following infrastructure will require coordination with the Indiana DNR Fish and Wildlife:

- One (1) recreational facility/managed land, Boone Pond Public Fishing Area, is adjacent to the SR 267 Project Area.

The presence of the following infrastructure will require coordination with INDOT Aviation:

- One (1) airport, the Boone County Airport, is 2.9 miles northwest the SR 267 Project Area.

WATER RESOURCES:

The presence of the following water resources will require the preparation of a Waters of the US Report and coordination with INDOT ES Ecology and Waterway Permitting:

- One (1) NWI – Wetland located within the SR 267 project area.
- One (1) Floodplain located within the SR 267 project area.
- One (1) Lake (Boone's Pond) is located adjacent to the project area.

Fishback Creek is listed as impaired for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

MINING/MINERAL EXPLORATION: N/A

HAZMAT CONCERNS:

Loves Travel Stop is located adjacent to the southeast of the project area. IDEM issued a No Further Action Approval Determination Pursuant to RISC on October 12, 2017. Low levels of groundwater and soil contamination remain near

the pump islands to the southeast of the building. No impact is expected with the current project limits; however, if project limits change, coordination with INDOT ES Site Assessment & Management is recommended.

The former Blue & White Service Inc is located approximately 0.06 mile south of the project area. An Environmental Restrictive Covenant (ERC) was placed on the property on December 15, 2015. The ERC is in place to limit or eliminate exposure to groundwater and soil. Due to soil and ground water contamination, impacts may occur if the project limits extend near or into the site. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper removal and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with IDEM before further site activities occur.

ECOLOGICAL INFORMATION:

Coordination with USFWS and IDNR will occur.

The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects" dated October 25, 2017.

INDOT Environmental Services concurrence: Cameron Fraser Digitally signed by Cameron Fraser
Date: 2018.04.10 14:46:58 -04'00' (Signature)

Prepared by:

Kirk Roth, Environmental Scientist
Corradino, LLC

Graphics:

A map for each report section with a 0.5 mile search radius buffer around all project area(s) showing all items identified as possible items of concern is attached. If there is not a section map included, please change the YES to N/A:

GENERAL SITE MAP SHOWING PROJECT AREA: YES

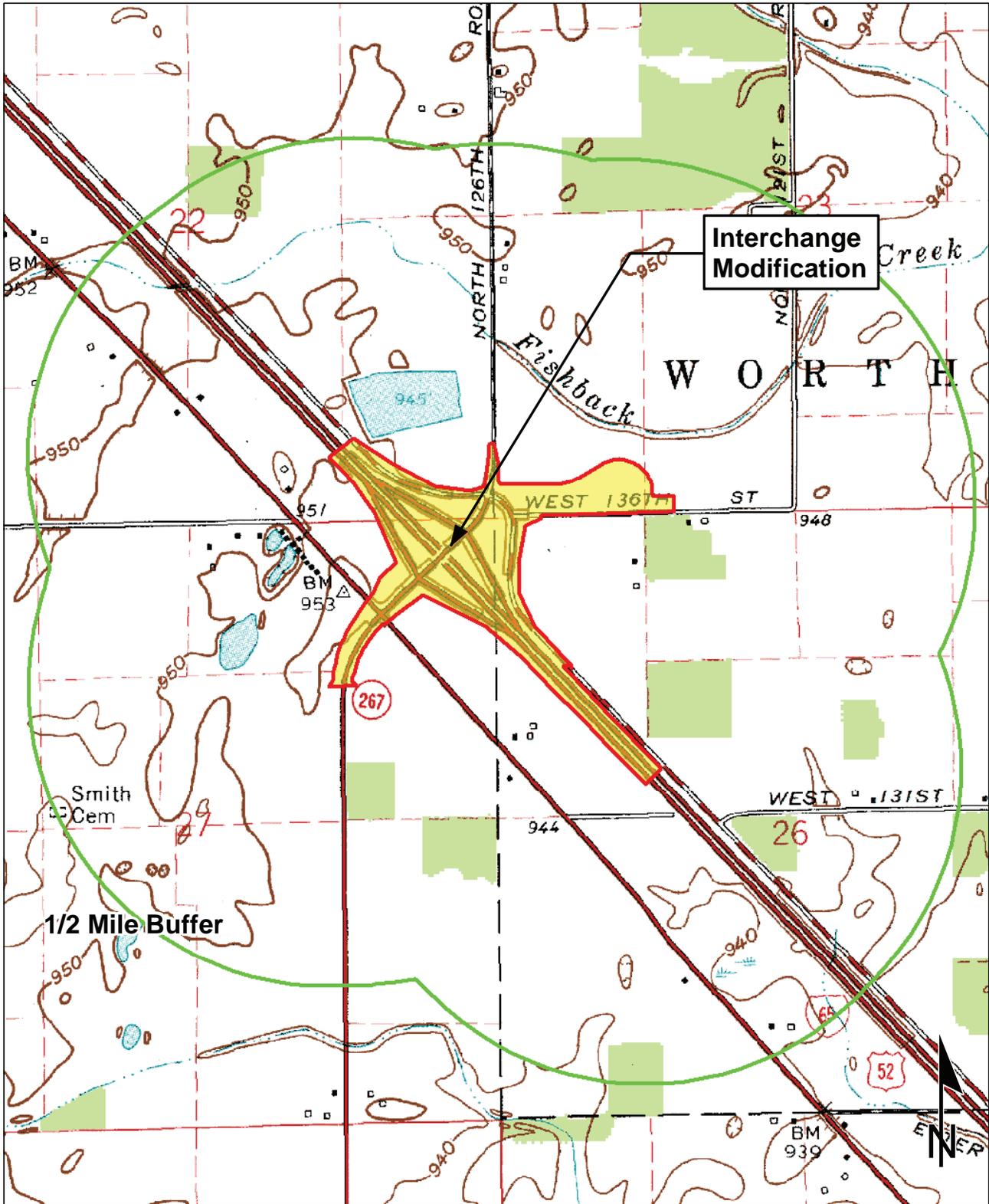
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: N/A

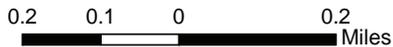
HAZMAT CONCERNS: YES

Red Flag Investigation - Site Location
 Des. No. 1400071, Interchange Modification
 I-65 at SR 267 (4.5 miles N. of I-865)
 Boone County, Indiana



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

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



ZIONSVILLE/FAYETTE
 QUADRANGLE
 INDIANA
 7.5 MINUTE SERIES

Red Flag Investigation - Infrastructure
 Des. No. 1400071, Interchange Modification
 I-65 at SR 267 (4.5 miles N. of I-865)
 Boone County County, Indiana



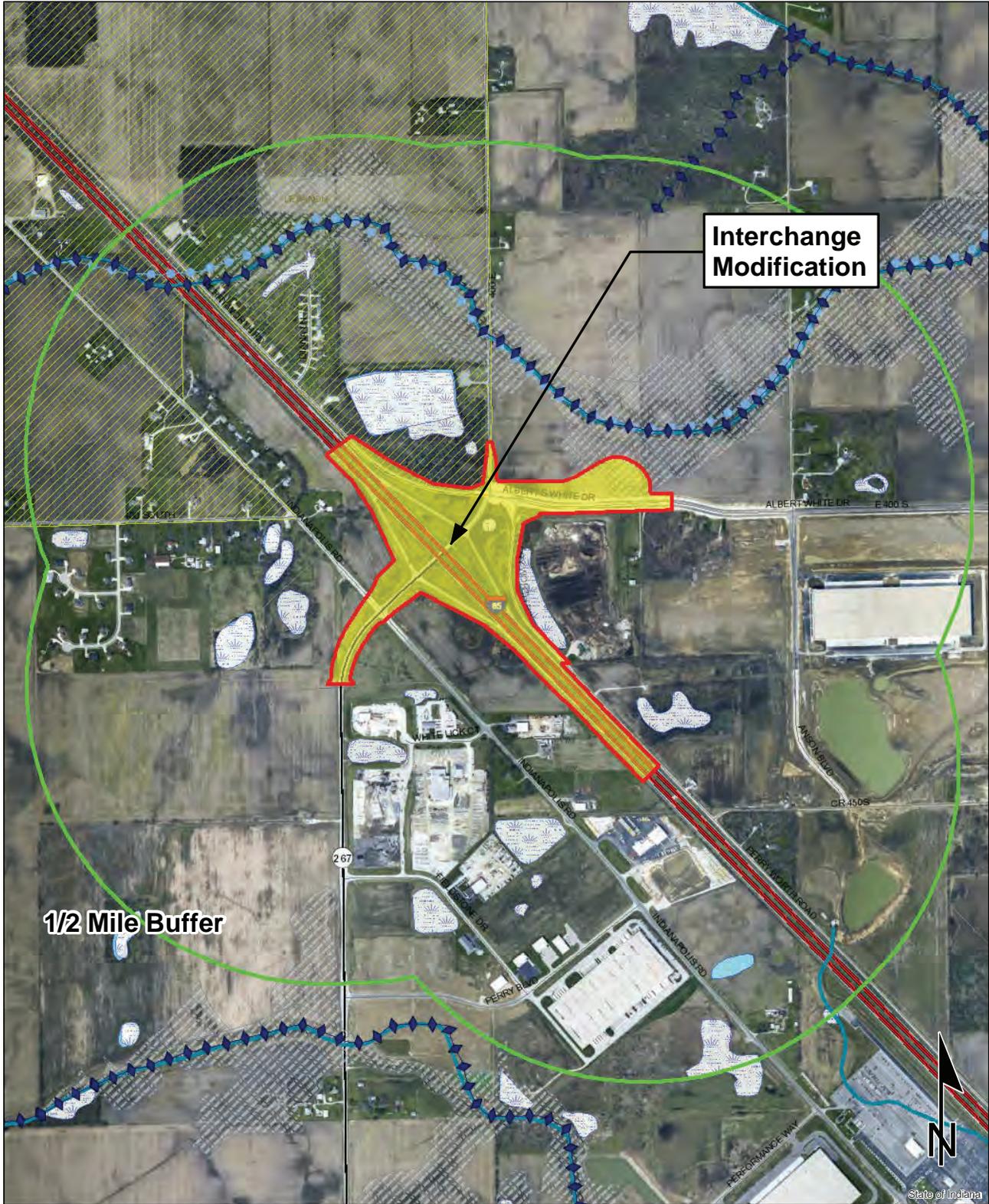
Sources:
Non Orthophotography - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

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	Religious Facility		Recreation Facility		Half Mile Radius
	Airport		Pipeline		Interstate
	Cemeteries		Railroad		State Route
	Hospital		Trails		US Route
	School		Managed Lands		Local Road

Red Flag Investigation - Water Resources
 Des. No. 1400071, Interchange Modification
 I-65 at SR 267 (4.5 miles N. of I-865)
 Boone County, Indiana



Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
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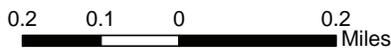


NWI - Point	Wetlands	Half Mile Radius
Karst Spring	Lake - Impaired	Interstate
Canal Structure - Historic	Lake	State Route
NWI - Line	Floodplain - DFIRM	US Route
Stream - Impaired	Cave Entrance Density	Local Road
NPS NRI listed	Sinkhole Area	Urban Area
River	Sinking-Stream Basin	
Canal Route - Historic		

Red Flag Investigation - Hazardous Material Concerns
Des. No. 1400071, Interchange Modification
I-65 at SR 267 (4.5 miles N. of I-865)
Boone County County, Indiana



	Brownfield		RCRA Generator/TSD		Institutional Controls
	RCRA Corrective Action Sites		Restricted Waste Site		Half Mile Radius
	Confined Feeding Operation		Septage Waste Site		Interstate
	Construction/Demolition Site		Solid Waste Landfill		State Route
	Infectious/Medical Waste Site		State Cleanup Site		US Route
	Leaking Underground Storage Tank		Superfund		Local Road
	Manufactured Gas Plant		Tire Waste Site		
	NPDES Facilities		Underground Storage Tank		
	NPDES Pipe Locations		Voluntary Remediation Program		
	Open Dump Waste Site		Waste Transfer Station		



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

Indiana County Endangered, Threatened and Rare Species List

County: Boone

Species Name	Common Name	FED	STATE	GRANK	SRANK
Mollusk: Bivalvia (Mussels)					
Fusconaia subrotunda	Longsolid		SE	G3	SX
Lampsilis fasciola	Wavyrayed Lampmussel		SSC	G5	S3
Ptychobranchus fasciolaris	Kidneyshell		SSC	G4G5	S2
Toxolasma lividus	Purple Lilliput		SSC	G3Q	S2
Villosa lienosa	Little Spectaclecase		SSC	G5	S3
Amphibian					
Acris blanchardi	Northern Cricket Frog		SSC	G5	S4
Lithobates pipiens	Northern Leopard Frog		SSC	G5	S2
Bird					
Ammodramus henslowii	Henslow's Sparrow		SE	G4	S3B
Bartramia longicauda	Upland Sandpiper		SE	G5	S3B
Buteo lineatus	Red-shouldered Hawk		SSC	G5	S3
Chordeiles minor	Common Nighthawk		SSC	G5	S4B
Cistothorus palustris	Marsh Wren		SE	G5	S3B
Cistothorus platensis	Sedge Wren		SE	G5	S3B
Dendroica cerulea	Cerulean Warbler		SE	G4	S3B
Helmitheros vermivorus	Worm-eating Warbler		SSC	G5	S3B
Ixobrychus exilis	Least Bittern		SE	G5	S3B
Mniotilta varia	Black-and-white Warbler		SSC	G5	S1S2B
Nycticorax nycticorax	Black-crowned Night-heron		SE	G5	S1B
Rallus elegans	King Rail		SE	G4	S1B
Rallus limicola	Virginia Rail		SE	G5	S3B
Sturnella neglecta	Western Meadowlark		SSC	G5	S2B
Tyto alba	Barn Owl		SE	G5	S2
Wilsonia citrina	Hooded Warbler		SSC	G5	S3B
Mammal					
Lasiurus borealis	Eastern Red Bat		SSC	G5	S4
Myotis sodalis	Indiana Bat or Social Myotis	LE	SE	G2	S1
Taxidea taxus	American Badger		SSC	G5	S2
Vascular Plant					
Crataegus grandis	Grand Hawthorn		SE	G3G5Q	S1
Juglans cinerea	Butternut		WL	G4	S3
Plantago cordata	Heart-leaved Plantain		SE	G4	S1
High Quality Natural Community					
Forest - flatwoods central till plain	Central Till Plain Flatwoods		SG	G3	S2
Forest - floodplain wet-mesic	Wet-mesic Floodplain Forest		SG	G3?	S3

Indiana Natural Heritage Data Center
Division of Nature Preserves
Indiana Department of Natural Resources
This data is not the result of comprehensive county surveys.

Fed: LE = Endangered; LT = Threatened; C = candidate; PDL = proposed for delisting
State: SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern; SX = state extirpated; SG = state significant; WL = watch list
GRANK: Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long term concerns; G5 = widespread and abundant globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank
SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46201-2216
(317) 232-5348
FAX: (317) 233-4929

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Date: April 24, 2018

To: Hazardous Materials Unit
Environmental Services
Indiana Department of Transportation
100 N Senate Avenue, Room N642
Indianapolis, IN 46204

From: Kirk Roth
Corradino, LLC
200 S. Meridian St., Suite #330
Indianapolis, IN 46225
kroth@corradino.com

Re: RED FLAG INVESTIGATION
DES #1702147 (I-65 at CR 550S – New Interchange)
Boone County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: INDOT proposes to construct a new urban interchange at this location. The project is located in Boone County approximately 2.0 miles southeast of the I-65/SR 267 interchange northwest of Indianapolis, Indiana.

Bridge and/or Culvert Project – No

Proposed right of way: Temporary 3.0 Acres; Permanent 58.8 Acres

Type of Excavation - Most excavation will be one foot for vegetation removal. There will be 3 feet of excavation for a detention area inward of the ramps, 2.25 feet of excavation at the abutments, and 7.25 feet of excavation at the bridge pier in the median. There will be 60 foot pilings at the end bends and 50 foot pilings at the pier.

Maintenance of traffic: Most of the construction will occur off of existing roadways without the need for maintenance of traffic. There may be twenty minute traffic closures while bridge beams are set and for deck work.

Work in waterway – YES Above ordinary high water mark – YES

State Project – YES

Any other factors influencing recommendations – N/A

SUMMARY

Infrastructure			
Indicate the number of items of concern found within 0.5 mile and an explanation why each item within the 0.5 mile search radius will/will not impact the project. If there are no items, please indicate N/A:			
Religious Facilities	N/A	Recreational Facilities	N/A
Airports	N/A	Pipelines	N/A
Cemeteries	N/A	Railroads	N/A
Hospitals	N/A	Trails	2
Schools	N/A	Managed Lands	N/A

Explanation:

Trails: Two (2) planned trails are located the 0.5 mile search radius. The nearest planned trail section, associated with the planned City of Whitestown Russell Road trail, occurs approximately 0.20 miles southwest of the project area. No impact is expected.

Water Resources			
Indicate the number of items of concern found within 0.5 mile and an explanation why each item within the 0.5 mile search radius will/will not impact the project. If there are no items, please indicate N/A:			
NWI - Points	1	NWI - Wetlands	18
Karst Springs	N/A	IDEM 303d Listed Lakes	N/A
Canal Structures – Historic	N/A	Lakes	6
NWI - Lines	5	Floodplain - DFIRM	7
IDEM 303d Listed Rivers and Streams (Impaired)	1	Cave Entrance Density	N/A
Rivers and Streams	5	Sinkhole Areas	N/A
Canal Routes - Historic	N/A	Sinking-Stream Basins	N/A
Urbanized Area Boundary (UAB)	N/A		

Explanation:

NWI – Points: One (1) NWI Wetland Point is located within the 0.5 mile search radius. This wetland point is approximately 0.5 mile southeast of the project area. No impact is expected.

NWI - Wetlands: Eighteen (18) NWI Wetlands are located within the 0.5 mile search radius. Two (2) wetlands are located within the project area and two (2) wetlands are adjacent to the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

Lakes: Six (6) lakes are located with the 0.5 mile search radius. The nearest lake is approximately 0.05 mile northeast of the project area. No impact is expected.

NWI – Lines: Five (5) NWI Wetland Lines are located within the 0.5 mile search radius. Etter Ditch is within the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

Floodplain - DFIRM: Seven (7) floodplains are located with the 0.5 mile search radius. The project encounters the floodplain of Etter Ditch. Coordination with INDOT ES Ecology and Waterway Permitting will occur.

Rivers and Streams: Five (5) streams are located with the 0.5 mile search radius. Etter Ditch is within the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

IDEM 303d Listed Rivers and Streams (Impaired): One (1) IDEM 303d Listed Impaired Stream is located within the 0.5 mile search radius. A portion of Etter Ditch ending adjacent to the project area is listed as impaired for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

Mining/Mineral Exploration			
Indicate the number of items of concern found within 0.5 mile and an explanation why each item within the 0.5 mile search radius will/will not impact the project. If there are no items, please indicate N/A:			
Petroleum Wells	N/A	Petroleum Fields	N/A
Mines – Surface	N/A	Mines – Underground	N/A

Explanation:

No mining or mineral exploration features are known for the area. It is not anticipated that the project will impact any mining/mineral exploration resources.

Hazardous Material Concerns			
Indicate the number of items of concern found within 0.5 mile and an explanation why each item within the 0.5 mile search radius will/will not impact the project. If there are no items, please indicate N/A:			
Superfund	N/A	Manufactured Gas Plant Sites	N/A
RCRA Generator/TSD	2	Open Dump Sites	N/A
Corrective Action Sites (RCRA)	N/A	Restricted Waste Sites	N/A
State Cleanup Sites	N/A	Waste Transfer Stations	1
Septage Waste Sites	N/A	Tire Waste Sites	N/A
Underground Storage Tanks (USTs)	N/A	Confined Feeding Operations*	1
Voluntary Remediation Program	N/A	Brownfield Sites	N/A
Construction Demolition Waste	N/A	Institutional Control Sites	N/A
Solid Waste Landfills	N/A	NPDES Facilities	8
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	N/A
Leaking Underground Storage Tanks (LUSTs)	N/A	Notice of Contamination Sites	M/A

Explanation:

NPDES Facilities: Eight (8) NPDES Facilities are within the 0.5 mile search radius. The nearest is Edmonds Creek at Anson-Section 1, addressed at CR 550S and S. Perry Worth Road, which is within the project area. There are no records of this facility within the IDEM Virtual File Cabinet. Coordination will occur with IDEM Office of Water Quality.

RCRA Generator TSD: Two (2) RCRA Generator/TSDs are within the 0.5 mile search radius. The nearest is Sanders Building and Contracting approximately 0.21 mile south of the project area. Sanders Building and Contracting is a conditionally exempt small quantity generator of ignitable waste and particulate matter at 6051 S. Indianapolis Road. An inspection report from the IDEM Office of Air Quality, issued September 24, 2015, found no violations. No impact is expected.

Confined Feeding Operations*: One (1) former confined feeding operation is within the 0.5 mile search radius, within the northeast quadrant of the project area. Clark's Pork Farm 1 (5380 E 550 S, Whitestown, IN 46075) requested to be removed as a confined feeding operation. An IDEM Office of Land Quality Inspection on September 4, 2009 found no manure in the facility's storage structures. IDEM approved the request on September 29, 2009. No confined feeding operation permits have been requested at this property since this date. All previous inspection reports indicate the no violations have taken place on this property. No impact is expected.

Waste Transfer Stations: One (1) waste transfer station is within the 0.5 mile search radius. 334 Recycling and Transfer Station is located at 6251 S. Indianapolis Road, approximately 0.5 miles southeast of the project area. The facility is a station for consolidating solid waste for transport to processing facilities. A Solid Waste Processing Facility permit renewal was issued on December 17, 2017. The most recent inspection occurred on November 14, 2017 and a finding of compliance was issued. No impact is expected.

Ecological Information

The Boone County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is attached with ETR species highlighted. A preliminary review of the Indiana Natural Heritage Database by IDNR did not indicate the presence of endangered species. Coordination with USFWS and IDNR will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. Two culverts, each 48 inches tall and not within the BIAS system, are located within the project area. The first is located on Indianapolis Road at its crossing of Etter Ditch south of CR 550S. The second is at the junction of Etter Ditch and an unnamed tributary of Etter Ditch, located where Etter Ditch is due east of CR 550S. Additional investigation to confirm the presence or absence of bats will be necessary. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects" dated October 25, 2017.

An inquiry using the USFWS Information for Planning and Consultation (IPaC) website did not indicate the presence of the federally endangered species, the Rusty Patched Bumble Bee, in or within 0.5 mile of the project area. No impact is expected.

RECOMMENDATIONS

Include recommendations from each section. If there are no recommendations, please indicate N/A:

INFRASTRUCTURE: N/A

WATER RESOURCES:

The presence of the following water resources will require the preparation of a Waters of the US Report and coordination with INDOT ES Ecology and Waterway Permitting:

- Two (2) wetlands are located within the project area and two (2) wetlands are adjacent to the project area.
- One (1) Stream, Etter Ditch and its associated wetland line, is within the project area.

Etter Ditch is listed as impaired for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

The project encounters the floodplain of Etter Ditch. Coordination with INDOT ES Ecology and Waterway Permitting will occur.

MINING/MINERAL EXPLORATION: N/A

HAZMAT CONCERNS: One (1) NPDES Facility, Edmonds Creek at Anson-Section 1, addressed at CR 550S and S. Perry Worth Road, is within the project area. There are no records of this facility within the IDEM Virtual File Cabinet. Coordination will occur with IDEM Office of Water Quality.

ECOLOGICAL INFORMATION:

Coordination with USFWS and IDNR will occur.

The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects" dated October 25, 2017.

Two culverts, each 48 inches tall and not within the BIAS system, are located within the project area. The first is located on Indianapolis Road at its crossing of Etter Ditch south of CR 550S. The second is at the junction of Etter Ditch and an unnamed tributary of Etter Ditch, located where Etter Ditch is due east of CR 550S. Additional investigation to confirm the presence or absence of bats will be necessary.

INDOT Environmental Services concurrence: Marlene Mathas Digitally signed by Marlene Mathas
Date: 2018.04.26 12:31:39 -04'00' (Signature)

Prepared by:

Kirk Roth, Environmental Scientist
Corradino, LLC

Graphics:

A map for each report section with a 0.5 mile search radius buffer around all project area(s) showing all items identified as possible items of concern is attached. If there is not a section map included, please change the YES to N/A:

GENERAL SITE MAP SHOWING PROJECT AREA: YES

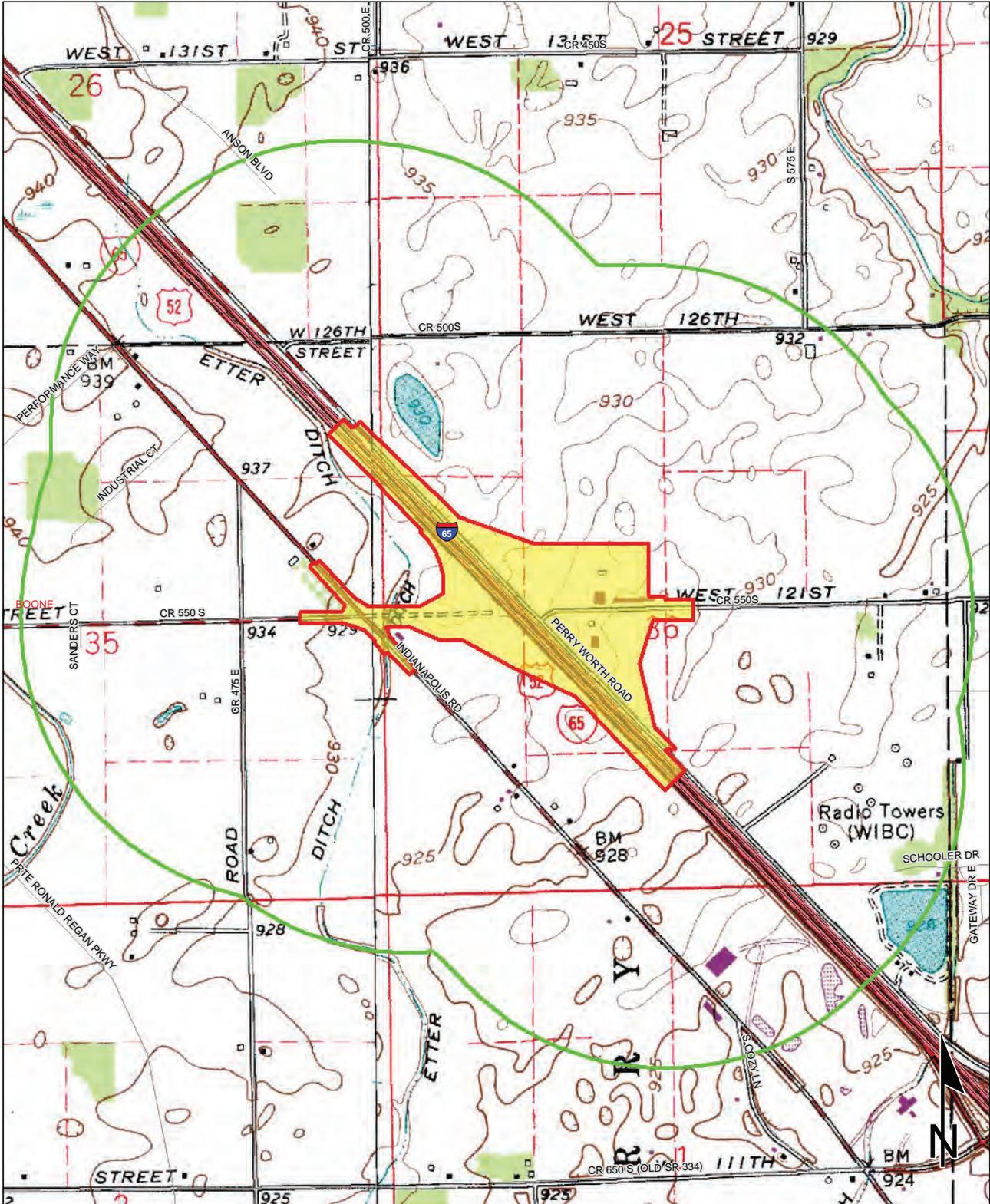
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: N/A

HAZMAT CONCERNS: YES

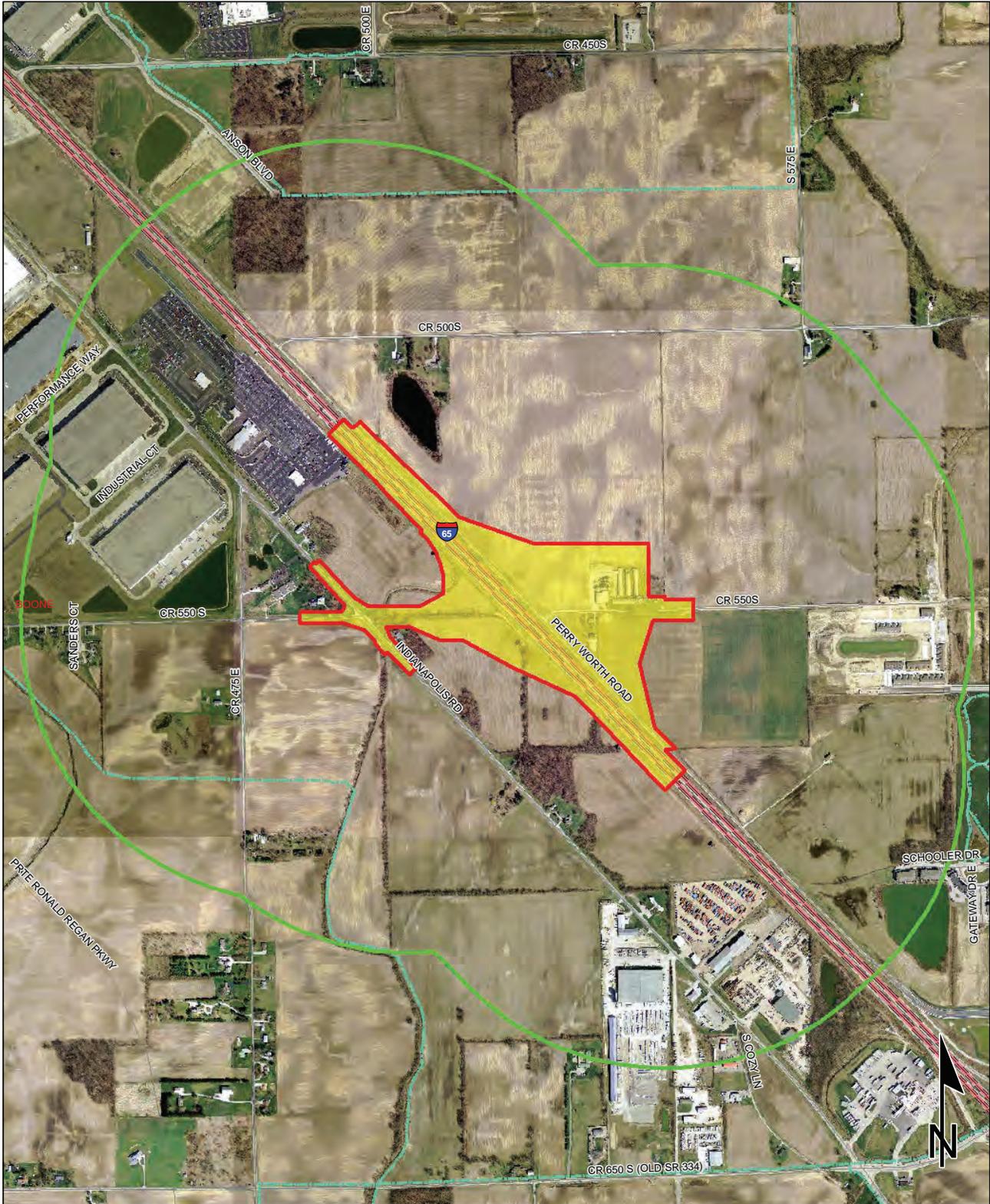
Red Flag Investigation - Site Location
 Des. No. 1702147, New Interchange
 I-65 at CR 550 S (2.6 miles N. of I-865)
 Boone County, Indiana



Sources: 0.2 0.1 0 0.2 Miles
Non Orthophotography.
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83
 This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

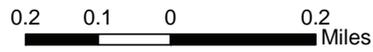
ZIONSVILLE/FAYETTE
 QUADRANGLES INDIANA
 7.5 MINUTE SERIES
 (TOPOGRAPHIC)

Red Flag Investigation - Infrastructure
 Des. No. 1702147, New Interchange
 I-65 at CR 550 S (2.6 miles N. of I-865)
 Boone County, Indiana



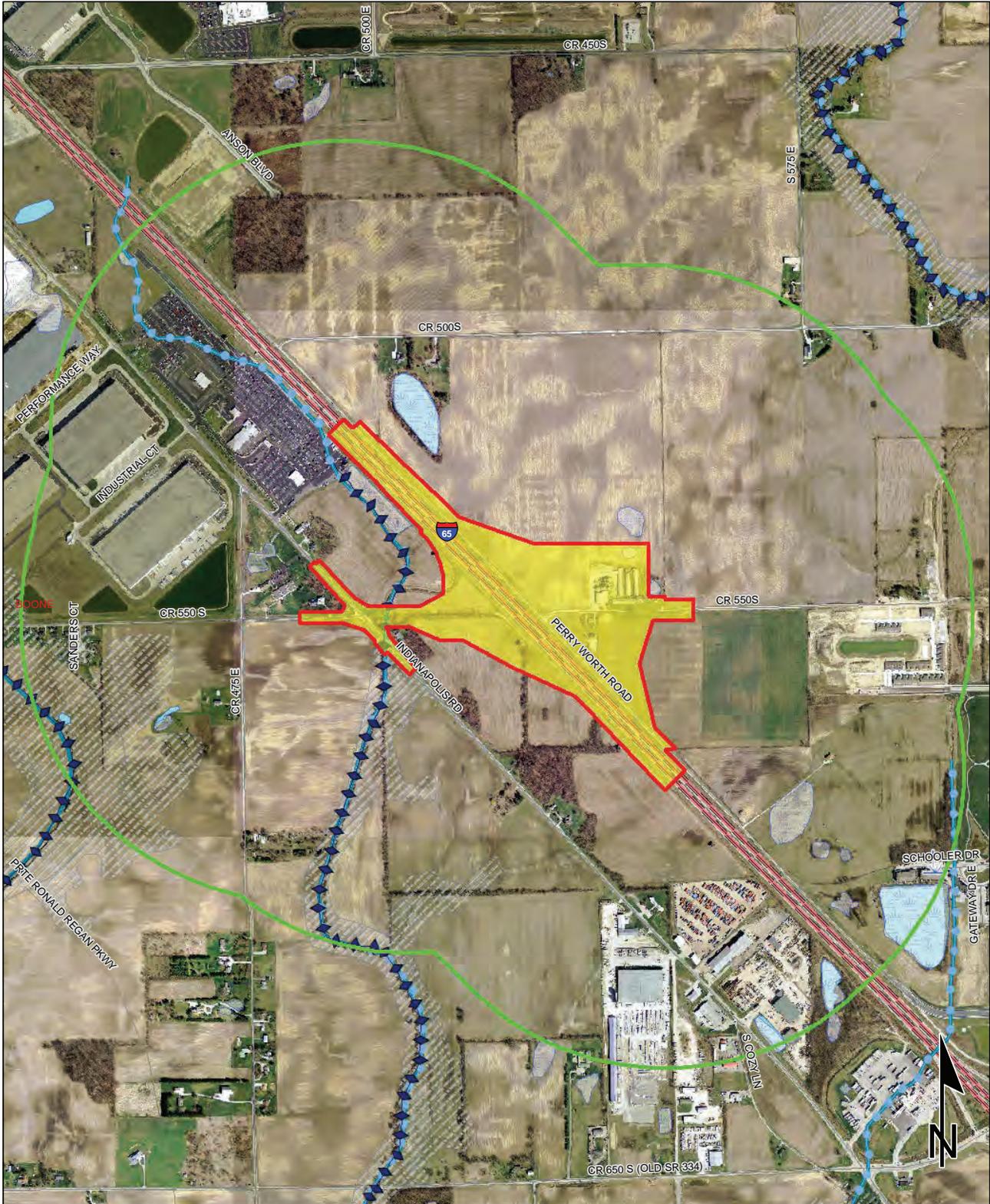
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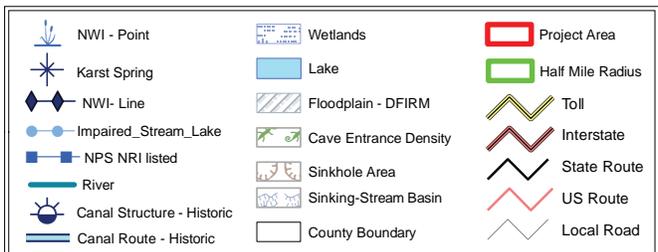


	Religious Facility		Recreation Facility		Project Area
	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
					Local Road

Red Flag Investigation - Water Resources
 Des. No. 1702147, New Interchange
 I-65 at CR 550 S (2.6 miles N. of I-865)
 Boone County, Indiana



Sources: 0.2 0.1 0 0.2 Miles
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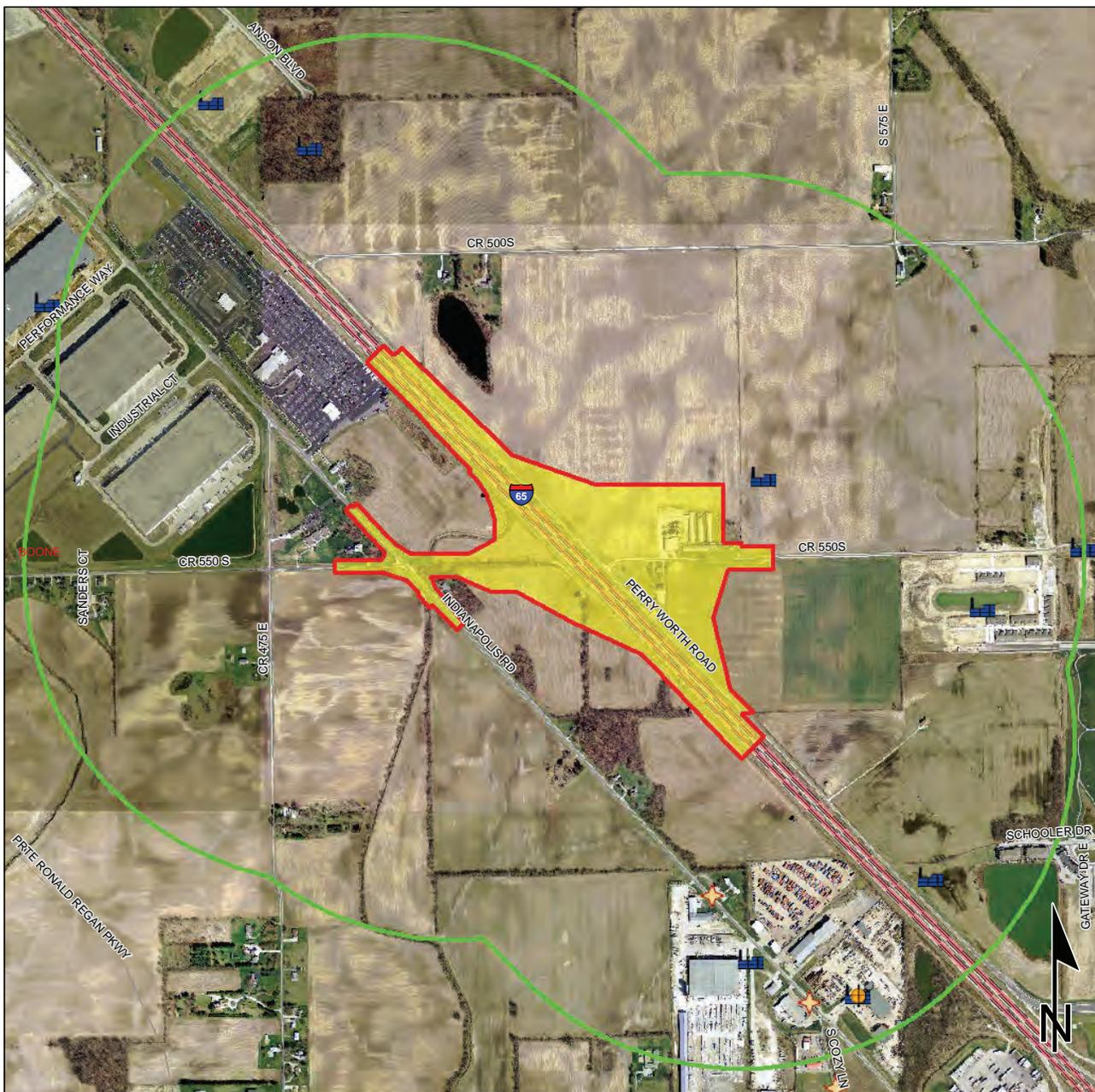


Red Flag Investigation - Hazardous Material Concerns

Des. No. 1702147, New Interchange

I-65 at CR 550 S (2.6 miles N. of I-865)

Boone County, Indiana



	Brownfield		RCRA Generator/TSD		Institutional Controls
	RCRA Corrective Action Sites		Restricted Waste Site		County Boundary
	Confined Feeding Operation Notice_of_Contamination		Septage Waste Site		Project Area
	Construction/Demolition Site		Solid Waste Landfill		Half Mile Radius
	Infectious/Medical Waste Site		State Cleanup Site		Toll
	Leaking Underground Storage Tank		Superfund		Interstate
	Manufactured Gas Plant		Tire Waste Site		State Route
	NPDES Facilities		Underground Storage Tank		US Route
	NPDES Pipe Locations		Voluntary Remediation Program		Local Road
	Open Dump Waste Site		Waste Transfer Station		

0.2 0.1 0 0.2
Miles

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Indiana County Endangered, Threatened and Rare Species List

County: Boone

Species Name	Common Name	FED	STATE	GRANK	SRANK
Mollusk: Bivalvia (Mussels)					
Fusconaia subrotunda	Longsolid		SE	G3	SX
Lampsilis fasciola	Wavyrayed Lampmussel		SSC	G5	S3
Ptychobranhus fasciolaris	Kidneyshell		SSC	G4G5	S2
Toxolasma lividus	Purple Lilliput		SSC	G3Q	S2
Villosa lienosa	Little Spectaclecase		SSC	G5	S3
Amphibian					
Acris blanchardi	Northern Cricket Frog		SSC	G5	S4
Lithobates pipiens	Northern Leopard Frog		SSC	G5	S2
Bird					
Ammodramus henslowii	Henslow's Sparrow		SE	G4	S3B
Bartramia longicauda	Upland Sandpiper		SE	G5	S3B
Buteo lineatus	Red-shouldered Hawk		SSC	G5	S3
Chordeiles minor	Common Nighthawk		SSC	G5	S4B
Cistothorus palustris	Marsh Wren		SE	G5	S3B
Cistothorus platensis	Sedge Wren		SE	G5	S3B
Dendroica cerulea	Cerulean Warbler		SE	G4	S3B
Helmitheros vermivorus	Worm-eating Warbler		SSC	G5	S3B
Ixobrychus exilis	Least Bittern		SE	G5	S3B
Mniotilta varia	Black-and-white Warbler		SSC	G5	S1S2B
Nycticorax nycticorax	Black-crowned Night-heron		SE	G5	S1B
Rallus elegans	King Rail		SE	G4	S1B
Rallus limicola	Virginia Rail		SE	G5	S3B
Sturnella neglecta	Western Meadowlark		SSC	G5	S2B
Tyto alba	Barn Owl		SE	G5	S2
Wilsonia citrina	Hooded Warbler		SSC	G5	S3B
Mammal					
Lasiurus borealis	Eastern Red Bat		SSC	G5	S4
Myotis sodalis	Indiana Bat or Social Myotis	LE	SE	G2	S1
Taxidea taxus	American Badger		SSC	G5	S2
Vascular Plant					
Crataegus grandis	Grand Hawthorn		SE	G3G5Q	S1
Juglans cinerea	Butternut		WL	G4	S3
Plantago cordata	Heart-leaved Plantain		SE	G4	S1
High Quality Natural Community					
Forest - flatwoods central till plain	Central Till Plain Flatwoods		SG	G3	S2
Forest - floodplain wet-mesic	Wet-mesic Floodplain Forest		SG	G3?	S3

Indiana Natural Heritage Data Center
Division of Nature Preserves
Indiana Department of Natural Resources
This data is not the result of comprehensive county surveys.

Fed: LE = Endangered; LT = Threatened; C = candidate; PDL = proposed for delisting
State: SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern; SX = state extirpated; SG = state significant; WL = watch list
GRANK: Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long term concerns; G5 = widespread and abundant globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank
SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204-2216
(317) 232-5348
FAX: (317) 233-4929

Eric Holcomb, Governor
Joe McGuinness,
Commissioner

Date: May 10, 2018

To: Hazardous Materials Unit
Environmental Services
Indiana Department of Transportation
100 N Senate Avenue, Room N642
Indianapolis, IN 46204

From: Kirk Roth
Corradino, LLC
200 S. Meridian St., Suite #330
Indianapolis, IN 46225
kroth@corradino.com

Re: RED FLAG INVESTIGATION
DES #1400071
I-65 at Whitestown Parkway, and I-65 at I-865
Boone County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: INDOT proposes to construct minor pavement widening and restriping at the existing eastbound I-865 exit from I-65 and at the existing northbound I-65 to Whitestown Parkway exit to improve traffic operations at these exits. The project is located in Boone County, and includes minor ramp and lane revisions for the northbound I-65 exit to Whitestown Parkway and the southbound I-65 exit to eastbound I-865.

Bridge and/or Culvert Project – No

Proposed right of way: Improvements at the I-865 exit are anticipated to fit within the existing right-of-way. Minor right-of-way purchase (up to 0.1 acre) may be required for the Whitestown Parkway improvements along the ramp edges.

Type of Excavation - Excavation will be one foot for vegetation removal

Maintenance of traffic: A single lane at a time of the two-lane Whitestown Parkway ramp may be closed for some work. Construction only impacts the gore and transition of the I-65 northbound exit ramp to I-865 – single lane closure may occur.

Work in waterway – NO Above ordinary high water mark – N/A

State Project – YES

Any other factors influencing recommendations – N/A

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure			
Indicate the number of items of concern found within 0.5 mile and an explanation why each item within the 0.5 mile search radius will/will not impact the project. If there are no items, please indicate N/A:			
Religious Facilities	1	Recreational Facilities	N/A
Airports	N/A	Pipelines	1
Cemeteries	2	Railroads	N/A
Hospitals	N/A	Trails	4
Schools	1	Managed Lands	N/A

Explanation:

Religious Facilities: One (1) religious facility is located within the 0.5 mile search radius. The Trader’s Point Christian Church is approximately 0.44 mile southwest of the Whitestown Parkway project area. This facility is not shown in Indiana-GIS. No impact is expected.

Cemeteries: Two (2) cemeteries are located within the 0.5 mile search radius. The nearest cemetery, the Lincoln Memory Garden, is approximately 0.35 mile south of the Whitestown Parkway project area. No impact is expected.

Trails: Four (4) trails are located within 0.5 mile of the search radius. One (1) planned trail, the City of Whitestown Russell Road Trail, is approximately 0.1 mile northwest of the Whitestown Parkway project area. No impact is expected.

Schools: One (1) school is located within the 0.5 mile search radius. The Trader’s Point Christian Academy is approximately 0.45 mile southwest of the Whitestown Parkway project area. No impact is expected.

Pipelines: One (1) pipeline is located within 0.5 mile of the search radius. An Indiana Farm Bureau Co-op Association pipeline is within the I-865 project area. Coordination with INDOT Utilities and Railroads will occur.

WATER RESOURCES TABLE AND SUMMARY

Water Resources			
Indicate the number of items of concern found within 0.5 mile and an explanation why each item within the 0.5 mile search radius will/will not impact the project. If there are no items, please indicate N/A:			
NWI - Points	N/A	NWI - Wetlands	22
Karst Springs	N/A	IDEM 303d Listed Lakes	N/A
Canal Structures – Historic	N/A	Lakes	13
NWI - Lines	1	Floodplain - DFIRM	10
IDEM 303d Listed Rivers and Streams (Impaired)	4	Cave Entrance Density	N/A
Rivers and Streams	6	Sinkhole Areas	N/A
Canal Routes - Historic	N/A	Sinking-Stream Basins	N/A

Explanation:

NWI - Wetlands: Twenty-two (22) NWI Wetlands are located within the 0.5 mile search radius. The nearest wetland is approximately 0.02 mile east of the Whitestown Parkway project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

NWI – Line: One (1) NWI Line is located within the 0.5 mile search radius. Fishback Creek is approximately 0.31 mile southeast of the I-865 project area. No impact is expected.

Lakes: Thirteen (13) lakes are located with the 0.5 mile search radius. The nearest lake is approximately 0.04 mile east of the Whitestown Parkway project area. No impact is expected.

Floodplain - DFIRM: Ten (10) floodplains are located with the 0.5 mile search radius. The nearest floodplain is 0.3 mile southwest of the Whitestown Parkway project area. No impact is expected.

Rivers and Streams: Six (6) streams are located with the 0.5 mile search radius. The nearest stream, a tributary of Fishback Creek, is approximately 0.2 mile east of the I-865 project area. No impact is expected.

IDEM 303d Listed Rivers and Streams (Impaired): Four (4) IDEM 303d Listed Impaired Stream is located within the 0.5 mile search radius. The nearest stream, a tributary of Fishback Creek, is approximately 0.20 mile east of the I-865 project area and is listed as impaired for E. coli. No impact is expected.

URBANIZED AREA BOUNDARY SUMMARY

Urbanized Area Boundary (UAB): Both interchange locations lie within the Boone County UAB; however, a Rule 13 Permit from IDEM has not been issued. No further coordination is necessary at this time.

MINING/MINERAL EXPLORATION TABLE AND SUMMARY

Mining/Mineral Exploration			
Indicate the number of items of concern found within 0.5 mile and an explanation why each item within the 0.5 mile search radius will/will not impact the project. If there are no items, please indicate N/A:			
Petroleum Wells	N/A	Petroleum Fields	N/A
Mines – Surface	N/A	Mines – Underground	N/A

Explanation:

No mining or mineral exploration features are known for the area. It is not anticipated that the project will impact any mining/mineral exploration resources.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns			
Indicate the number of items of concern found within 0.5 mile and an explanation why each item within the 0.5 mile search radius will/will not impact the project. If there are no items, please indicate N/A:			
Superfund	N/A	Manufactured Gas Plant Sites	N/A
RCRA Generator/TSD	N/A	Open Dump Sites	N/A
Corrective Action Sites (RCRA)	N/A	Restricted Waste Sites	N/A
State Cleanup Sites	3	Waste Transfer Stations	N/A
Septage Waste Sites	N/A	Tire Waste Sites	N/A
Underground Storage Tanks (USTs)	4	Confined Feeding Operations	N/A
Voluntary Remediation Program	1	Brownfield Sites	1
Construction Demolition Waste	N/A	Institutional Control Sites	N/A
Solid Waste Landfills	N/A	NPDES Facilities	8
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	N/A
Leaking Underground Storage Tanks (LUSTs)	5	Notice of Contamination Sites	N/A

Explanation:

NPDES Facilities: Eight (8) NPDES Facilities are within the 0.5 mile search radius. The nearest according to Indiana Maps data is Holiday Inns Express, which is 0.06 mile north of the I-865 Project Area. However, this does not correspond with aerial mapping nor with the address, at 6490 Whitestown Parkway. The actual site is 0.32 mile northeast of the Whitestown Parkway project area. No impact is expected.

State Cleanup Sites: Three State Cleanup sites are within the 0.5 mile search radius. The nearest is Wrecks Incorporated (AI # 7545), which is a former auto salvage located at 7060 S. Indianapolis Road, located approximately 0.1 mile southwest of the I-865 Project Area. IDEM entered into the Voluntary Remediation Agreement with Wrecks Inc on August 30, 2005 for releases and spills of automotive oils. An Amended Remediation Work Plan (not currently within the Virtual File Cabinet) was submitted to IDEM on June 3, 2016 and IDEM comments on the document were resolved and accepted on December 21, 2017. Groundwater monitoring from March 2017 indicated that no chemicals of concern were detected above laboratory reporting limits in off-site monitoring wells. Due to the limited nature of work in this project area, no impact is expected.

Underground Storage Tanks: Four (4) underground storage tank (UST) sites are within the 0.5 mile search radius. None of these are within the project area. No impact is expected. The following site is nearest to the project areas:

Whitestown Marathon, AI# 1653 (formerly Stuckey's Pecan Shop) – 6215 E SR 334, Whitestown, IN 46077. There are three active USTs at this location. IDEM conducted an Underground Storage Tank Inspection Report on September 13, 2016. The report noted deficiencies including failure to conduct an annual line tightness test, replacement of missing rubber gaskets, replacement of sump covers, and financial responsibility items. The Virtual File Cabinet does not record

whether these deficiencies were met. This area is approximately 0.11 mile northeast of the Whitestown Parkway project area. Due to the limited nature of the project, no impact is expected.

Leaking Underground Storage Tanks: Five (5) leaking underground storage tank (LUST) sites are within the 0.5 mile search radius. Whitestown Marathon, AI# 1653 (formerly Stuckey's Pecan Shop) – 6215 E SR 334, Whitestown, IN 46077. This site is nearest and located approximately 0.11 mile northeast of the Whitestown Parkway project area. USTs were removed from the site in June 1986 (three USTs), December 1990 (one UST), and March 1991 (two USTs). A No Further Action approval was granted on September 30, 2005 for a LUST incident. A No Further Action Approval Memorandum was issued to the Pecan Shoppe of Whitestown on June 28, 2007. Due to the limited nature of the project, no impact is expected.

Brownfields: One (1) Brownfield is located within the 0.5 mile search radius. The Whitestown Residential Development is located at 7238 S. Indianapolis Road, Whitestown, IN 46075 and is approximately 0.17 mile west of the I-865 project area. The site has three recognized environmental conditions (RECs): 1) the presence of at least two groundwater wells, which may have been impacted by former operations/known groundwater contamination on the north adjoining upgradient property (Wrecks, Inc – see State Cleanup Sites and Voluntary Remediation Program sections), 2) the presence of a petroleum pipeline traversing the site, 3) know soil and groundwater contamination on the north adjoining, upgradient property. A Comfort and Closure Letter was issued August 6, 2014. IDEM approved a conditional closure of environmental conditions on the site because there were no reported releases from a pipeline traversing the site, no indication of soil or groundwater contamination from the Wrecks property north of the site, and it was determined that concentrations of arsenic, cadmium, chromium, and lead did not pose a risk to human health or the environment. No impact is expected.

Voluntary Remediation Program: One (1) Voluntary Remediation Program location is within the 0.5 mile search radius. Wrecks Incorporated (AI # 7545) is a former auto salvage located at 7060 S. Indianapolis Road, located approximately 0.1 mile southwest of the I-865 Project Location. See additional information on this site under the State Cleanup section.

ECOLOGICAL INFORMATION SUMMARY

The Boone County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is attached with ETR species highlighted. A preliminary review of the Indiana Natural Heritage Database by IDNR did not indicate the presence of endangered species. Coordination with USFWS and IDNR will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects" dated October 25, 2017.

An inquiry using the USFWS Information for Planning and Consultation (IPaC) website did not indicate the presence of the federally endangered species, the Rusty Patched Bumble Bee, in or within 0.5 mile of the project area. No impact is expected.

RECOMMENDATIONS

Include recommendations from each section. If there are no recommendations, please indicate N/A:

INFRASTRUCTURE:

The presence of the following infrastructure will require coordination with INDOT Utilities and Railroads.

- One (1) pipeline, an Indiana Farm Bureau Co-op Association pipeline, is within the I-865 project area.

WATER RESOURCES:

The presence of the following water resources will require the preparation of a Waters of the US Report and coordination with INDOT ES Ecology and Waterway Permitting:

- One (1) NWI – Wetland located adjacent to the Whitestown Parkway project area.

URBANIZED AREA BOUNDARY: N/A

MINING/MINERAL EXPLORATION: N/A

HAZMAT CONCERNS: N/A

ECOLOGICAL INFORMATION:

Coordination with USFWS and IDNR will occur.

The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to “Using the USFWS’s IPaC System for Listed Bat Consultation for INDOT Projects” dated October 25, 2017.

INDOT Environmental Services concurrence: Marlene Mathas Digitally signed by Marlene Mathas
Date: 2018.05.11 08:41:23 -04'00' (Signature)

Prepared by:

Kirk Roth, Environmental Scientist

Corradino, LLC

Graphics:

GENERAL SITE MAP SHOWING PROJECT AREA: YES

INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: N/A

HAZMAT CONCERNS: YES

Red Flag Investigation - Site Location
 Des. No. 1400071, Interchange Modification
 I-65 at Whitestown Parkway (1.3 miles N. of I-865) and at I-865
 Boone County, Indiana



Sources: 0.2 0.1 0 0.2 Miles
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Data - Obtained from the State of Indiana Geographical Information Office Library
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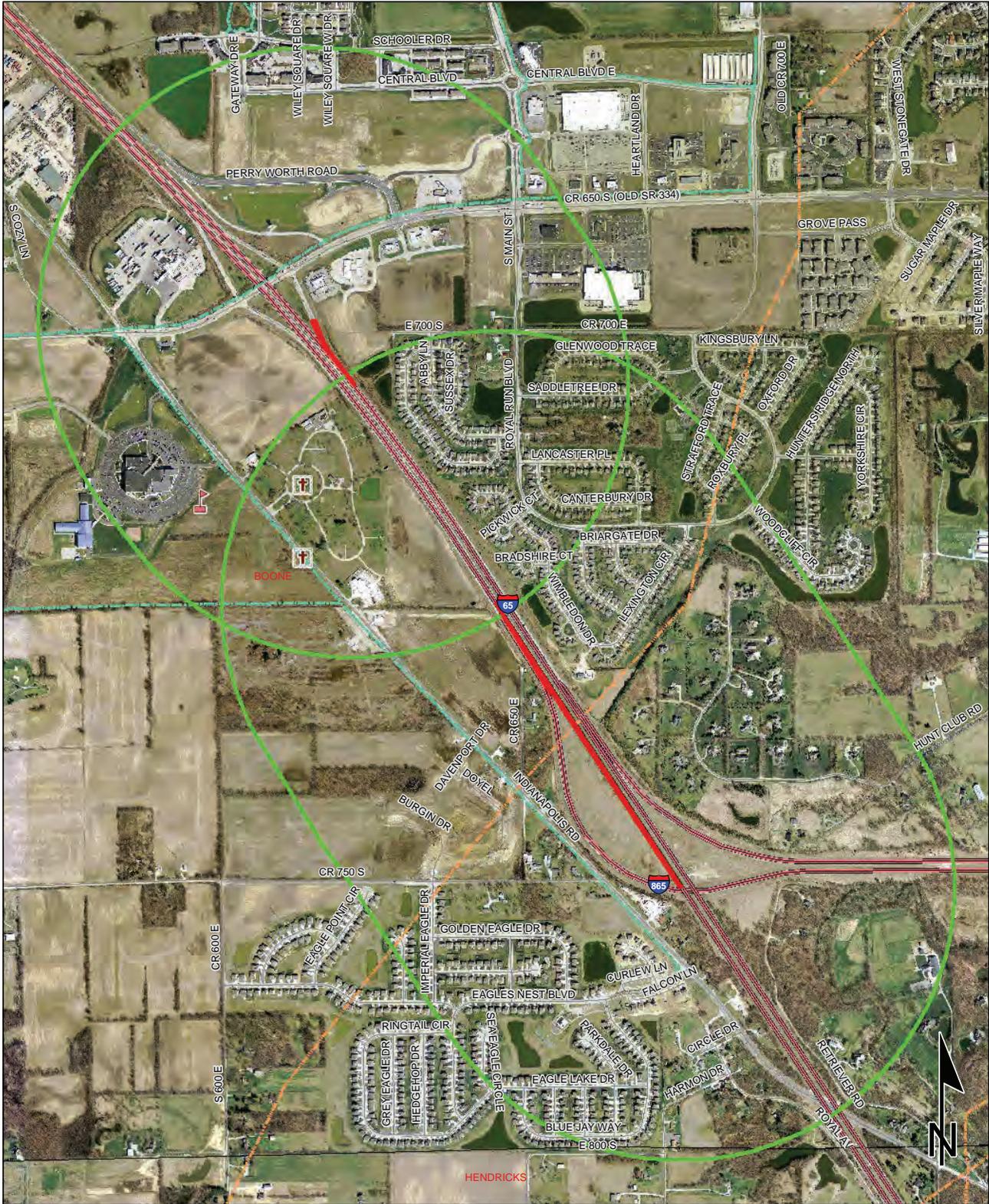
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 INDIANA
 7.5 MINUTE SERIES
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Red Flag Investigation - Infrastructure

Des. No. 1400071, Interchange Modification

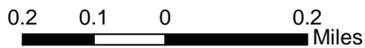
I-65 at Whitestown Parkway (1.3 miles N. of I-865) and at I-865

Boone County, Indiana



Sources:
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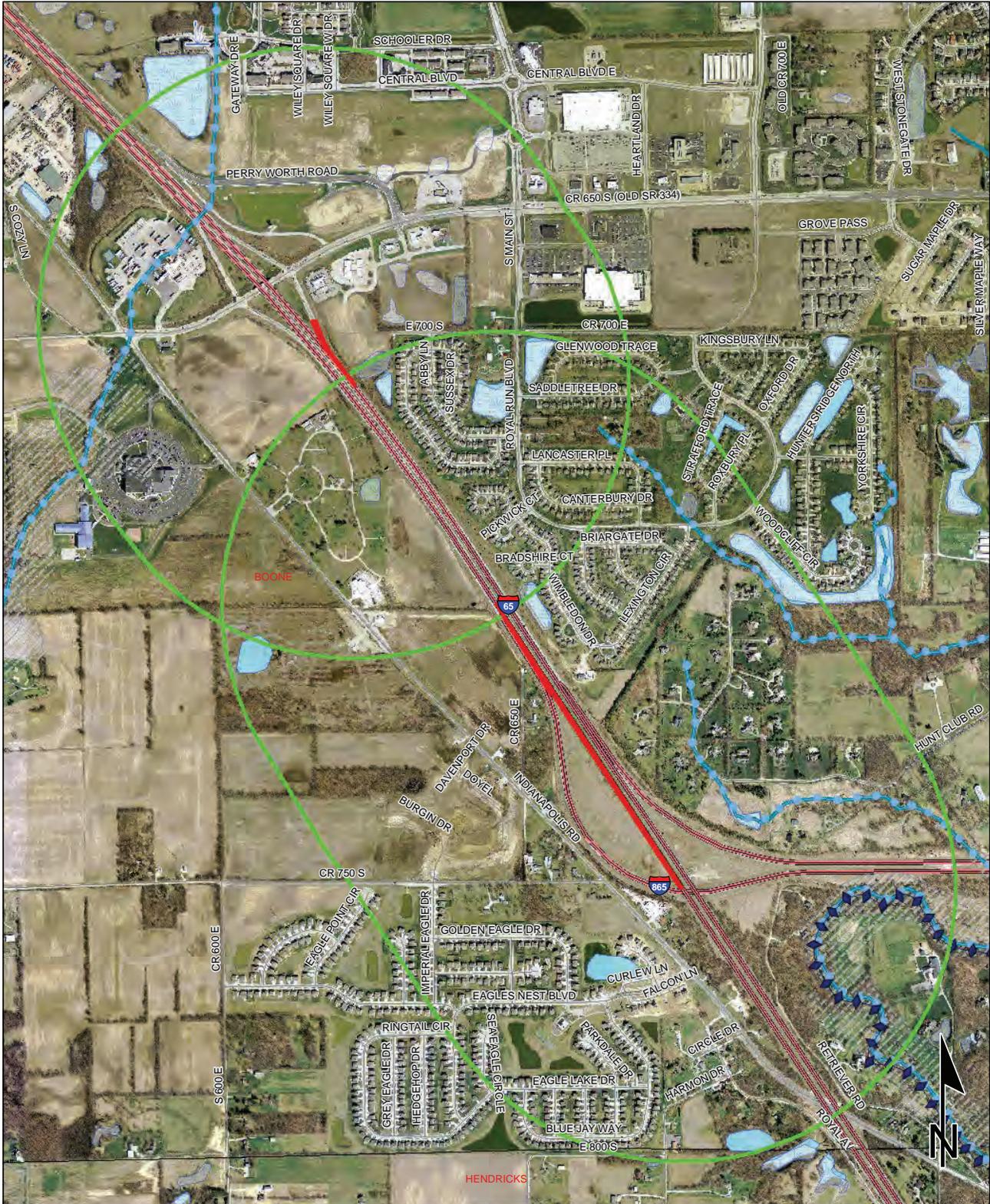
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			County Boundary		US Route
					Local Road

Red Flag Investigation - Water Resources

Des. No. 1400071, Interchange Modification

I-65 at Whitestown Parkway (1.3 miles N. of I-865) and at I-865

Boone County, Indiana



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Red Flag Investigation - Hazardous Material Concerns

Des. No. 1400071, Interchange Modification

I-65 at Whitestown Parkway (1.3 miles N. of I-865) and at I-865

Boone County, Indiana



	Brownfield		RCRA Generator/TSD		Institutional Controls
	RCRA Corrective Action Sites		Restricted Waste Site		County Boundary
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	Leaking Underground Storage Tank		Tire Waste Site		State Route
	Manufactured Gas Plant		Underground Storage Tank		US Route
	NPDES Facilities		Voluntary Remediation Program		Local Road
	NPDES Pipe Locations		Waste Transfer Station		
	Open Dump Waste Site				

0.25 0.125 0 0.25
Miles

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Indiana County Endangered, Threatened and Rare Species List

County: Boone

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Ptychobranchus fasciolaris	Kidneyshell		SSC	G4G5	S2
Toxolasma lividus	Purple Lilliput		SSC	G3Q	S2
Villosa lienosa	Little Spectaclecase		SSC	G5	S3
Amphibian					
Acris blanchardi	Northern Cricket Frog		SSC	G5	S4
Lithobates pipiens	Northern Leopard Frog		SSC	G5	S2
Bird					
Ammodramus henslowii	Henslow's Sparrow		SE	G4	S3B
Bartramia longicauda	Upland Sandpiper		SE	G5	S3B
Buteo lineatus	Red-shouldered Hawk		SSC	G5	S3
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Cistothorus platensis	Sedge Wren		SE	G5	S3B
Dendroica cerulea	Cerulean Warbler		SE	G4	S3B
Helmitheros vermivorus	Worm-eating Warbler		SSC	G5	S3B
Ixobrychus exilis	Least Bittern		SE	G5	S3B
Mniotilta varia	Black-and-white Warbler		SSC	G5	S1S2B
Nycticorax nycticorax	Black-crowned Night-heron		SE	G5	S1B
Rallus elegans	King Rail		SE	G4	S1B
Rallus limicola	Virginia Rail		SE	G5	S3B
Sturnella neglecta	Western Meadowlark		SSC	G5	S2B
Tyto alba	Barn Owl		SE	G5	S2
Wilsonia citrina	Hooded Warbler		SSC	G5	S3B
Mammal					
Lasiurus borealis	Eastern Red Bat		SSC	G5	S4
Myotis sodalis	Indiana Bat or Social Myotis	LE	SE	G2	S1
Taxidea taxus	American Badger		SSC	G5	S2
Vascular Plant					
Crataegus grandis	Grand Hawthorn		SE	G3G5Q	S1
Juglans cinerea	Butternut		WL	G4	S3
Plantago cordata	Heart-leaved Plantain		SE	G4	S1
High Quality Natural Community					
Forest - flatwoods central till plain	Central Till Plain Flatwoods		SG	G3	S2
Forest - floodplain wet-mesic	Wet-mesic Floodplain Forest		SG	G3?	S3

Indiana Natural Heritage Data Center
Division of Nature Preserves
Indiana Department of Natural Resources
This data is not the result of comprehensive county surveys.

Fed: LE = Endangered; LT = Threatened; C = candidate; PDL = proposed for delisting
State: SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern; SX = state extirpated; SG = state significant; WL = watch list
GRANK: Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long term concerns; G5 = widespread and abundant globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank
SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked

Appendix F

Section 106 Documentation

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

AREA OF POTENTIAL EFFECTS

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

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

ELIGIBILITY DETERMINATIONS

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

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

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

EFFECT FINDING

Traders Point Hunt Rural Historic District — No Adverse Effect

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

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

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

Anuradha V. Kumar

Anuradha Kumar, for FHWA
Manager
INDOT Cultural Resources

1/3/2019

Approved Date

**FEDERAL HIGHWAY ADMINISTRATION'S
DOCUMENTATION OF SECTION 106 FINDING OF
NO ADVERSE EFFECT
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.5(c)
INTERSTATE-65 AT STATE ROAD 267 AND
INTERSTATE-65 AT COUNTY ROAD 550 INTERCHANGES PROJECT
IN PERRY, EAGLE, AND WORTH TOWNSHIPS, BOONE COUNTY, INDIANA
DES. NO.: 1400071 (Lead)**

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), is proposing the improvement of the intersection of Interstate (I) 65 and State Road (SR) 267 (Des. Nos.: 1400071, 1702143, 1702144), the construction of a new intersection at I-65 and County Road (CR) East (E) 500 South (S) in southern Boone County (Des. Nos: 1702147 and 1702146), and exit modifications on north bound I-65 at Whitestown Parkway (Des. No.: 1801825) and south bound exit ramp modification to the I-865 (Des. No.: 1801825). Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties. The federal involvement is funding from the FHWA.

INDOT proposes to reconstruct the existing diamond interchange at I-65 at SR 267 with a more efficient, higher capacity urban interchange. Additional through lanes will be provided along SR 267, and turn lanes at the signalized ramp junctions with SR 267 will be provided. The “kink” formed by the intersection of existing Perry Worth Road, CR 400 E, and Albert White Boulevard intersection, east of the interchange, will be straightened by an east-west roadway segment.

Approximately 12.7 acres on new permanent right-of-way will be acquired. There is currently no I-65 at CR 550 S interchange or grade separation. INDOT proposes to construct a new urban interchange at this location. The interchange will provide an adequate number of CR 550 S travel lanes and an adequate number of turn lanes at signalized ramp junctions to operate at an adequate level in the 2040 design year. Etter Ditch flows from northeast to southwest through the northwest quadrant of the proposed interchange and will likely require some relocation to accommodate the future southbound I-65 exit ramp to CR 550 S.

New terrain CR 550 S will be constructed from Indianapolis Boulevard, through the new I-65 interchange, and east to tie into existing CR 550 S, east of the interchange. Perry Worth Road will be relocated to the east and serve as a frontage road. The surrounding land use is primarily open and agricultural, likely to be converted to industrial, commercial, or residential in the future. It is anticipated that this new interchange will require the acquisition of approximately 55.0 acres of new permanent right-of-way, including the relocation/demolition of a hog farm facility east of I-65 and north of CR 550 S.

Interchange alternative types being investigated for both locations include partial cloverleaf (Parclo), diverging diamond interchange (DDI), single point urban interchange (SPUI), tight diamond interchange (TDI), and conventional diamond interchange. INDOT also proposes minor pavement widening and restriping at the existing southbound I-65 to eastbound I-865 exit and at the existing northbound I-65 to Whitestown Parkway exit to improve traffic operations at these exits. Improvements at these two locations are anticipated to fit within the existing right-of-way. (See Appendix A: Maps and Appendix B: Plans.)

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. 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.” [36 CFR § 800.16(d)]

The APE consists of a varying-width buffer based on proposed changes at each location. The APE for the upgraded existing SR 267 interchange includes properties within a 0.25-mile buffer to take into account project activities that include the addition of a second overpass bridge and a new connector intersection for Perry Worth Road. The APE for the new CR 550 and I-65 interchange includes properties within one-mile radius; this new elevated interchange will be seen from a distance across a relatively flat terrain. However, the eastern end of the APE terminates at Main Street (also S CR 650 E) because new construction between the project and that roadway limited effects. The APE for improvements from the Whitestown Parkway overpass to the I-865 overpass included adjacent areas since work is minor and confined to the roadway. The APE for archaeology was the project footprint. (See Appendix A: Maps.)

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

Pursuant to 36 CFR § 800.4(b), historians for Weintraut & Associates, Inc. (W&A) reviewed the list of properties in the National Register of Historic Places (NRHP), Indiana Historic Sites and Structures Inventory (IHSSI), the State Historical Architectural and Archaeological Research Database (SHAARD), the *Indiana Historic Bridge Inventory*, and the Boone County *Interim Report* for previously identified properties, as well as reviewing eligibility recommendations included in prior Section 106 studies completed by W&A. In conducting research, historians examined primary and secondary resources. Documentary research for the project included a review of county histories, aerial photographs, and online resources.

On October 11 and 12, 2017, November 16, 2017, and February 13, 2018, W&A staff conducted a series of field surveys of aboveground resources within the APEs for these projects. For W&A, historian Douglas Fivecoat, M.A., and Bethany Natali, M.A., walked and drove the APE, recorded survey notes, took photographs of properties more than fifty years of age and photographed representative views of the APE. (See Appendix C: Photographs.)

Pursuant to 36 CFR § 800.4(b), archaeologists for W&A performed an archaeological records review on July 7, 2017 and conducted a Phase Ia reconnaissance for the proposed undertaking on July 14, October 6, and September 14, 2017. As the project area was refined, archaeologists returned to the field on April 12, June 15, and July 6, 2018. The Phase Ia reconnaissance re-examined one previously identified archaeological site (12BO0522) and identified two new sites (12BO0575 and 12BO0576). (See Appendix D: Report Summaries.)

Historians for W&A prepared a Historic Property Report (HPR) on March 23, 2018, which was approved by INDOT-CRO on April 11, 2018. In the report, W&A noted one resource listing in the NRHP—the Traders Point Hunt Rural Historic District (NR-2085). No other properties were recommended eligible for inclusion in the NRHP. (See Appendix D: Report Summaries.)

On April 24, 2018, W&A emailed a consulting party invitation to the following potential consulting parties: Boone County Historian, Boone County Genealogical Society, Boone County Historical Society, Ralph W. Stark Heritage Center, SullivanMunce Cultural Center, Indianapolis Metropolitan Planning Organization, Boone County Planning and Zoning, the Boone County Commissioners, Whitestown Planning and Community Development, Whitestown Town Council Members, Whitestown Historic Preservation Commission, Indiana Landmarks- Central Regional Office, John Hine (property owner who had requested consulting party status), and Traders Point Hunt Rural Historic District. This invitation provided directions to access the Early Coordination Letter (ECL) and the HPR on INDOT's online document portal (INSCOPE). The invitation to join in consultation, the ECL, and a paper copy of the HPR were sent to the Indiana SHPO as a designated consulting party for review and comment on April 24, 2018. SHPO was asked to review and comment on the list of consulting parties and the HPR within thirty days. INDOT was copied on the correspondence. (Tribal consultants were sent the HPR on September 7, 2018, as discussed below.) (See Appendix E: Correspondence and Appendix F: Consulting Parties.)

On May 17, 2018, the Indiana SHPO responded to the HPR. The staff of the SHPO was not aware of any additional parties who should be invited to participate in Section 106 consultation for this undertaking and agreed that the APE proposed in the HPR was appropriate for this project. Additionally, the SHPO staff concurred with the conclusions in the HPR that the Traders Point Hunt Rural Historic District (NR-2085) is located in the APE and that other properties identified in the APE were not eligible for the NRHP. Further, the staff noted that it

seemed “unlikely to us that the integrity of any of the characteristics of the district that make it eligible for the NRHP would be diminished by this project.” (See Appendix E: Correspondence.)

On May 22, 2018, Indiana Landmarks responded affirmatively to the invitation to join in consultation and concurred with the APE and that Traders Point Hunt Rural Historic District is the only property listed or eligible in the NRHP. (See Appendix E: Correspondence.)

In September 2018, W&A prepared an Archaeological Records Check and Phase Ia Reconnaissance Report (AR) that recommended none of the three sites as needing further investigation and none eligible for inclusion in the Indiana Register of Historic Sites and Structures (IRHSS/State Register) or the NRHP. The project was recommended to proceed as planned. However, the archaeological reconnaissance did identify an area with the potential to contain archaeological deposits that could not be surveyed due to the presence of concrete capping. W&A recommended that the area be avoided or, if avoidance if not feasible, that archaeological monitoring take place during project activities in that area. INDOT-CRO recommended that HNTB add a firm commitment that construction crews stop and inform INDOT-CRO and DHPA if foundations, deep pits or stains, or concentrations of historic artifacts are found in this specific area and this area would be delineated in project plans. (See Appendix D: Report Summaries.)

On September 7, 2018, INDOT sent an email invitation to join in consultation as part of nation to nation consultation to the following tribal organizations: Eastern Shawnee Tribe of Oklahoma, Forest County Potawatomi Community, Miami Tribe of Oklahoma, Peoria Tribe of Indians of Oklahoma, and Pokagon Band of Potawatomi Indians. The email provided directions to access the ECL, the HPR, and the AR on INDOT’s online document portal (INSCOPE). An affirmative response was received from the Miami Tribe of Oklahoma on October 3, 2018. No other responses were received from Tribes. (See Appendix E: Correspondence and Appendix F: Consulting Parties.)

On September 7, 2018, W&A sent a paper copy of the AR to the Indiana SHPO for review and comment. (See Appendix E: Correspondence.)

In correspondence dated October 11, 2018, the staff of the Indiana SHPO responded to the AR. The letter notes that the SHPO had not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area. Additionally, the SHPO staff concurred with the opinions of the archaeologist, as expressed in the archaeology report, that archaeological sites 12-BO-0522 and 12-BO-0575 “do not appear eligible for inclusion in the NRHP, and that no further archaeological investigations appear necessary at these portions of the proposed project area.” Further, SHPO staff agreed with the recommendation of the archaeologist that Survey Area 1, Field 6 (which was not archaeologically investigated during the archaeological investigations—due to the presence of modern structures), is suitable to contain potentially NRHP-eligible intact buried cultural deposits. Therefore, “archaeological monitoring must be done according to the provisions of IC 14-21-1, 312 IAC 21, 312-IAC-22, and the most current *Guidebook for Indiana Historic Sites and Structures Inventory—Archaeological Sites*.” Accordingly, a plan for archaeological monitoring must be submitted to the SHPO for review and comment. The letter then went on to reiterate the staff’s earlier comments regarding the HPR and noted that “it might be appropriate for W&A to ask INDOT for a finding of effect for this undertaking.” (See Appendix E: Correspondence.)

On November 15, 2018, a revised AR containing clarifying language requested by INDOT-CRO, was sent to the SHPO for review and comment (See Appendix D: Report Summaries.)

On December 5, 2018, the Indiana SHPO sent a letter that concurred with the opinion “that archaeological monitoring, conducted by a qualified professional archaeologist, will be required during any project-related ground disturbing activities at those portions of Survey Area 1, Field 6.” The archaeological monitoring must be done according to the provisions of IC 14-21-1, 312 IAC 21, 312 IAC 22, and the most current *Guidebook for Indiana Historic Sites and Structures Inventory—Archaeological Sites*. A plan for monitoring must be submitted to our office for review and comment. (See Appendix E: Correspondence.)

No other efforts were undertaken to identify and evaluate historic properties, and no other comments were received.

3. DESCRIBE AFFECTED HISTORIC PROPERTIES

There is one historic property within the APE listed in or eligible for listing in the NRHP: the Traders Point Hunt Rural Historic District. (NR-2085)

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

4. DESCRIBE THE UNDERTAKING'S EFFECTS ON HISTORIC PROPERTIES

Traders Point Hunt Rural Historic District — Proposed changes include improvements from the Whitestown Parkway overpass to the I-865 overpass that are limited to pavement overlays, restriping, and changes to existing signs. Proposed project plans will not require right-of-way from the Traders Point Hunt Rural Historic District, and the property, which is shielded by tree screening and a berm, will only experience minor visual changes from the incorporation of the project changes. These changes will not be adverse.

5. EXPLAIN THE APPLICATION OF THE CRITERIA OF ADVERSE EFFECT—INCLUDE CONDITIONS OR FUTURE ACTIONS TO AVOID, MINIMIZE, OR MITIGATE ADVERSE EFFECTS

36 CFR § 800.5(a)(1) states: “An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.”

Traders Point Hunt Rural Historic District —The criteria of adverse effect do not apply. The Traders Point Hunt Rural Historic District will be affected by the undertaking, but the effects of the undertaking will not be adverse.

The criteria of adverse effect, as defined and described in 36 CFR 800.5(a)(1) and in 36 CFR 800.5(a)(2)(i) through (v), do not apply to the Traders Point Hunt Rural Historic District.

Per 36 CFR 800.5(a)(2)(i), the undertaking will cause no “physical destruction of or damage to all or part of the property.” The project does not encroach upon the property of the Traders Point Hunt Rural Historic District.

Per 36 CFR 800.5(a)(2)(ii), there will be no “restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines.”

Per 36 CFR 800.5(a)(2)(iii), the property will not be removed from its historic location.

Per 36 CFR 800.5(a)(2)(iv), there will not be a change “of the character of the property's use or of physical features within the property's setting.” The roadway near the property will be altered by the proposed pavement overlays, restriping, and changes to existing signs; however, the roadway changes will all occur within existing right-of-way. So, while some portion of the intersection improvement project will be visible to the property, its view change will be minor.

Per 36 CFR 800.5(a)(2)(v), there will not be an “introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.” The undertaking will include pavement overlays, restriping, and changes to existing signs. These changes will alter the view from the historic property but those changes will be minor. These visible changes will be minimal and will not “diminish the integrity of the property’s significant historic features.”

Per 36 CFR 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR 800.5(a)(2)(vii), there will be no “transfer, lease, or sale of the property out of Federal ownership or control.”

EFFORTS TO AVOID, MINIMIZE, AND MITIGATE

Project engineers have designed the project to stay within the current INDOT right-of-way in areas adjacent to the Traders Point Hunt Rural Historic District thereby eliminating physical impacts to the historic resource.

The archaeological reconnaissance did identify an area (Survey Area 1, Field 6) with the potential to contain archaeological deposits that could not be surveyed due to the presence of concrete slabs. A firm commitment will be added to the environmental document that requires archaeological monitoring by a qualified professional archaeologist if ground disturbing activities will take place in the vicinity of Survey Area 1, Field 6.

6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS

On November 13, 2017, Mr. John Hine called W&A to inquire about the notice of survey letter he received. He requested information on the property that was to be surveyed (his home at 3675 E CR 300 S) and asked that surveyors knock on his door and let him know that they were on the property. He also stated he would be gone for the Thanksgiving holiday and that if no one was home for the survey, he would like a note if the survey was performed. W&A agreed to his requests. [His property is no longer in the APE as a result of refinements to the initial APE.] (See Appendix E: Correspondence.)

On November 27, 2017, Mr. John Hine called W&A to acknowledge the note left on his property after the field survey. He asked if there was anything he needed to know regarding the survey results. W&A reported that his buildings had been photographed and that a historic property report would be produced in the future. Mr. Hine indicated that he would like to be a consulting party going forward, and his contact information was added to the list. (See Appendix E: Correspondence.)

On March 15, 2018, Jan Miller, property owner of a farm at 4490 E CR 300 S called W&A regarding a survey notice from November of last year. She asked if anyone had been on her property. After research, W&A notified her that no historians had been on her farm because the APE had been narrowed with additional project information. Ms. Miller asked if historians thought her property was eligible for listing on the NRHP and asked what makes a property eligible. W&A stated that they had not thought it so but an eligibility recommendation had not been made. A property typically has to be over fifty years of age and possess significance under one of the NRHP criteria to be listed. Ms. Miller asked how a NRHP-listing would protect her farm. W&A stated that if her farm would have been considered eligible and impacted, then the project would have looked at ways to minimize or mitigate effects to it. She stated that she was worried about future housing developments in the area, but W&A told her the firm had no knowledge about that. (See Appendix E: Correspondence.)

On May 17, 2018, the Indiana SHPO responded to the HPR. The staff of the SHPO was not aware of any additional parties who should be invited to participate in Section 106 consultation for this undertaking and agreed that the APE proposed in the HPR was appropriate for this project. Additionally, the SHPO staff concurred with the conclusions in the HPR that the Traders Point Hunt Rural Historic District (NR-2085) is located in the APE and that other properties identified in the APE were not eligible for the NRHP. Further, the staff noted that it seemed “unlikely to us that the integrity of any of the characteristics of the district that make it eligible for the NRHP would be diminished by this project.” (See Appendix E: Correspondence.)

On May 22, 2018, Indiana Landmarks responded to the HPR, agreeing to serve as a consulting party and concurring with the proposed boundaries of the APE identified in the HPR. Further, Landmarks agreed that the Traders Point Hunt Rural Historic District was the only resource listed in the NRHP in the APE and that there are no additional resources eligible for listing on the NRHP in the APE. (See Appendix E: Correspondence.)

On October 3, 2018, the Miami Tribe of Oklahoma responded to the ECL stating that the Tribe had no objection to the project. However, the Tribe did require “immediate consultation with the entity of jurisdiction for the location of discovery...if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project.” (See Appendix E: Correspondence.)

In correspondence dated October 11, 2018, the staff of the Indiana SHPO responded to the AR. The letter noted that the SHPO had not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area. Additionally, the SHPO staff concurred with the opinions of the archaeologist, as expressed in the archaeology report, that archaeological sites 12-BO-0522 and 12-BO-0575 “do not appear eligible for inclusion in the NRHP, and that no further archaeological investigations appear necessary at these portions of the proposed project area.” Further, SHPO staff agreed with the recommendation of the archaeologist that Survey Area 1, Field 6 (which was not archaeologically investigated during the archaeological investigations—due to the presence of modern structures), is suitable to contain potentially NRHP-eligible intact buried cultural deposits. Therefore archaeological monitoring must be done according to the provisions of IC 14-21-1, 312 IAC 21, 312-IAC-22, and the most current *Guidebook for Indiana Historic Sites and Structures Inventory—Archaeological Sites*.” Accordingly, a plan for archaeological monitoring must be submitted to the SHPO for review and comment. The letter then went on to reiterate the staff’s earlier comments regarding the HPR and noted that “it might be appropriate for W&A to ask INDOT for a finding of effect for this undertaking.” (See Appendix E: Correspondence.)

On December 5, 2018, the staff of the Indiana SHPO issued a revised letter responding to the revised AR (sent November 15, 2018) that concurred that “archaeological monitoring, conducted by a qualified professional archaeologist, will be required during any project-related ground disturbing activities at those portions of Survey Area 1, Field 6.” The letter stated that archaeological monitoring must be conducted according to the provisions of IC 14-21-1, 312 IAC 21, 312 IAC 22, and the most current *Guidebook for Indiana Historic Sites and Structures Inventory—Archaeological Sites*. SHPO staff required that a plan for monitoring be submitted to their office for review and comment. (See Appendix E: Correspondence.)

No other comments from consulting parties or the public were received.

A public notice of “Historic Properties Affected: No Adverse Effect” will be posted in a local newspaper and the public will be afforded thirty (30) days to respond. If appropriate, this document will be revised after the expiration of the public comment period.

Appendices

Appendix A: Maps & Site Plan

Appendix B: Plans

Appendix C: Photographs

Appendix D: Report Summaries

Appendix E: Correspondence

Appendix F: Consulting Parties

Appendix A: Maps & Site Plan

Interstate 65 and SR 267 and Interstate 65 and CR 550 Interchange Projects
In Boone County, Indiana
Des. No.: 1400071

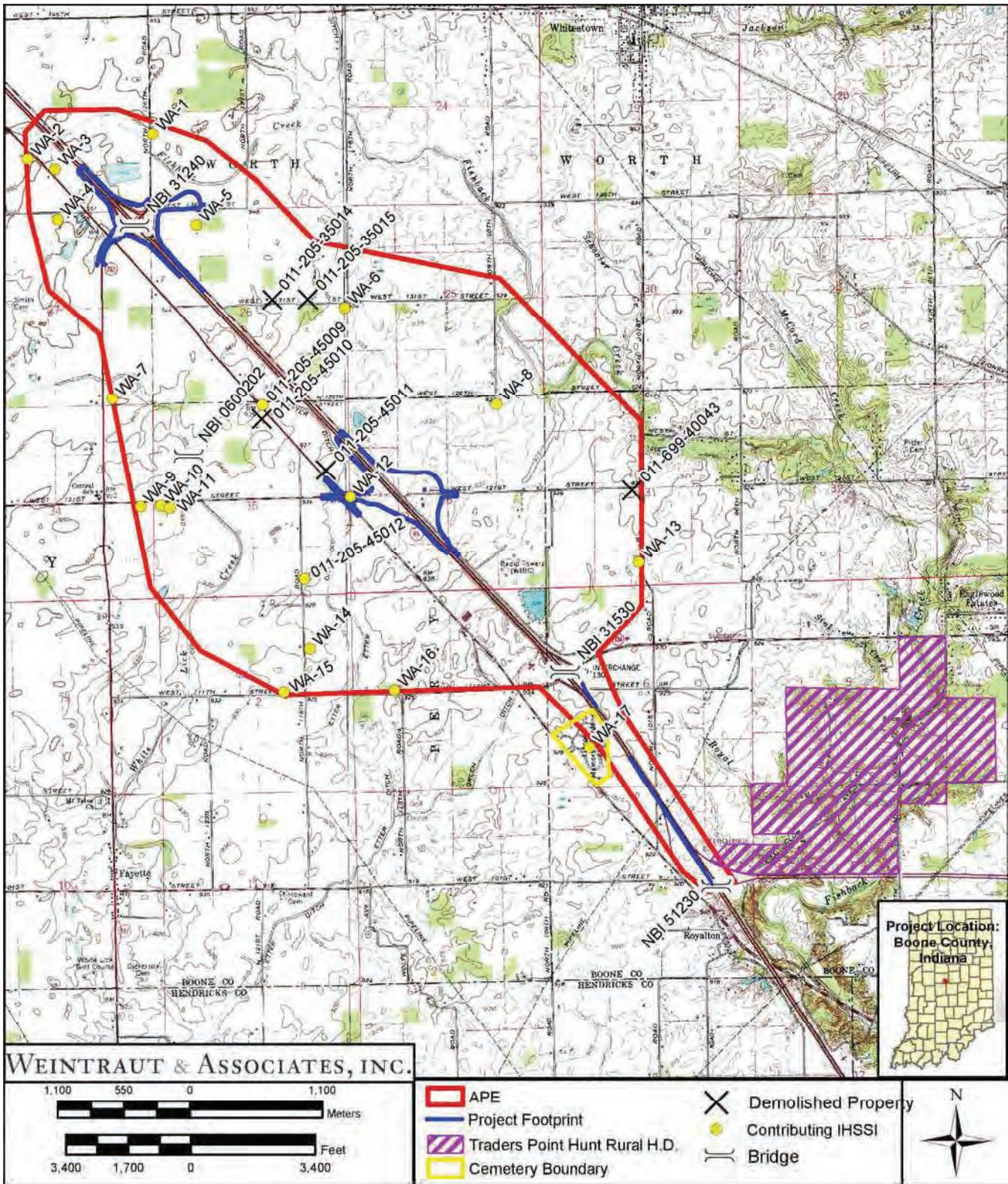


FIGURE I. THE APE, PROJECT LOCATION, TRADERS POINT HUNT RURAL HISTORIC DISTRICT, AREA BRIDGES, CONTRIBUTING PROPERTIES, AND DEMOLISHED PROPERTIES SHOWN ON PORTIONS OF THE USGS TOPOGRAPHIC QUADRANGLES FOR FAYETTE AND ZIONSVILLE, INDIANA.

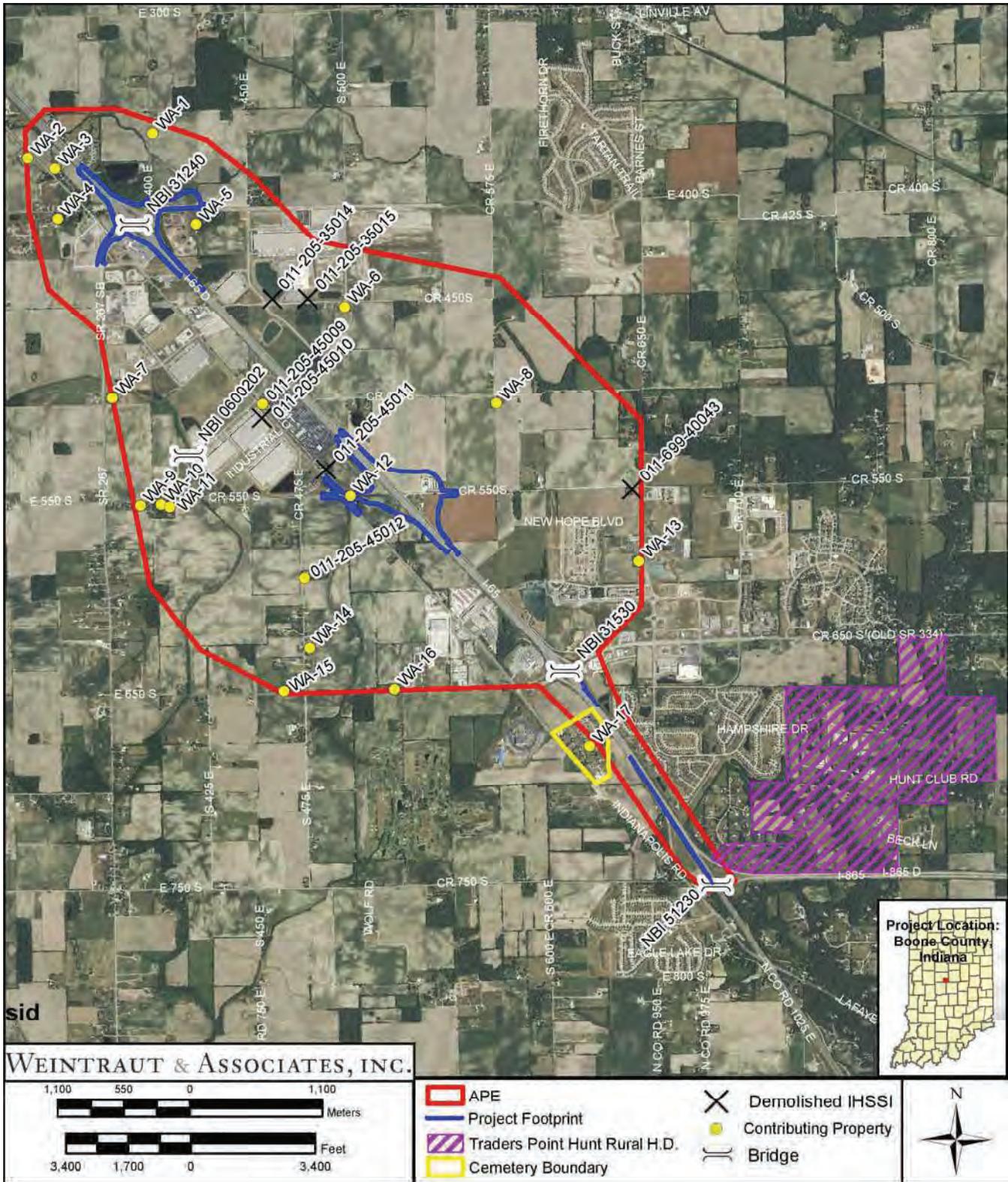


FIGURE 2. THE APE, PROJECT LOCATION, TRADERS POINT HUNT RURAL HISTORIC DISTRICT, AREA BRIDGES, CONTRIBUTING PROPERTIES, AND DEMOLISHED PROPERTIES SHOWN ON A 2012 AERIAL PHOTOGRAPH.

Appendix B: Plans

Interstate 65 and SR 267 and Interstate 65 and CR 550 Interchange Projects
In Boone County, Indiana
Des. No.: 1400071



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

I-65 / SR267 - Standard DDI

INDIANA
 DEPARTMENT OF TRANSPORTATION
 INTERCHANGE LAYOUT





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

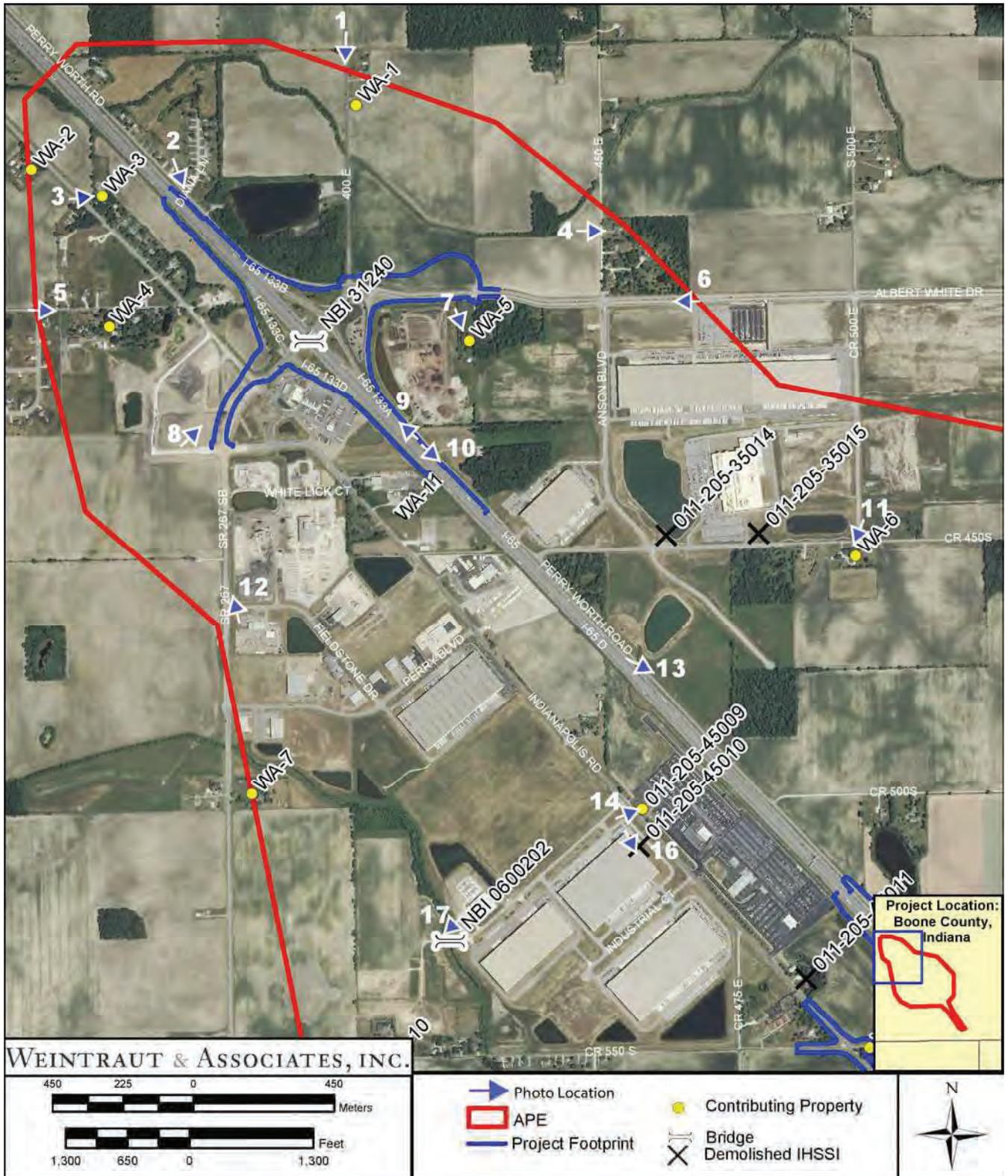
I-65 / CR550 DDI

INDIANA
 DEPARTMENT OF TRANSPORTATION
 INTERCHANGE LAYOUT



Appendix C: Photographs

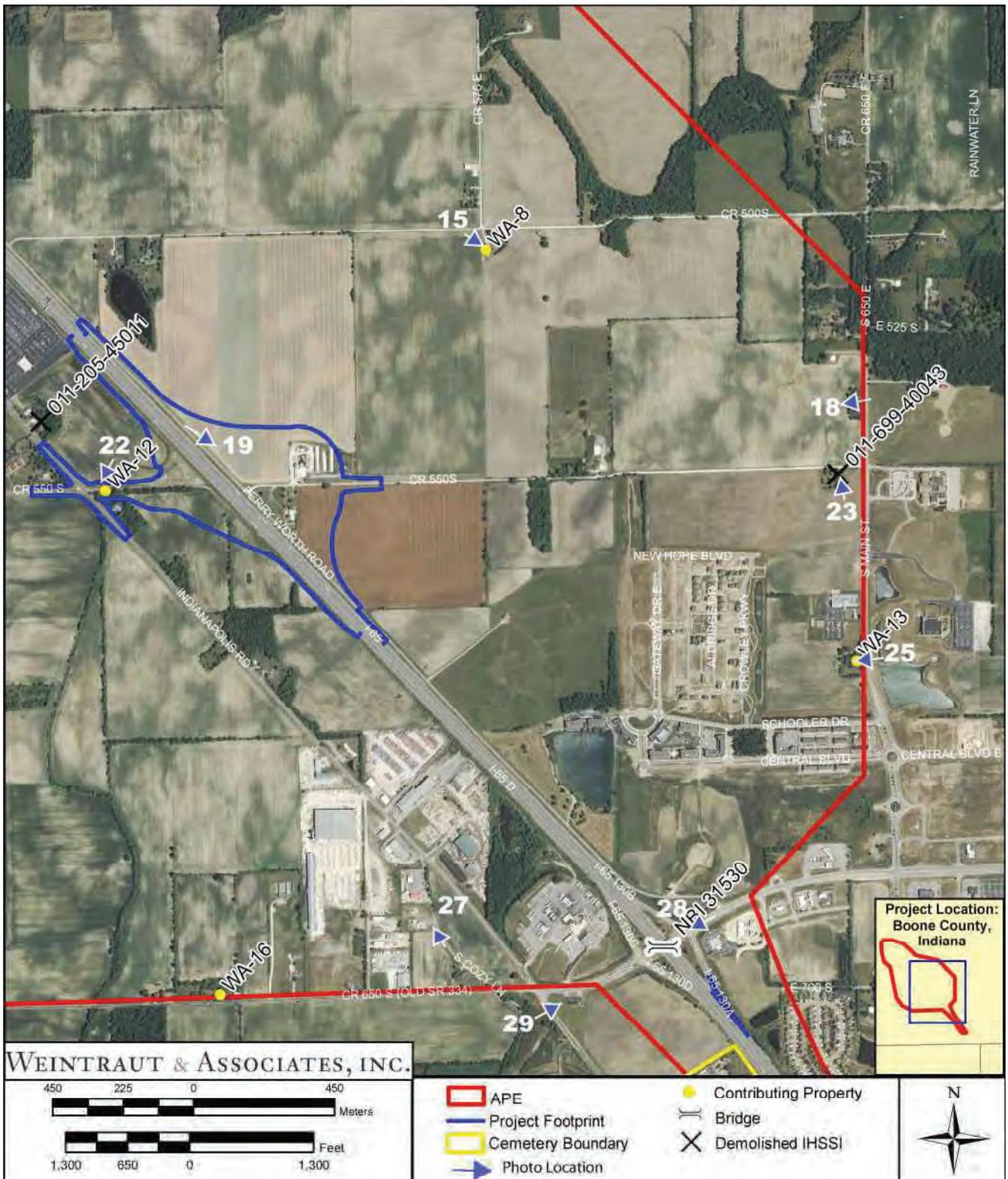
Interstate 65 and SR 267 and Interstate 65 and CR 550 Interchange Projects
In Boone County, Indiana
Des. No.: 1400071



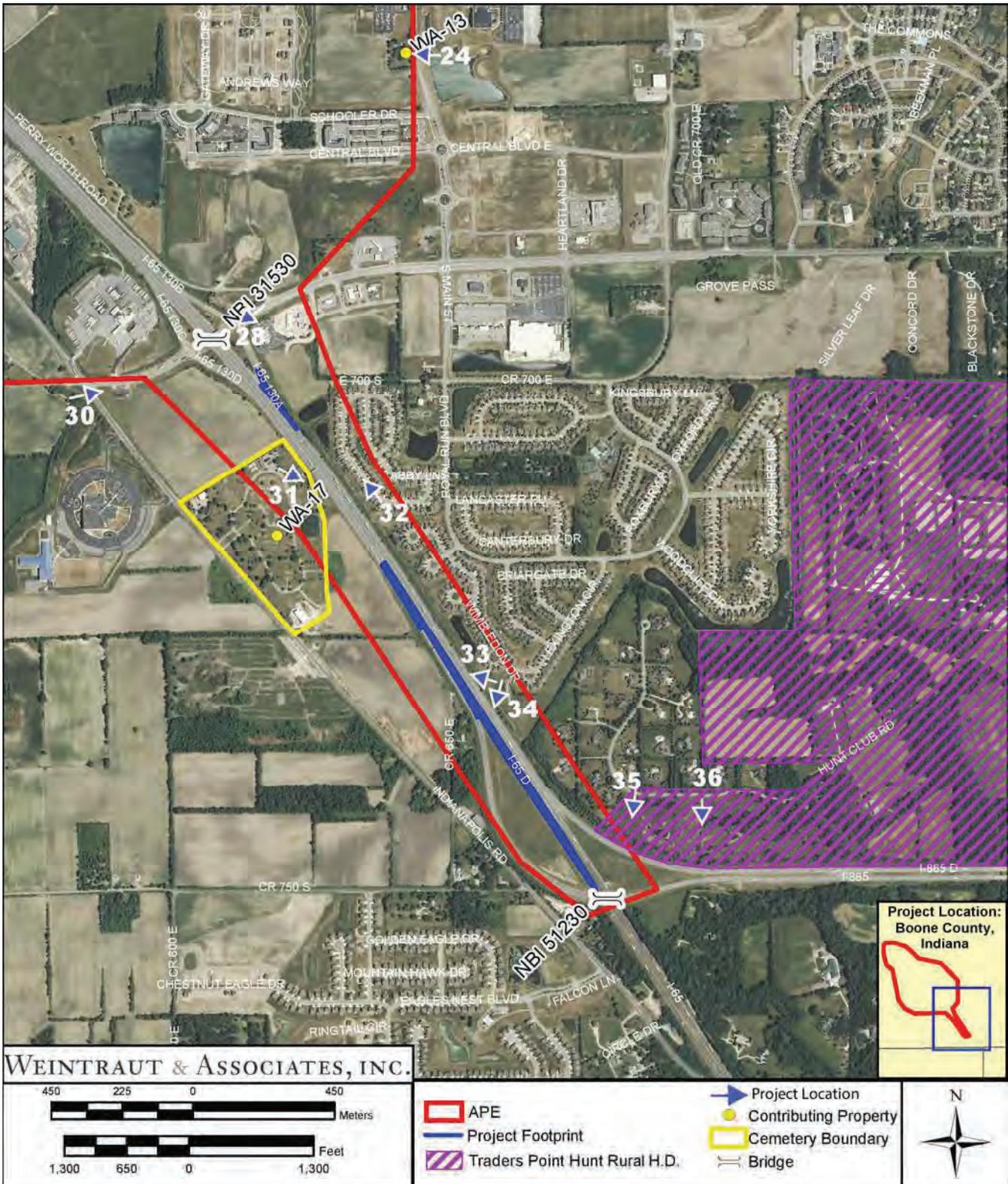
DETAIL MAP OF APE WITH PHOTO LOCATIONS SHOWN ON 2012 AERIAL PHOTO WITH ARROWS, MAP I OF 4.



DETAIL MAP OF APE WITH PHOTO LOCATIONS SHOWN ON 2012 AERIAL PHOTO WITH ARROWS, MAP 2 OF 4.



DETAIL MAP OF APE WITH PHOTO LOCATIONS SHOWN ON 2012 AERIAL PHOTO WITH ARROWS, MAP 3 OF 4.



DETAIL MAP OF APE WITH PHOTO LOCATIONS SHOWN ON 2012 AERIAL PHOTO WITH ARROWS, MAP 4 OF 4.



1. Agricultural fields and contributing barns at the North end of APE along CR 400 E.



2. Perry Worth Road_Diane Lane looking SE to SR 267.



3. Contributing house (WA3) with spindlework porch at 3785 Indpls Rd.



4. Non-contributing home at 3879 South CR 450 E.



5. Linear development on the west end of APE at CR 400 S.



6. The four-lane Albert White Boulevard (c. 2007) runs west from SR 267 at I-65.



7. Contributing side gable house at 4245 Albert White Drive (WA5).



8. Land south and west of I-65 and SR 267 is under construction.



9. View along I-65 looking northwest toward SR 267 Overpass from Perry Worth Road.



10. View along I-65 looking southeast south of SR 267 Overpass.



11. Non-contributing house with Contributing barn (WA6) at 4995 CR 450 S.



12. Fields and industrial structures along SR 267 near the south end of APE.



13. View of warehouse buildings along Perry Worth Road_looking southeast.



14. Contributing House (011-205-45009) at 5025 Indianapolis Road.



15. West elevation of Contributing barn (WA 8) at 4930 S CR 575 E.



16. Distribution warehouses along Indianapolis Road (formerly the location of a farmhouse - 011-205-45010).



17. A modern concrete arch bridge (NBI 0600202) at Performance Way.



18. View from new housing at east end of APE (Main Street) looking west, north of Meadowview Drive.



19. View of Perry Worth Road north of I-65 and west of SR 267.



20. The non-contributing home at 3975 CR 550 S is representative of Ranch homes in the APE.



21. The contributing bungalow (WA 10) at 4025 E CR 550 was built in the 1920s.



22. North elevation of Culvert at Indianapolis Road and CR 550 S (WA 12).



23. The outstanding-rated farmhouse (011-699-40043) has been replaced by a modern residential subdivision.



24. The home at 5905 CR 475 E (011-205-45012) has been altered with an enclosed porch.



25. A Queen Anne home at 5900 Main Street (WA13) sits on the east end of APE.



26. Contributing cross gable house at 6255 S CR 475 E (WA 14).



27. Cozy Lane houses several industrial and commercial properties.



28. View looking west from Perry Worth Road toward the SR 332 and I-65 interchange.



29. View looking east along Whitestown Parkway from west end of APE at CR 475 E.



30. View from Indianapolis Road looking east to SR 334 and I-65 Interchange.



31. View from Lincoln Memory Gardens Cemetery (WA17) toward I-865 East rampway.



32. View along Amherst Way at modern housing within APE.



33. View of I-65 looking west toward overlay area from across from the I-865 east ramp.



34. View from I-65 looking south toward I-865 east ramp from northwest side of I-65.



35. Traders Point Hunt Rural Historic District: pasture with pond, berm and trees near I-865.



36. Traders Point Hunt Rural Historic District: Contributing barns and silos.

Appendix D: Report Summaries

Interstate 65 and SR 267 and Interstate 65 and CR 550 Interchange Projects
In Boone County, Indiana
Des. No.: 1400071



Historic Property Report
Interstate-65 at the State Road 267 and Interstate-65 at County
Road (CR) 550 Interchanges Project
In Perry, Eagle, and Worth Townships, Boone County, Indiana
DES No.: 1400071

Prepared by
WEINTRAUT & ASSOCIATES, INC.
Principal Investigator: Dr. Linda Weintraut
Author: Douglas Fivecoat, M.A. with contributions from Bethany Natali, M.A.
P.O. Box 5034 | Zionsville, Indiana 46077 | 317.733.9770 | Linda@weintrautinc.com

March 23, 2018

Interstate-65 (I-65) and the State Road (SR) 267 and County Road (CR) 550 | Interchanges Project | In Perry, Eagle, and Worth Townships, Boone County, Indiana | Des. No.: 1400071

Executive Summary:

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), is proposing the improvement of the intersection of Interstate (I) 65 and State Road (SR) 267 and the construction of a new intersection at I-65 and County Road (CR) East (E) 550 South (S) in southern Boone County. Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties. The federal involvement is funding from the FHWA.

INDOT proposes to reconstruct the existing diamond interchange at I-65 at SR 267. Additional through lanes will be provided along SR 267 and turn lanes at the signalized ramp junctions with SR 267 will be provided. The “kink” formed by the intersection of existing Perry Worth Road, CR400E, and Albert White Boulevard intersection, east of the interchange, will be straightened out with an east-west roadway segment. Approximately 12.7 acres of new permanent right-of-way will be acquired.

INDOT proposes to construct a new urban interchange at I-65 and CR 550 S. The interchange will provide an adequate number of CR 550 S travel lanes and an adequate number

of turn lanes at signalized ramp junctions to operate at an adequate level in the 2040 design year. New terrain CR 550 S will be constructed from Indianapolis Boulevard, through the new I-65 interchange, and east to tie into existing CR 550 S. Perry Worth Road will be relocated to the east and serve as a frontage road. It is anticipated that this new interchange will require the acquisition of approximately 55.0 acres of new permanent right-of-way.

INDOT also proposes minor pavement widening and restriping at the existing southbound I-65 to eastbound I-865 exit and at the existing northbound I-65 to Whitestown Parkway exit to improve traffic operations at these exits. Improvements at these two locations are anticipated to fit within the existing right-of-way.

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 for the upgraded existing SR 267 interchange include properties within a 0.25-mile buffer of the undertaking because the project upgrades an existing overpass by adding a second bridge and adds a new connec-

tor intersection for Perry Worth Road. At the new interchange of CR 550 with I-65, the APE includes properties within one-mile buffer of the undertaking since the elevated undertaking will be seen at a distance. Historians ended the APE at SR 334 (Whitestown Parkway) to the south and east because the existing roadway and overpass limited potential effects. Also, the APE was ended in the east at Main Street (also S CR 650 E) because new construction between the project and that roadway limited effects. The APE in the section of work extending from the Whitestown Parkway overpass to the I-865 overpass was limited to adjacent areas because work in this area consists only of pavement overlays, restriping, and sign changes. (See Appendix 1: Maps.)

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.

One property within the APE is listed in the National Register of Historic Places (NRHP)—the Traders Point Hunt Rural Historic District (NR-2085). Historians are not recommending any additional resources for listing in the NRHP.



**Phase Ia Archaeological Records Check and Field Reconnaissance:
I-65 and East County Road 550 South;
and I-65 and State Road 267 Interchanges Project, Perry and Worth
Townships, Boone County, Indiana
Des. No. 1400071 (Lead)**

Prepared for:
HNTB
Federal Highway Administration/Indiana Department of Transportation

Prepared by:
WEINTRAUT & ASSOCIATES, INC.

Principal Investigator: Jason Goldbach, M.A.
P. O. Box 5034 | Zionsville, Indiana 46077 | 317.733.9770 | (Linda@weintrautinc.com)

September 5, 2018 Revised

Management Summary

In response to a request by HNTB, Inc., Weintraut & Associates, Inc. (W&A) conducted an archaeological records check and Phase Ia field reconnaissance for the proposed Interstate 65 (I-65) and East County Road (CR) 550 South and I-65 and State Road (SR) 267 Interchanges Construction Project in Boone County, Indiana. The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), is proposing the construction of new interstate interchanges located at these locations in Perry and Worth Townships, in Boone County. Since this project is receiving federal funding, Phase Ia archaeological investigations were undertaken to meet requirements of Section 106 of the National Historic Preservation Act (1966), as amended and 36 CFR Part 800 (2016).

An archaeological records check of the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) of the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (IDNR-DHPA), was conducted on July 7 and August 29, 2017. The results of the search showed portions of the Area of Potential Effects (APE) had been surveyed by a professional archaeologist (Stillwell 2003, 2004b, 2005, 2006b, 2006c, 2008a, 2008b, 2011) and that there was one recorded archaeological site,

12B0522, within these portions of the APE (IDNR-DHPA 2017).

The Area of Potential Effects (APE) for this project is defined as the combined new, temporary, and permanent right-of-way (ROW) within the project area. HNTB provided an area intended to encompass the APE and all construction related activities for the Phase Ia reconnaissance. W&A excluded areas previously surveyed by an archeologist from the Phase Ia reconnaissance. The remaining areas were surveyed on July 14, October 6, and September 14, 2017, and April 12, June 15, and July 6, 2018, as project plans and more detailed construction limits became available. The APE centered on East CR 550 South, which was designated as Survey Area 1, and SR 267 and I-65, which was designated Survey Area 2. The survey areas totaled approximately 69.2 hectares (ha), or 171.0 acres (ac). In addition to excluding previously surveyed portions of the APE, disturbed areas, including roadways and roadside ditches were evaluated as disturbed and therefore did not require archaeological testing. The areas remaining were surveyed by pedestrian or shovel test probe methods divided into ten fields totaling 14.4 hectares (ha), or 35.5 acres (ac), including 1.0 ha (2.4 ac) that was part of the survey area provided by HNTB, but which is now outside the APE.

During the Phase Ia archaeological field reconnaissance of the survey area, site 12BO0522 was revisited and one previously undocumented site was recorded: 12BO0575. The former location of site 12BO0522 was found to be within a large, recently-constructed retention pond, and therefore, the site is presumed to be destroyed and was recommended for no further archaeological investigation. Site 12BO0575 is an isolated find of an Early Archaic period biface recovered during pedestrian survey. Sites 12BO0522 and 12BO0575 are recommended as not eligible for inclusion in the National Register of Historic Places (NRHP), or listing in the Indiana Register of Historic Sites and Structures (IRHSS). No further archaeological work appears warranted and project clearance is recommended.

concentrations of historic artifacts are found within this specific area.

In addition to the archaeological sites documented, an area with the potential to contain archaeological deposits was identified. It was not possible to survey due to the presence of concrete slabs in the approximate location of a nineteenth-century homestead. Preliminary archival research indicates that the homestead was occupied by the same family for at least eighty years. W&A has recommended monitoring for this area. As a result, INDOT-CRO has included a firm commitment that this area should be clearly marked on construction plans and construction crews should be instructed to stop work within 100 feet and notify the INDOT Cultural Resources Office if any foundations, deep pits or stains, or

Appendix E: Correspondence

Interstate 65 and SR 267 and Interstate 65 and CR 550 Interchange Projects
In Boone County, Indiana
Des. No.: 1400071

Note to File

Staff Member: Doug Fivecoat

Date: 11/13/2017 (12:00pm)

Re: Phone call w/ John Hine, property owner of 3675 E 300 S regarding Notice of Survey letter.

Mr. John Hine called and wanted to inquire about the notice of survey letter he received and if it was connected to his property just north of Boone's Pond (the pond located in the northwestern corner of SR 267 and I-65) and west of 450 E. I told him that the survey was for the I-65 interchange project but that it was seeking access to his property located on 300 S and not the property near Boone's Pond. He stated that he figured it was related to the SR 267 and I-65 projects but thought his property was far enough away that it would not be impacted. I told him that we do a large buffer on projects to fully assess area resources for project planning purposes and that his property was just inside the mile-wide buffer we utilized. He said he would like to know when we come out and I told him we would be sure to knock on the door and let them know we are surveying the property. He said that they would be gone for the next couple of weeks and that no one would be home if we surveyed during that stretch. He suggested we leave a note to let them know we had surveyed the farm. I told him we would likely survey the farm in the next week or so and I agreed to leave a note letting them know we had been out. He stated that the property had been in his family since the late 1800s and he was not anxious to see anything tore down. I told him that we do a wide buffer on our surveys and that plans were still being developed as this stage.

Note to File

Staff Member: Doug Fivecoat

Date: 11/27/2017 (9:00pm)

Re: Phone call w/ John Hine, property owner of 3675 E 300 S regarding survey.

Mr. John Hine called and indicated that he got the note the note I left during the survey to let him know we had surveyed his property. He also wanted to inquire if there was anything he needed to know concerning the results of the survey. I told him that we had indeed surveyed the property and photographed his buildings for our report. I also stated that we would use that information to put together a historic properties report for the area, and that INDOT and project engineers would consider the information in the historic property report when making design decisions.

I asked Mr. Hine if he would like to be a consulting party on the project and he stated he would like that. I took his phone number and email address and added his contact information to the CP list.

Note to File

Staff Member: Linda Weintraut

Date: March 15, 2018

Re: Phone call w/ Jan Miller, property owner of 4490 E 300 S regarding survey.

Ms. Miller called regarding a Notice of Survey that she had received in November of last year. She was wondering who was on her property and why.

I had to research it but called her back yet that morning. She is the owner of a farm that was in the APE for the SR 267 & I 65 interchange. The parcel has subsequently been removed once more information about the interchange was known and the APE was narrowed.

The historians had not been on her farm; photographs in our file were taken from public right of way.

She asked if we had thought her property eligible for listing in the NRHP; I said that we had not considered it so. She asked how old the barn would have to be to be eligible. I explained that the barn would need to be at least 50 years old and to possess significance under one of the NRHP criteria.

She asked that if it had been eligible and would that protect her farm? I replied that if it had been eligible and there was no direct effect, then we would have looked at ways to minimize or mitigate the effects.

It seems she is concerned about long term development and the sale of parcels for housing. I replied that I had no knowledge of those developments.

RE: Des 1400071: I-65 Interchanges Historic Property Report

1 message

Carpenter, Patrick A <PACarpenter@indot.in.gov>

Wed, Apr 11, 2018 at 3:36 PM

To: Linda Weintraut <linda@weintrautinc.com>

Cc: Joshua Cook <jlcook@hntb.com>, "Walls, Steven" <SWalls@indot.in.gov>, "dcleveland@corrardino.com" <dcleveland@corrardino.com>, "Miller, Shaun (INDOT)" <smiller@indot.in.gov>, "Branigin, Susan" <SBranigin@indot.in.gov>, "Dhpacommentsfromcro, Dnr" <DDhpacommentsfromcro@dnr.in.gov>, "Khan, Asfahan" <akhan@indot.in.gov>, Doug Fivecoat <dfivecoat@weintrautinc.com>, Bethany Natali <bethany@weintrautinc.com>

Linda,

We have reviewed the HPR and ECI. Both documents look good and are ready for distribution. You can go ahead and check into IN SCOPE. Once approved, you can send to SHPO and email non-tribal CPs. Cc us on the email and we'll forward to tribes.

Please let us know if you have any questions.

Thank you,

Patrick Carpenter

Section 106 Specialist, Cultural Resources Office

Environmental Services

Indiana Department of Transportation

100 N Senate Ave., IGCN-Rm. N-642

Indianapolis, IN 46204-2216

317-233-2061

From: Miller, Shaun (INDOT)

Sent: Sunday, April 01, 2018 5:18 PM

To: Linda Weintraut <linda@weintrautinc.com>

Cc: Carpenter, Patrick A <PACarpenter@indot.IN.gov>; Branigin, Susan <SBranigin@indot.IN.gov>; David Cleveland <DCleveland@corradino.com>; Joshua Cook <jlcook@hntb.com>

Subject: Re: Des 1400071: I-65 Interchanges Historic Property Report

Thank you Linda.

We'll get these documents into our review queue and you'll hear back from the assigned historian in approximately 15 business days. We look forward to the archaeology report.

Sincerely,

Shaun Miller

From: Linda Weintraut <linda@weintrautinc.com>

Sent: Friday, March 30, 2018 9:57:24 AM

To: Kumar, Anuradha

Cc: Miller, Shaun (INDOT); Carpenter, Patrick A; Branigin, Susan; David Cleveland; Joshua Cook

Subject: Des 1400071: I-65 Interchanges Historic Property Report

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

Anu,

Please see attached HPR, ECL, and email transmittal for the project referenced above. The Archaeology Reports will follow early next week. As the ECL indicates, we would like to send everything to SHPO at the same time.

Thanks. Linda

--

Linda Weintraut, Ph.D.

Weintraut & Associates, Inc.

PO Box 5034

[4649 Northwestern Drive](#)

[Zionsville, Indiana 46077](#)

FHWA Project: Des. No.1400071; Interstate-65 at the State Road 267 and Interstate-65 at County Road (CR) 550 Interchanges Project, Boone County, Indiana

1 message

Linda Weintraut <linda@weintrautinc.com>

To: hdlucimer@gmail.com, info@bcgsin.org, cragunhouse@mymetronet.net, jamey@leblib.org, cynthiayoung@sullivanmunce.org, anna.gremling@indympo.org, rcardis@co.boone.in.us, dlawson@co.boone.in.us, jwolfe@co.boone.in.us, mapplegate@co.boone.in.us, bgarriott@whitestown.in.gov, saustin@whitestown.in.gov, cbohm@whitestown.in.gov, emiller@whitestown.in.gov, jwishek@whitestown.in.gov, krusell@whitestown.in.gov, central@indianalandmarks.org, hjnbt@tds.net, indytp@gmail.com, "Zoll, Mitchell K" <mzoll@dnr.in.gov>

Cc: Joshua Cook <jcook@hntb.com>, "Walls, Steven" <SWalls@indot.in.gov>, David Cleveland <dcleveland@corrado.com>, "Miller, Shaun (INDOT)" <smiller@indot.in.gov>, "Branigin, Susan" <SBranigin@indot.in.gov>, "Carpenter, Patrick A" <pacarpenter@indot.in.gov>, "Kumar, Anuradha" <akumar@indot.in.gov>, "Khan, Asfahan" <akhan@indot.in.gov>, Doug Fivecoat <dfivecoat@weintrautinc.com>, bethany w <bethany@weintrautinc.com>, Jason Goldbach <Jason@weintrautinc.com>, "Coon, Matthew" <mcoon@indot.in.gov>

Tue, Apr 24, 2018 at 10:03 AM

Des. No.: 1400071

Project Description: Interstate-65 at the State Road 267 and I-65 at CR 550 Interchanges Project

Location: Perry, Eagle, and Worth Townships in Boone County, Indiana

The Indiana Department of Transportation (INDOT) with funding from the Federal Highway Administration (FHWA) proposes to proceed with the Interstate-65 at the State Road (SR) 267 and Interstate (I) 65 at County Road (CR) 550 Interchanges Project (Des. No.: 1400071).

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

- Eastern Shawnee Tribe of Oklahoma
- Forest County Potawatomi Community
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians on Oklahoma
- Pokagon Band of Indians of Oklahoma
- Indiana Landmarks – Central Regional Office
- Boone County Historian
- Boone County Genealogy Society
- Boone County Historical Society
- Ralph W. Stark Heritage Center
- SullivanMunce Cultural Center
- Indianapolis Metropolitan Planning Organization
- Boone County Planning and Zoning
- Boone County Commissioners
- Whitestown Planning and Community Development
- Whitestown Town Council Members

- Whitestown Historic Preservation Commission
- John Hine – Property Owner
- State Historic Preservation Officer

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

Please review the letter, the historic property report, and the Archaeology Reports (Tribes only) located in INSCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in INSCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. If we do not receive a response from an invited consulting party in the time allotted, the project will proceed consistent with the proposed design. **Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.**

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

--
Linda Weintraut, Ph.D.
Weintraut & Associates, Inc.
PO Box 5034
4649 Northwestern Drive
Zionsville, Indiana 46077
317.733.9770 ext. 310

www.weintrautinc.com



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



May 17, 2018

Linda Weintraut, Ph.D.
Weintraut and Associates, Inc.
P.O. Box 5034
Zionsville, Indiana 46077

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

Re: Early coordination letter and historic property report (Fivecoat, 3/23/2018) for Interstate-65 at the State
Road 267 and Interstate-65 at County Road 550 Interchanges project

Dear Dr. Weintraut:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. §306108), 36 C.F.R. Part 800, the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO staff" or "INDNR-DHPA") has reviewed Weintraut and Associates' review request submittal form dated April 24, 2018, which enclosed INDOT's April 24, 2018 early coordination and the historic property report ("HPR"; Fivecoat, 3/23/2018), all of which we received on April 26, 2018.

We are not aware of any parties who should be invited to participate in the Section 106 consultation for this federal undertaking, beyond those whom INDOT has invited.

The area of potential effects ("APE") proposed in the HPR appears to be of appropriate size for a project of this nature, in a section of Interstate-65 along a historically agricultural and rural area with sections of suburban linear residential and industrial development in which direct and indirect effects could occur.

For the purposes of the Section 106 review of this federal undertaking, we agree with the conclusions in the HPR that find the Traders Point Hunt Rural Historic District (NR-2085) is located partly within the APE. Furthermore, we agree with the conclusions regarding the ineligibility of properties within the HPR for inclusion in the National Register of Historic Places ("NRHP"). However, if another consulting party disagrees with any of the conclusions of the HPR, then further consultation would be necessary.

The HPR indicates that the only part of the historic district that lies within the APE is a small area of pasture, with no contributing buildings or structures. It appears, further, that the view of the project area from that small area would be partly obscured by a berm and trees. Consequently, it seems unlikely to us that the integrity of any of the characteristics of the district that make it eligible for the NRHP would be diminished by this project.

It is our understanding that an archaeological report is being prepared that will document any below-ground resources that may exist within the project area. We look forward to receiving a copy and commenting on that report.

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

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

In all future correspondence regarding Interstate-65 at the State Road 267 and Interstate-65 at County Road (CR) 550 Interchanges Project (Des No. 1400071), please refer to DHPA No. 22479.

Very truly yours,



Mitchell K. Zoll
Director
Division of Historic Preservation and Archaeology

MKZ:DMK:JLC:dmk

emc: Robert Dirks, P.E., FHWA
Anuradha Kumar, INDOT
Mary Kennedy, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Shirley Clark, INDOT
Joshua Cook, P.E., HNTB Corporation
Linda Weintraut, Ph.D., Weintraut & Associates, Inc.
Douglas Fivecoat, Weintraut & Associates, Inc.
Wade T. Tharp, INDNR-DHPA
Danielle Kauffmann, INDNR-DHPA
John Carr, INDNR-DHPA



May 22, 2018

Dr. Linda Weintraut
Weintraut & Associates, Inc.
P.O. Box 5034
Zionsville, IN 46077
Linda@weintrautinc.com

Re: Des. No. 1400071, I-65 at SR 267 and I-65 at CR 550 Interchange Project

Dear Dr. Weintraut:

Thank you for the opportunity to comment on Des. No. 1400071. Indiana Landmarks agrees to serve as a consulting party for the undertaking.

Based on the Historic Properties Report dated March 23, 2018, we concur with the proposed boundaries for the Area of Potential Effects (APE). We also concur that the Traders Point Hunt Rural Historic District is the only resource listed in the National Register of Historic Places (NRHP) within the APE and that there are no additional resources eligible for listing in the NRHP within the APE.

Sincerely,

Sam Burgess
Community Preservation Specialist

Fwd: FHWA Project: Des. No.1400071; Interstate-65 at State Road 267 and County Road 550 Interchanges Project, Boone County, Indiana

Fri, Sep 7, 2018 at 12:51 PM

----- Forwarded message -----

From: **Coon, Matthew** <mcoon@indot.in.gov>

Date: Fri, Sep 7, 2018 at 12:50 PM

Subject: FHWA Project: Des. No.1400071; Interstate-65 at State Road 267 and County Road 550 Interchanges Project, Boone County, Indiana

To: "thpo@estoo.net" <thpo@estoo.net>, Allison Daniels <Allison.Daniels@fcpotawatomi-nsn.gov>, "dhunter@miamination.com" <dhunter@miamination.com>, "jpappenfort@peoriatribe.com" <jpappenfort@peoriatribe.com>, "Marcus.Winchester@pokagonband-nsn.gov" <Marcus.Winchester@pokagonband-nsn.gov>

Cc: Linda Weintraut <linda@weintrautinc.com>, Bethany Natali <bethany@weintrautinc.com>, "Miller, Shaun (INDOT)" <smiller@indot.in.gov>, Michelle Allen <michelle.allen@dot.gov>

Des. No.: 1400071

Project Description: Interstate-65 at the State Road 267 and CR 550 Interchanges Project

Location: Perry, Eagle, and Worth Townships in Boone County, Indiana

The Indiana Department of Transportation (INDOT) with funding from the Federal Highway Administration (FHWA) proposes to proceed with the Interstate-65 at State Road 267 and County Road 550 Interchanges Project (Des. No.: 1400071).

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

- Eastern Shawnee Tribe of Oklahoma
- Forest County Potawatomi Community
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians on Oklahoma
- Pokagon Band of Indians of Oklahoma
- Indiana Landmarks – Central Regional Office
- Boone County Historian
- Boone County Genealogy Society
- Boone County Historical Society
- Ralph W. Stark Heritage Center
- SullivanMunce Cultural Center
- Indianapolis Metropolitan Planning Organization
- Boone County Planning and Zoning
- Boone County Commissioners
- Whitestown Planning and Community Development
- Whitestown Town Council Members
- Whitestown Historic Preservation Commission
- John Hine – Property Owner
- State Historic Preservation Officer

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

Please review the letter, the historic property report, and the Archaeology Report (Tribes only) located in INSCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in INSCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. If we do not receive a response from an invited consulting party in the time allotted, the project will proceed consistent with the proposed design. **Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.**

Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Matt Coon

Archaeologist, Cultural Resources Office

INDOT Environmental Services

100 N. Senate Avenue, Room N642

Indianapolis, IN 46204

Phone: 317.233.2083



Miami Tribe of Oklahoma

3410 P St. NW, Miami, OK 74354 • P.O. Box 1326, Miami, OK 74355

Ph: (918) 541-1300 • Fax: (918) 542-7260

www.miamination.com



October 3, 2018

Shaun Miller
Archaeological Team Lead
Cultural Resources Office
Indiana DOT
575 North Pennsylvania Street
Indianapolis, IN 46204

Re: Des. No.1400071 Interstate-65 at State Road 267 and County Road 550 Interchanges Project,
Boone County, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Mr. Miller:

Aya, kikwehsitoole – I show you respect. My name is Diane Hunter, and I am the Tribal Historic Preservation Officer for the Federally Recognized Miami Tribe of Oklahoma. In this capacity, I am the Miami Tribe's point of contact for all Section 106 issues.

The Miami Tribe offers no objection to the above-mentioned project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, as this site is within the aboriginal homelands of the Miami Tribe, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me at 918-541-8966 or by email at dhunter@miamination.com to initiate consultation.

The Miami Tribe accepts the invitation to serve as a consulting party to the proposed project. In my capacity as Tribal Historic Preservation Officer I am the point of contact for consultation.

Respectfully,

Diane Hunter
Tribal Historic Preservation Officer



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



October 11, 2018

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

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

Re: Phase Ia archaeological records check and field reconnaissance survey report (Goldbach,
09/05/2018), for Interstate-65 at State Road 267 and Interstate-65 at County Road (CR) 550
Interchanges Project (Des No. 1400071; DHPA No. 22479)

Dear Dr. Weintraut:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. §306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO staff" or "INDNR-DHPA") has reviewed Weintraut and Associates' above-referenced report, that was submitted with your review request submittal form dated September 9, 2018, all of which we received on September 11, 2018.

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

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

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

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

Additionally, as previously indicated, we agree that the Traders Point Hunt Rural Historic District (NR-2085) is located partly within the area of potential effects ("APE") but contains no contributing buildings or structures. We also agree that none of the resources identified in the Historic Property Report ("HPR"; Fivecoat, 3/23/2018) appear to be eligible for inclusion in the National Register of Historic Places ("NRHP"). However, if another consulting party indicates that an above-ground property within the APE is historic, then further consultation would be necessary.

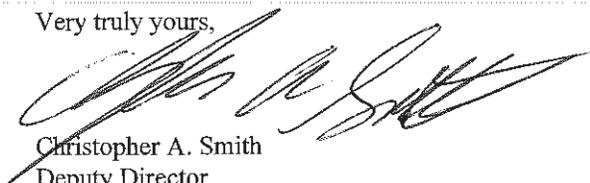
The HPR indicates that the only part of the historic district that lies within the APE is a small area of pasture – no contributing buildings or structures. It appears, further, that the view of the project area from that small area would be partly obscured by a berm and trees. Consequently, it seems unlikely to us that the integrity of any of the characteristics of the district that make it eligible for the NRHP would be diminished by this project.

At this time, it might be appropriate for Weintraut and Associates, Inc. to ask INDOT for a finding of effect for this undertaking.

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

In all future correspondence regarding the Interstate-65 at the State Road 267 and Interstate-65 at County Road (CR) 550 Interchanges Project in Perry, Eagle, and Worth Townships in Boone County, Indiana (Des No. 1400071), please refer to DHPA No. 22479.

Very truly yours,



Christopher A. Smith
Deputy Director
Indiana Department of Natural Resources

CAS:DMK:JLC:WTT:wt

emc: Robert Dirks, P.E., FHWA
Anuradha Kumar, INDOT
Mary Kennedy, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Shirley Clark, INDOT
Joshua Cook, P.E., HNTB Corporation
Linda Weintraut, Ph.D., Weintraut & Associates, Inc.
Wade T. Tharp, INDNR-DHPA
Danielle Kauffmann, INDNR-DHPA
John Carr, INDNR-DHPA\

WEINTRAUT & ASSOCIATES, INC.

November 15, 2018

Wade Tharp
Division of Historic Preservation and Archaeology
402 West Washington Street,
Indianapolis, Indiana

FHWA Project: Des. No.1400071; Interstate-65 at the State Road 267 and Interstate-65 at County Road (CR) 550 Interchanges Project, Boone County, Indiana

Dear Mr. Tharp,

The Indiana Department of Transportation's Cultural Resources Office (CRO) has asked that Weintraut & Associates (W&A) convey this revised report to you. Since the Principal Investigator felt strongly that monitoring is warranted, CRO has requested that we clarify its recommendation for an area of Survey Area 1, Field 6 where modern buildings are presently located, as it appears in the Phase Ia Archaeological Records Check and Field Reconnaissance Report (September 5, 2018R2), to read:

“W&A has recommended monitoring for this area. As a result, INDOT-CRO has included a firm commitment that this area should be clearly marked on construction plans and construction crews should be instructed to stop work within 100 feet and notify the INDOT Cultural Resources Office if any foundations, deep pits or stains, or concentrations of historic artifacts are found within this specific area.”

This language reflecting CRO's position regarding monitoring is included in the management summary, body of the report, and in the conclusions. During construction, crews will monitor this area as delineated on the plans for the presence of archaeological resources, as described in the language above.

Thank you,

Linda Weintraut, Ph.D.



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



December 5, 2018

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

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

Re: Revised Phase Ia archaeological records report (Goldbach, 09/05/2018 revised), for Interstate-65 at
State Road 267 and Interstate-65 at County Road (CR) 550 Interchanges Project (Des No. 1400071;
DHPA No. 22479)

Dear Dr. Weintraut:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. §306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO staff" or "INDNR-DHPA") has reviewed Weintraut and Associates' above-referenced report, with revisions, dated November 15, 2018, which we received on November 19, 2018.

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

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

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

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

Additionally, as previously indicated, we agree that the Traders Point Hunt Rural Historic District (NR-2085) is located partly within the area of potential effects ("APE"), but the part of the district that lies within the APE contains no contributing buildings or structures. We also agree that none of the resources identified in the Historic Property Report ("HPR"; Fivecoat, 3/23/2018) appear to be eligible for inclusion in the National Register of Historic Places ("NRHP"). However, if another consulting party indicates that an above-ground property within the APE is historic, then further consultation would be necessary.

The HPR indicates that the only part of the historic district that lies within the APE is a small area of pasture – no contributing buildings or structures. It appears, further, that the view of the project area from that small area would be partly obscured by a berm and trees. Consequently, it seems unlikely to us that the integrity of any of the characteristics of the district that make it eligible for the NRHP would be diminished by this project.

At this time, it might be appropriate for Weintraut and Associates, Inc. to ask INDOT for a finding of effect for this undertaking.

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

In all future correspondence regarding Interstate-65 at State Road 267 and Interstate-65 at County Road (CR) 550 Interchanges Project in Perry, Eagle, and Worth Townships in Boone County, Indiana (Des No. 1400071), please refer to DHPA No. 22479.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:JLC:WTT:wtt

emc: Robert Dirks, P.E., FHWA
Anuradha Kumar, INDOT
Mary Kennedy, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Shirley Clark, INDOT
Joshua Cook, P.E., HNTB Corporation
Linda Weintraut, Ph.D., Weintraut & Associates, Inc.
Danielle Kauffmann, INDNR-DHPA
John Carr, INDNR-DHPA
Wade T. Tharp, INDNR-DHPA

WEINTRAUT & ASSOCIATES

To: Zionsville Times Sentinel
250 S. Elm St.
Zionsville, IN 46077

Boone County, Indiana

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COMPUTATION OF CHARGES

104	lines,	1	columns wide equals	
104	equivalent lines at	0.486	cents per line	\$ 50.53
(50 percent of above amount)				
Charge for extra proofs of publication (\$1.00 for each proof in excess of two)				
Total Amount of Claim				\$ 50.53

DATA FOR COMPUTING COST

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Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper 1 times. The dates of publication being as follows:

1/16/2018

Additionally, the statement checked below is true and correct:

- Newspaper does not have a Web site.
- Newspaper has a Web site and this public notice was posted on the same day as it was published in the newspaper.
- Newspaper has a Web site, but due to technical problem or error, publish notice was posted on _____
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Date:

1/16/2018

Title Legal Advertising Clerk

Public Notice
Des. Nos. 1400071 (lead)

The Indiana Department of Transportation (INDOT) is planning to undertake interchange projects funded in part by the Federal Highway Administration. The projects are located along Interstate (I) 65 at the intersections of State Road (SR) 287 and I-65 and County Road (CR) East 500 South, as well as modifications at I-65 at Whitestown Parkway and the southern bound exit ramp on I-65 in southern Boone County, Indiana. Under the preferred alternative, the proposed project would reconstruct the existing diamond interchange at I-65 at SR 267, creating additional through lanes along SR 267 and turn lanes at the signalized ramp junctions. The "link" formed by the intersection of existing Perry Worth Road, CR 400 E, and Albert White Boulevard intersection, will be straightened by an east-west roadway segment. Additionally, a new terrain segment of CR 550 S will be constructed from Indianapolis Boulevard through a new I-65 interchange.

continued next column

and east to tie this segment into the existing CR 550 S. It is anticipated that this new interchange will require the acquisition of approximately 55.0 acres of new permanent right-of-way. INDOT also proposes minor pavement widening and restriping at the existing southbound I-65 to eastbound I-65 exit and at the existing northbound I-65 to Whitestown Parkway exit to improve traffic operations at these exits. Improvements at these two locations are anticipated to fit within the existing right-of-way. Properties listed in or eligible for the National Register of Historic Places (NRHP) located within the Area of Potential Effects (APE) include the Traders Point Hunt Rural Historic District (NR-2085). The proposed action impacts properties listed in or eligible for the NRHP. The Indiana Department of Transportation (INDOT), on behalf of the FHWA, has issued a "No Adverse Effect" finding for the project because the project will not diminish the integrity of the characteristics that qualify the historic properties within the APE for inclusion in the NRHP. In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.5(a)(4). Pursuant to 36 CFR 800.4(d)(2), the documentation specified in 36 CFR 800.11(e) is available for inspection in the offices of HNTB at 111 Monument Circle, Suite 1200, Indianapolis, IN 46204. Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website at <http://rms.indot.in.gov/Section106>. Documents. This documentation serves as the basis for the "No Adverse Effect" finding. The views of the public on this effect finding are being sought. Please reply with any comments to the contact listed below no later than Feb. 18, 2019. Contact: Linda Weintraut, Ph.D., PO Box 5034, Zionsville, Indiana 46077, 317.733.9177, linda@weintrautinc.com in accordance with the Americans with Disabilities Act, if you have a disability for which INDOT needs to provide accessibility to the documents) such as interpreters or readers, please contact Rickie Clark at 317-232-6601 or rickar@indot.in.gov. Z4 Jan 16 hspaxip 1515959

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Claim No. Warrant No.

IN FAVOR OF
NHI Holdings Inc.
Zionsville Times Sentinel

\$
On Account of Appropriation For
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Appropriation No.

Allowed
In the sum of \$
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I have examined the within claim and hereby
certify as follows:

That it is in proper form.

That it is duly authenticated as required by law.

That it is based upon statutory authority.
(correct)

That it is apparently
(incorrect)

I certify that the within claim is true and correct;
that the services there in itemized and for which
charge is made were ordered by me and were
necessary to the public business.

.....
.....

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



February 20, 2019

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

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

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

Dear Dr. Weintraut:

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

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

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

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

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

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

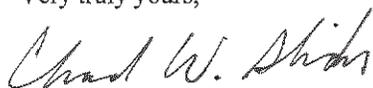
We agree with INDOT's determination in its January 3, 2019, finding and supporting documentation that the only above-ground property identified within the area of potential effects is the NRHP-listed Traders Point Hunt Rural Historic District and that this project will not adversely affect the district.

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

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

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

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:JLC:DMK:WTT:wtt

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

Appendix F: Consulting Parties

Interstate 65 and SR 267 and Interstate 65 and CR 550 Interchange Projects
In Boone County, Indiana
Des. No.: 1400071

Name	Company/Organization	Address	Phone	Email	Accepted Invitation	Notes
Eric Spall	Boone County Historian	502 Glendale Drive Lebanon IN 46052	317-482-3460 Ext. 1265	hdulcimer@gmail.com		
	Boone County Genealogy Society	PO Box 83 Thorntown IN 46071		info@bcgsin.org		
	Boone County Historical Society	PO Box 141 Lebanon IN 46052		cragunhouse@mymetronet.net		
Jamey Hickson	Ralph W. Stark Heritage Center	Lebanon Public Library 104 E. Washington St. Lebanon IN 46052	765-482-3460 Ext. 1261	jamey@lelib.org		
Cynthia Young, Director	SullivanMunce Cultural Center	225 W. Hawthorne St. Zionsville IN 46077	317-873-4900	cynthiayoung@sullivanmunce.org		
Anna Greming, Exec. Dir.	Indianapolis Metropolitan Planning Organization (IMPO)	200 E Washington St Ste 2322 Indianapolis IN 46204	317-327-5487	anna.greming@indympo.org		
Rachel Cardis, Area Planning Director	Boone County Planning and Zoning	116 W Washington Ste 101 Lebanon IN 46052	765-482-3821	rcardis@co.boone.in.us		
Don Lawson	Boone County Commissioner	116 W Washington St Lebanon IN 46052	765-483-4492	dlawson@co.boone.in.us		
Jeff Wolfe	Boone County Commissioner	116 W Washington St Lebanon IN 46052	765-483-4492	jwolfe@co.boone.in.us		
Marc Applegate	Boone County Commissioner	116 W Washington St Lebanon IN 46052	765-483-4492	mapplegate@co.boone.in.us		
Brittany Garriott	Whitestown Planning and Community Development	Municipal Complex Room 200 6210 Veterans Drive Whitestown IN 46075	317-769-6557	bgarriott@whitestown.in.gov		
	Whitestown Town Council			saustin@whitestown.in.gov , cbohm@whitestown.in.gov , emiller@whitestown.in.gov , jwishek@whitestown.in.gov , krussell@whitestown.in.gov		

Susan Austin, President	Whitestown Historic Preservation Commission	Municipal Complex 6210 Veterans Drive Whitestown IN 46075		saustin@whitestown.in.gov		
	Indiana Landmarks-Central Regional Office	1201 Central Avenue Indianapolis IN 46202	317-639-4534	central@indianalandmarks.org	YES	
	John Hine	3675 E CR 300 S	(317) 409-5805	hjnb@tds.net	YES	Property owner of 3675 E CR 300 S agreed via phone call on Nov 27, 2017
	Traders Point Hunt Rural Historic District			indytp@gmail.com		Invited as representative of historic district.
Mitch Zoll	SHPO					

Tribal Contacts - INDOT will coordinate with Tribal Representatives

Eastern Shawnee Tribe of Oklahoma

Forest County Potawatomi Community

Miami Tribe of Oklahoma

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Indians of Oklahoma

Appendix G

Determination of Engineering and
Operational Acceptability

and

Interstate Access Document (Body Only)



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division
December, 21, 2017

575 N. Pennsylvania Street, Room 254
Indianapolis, IN 46204
317-226-7475
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In Reply Refer To:
HDA-IN

Mr. Daniel McCoy
Indiana Department of Transportation
Corridor Development Office
100 N Senate Avenue, Room N-950
Indianapolis, IN 46204

Dear Mr. McCoy:

The Federal Highway Administration (FHWA) Indiana Division has reviewed the Interchange Access Document (IAD) submitted by the Indiana Department of Transportation (INDOT) for an interchange modification on I-65 at SR 267 and proposed new interchange on I-65 at CR550S, in Boone County.

After careful review, we have determined that INDOT has adequately addressed FHWA's eight-point policy on access to the Interstate System in sufficient detail to allow for engineering & operational acceptability. However, final approval of the interchange is subject to the environmental process, which is still underway. If the current design of the interchange and scope of work (as presented in the IAD) do not change, the final approval of the new interchange will occur at the conclusion of the environmental process.

Any changes made to the original proposal will require submittal of a revised IAD. If significant changes are made or the project schedule is significantly delayed, this decision will be reevaluated accordingly.

Should you have any further questions regarding this matter, please contact Dimas Prasetya, Transportation Engineer, at 317-226-7480 or dimas.prasetya@dot.gov.

Sincerely,

For: Mayela Sosa
Division Administrator

cc: Jay DuMontelle, FHWA

Interstate Access Document

Interchange Modification

I-65 at SR 267 in Boone County

Des. No. 1400071

and

New Interchange

I-65 at CR550S in Boone County

Des. No. 1702147

November 30, 2017

Prepared for:



Prepared by:



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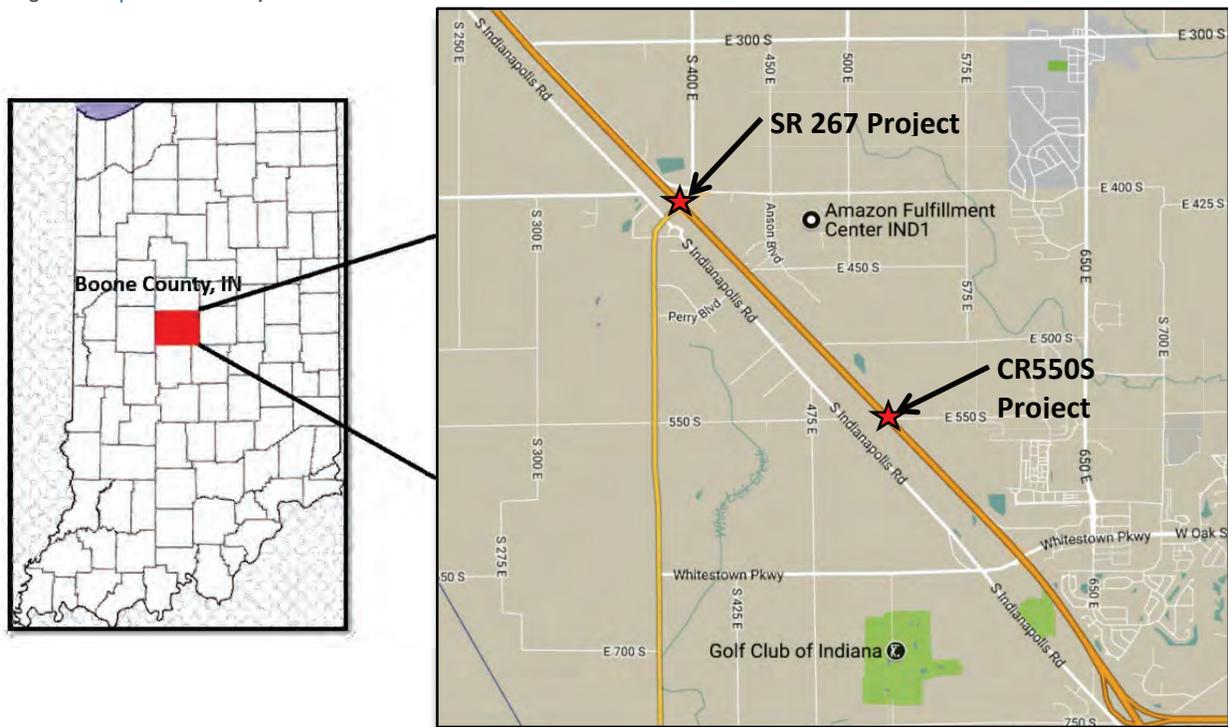
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1.0 INTRODUCTION

1.1 PURPOSE OF REPORT

This Interstate Access Document (IAD) contains the analysis to support the Indiana Department of Transportation (INDOT) approval request for the modification of the existing Interstate 65 (I-65) access at SR 267 and a new I-65 access at Boone County Road 550 South (CR550S), both of which are in Boone County, IN (Figure 1-1). This IAD follows the guidance set forth in the April 18, 2017 *State of Indiana Interstate Access Request Procedures*, fully addresses the eight Federal Highway Administration (FHWA) Policy Points outlined in the *Federal Register* of August 27, 2009, and has been prepared in accordance with Section 48-1.03 of the *INDOT Design Manual*.

Figure 1-1 | Location Map



1.2 PROJECT LEADS, PROPONENTS, AND TEAM MEMBERS

INDOT is the primary owner and lead proponent of the project. The I-65 at CR550S interchange is located within the corporate limits of the Town of Whitestown. The proposed I-65 at SR 267 and I-65 at CR550S interchanges would be located within the Indianapolis Metropolitan Planning Organization's (Indy MPO's) Metropolitan Planning Area (MPA). The modification of the I-65 at SR 267 interchange is currently in the Indy MPO's Long-Range Metropolitan Transportation Plan (LRMTP) and Indianapolis Regional Transportation Improvement Program (IRTIP) with an estimated cost of approximately \$46.9 million. On September 6, 2017, INDOT formally requested that the Indy MPO include the new I-65 at CR550S interchange into their 2045 LRMTP update, expected to be adopted by the Indy MPO's Policy Board in its December 2017 meeting. This IAD confirms that a new I-65 at CR550S interchange will not only

function without hindering traffic operations on mainline I-65 or the existing adjacent I-65 interchanges, but it will divert enough future traffic from the existing I-65 at SR 267 interchange such that a less costly modification can be implemented and both the I-65 at SR 267 interchange modification and the new I-65 at CR550S interchange be constructed for the original \$46.9 million budget. INDOT's design consultant, HNTB Corporation (HNTB), along with HNTB's traffic modeling/analysis and National Environmental Policy Act (NEPA) subconsultant, Corradino LLC (Corradino), are responsible for the preparation of this IAD.

1.3 PROJECT HISTORY, PREVIOUS REPORTS AND TECHNICAL MEMOS

This IAD is a continuation of the analysis contained in previous reports and technical memos noted below.

- **Abbreviated Interchange Justification Report (July 2013):** The Indiana Department of Transportation (INDOT) prepared an Abbreviated Interchange Justification (IJ) Report for existing I-65 at SR 267 interchange to accommodate construction of a northbound I-65 slip ramp utilizing Perry Worth Road creating direct access to CR400S (Albert White Boulevard). The Abbreviated IJ Report documented the need to prepare an IAD for a Long-Term Solution at the I-65 interchange with SR 267. The report identified a partial cloverleaf type "A" (Parclo A), with a slip ramp feeding the loop in the northwest quadrant, as a preliminary preferred interchange type.
- **Tech Memo #1 (December 20, 2017):** Tech Memo #1 ([Appendix A](#)) confirmed that construction of a new I-65 interchange at CR550S has merit. It serves the need of the anticipated heavy growth in the project area and draws future traffic from the SR 267 and Whitestown Parkway interchanges.
- **Tech Memo #2 (April 3, 2017):** Tech Memo #2 ([Appendix B](#)) confirmed that the construction of a new I-65 interchange at CR550S diverts enough future traffic from the SR 267 corridor such that a lesser magnitude interchange modification (lesser in scope than the Parclo A with slip ramps identified as the preferred long-term solution in the Abbreviated IJ Study) at I-65 and SR 267 is viable. Tech Memo #2 also confirms that a new I-65 interchange at CR550S draws enough traffic from the Whitestown Parkway that a modification of the I-65 at Whitestown Parkway interchange would no longer be needed by the design year. Tech Memo #2 determined that the total cost of the lesser magnitude I-65 at SR 267 interchange modification and the new I-65 at CR550S interchange is less than the original cost of the I-65 at SR 267 preferred alternative from the Abbreviated IJ Study, and provides the additional benefit of alleviating the need for an I-65 at Whitestown parkway interchange modification by the design year.
- **Framework Document (May 8, 2017):** The Framework Document ([Appendix C](#)) established the study area, summarized the travel demand modeling methodology used to determine the base year and future design year traffic data for the project, and outlined the traffic capacity analysis criteria to be used for alternatives comparison.
- **Alternative Selection Report (August 4, 2017):** The Alternative Selection Report ([Appendix D](#)) summarized the analysis of various interchange alternatives for I-65 at SR 267 interchange modification and the new I-65 at CR550S interchange, documented the decision-making criteria for selection of the preferred interchange alternative at each location, and selected the preferred alternative at each location. The Alternative Selection Report contains project traffic data and traffic capacity analysis information. The

Conventional Diverging Diamond Interchange (DDI) is the preferred interchange alternative for both the I-65 at SR 267 interchange modification and the I-65 at CR550S new interchange.

1.4 PROJECT SCHEDULE

Key milestone dates for the project include the following items:

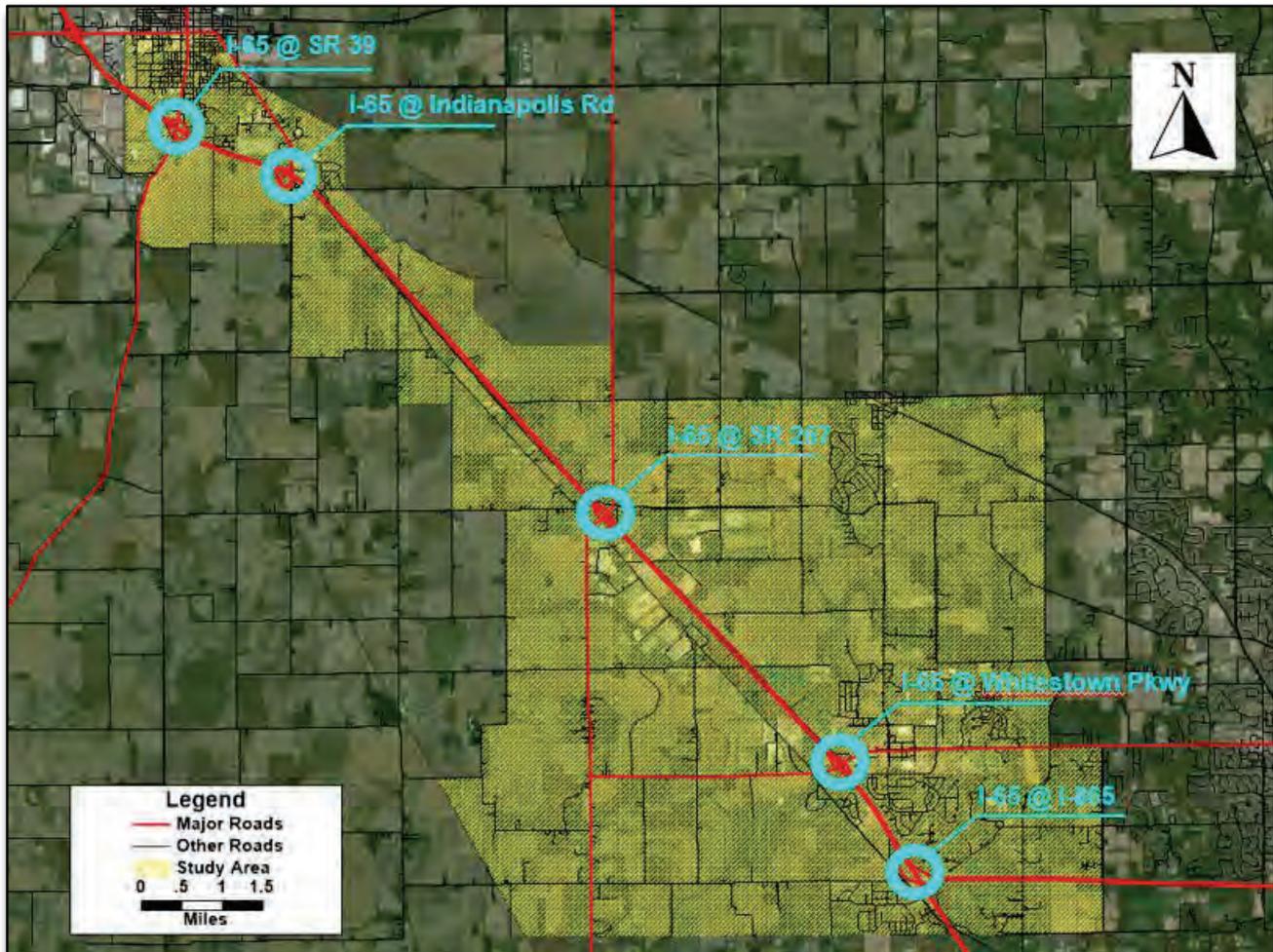
- May 2017 – Draft Alternative Selection Report;
- August 2017 – Final Alternative Selection Report;
- October 2017 – Draft Interstate Access Document;
- December 2017 – Determination of Engineering and Operational Acceptability;
- February 2018 – Draft Environmental Document;
- May 2018 – Final Environmental Document;
- July 2018 – Final IAD Approval; and,
- Spring 2020 – Project Letting.

2.0 STUDY AREA AND PROJECT AREA

2.1 TRAVEL DEMAND MODELING STUDY AREA

To generate valid traffic data and appropriately account for growth patterns and traffic impacts, the study area (Figure 2-1) for the travel demand modeling efforts is significantly larger than the project area. The study area for the project was agreed upon during a November 7, 2013 coordination meeting between INDOT and FHWA. The study area centers on mainline I-65 and extends from I-865 to the south to SR 39 to the north, including the additional existing I-65 interchanges with Whitestown Parkway, SR 267, and Indianapolis Road. The study area is wider (approximately five miles) in the high-growth area near the subject I-65 at SR 267 and I-65 at CR550S Interchange locations. The Indy MPO Travel Demand Model was used as the base for all modeling efforts, and a more refined sub-area model was created for the study area. Capacity analysis was performed for all I-65 mainline, merges, diverges and weaves within the study area.

Figure 2-1 | Project Study Area



2.2 PROJECT AREA

The travel demand modeling analysis, as documented in the previously mentioned Tech Memo #1, Tech Memo #2, and the Alternative Selection Report, established the following.

- Lack of capacity (unmet demand) at the ramp junctions of the existing I-65 at SR 267 interchange and the existing I-65 at Whitestown Parkway interchange create interchange operation challenges as well as queuing on exit ramps that result in impacts to mainline I-65 traffic operations.
- Existing mainline I-65 has enough capacity to handle future anticipated traffic in the study area. Adding travel lanes along I-65 is not necessary when queuing at ramp junctions, discussed in the previous item, is adequately addressed and kept off the mainline. There is enough distance between the existing I-65 interchanges with SR 267 (Exit 133) and Indianapolis Road (Exit 138) such that the proposed I-65 at SR 267

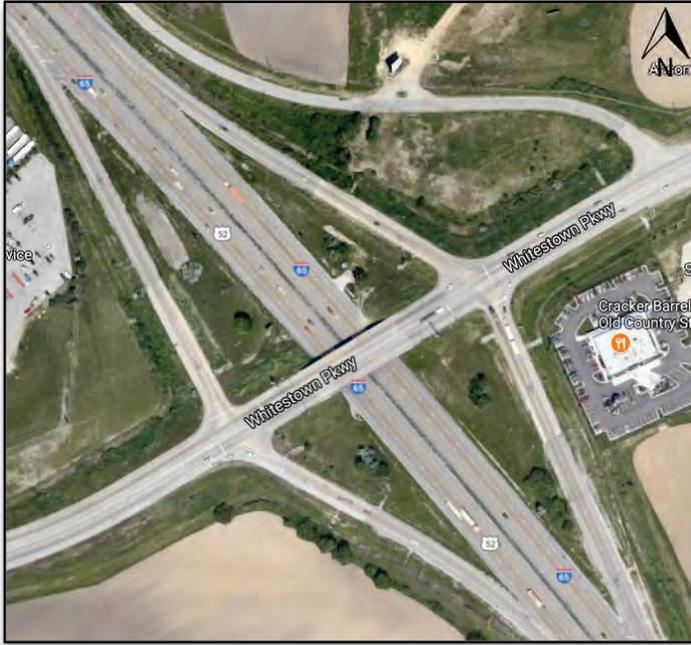
interchange modification and I-65 at CR550S new interchange have no effect on the traffic operations at the existing I-65 interchanges with Indianapolis Road and SR 39 (Exit 139) and no detailed signalized intersection or local road capacity analysis is needed for Indianapolis Road or SR 39.

2.3 EXISTING CONDITIONS

- **Mainline I-65:** The existing I-65 typical cross section in each direction consists of: three 12-foot through lanes; a ten-foot paved outside shoulder; an eight-foot paved median shoulder, and an 18-foot open grass median. The posted speed of I-65 in the project area is 70 mph.
- **Whitestown Parkway:** Where Whitestown Parkway crosses I-65, it is a five-lane road with one 11-foot left-turn lane and one 11-foot through lane eastbound along with two 11-foot left-turn lanes and one 11-foot through lane westbound. The existing Whitestown Parkway interchange was not constructed to accommodate pedestrians. A six-foot-wide paved shoulder exists along both sides of Whitestown Parkway.
- **CR550S:** CR550S used to be a continuous east-west route, but continuous access was cut by I-65 and so now CR550S exists on both sides of the interstate. On the west side of I-65, CR550S is a narrow 12-foot-wide one-lane gravel road. On the east side of I-65, CR550S is an 18-foot-wide two-lane gravel roadway.
- **SR 267:** Currently SR 267 is grade separated at I-65 with existing interchange access. SR 267 is a two-lane road with 11-foot-wide lanes and ten-foot-wide shoulders. SR 267 is classified as a Minor Arterial south of I-65 and a Major Collector north of I-65 with a posted speed limit of 45 mph. No pedestrian facilities exist along SR 267 within the project area. There is a two-way stop controlled intersection at CR400S (Albert White Boulevard)/Perry Worth Road (east project limit), a non-signalized right-in/right-out intersection at the Love's Travel Stop, and a two-way stop controlled intersection at Indianapolis Road farther to the west (west project limit). The SR 267 ramp junctions are also signalized.
- **Intersections:** The impacts of the proposed project on several area intersections will be studied. A brief description and aerial view of each intersection is provided below. [Table 2-1](#) represents the existing conditions of the major intersections at each location.

Table 2-1 | Intersections

I-65 @ Whitestown Parkway Interchange



- Located South of the proposed CR550S interchange
- Standard diamond interchange
- Partially developed
- High traffic volumes, particularly in the PM peak

Whitestown Parkway at Indianapolis Rd.



- Located west of the I-65 @ Whitestown Parkway interchange
- EB, SB and NB include one lane in each direction
- WB includes two lanes in each direction
- No designated turn lanes on any approach
- NB includes a channelized turning roadway for right turning vehicles
- SB includes a slight taper allowing right turning vehicle to sneak by
- The intersection is a four-way stop controlled with signage
- A future roundabout project is planned at this location which will go to construction in 2018

Table 2-1 | Intersections (continued)

Whitestown Parkway & I-65 SB Ramp



- Located on the west side of the interchange
- SB off ramp includes one left-turn lane and one shared through/right-turn lane
- SB on ramp includes one lane
- WB includes one through lane and one left-turn lane
- EB includes one through lane and one shared through/right-turn lane

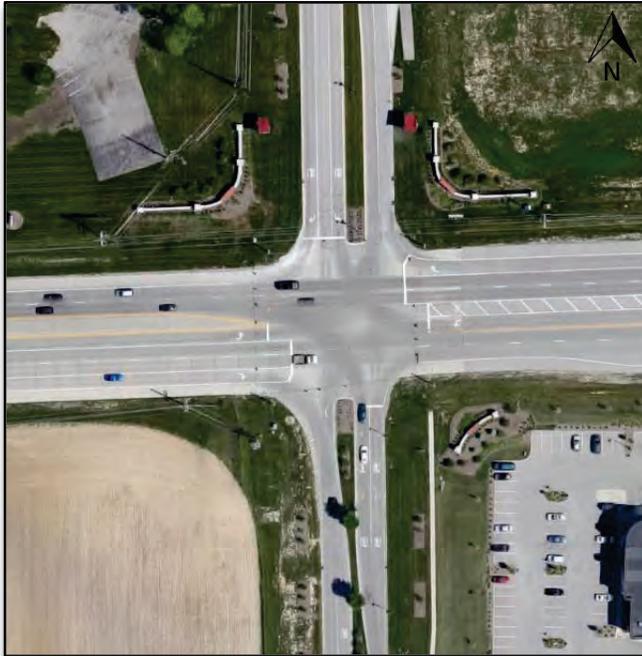
Whitestown Parkway & I-65 NB Ramp



- Located on the east side of the interchange
- NB on ramp includes one lane
- NB off ramp includes one left-turn lane and one shared through/right-turn lane
- WB includes one through lane and one shared through/right-turn lane
- EB includes one through lane and one left-turn lane

Table 2-1 | Intersections (continued)

Whitestown Parkway at CR650E



- Located East of the I-65 @ Whitestown Parkway interchange
- The intersection is signalized
- The turning movements from Whitestown Parkway and all Main St. (CR650E) movements are actuated with loops in the pavement
- Whitestown Parkway includes two through lanes along with a designated left-turn lane and designated right-turn lane in each direction
- NB Main St. includes a designated left-turn lane and shared through/right-turn lane
- SB Main St. includes one designated left-turn lane, one through lane, and one designated right-turn lane

I-65 at CR550S



- Located between the Whitestown Parkway and SR 267 interchanges
- No existing access to/from I-65

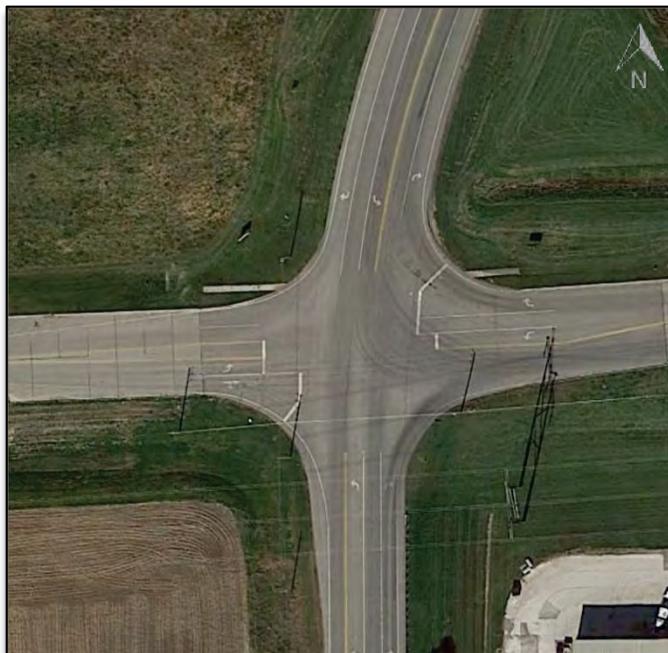
Table 2-1 | Intersections (continued)

I-65 @ SR 267 Interchange



- Located north of the proposed CR550S interchange
- Standard diamond interchange
- Partially developed
- High traffic volumes, particularly during Amazon distribution center shift changes

SR 267 at Indianapolis Rd.



- Located South (West) of the I-65 @ SR 267 interchange
- Four-leg intersection with free flow along SR 267 and stop controlled with signage along Indianapolis Rd.
- The SR 267 mainline includes one through lane in each direction along with one designated left-turn lane and one designated right-turn lane
- WB Indianapolis Rd. includes one left-turn lane, one through lane, and one right-turn lane
- EB Indianapolis Rd. includes one left-turn lane and one shared right-turn/through lane

Table 2-1 | Intersections (continued)

SR 267 & I-65 SB Ramp



- Located on the west side of the interchange
- The ramp junction is signalized
- SB off ramp includes one shared left-turn/through/right-turn lane
- SB on ramp includes one lane
- WB includes one left-turn lane and one through lane
- EB includes one shared through/right-turn lane

SR 267 & I-65 NB Ramp



- Located on the east side of the interchange
- The ramp junction is signalized
- NB on ramp includes one lane
- NB off ramp includes one left-turn lane and one shared through/right-turn lane
- WB includes one shared through/right-turn lane
- EB includes one left-turn lane and one through lane

Table 2-1 | Intersections (continued)

SR 267 (CR400 E) at Perry Worth Rd. / Albert S. White Blvd.	
	<ul style="list-style-type: none"> ■ Located North (East) of the I-65 @ SR 267 interchange ■ The intersection is signalized ■ NB and SB have one shared left/through/right-turn lane in each direction ■ WB Albert S. White Blvd. includes one left-turn lane and one shared through/right-turn lane ■ EB Perry Worth Rd. includes one shared left turn/through/right-turn lane

3.0 STATEMENT OF NEED AND PURPOSE AND CAPACITY THRESHOLDS

The project need is to solve existing deficient traffic operations in the I-65 at SR 267 interchange study area and provide capacity for future growth. The purpose of the project is to improve connectivity between the interstate system and the local road network to provided desirable traffic operations and accessibility both now and in the future. The capacity thresholds in [Table 3-1](#) have been established for this project.

Table 3-1 | Capacity Thresholds

FACILITY/ELEMENT	MINIMUM LOS	DESIRABLE LOS/COMMENTS
I-65 Freeway, Merge, Diverge, Weaving	D	C or B desired where practical, especially to/from new CR550 Interchange
SR267 Interchange (over I-65)	D	C where practical
CR550 Interchange (over I-65)	D	C to build in some additional capacity for unknowns of a new interchange
Whitestown Pkwy Interchange (over I-65)	D	Do not make existing capacity worse
Crossroads and intersections within the limits of the project	D	C desired where practical, especially for CR550

4.0 FRAMEWORK

4.1 TRAVEL DEMAND MODELING AND DEVELOPMENT OF SUB-AREA MODEL

The Framework Document is contained in [Appendix C](#). All traffic data for this project was generated via travel demand modeling. The December 2016 version of the Indy MPO 2035 Travel Demand Model (Indy MPO model) in TransCAD and the latest traffic counts from field observation and INDOT's Traffic Count Database System (TCDS) were used to develop a 2016 base sub-area model in a TransModeler platform. The subarea model includes separate AM/PM peak periods (6AM to 9AM) and (3PM to 6PM) respectively. Significant refinement of the 2016 base model included addition of missing or significant local roadway links, refinement of 16 Indy MPO model zones into 72 zones, and model calibration. 2040 future model refinement included incorporation of planned developments into the overall growth and the addition of programmed roadway improvements.

4.2 GROWTH FORECASTING

Establishing the proper growth rate for the sub-area model is a critical component of generating the design year traffic data on which to analyze interchange alternatives. Many of the recently, currently underway, and planned developments are immediately adjacent to I-65 and large in scale. Information was gathered for approved site development plans adjacent to the project location, including All Points at Anson, Fishback Creek Business Park, Whitestown Crossing, Whitestown Business Park, Green Park and Golf Club of Indiana. Trip growth generation for these developments was derived via the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th edition) tables. The projected trip growth was then converted to the number of households and employment. Traffic Analysis Zone's (TAZ) adjacent to the I-65 corridor where there are approved site development plans, the households and employment growth from the 2035 IMPO Model was replaced with the growth from the ITE manual. The remainder of the sub-area model kept the Indy MPO model embedded growth in place. This prevented any "double counting" of growth. The full 2035 IMPO Model was then "re-run" using the updated zonal data to generate 2035 Origin Destination (OD) trip matrices for the subarea, with the net trip growth equaling the 2035 IMPO Model OD matrix minus the 2016 IMPO Model OD matrix for the sub-area. The 2035 net growth was then extrapolated to produce 2040 design year net growth.

4.3 TRAFFIC CAPACITY ANALYSIS

AM and PM peak hour capacity analysis for all mainline freeway segments, ramp merges, ramp diverges, and weaves was performed using Highway Capacity Software (HCS – 2010 version). This analysis was performed for all I-65 segments between I-865 and SR 39 to make sure that the preferred alternatives do not adversely impact traffic operations along the interstate. Synchro (version 9) software was used for AM and PM peak period signalized and unsignalized intersection analysis and focused on the proposed I-65 at CR550S new interchange ramp junctions and the existing and proposed I-65 at SR 267 interchange modification ramp junctions, as well as one major intersection on each side of the interchange. Similar intersection capacity analysis was performed at the existing I-65 at Whitestown Parkway interchange.

5.0 ALTERNATIVES AND PROPOSAL

5.1 ALTERNATIVES CONSIDERED

Table 5-1 lists the I-65 interchange alternatives considered at CR550S and SR 267.

Table 5-1 | Capacity Thresholds

SR 267	CR 550
Parclo A (with slip ramp for NW Quadrant Loop)	Tight Diamond
DDI (grade separation at the east junction)	Conventional DDI (Preferred)
Conventional DDI (Preferred)	SPUI
SPUI	Conventional Diamond

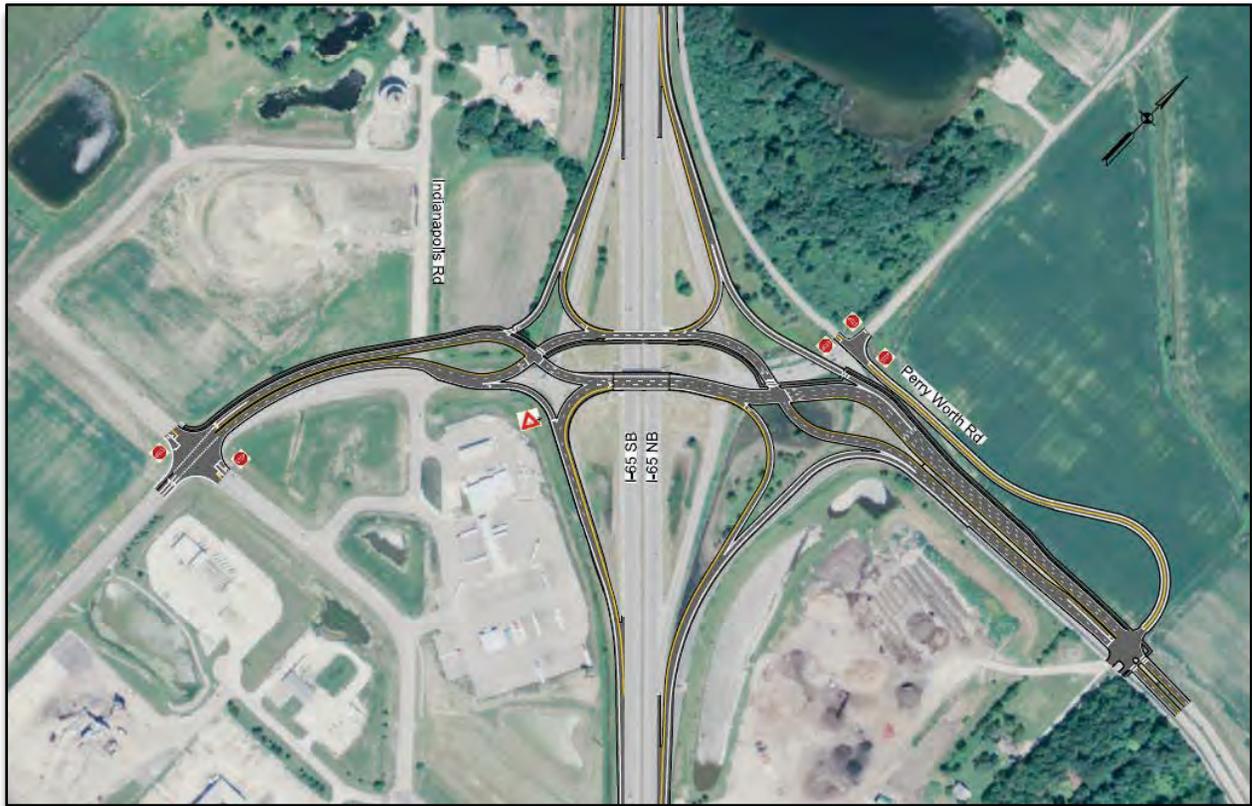
5.2 PREFERRED ALTERNATIVES

The Diverging Diamond Interchange (DDI), also known as a Double Crossover Diamond Interchange, has been implemented multiple times in Indiana recently due to the ability of the design to efficiently handle high volume left turning movements onto and off the Interstate System. To maneuver a DDI interchange, drivers on the local road approach the interchange in a normal manner, but then cross to the left-hand side of the bridge at a simple two-phase signal at the ramp junctions on either end of the bridge structure. By crossing to the left-hand side, motorists can then cross the interchange bridge and make a free-flow left turn onto the interstate entrance ramp. This provides a highly efficient traffic operation, especially in a suburban area with a high directional ratio of vehicular traffic traveling to a large metropolitan area. One advantage of a DDI is the ability to “re-use” the existing bridge for one direction of traffic, which is the case with the existing SR 267 interchange. However, the CR550S location is a new interchange and therefore no bridge currently exists that could be re-used. A summary of advantages provided by the preferred DDI alternative include the following.

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

Figure 5-1 illustrates the preferred Conventional DDI for the proposed I-65 at SR 267 interchange.

Figure 5-1 | I-65 at SR 267 Conventional DDI (Preferred)



The preferred alternative at SR 267 is a conventional DDI with three westbound lanes across the existing south bridge, and two eastbound lanes across the new north bridge. The existing adjacent right-in/right-out at the Loves Travel Stop, south of the interchange, will be closed, requiring patrons to travel through the two-way stop controlled SR 267 intersection with Indianapolis Road. The south leg of the existing Perry Worth Road/CR400E/CR400S (Albert White Boulevard) intersection will be closed and reconfigured as a frontage road. The intersection of Perry Worth Road and CR440S (Albert White Boulevard) will be relocated further to the east and signalized as a part of this project. [Figure 5-1](#) above provides a thumbnail view of the proposed improvements. See [Appendix E](#) and [Appendix F](#) for more detailed signing plans and pavement markings, and [Appendix M](#) for Stage 1 plans.

[Figure 5-2](#) illustrates the preferred Conventional DDI for the proposed I-65 at CR550S interchange.

Figure 5-2 | I-65 at CR550S Conventional DDI (Preferred)



The preferred alternative at CR550S is a conventional DDI with three WB lanes and two EB lanes across the new bridge. The four-way stop controlled intersection of CR550S and Indianapolis Road, west of the interchange, will be improved with dedicated left turn lanes on all approaches. East of the interchange, Perry Worth Road will be realigned further to the east to intersect with CR550S, with a signalized intersection, as part of this project. [Figure 5-2](#) above provides a thumbnail view of the proposed improvements. See [Appendix E](#) and [Appendix F](#) for more detailed signing plans and pavement markings, and [Appendix N](#) for Stage 1 Plans.

6.0 CONSISTENCY WITH FHWA POLICY

6.1 POLICY POINT #1

“The need being addressed by the request cannot be adequately satisfied by existing interchanges to the Interstate, and/or local roads and streets in the corridor can neither provide the desired access, nor can they be reasonably improved (such as access control along surface streets, improving traffic control, modifying ramp terminals and intersections, adding turn bays or lengthening storage) to satisfactorily accommodate the design-year traffic demands (23 CFR 625.2(a)).”

Policy Point #1 was investigated via the following general steps:

- Preparation of Tech Memo #1 ([Appendix A](#)) and Tech Memo #2 ([Appendix B](#)) to determine that without a new I-65 at CR550S interchange to draw traffic from SR 267, the I-65 at SR 267 interchange would require a major modification such as a Partial Cloverleaf with a slip ramp, as highlighted in the previously Abbreviated IJ Study, in the design year instead of the less costly Conventional DDI, the preferred alternative in this IAD;
- Preparation of Tech Memo #1 ([Appendix A](#)) and Tech Memo #2 ([Appendix B](#)) to determine that without a new I-65 interchange at CR550S to draw traffic from Whitestown Parkway, the I-65 at Whitestown Parkway would require major modification in the design year;
- Identification of the required improvements to the SR 267 at I-65 interchange and adjacent road network to bring it up to adequate level of operation;
- Identification of the requirements to the Whitestown Parkway at I-65 interchange and adjacent road network to bring it up to adequate level of operation;
- Identification of the project footprint associated with bullets #3 and #4 above;
- Estimation of infrastructure and right-of-way costs associated with bullets #3 and #4 above; and,
- Preparation of TransModeler select zonal analysis to identify origin and destination of traffic that would be most likely to use a new I-65 at CR 550 interchange.

6.1.1 2040 OPERATIONS ANALYSIS FOR WHITESTOWN PARKWAY IF NO CR550S INTERCHANGE

A full analysis of what would be required to improve the I-65 at Whitestown Parkway interchange and adjacent segments of Whitestown Parkway to an adequate level of operation in the 2040 design year, if no new I-65 at CR550S interchange is constructed, is found in [Appendix K](#). The Whitestown Parkway interchange and adjacent corridor experiences operational challenges in the current year. Conditions are only anticipated to deteriorate as traffic is forecast to grow significantly between the current year and 2040. [Table 6-1](#) compares anticipated 2040 operations of Whitestown Parkway for the No Build, Build 1, and Build 2 scenarios. The Alternative Selection Report ([Appendix D](#)) provides a full description of the No Build, Build 1, and Build 2 scenarios. No Build represents no improvements at any location. Build 1 represents an interchange modification at SR 267 with no improvement at CR550S. Build 2 represents

an interchange modification at SR 267 and a new interchange at CR550S. Improvements to the I-65 at Whitestown Parkway interchange are not anticipated to be necessary if a new I-65 at CR550S interchange is constructed (Build 2).

Table 6-1 | Whitestown Parkway 2040 LOS for No Build, Build 1, and Build 2 Scenarios

WHITESTOWN PKWY &	ALTERNATIVE	2040			
		AM		PM	
		LOS	DELAY	LOS	DELAY
I-65 SB Ramp	No Build	F	94.2	D	37.3
	Build 1	F	96.0	C	34.3
	Build 2	C	34.6	B	12.7
I-65 NB Ramp	No Build	F	232.1	F	250.7
	Build 1	F	238.5	F	241.6
	Build 2	D	45.9	B	18.5
Perry Worth Rd	No Build	F	217.6	D	49.2
	Build 1	F	278.2	E	66.2
	Build 2	D	37.5	C	29.8

To determine the required improvements necessary to bring Whitestown Parkway up to an adequate level of operation in 2040, if no new I-65 at CR550S interchange is constructed, a trial and error Synchro 2040 AM and PM peak analysis was implemented. This analysis was performed in a logical manner by first focusing on the interchange ramp junctions, then moving outward from the interchanges to the adjacent signalized intersections, and then continuing outward to other intersections until no improvements were deemed necessary. At each location, the most simple and cost-effective improvements, such as addition of right turn lanes, were tested first.

Table 6-2 summarizes the required improvements to bring Whitestown Parkway up to an acceptable level of operation for the 2040 AM and PM peak periods if improvements are made to SR 267, but no new I-65 at CR550S interchange is constructed. A more detailed table of alternatives investigated is found in Appendix K. The final footprint was determined by combining the AM and PM peak improvements. LOS D is set as the minimum acceptable LOS. For signalized intersections, the overall minimum LOS is D, while the minimum allowable LOS for an approach is E, and the minimum LOS for an individual turning movement within an approach is F. However, any LOS F for an individual movement was investigated to determine the severity of the delays associated with the LOS F. If it was a critical movement for overall traffic operations, additional improvements were identified to bring that movement up to a LOS E.

Table 6-2 | Required Improvements to Bring Whitestown Parkway up to Acceptable Operational without New I-65 at CR550S Interchange

LOCATION	REQUIRED IMPROVEMENTS
2040 AM Peak	
Indianapolis Road	Currently a two-way stop-controlled intersection. Future roundabout project planned.
I-65 SB Ramp	The heavy WB to SB lefts (approximately 1500vph) require significant modification of this interchange. Triple lefts are undesirable, so a Parclo or some other configuration would be needed. Existing three WB lanes across bridge (two lefts and one through) could be reconfigured to one through and two rights for dual lane loop.
I-65 NB Ramp	Doesn't require a new interchange type; however, does require an added WB through lane.
CR650E	Requires dual EB lefts and an added WB through lane.
2040 PM Peak	
Indianapolis Road	Same as for the AM peak period.
I-65 SB Ramp	Same as for the AM peak period.
I-65 NB Ramp	Same as for the AM peak period.
CR650E	Same as for the AM peak period.

Table 6-3 represents the anticipated 2040 AM and PM peak LOS and average delay if Whitestown Parkway improvements listed in Table 6-2 were implemented. All performed at a LOS of D or better. A full Synchro analysis and cost estimate can be found in Appendix K.

Table 6-3 | 2040 Capacity Analysis if Whitestown Parkway Improvements Implemented

LOCATION	REQUIRED IMPROVEMENTS			
	AM		PM	
	LOS	DELAY	LOS	DELAY
Indianapolis Road	NA	NA	NA	NA
I-65 SB Ramp	D	54.0	C	34.0
I-65 NB Ramp	D	42.0	D	42.0
CR650E	D	54.0	D	52.0

6.1.2 2040 FOOTPRINT AND COST IMPACTS FOR WHITESTOWN PKWY IF NO CR550S INTERCHANGE

The cost associated with a I-65 at Whitestown Parkway interchange modification is estimated to be approximately \$20.7 million. These estimates include roadway and bridge costs, with contingencies for items such as utility relocations and engineering. By comparison, the cost estimate for the same items for a new I-65 at CR550S Conventional DDI is estimated to be approximately \$19.3 million, which is approximately \$1.4 million less expensive than a I-65 at Whitestown Parkway interchange modification. It is important to note that user costs are not included in this cost estimate. Reconstruction of the I-65 at Whitestown Parkway interchange and corridor would have significant impacts on the motoring public. Impacts would include the time value of money for delay to personal vehicles and commercial traffic and impacts to businesses in the form of lost revenue due to reduced access.

6.1.3 SELECT ZONAL ANALYSIS

The TransModeler Select Zonal Analysis contained in [Appendix C](#) demonstrates that a high percentage of future growth and peak trips in the study area originate in proximity to the future I-65 at CR550S interchange, i.e. this is the location where this future traffic seeks to access the interstate. See exhibits on [Appendix C Attachment E, page 76 and 77](#) for more detail.

6.2 POLICY POINT #2

“The need being addressed by the request cannot be adequately satisfied by reasonable transportation system management (such as ramp metering, mass transit, and HOV facilities), geometric design, and alternative improvements to the Interstate without the proposed change(s) in access (23 CFR 625.2(a)).”

The project need is to solve deficient traffic operations and provide capacity for future growth. The purpose of the project is to improve connectivity between the interstate system and the local road network to provide desirable traffic operations and accessibility both now and in the future. Reasonable transportation system management alternatives were eliminated from further consideration for the following reasons.

- **High Occupancy Vehicle Lanes (HOV)** – HOV lanes typically improve mainline interstate capacity and not necessarily interstate accessibility. As detailed in the Alternative Selection Report ([Appendix D](#)), mainline I-65 has plenty of capacity for the 2040 design year. It is the I-65 at SR 267 and the I-65 at Whitestown Parkway interchange and ramp junctions that do not have adequate capacity in the 2040 design year, which will result in queuing of vehicles on the I-65 exit ramps and onto mainline I-65, creating significant traffic operations and safety challenges.
- **Ramp Metering** – Ramp metering is most effective for limiting the flow of local network vehicles accessing the mainline interstate. As previously mentioned, mainline I-65 capacity is sufficient through the 2040 design year. There is no need to meter traffic.
- **Mass Transit** – The Indy MPO has commissioned numerous studies over the years to investigate the viability of mass transit. These studies included significant ridership modeling and public outreach. Multiple bus rapid-transit initiatives are currently being designed with the first initiative, The Red Line, scheduled to begin construction in 2018. None of these studies identified the I-65 NW corridor as a viable mass transit alternative.

6.3 POLICY POINT #3

“Policy Point 3: An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis shall, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (23 CFR 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, shall be included in this analysis to the extent necessary to fully evaluate

the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access must include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request must also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d))."

Traffic operational analysis is contained in the Alternative Selection Report ([Appendix D](#)). IHSDM Safety Analysis is found in [Appendix H](#).

6.3.1 TRAFFIC OPERATIONS ANALYSIS

6.3.1.1 Traffic Capacity Analysis

6.3.1.1.1 HCS Freeway Capacity Analysis

Table 6-4 summarizes the 2016, 2021 and 2040 No Build AM and PM HCS freeway capacity for mainline interstate, merges, diverges, and weaves related to the I-65 at SR 267 interchange modification and the I-65 at CR550S new interchange. A more complete summary of I-65 corridor capacity analysis for the entire study area for 2016 and 2040 can be found in the Alternative Selection Report ([Appendix D](#)). Open to traffic year 2021 HCS analysis can be found in the Additional Traffic Analysis ([Appendix G](#)).

Table 6-4 | No Build Corridor Scenario – Mainline, Merge, Diverge, Weave Analysis Summary

NO BUILD			YEAR 2016				YEAR 2021				YEAR 2040			
			AM		PM		AM		PM		AM		PM	
			LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density
Mainline Freeway	N.B.	SR 267 to CR 100 E	A	10.2	B	13.1	A	10.7	B	14.1	B	12.8	B	17.7
		Whitestown Pkwy to SR 267	B	12.4	B	15.4	B	13.8	B	16.5	C	19.3	C	20.7
	S.B.	CR 100 E to SR 267	B	11.7	B	13.0	B	13	B	13.6	B	17.7	B	15.6
		SR 267 to Whitestown Pkwy	B	13.3	B	14.1	B	14.4	B	15.3	C	18.8	C	20.1
Merge	N.B.	SR 267 to I-65	B	11.9	B	14.5	B	12.5	B	15.6	B	14.8	B	19.7
	S.B.	SR 267 to I-65	B	15.9	B	16.6	B	17.6	B	18.3	C	22.0	C	24.5
Diverge	N.B.	I-65 to SR 267	A	15.7	A	24.5	A	17.8	A	26.3	A	26.1	A	33.5
	S.B.	I-65 to SR 267	B	12.3	B	13.8	B	13.8	B	14.4	B	19.5	B	16.9
Weave	N.B.	SR 267 to CR 100 E	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
		Whitestown Pkwy to SR 267	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	S.B.	CR 100 E to SR 267	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
		SR 267 to Whitestown Pkwy	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Density (passenger cars/mile/lane)

Table 6-5 summarizes the 2016, 2021, and 2040 Preferred Alternative Build AM and PM HCS freeway capacity for mainline interstate, merges, diverges, and weaves related to the I-65 at SR 267 interchange modification and the I-65 at CR550S new interchange. A more complete summary of I-65 corridor capacity analysis for the entire study area for 2016 and 2040 can be found in the Alternative Selection Report (Appendix D). Open to traffic year 2021 HCS analysis can be found in the Additional Traffic Analysis (Appendix G).

Table 6-5 | Build 2 Corridor Scenario – Mainline, Merge, Diverge, Weave Analysis Summary

BUILD 2			YEAR 2016				YEAR 2021				YEAR 2040			
			AM		PM		AM		PM		AM		PM	
			LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density
Mainline Freeway	N.B.	SR 267 to CR 100 E	A	10.2	B	13.4	A	10.8	B	14.3	B	12.9	B	17.9
		CR550S to SR 267	B	12.1	B	15.7	B	13.6	B	17	C	19.6	C	22.4
		Whitestown Pkwy to CR550S	B	12.9	B	16.2	B	15.5	B	17.9	C	25.4	C	25.0
	S.B.	CR 100 E to SR 267	B	11.9	B	13.1	B	13.2	B	13.6	B	17.8	B	15.8
		SR 267 to CR550S	B	13.4	B	14.1	B	14.6	B	15.5	C	20.1	C	20.9
		CR 550S to Whitestown Pkwy	B	14.0	B	14.5	B	15.7	B	16.7	C	21.8	D	26.4
Merge	N.B.	SR 267 to I-65	B	11.9	B	15.4	B	12.5	B	16.4	B	14.5	B	19.8
		CR550S to I-65	B	12.9	B	16.3	B	14.5	B	17.7	C	20.7	B	23.4
	S.B.	SR 267 to I-65	B	16.3	B	16.5	B	16.2	B	16.6	C	22.9	C	25.6
		CR550S to I-65	B	15.7	B	16.2	B	16.9	B	17.5	C	25.7	D	29.7
Diverge	N.B.	I-65 to SR 267	A	15.6	A	24.7	A	17.8	A	26.9	A	26.8	A	29.3
		I-65 to CR550S	A	0.0	B	17.6	A	1.4	B	19.6	B	12.7	B	10.9
	S.B.	I-65 to SR 267	A	0.0	B	13.9	A	0	B	14.5	A	3.8	A	1.6
		I-65 to CR550S	A	0.0	B	14.6	A	0.5	B	16.1	A	5.4	A	6.7
Weave	N.B.	CR550S to SR 267	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
		Whitestown Pkwy to CR550S	NA	NA	NA	NA	NA	NA	NA	NA	D	31.0	NA	NA
	S.B.	SR 267 to CR550S	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
		CR 550S to Whitestown Pkwy	NA	NA	NA	NA	NA	NA	NA	NA	C	26.8	D	32.2

Density (passenger cars/mile/lane)

It is important to note that while some LOS results are worse for the Build 2 corridor scenario than the No Build and Build 1, this analysis does not reflect the critical benefit Build 2 provides by diverting traffic from the existing Whitestown Parkway interchange and preventing queuing onto mainline I-65 at that location. For discussion of future congestion at Whitestown Parkway for the Build 1 alternative, see Section 6.1.1.

6.3.1.1.2 Synchro Intersection Capacity Analysis

Table 6-6 summarizes the 2016, 2021, and 2040 AM and PM peak period Synchro results for the preferred Conventional DDI alternative at the I-65 at SR 267 interchange. The preferred Conventional DDI alternative satisfies the Synchro analysis thresholds established in the Framework Document (minimum LOS D and desirable LOS C). A more complete Synchro analysis summary for all the alternatives considered for 2016 and 2040 are included in the Alternative Selection Report (Appendix D). Open to traffic year 2021 Synchro analysis can be found in the Additional Traffic Analysis (Appendix G).

Table 6-6 | Synchro Results Summary for SR 267 Interchange (Preferred Alternative Conventional DDI)

SR 267	2016 AM PEAK PERIOD		2016 PM PEAK PERIOD		2021 AM PEAK PERIOD		2021 PM PEAK PERIOD		2040 AM PEAK PERIOD		2040 PM PEAK PERIOD	
	LOS	AVG. DELAY (SEC.)										
Indianapolis Road	A	2.8	A	2.5	A	3.8	A	3.0	A	6.6	A	5.0
East End Crossover	A	4.4	A	5.3	A	6.7	A	6.2	C	23.2	B	11.9
West End Crossover	A	7.5	A	6.2	A	9.1	A	7.6	B	11.8	B	11.2
Perry Worth Road	A	7.6	A	6.7	B	14.7	B	13.8	C	24.8	D	52.1

Table 6-7 summarizes the 2016, 2021, and 2040 AM and PM peak period Synchro results for the preferred Conventional DDI alternative at the I-65 at CR550S interchange. The preferred Conventional DDI alternative satisfies the Synchro analysis thresholds established in the Framework Document (minimum LOS D and desirable LOS C). A more complete Synchro analysis summary for all the alternatives considered for 2016 and 2040 are included in the Alternative Selection Report (Appendix D). Open to traffic year 2021 Synchro analysis can be found in the Additional Traffic Analysis (Appendix G).

Table 6-7 | Synchro Results Summary for CR550S (Preferred Alternative Conventional DDI)

CR550S	2016 AM PEAK PERIOD		2016 PM PEAK PERIOD		2021 AM PEAK PERIOD		2021 PM PEAK PERIOD		2040 AM PEAK PERIOD		2040 PM PEAK PERIOD	
	LOS	AVG. DELAY (SEC.)										
Indianapolis Road	A	8.6	A	8.9	B	10.9	B	11.2	C	29.7	C	25.3
East End Crossover	A	1.7	A	1.7	A	5.6	A	4.5	B	17.8	B	12.4
West End Crossover	B	15.7	B	15.9	B	10.1	B	13.0	B	12.7	B	14.3
Perry Worth Road	A	0.3	A	1.3	B	13.1	B	12.3	D	53.7	D	35.8

The results in Table 6-6 and Table 6-7, for the intersections adjacent to the interchanges, assume signalized intersections at Indianapolis Road and Perry Worth Road. Turning movement traffic data was interpolated between base year 2016 and design year 2040, and preliminary signal warrant analysis was performed to determine when signalization might be warranted. Estimates include SR 267 and Indianapolis Road (2037), SR 267 and Perry Worth Road (2016), CR550S and Indianapolis Road (2035), and CR550S and Perry Worth Road (2026). INDOT decided to signalize, as part of this project, the SR 267 and Perry Worth Road intersection due to immediate need and the CR550S and Perry Worth Road intersection due to near-term need in conjunction to its proximity to the CR550S interchange. SR 267 and Indianapolis Road will remain two-way stop controlled. While the CR550S and Indianapolis Road intersection will be four-way stop controlled, it will be improved with dedicated left turn lanes on all approaches to accommodate future signalization.

6.3.1.2 Safety Analysis

6.3.1.2.1 Crash Data Summaries

A safety analysis was performed to evaluate the proposed interchanges' effect on safety. Historic crash data for I-65, within the study area was collected and reviewed in accordance with the Indiana Strategic Highway Safety Plan. Crash

data was collected between 2013 and 2015. At the time the data was collected, 2016 crash data had not been processed and was not available yet. Between 2013 and 2015, 247 crashes occurred along I-65 mainline, within the study area. [Table 6-8](#) summarizes these crashes by location and provides a breakdown of crash severity and crash type. This safety analysis is based on crash data provided by INDOT which was retrieved from ARIES. Of the 247 crashes within the three-year period, 17 were involving a collision with a deer. Those 17 crashes have been eliminated from the analysis.

Table 6-8 | Crash Summary 2013-2015 (Crash Location and Severity)

LOCATION	OFF-ROAD			REAR END			SIDE SWIPE			HEAD ON			RIGHT ANGLE/TURN			OTHER/ UNKNOWN			TOTAL	
	PD	PI	F	PD	PI	F	PD	PI	F	PD	PI	F	PD	PI	F	PD	PI	F		
I-65 Mainline	16	5	0	26	13	0	41	3	0	6	2	0	1	1	0	16	6	0	136	59%
SR 267 Mainline	3	2	0	2	1	0	1	0	0	2	2	1	0	1	0	0	0	0	15	7%
SR 267 Interchange	1	0	0	7	2	0	1	3	0	0	0	0	3	1	1	7	0	0	26	11%
SR 267 / Indianapolis Rd. Intersection	2	0	0	3	0	0	4	1	0	1	0	0	4	3	0	6	3	1	28	12%
SR 267 / Albert White Intersection	3	0	0	7	3	0	3	0	0	0	0	0	0	2	0	2	0	0	20	9%
Albert White Dr.	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2%
TOTAL	26	7	0	48	20	0	50	7	0	9	4	1	8	8	1	31	9	1	230	100%
Percentage	14%			30%			25%			6%			7%			18%			100%	

PD = Property Damage

PI = Personal Injury

F = Fatality

[Table 6-8](#) shows that 136 out of 230, or 59 percent, of the crashes occurred along the I-65 mainline, and the highest number of crashes at an interchange was at SR 267 with 11 percent. Of the accidents that occurred in the study area, 68 were rear end crashes, or 30 percent. The next highest accident type was side swipe crashes at 25 percent. The higher frequency of rear end crashes along I-65 is likely due to high traffic volumes and congestion. Side swipe crashes are typically caused by improper lane changes that typically occur when vehicles are entering or exiting the interstate. The low crash rate at CR550S is due to no interchange with on and off ramps present.

Based on the primary cause reported for each crash along with pavement and daylight conditions, an analysis has been made on the crashes and the results are included in [Table 6-9](#).

Table 6-9 | Crash Summary 2013-2015 (Pavement and Daylight Conditions)

	OFF-ROAD		REAR END		SIDE SWIPE		HEAD ON		RIGHT ANGLE/TURN		OTHER/UNKNOWN		TOTAL	
Dry Pavement	11	33%	46	68%	43	75%	5	36%	13	76%	29	71%	147	64%
Wet/Ice/Snow/Water	22	67%	22	32%	14	25%	9	64%	4	24%	12	29%	83	36%
TOTAL	33	100%	68	100%	57	100%	14	100%	17	100%	41	100%	230	100%
Daylight	15	45%	34	50%	40	70%	6	43%	10	59%	30	73%	135	59%
Dark/Dawn/Dusk	18	55%	34	50%	17	30%	8	57%	7	41%	11	27%	95	41%
TOTAL	33	100%	68	100%	57	100%	14	100%	17	100%	41	100%	230	100%

More than 75 percent of all crashes took place during daylight conditions and 65 percent took place during dry conditions, which is typical for statewide averages since the majority of days are dry and the majority of traffic occurs during daylight hours. As previously mentioned, rear end crashes were the most common type of crash at 28 percent, followed by side swipe crashes at 24 percent. The primary cause listed in the INDOT provided crash data for the rear end crashes was “following too closely,” which indicates density is the primary predictor of crashes for the project.

6.3.1.2.2 IHSDM Analysis and Summary

A traffic safety analysis was conducted for this project using the crash prediction module of the Interactive Highway Safety Design Model (IHSDM) software. The IHSDM module uses information about roadway type, traffic volumes, and geometric features to predict the number of crashes that will occur on an existing or planned roadway facility. The IHSDM analysis for the build alternative was used to predict total number of crashes in the year 2040 on roadways constructed as part of this project, including the freeway mainline, ramps, and interchanges. The analysis of the No Build scenario was used to predict the total year 2040 traffic crashes within the same study area. Detailed IHSDM crash analysis outputs and summary tables are provided in [Appendix H](#).

A comparison of the 2040 predicted crashes for the No Build scenario and the Build Alternative is provided for intersections and roadway sections in [Table 6-10](#) and [6-11](#). Total roadway crashes, including intersections and roadway sections, are shown in [Table 6-12](#).

Table 6-10 | 2040 IHSDM Predicted Intersection Crashes

SUBSECTION	NO BUILD ALTERNATIVE			BUILD ALTERNATIVE		
	PDO	F/I	TOTAL	PDO	F/I	TOTAL
1: Whitestown Parkway Interchange Area	36.8	24.6	61.3	19.5	14.3	33.8
2: CR 550 Interchange Area	0.0	0.0	0.0	4.5	3	7.5
3: SR 267 Interchange Area	8.5	6.2	14.7	4.3	3.5	7.9
TOTAL ALL AREAS	45.3	30.7	76.0	28.3	20.8	49.1

Table 6-11 | 2040 IHSDM Predicted Roadway Crashes

SUBSECTION	NO BUILD ALTERNATIVE			BUILD ALTERNATIVE		
	PDO	F/I	TOTAL	PDO	F/I	TOTAL
1: Whitestown Parkway Interchange Area*	72.6	30.2	102.8	71.4	30.2	101.6
2: CR 550 Interchange Area	0.0	0.0	0.0	3.5	2.3	5.8
3: SR 267 Interchange Area	7.8	18.4	26.2	6.0	4.5	10.5
TOTAL ALL SUBSECTIONS	80.5	48.5	129.0	81.0	37.0	118.0

Table 6-12 | 2040 IHSDM Predicted Total Crashes

SUBSECTION	NO BUILD ALTERNATIVE			BUILD ALTERNATIVE		
	PDO	F/I	TOTAL	PDO	F/I	TOTAL
1: Whitestown Parkway Interchange Area	109	55	164	91	44	135
2: CR 550 Interchange Area	0	0	0	8	5	13
3: SR 267 Interchange Area	16	25	41	10	8	18
TOTAL ALL SUBSECTIONS	126	79	205	109	58	167

*Roadway Segment Crashes for all portions of I-65 are included in this Area

The corridor model horizon year (2040) traffic volume forecasts were used as the basis for analyzing traffic safety for the alternatives. The current forecasted volumes, along with detailed road geometry and intersection information, were entered into the IHSDM. For each alternative, the model predicts year 2040 crashes on the mainlines of I-65, as well as at interchanges and key intersections. For the No Build scenario, the model predicts year 2040 crashes within the same study area with the primary difference being the exclusion of the CR 550 Interchange.

The IHSDM is a relatively new analysis tool and has not yet been calibrated to reflect the specific conditions of Indiana highways and Indiana crash reporting procedures. Because of this, the model may not accurately predict the absolute number, type and severity of crashes for any one alternative. The analysis is useful, however, as a comparative tool among alternatives, as it can demonstrate relative differences in crash numbers due to design differences. IHSDM predicts 13.5% fewer PDO crashes, 26.6% fewer F/I crashes, and an 18.5% overall reduction of crashes for the build alternative. The comparison of IHSDM crash predictions between the No Build and the build alternatives provides an estimate of the safety improvements that could be expected by implementing this project.

6.3.1.3 Potential Improvements for Southbound I-65 to I-865 and North Bound I-65 to Whitestown Parkway

Although not located within the immediate project area, the southbound I-65 to I-865 ramp and the northbound I-65 to Whitestown Parkway ramp are located within the IAD study area. Traffic operations at both locations, in their current configurations, are challenging and only expected to deteriorate as growth in the area continues. **Appendix L** contains schematic layouts and cost estimates for proposed improvements at each location. INDOT intends to implement these improvements as part of this project, if the improvements fit within the project budget. If the improvements do not fit within the project budget, INDOT intends to pursue a separate contract for implementation.

6.3.1.4 Alternatives Evaluation Comparison

Tables 6-13 and **6-14** summarize the results of the decision-making criteria for the selection of the preferred alternative at each location, as detailed in the Alternative Selection Report (**Appendix D**). Traffic operations, safety, and cost are the primary factors in the decision-making process; however, the other criteria provide supplemental support for the decision. Depending on the nature of the protected resource, environmental impacts can also elevate to a primary factor.

Table 6-13 | Decision Criteria Summary (I-65 at SR 267)

CRITERIA		INTERCHANGE ALTERNATIVE			
		PARCLO A (SLIP RAMP)	DDI (GRADE SEP.)	CONVENTIONAL DDI	SPUI
2040 Traffic Operations	AM	Total delay = 33 hours VMT = 7,474 miles VHT = 300 hours	Total delay = 29 hours VMT = 7,692 miles VHT = 299 hours	Total delay = 36 hours VMT = 7,298 miles VHT = 297 hours	Total delay = 35 hours VMT = 6,911 miles VHT = 288 hours
	PM	Total delay = 29 hours VMT = 8,317 miles VHT = 159 hours	Total delay = 29 hours VMT = 8,400 miles VHT = 162 hours	Total delay = 38 hours VMT = 7,972 miles VHT = 164 hours	Total delay = 36 hours VMT = 7,534 miles VHT = 157 hours
Safety		15 total conflict points	16 total conflict points	18 total conflict points	24 total conflict points
Total Cost		\$35.44 million	\$24.06 million	\$20.01 million	\$22.61 million
Constructability		Reconstruct and widen bridge under traffic condition	Existing two-way bridge untouched for significant period while constructing EB bridge	Existing two-way bridge untouched for significant period while constructing EB bridge	Closure of existing bridge required during new bridge construction
Future Expandability		Bridge can be easily widened but loop ramps would need reconstruction	Bridges easily widened with minimal approach work	Bridges easily widened with minimal approach work	Widening would require raising bridge profile and approaches – new deck
Right-of-Way		22.9 acres	12.7 acres	12.7 acres	8.7 acres
Environmental Impacts		Large contiguous wetland impact	Boone's Pond impact (Section 4(f)); large contiguous wetland impact	Minimal impacts	Least impacts
Infrastructure Economics		Nothing saved	Utilizes SR 267 bridge reconstructed in 2010	Utilizes SR 267 bridge reconstructed in 2010	Nothing saved

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

The Conventional DDI is the preferred alternative for the I-65 interchange at SR 267. All four alternatives provide desirable traffic operations with the Parclo A with slip ramp and DDI with grade separation alternatives having the least

overall delay and the Conventional DDI and the SPUI alternatives having the least VMT and VHT. All four alternatives would be constructed to INDOT standards and would be considered safe; however, the SPUI has more conflict points than the Conventional DDI, the DDI with grade separation, and the Parclo A with slip ramp. Cost is a primary differentiator among the alternatives. The Parclo A with slip ramp alternative was eliminated from further consideration because it costs approximately \$15.43 million more the Conventional DDI alternative. The DDI with grade separation alternative was eliminated from further consideration because is costs approximately \$4.05 million more than the Conventional DDI alternative and results in the use of a Section 4(f) resource, which would require proof that there is no prudent or feasible alternative to a DDI with grade separation. See [Appendix I](#) for a full cost analysis. The DDI alternatives requires over 10 acres less of right-of-way as a Parclo A, but slightly more than a SPUI. See [Appendix J](#) for right-of-way exhibits.

With the choice of preferred alternative narrowed to the Conventional DDI and SPUI, the Conventional DDI alternative is preferred. Not only does the Conventional DDI cost approximately \$2.60 million less than the SPUI, it fully utilizes the design life of a recent INDOT infrastructure investment (SR 267 bridge reconstructed in 2010) and provides the additional benefit of minimizing disruption to SR 267 traffic operations during construction of the interchange modification. The Conventional DDI also safeguards against unforeseen fluctuation in the future land development and traffic forecasts because, unlike the SPUI alternative, it is relatively easy to expand in the future, if necessary.

Table 6-14 | Decision Criteria Summary (I-65 at CR550S)

CRITERIA		INTERCHANGE ALTERNATIVE			
		TIGHT DIAMOND	CONVENTIONAL DDI	SPUI	CONV. DIAMOND
2040 Traffic Operations	AM	Total delay = 57 hours VMT = 7,467 miles VHT = 339 hours	Total delay = 42 hours VMT = 7,336 miles VHT = 305 hours	Total delay = 43 hours VMT = 7,498 miles VHT = 314 hours	Total delay = 56 hours VMT = 7,480 miles VHT = 342 hours
	PM	Total delay = 59 hours VMT = 7,930 miles VHT = 180 hours	Total delay = 47 hours VMT = 7,813 miles VHT = 164 hours	Total delay = 45 hours VMT = 7,966 miles VHT = 165 hours	Total delay = 58 hours VMT = 7,950 miles VHT = 183 hours
Safety		30 total conflict points	18 total conflict points	24 total conflict points	30 total conflict points
Total Cost		\$18.46 million	\$19.30 million	\$22.11 million	\$19.03 million
Constructability		New terrain alignment – no disruption	New terrain alignment – no disruption	New terrain alignment – no disruption	New terrain alignment – no disruption
Future Expandability		Bridges easily widened but adding a 3 rd left-turn lane would be undesirable	Bridges easily widened with minimal approach work	Widening would require raising bridge profile and approaches – new deck	Bridge easily widened with minimal approach work
Right-of-Way		52.7 acres	55.3 acres	55.0 acres	59.5 acres
Environmental Impacts		Minimal Impacts	Minimal impacts	Minimal impacts	Minimal impacts
Infrastructure Economics		New terrain alignment – nothing to save	New terrain alignment – nothing to save	New terrain alignment – nothing to save	New terrain alignment – nothing to save

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

The Conventional DDI is the preferred alternative for the I-65 interchange at CR550S. While all four alternatives provide desirable traffic operations, the Conventional DDI has low forecasted delay (lowest for the AM peak and second lowest for the PM peak), as well as the lowest VMT an VHT of all alternatives. While all four alternatives would be constructed to INDOT standards and would be considered safe, the Conventional DDI has the least conflict points of all alternatives. The Conventional Diamond and Tight Diamond alternatives perform similarly; however, the Tight Diamond alternative was eliminated from further consideration because if the Tight Diamond alternative would need to be expanded in the future, it would require triple lefts from CR550S to the I-65 merge ramp which is operationally undesirable and would require additional bridge widening.

As previously discussed in this report, even though the traffic modeling and growth forecasting methodology is solid and is based on the best tools available, the precise final buildout of this area is not yet known. The area is currently wide-open and prime for continued, rapid development. Left turning movements tend to pose the greatest challenge to signalized intersections because they require green time that could otherwise be used for through movements. The I-65 at CR550S interchange will experience a heavy westbound CR550S to southbound I-65 left turning volume. The proposed Tight Diamond alternative already has dual left-turn lanes for this movement. The Conventional DDI safeguards against unforeseen fluctuation in the future land development and traffic forecasts because it provides a free-flowing westbound CR550S to southbound I-65 movement.

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

With the choice of preferred alternative narrowed to the Conventional DDI and the Conventional Diamond, the Conventional DDI alternative is preferred even though it is estimated to cost approximately \$0.27 million more than the Conventional Diamond alternative.

6.4 POLICY POINT #4

"Policy Point 4: The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" may be considered on a case-by-case basis for applications requiring special access for managed lanes (e.g., transit, HOVs, HOT lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d))."

The proposed I-65 at SR 267 interchange modification and the proposed new I-65 at CR550S interchange connect directly to public roads and provide for all traffic movements.

The conceptual design of the proposed I-65 at SR 267 interchange modification and the new I-65 at CR550S interchange are provided in the Alternative Selection Report ([Appendix D](#)). These figures are preliminary in nature and will be further refined in subsequent phases of design. The proposed design will meet or exceed all design standards for an interchange according to the following industry standards:

- INDOT Design Manual;
- AASHTO's A Policy on Geometric Design of Highways and Streets; and,
- AASHTO's A Policy on Design Standards – Interstate System.

Key design elements not readily determined from the enclosed figures include intersection sight distance, storage on ramps, vertical clearance, and length of acceleration and deceleration lanes. Intersection sight distance will be addressed in accordance with NCHRP Report 672, Section 6.7.3. Sight distance will vary on each approach determined by the speeds resulting from the final geometric design. Ramp storage will be provided to handle the expected number of queuing vehicles determined by the capacity analyses in the Alternative Selection Report (Appendix D). The new SR 267 and CR550S bridges will be constructed with a vertical clearance of 16.5 feet over I-65 in accordance with the Indiana Design Manual. The entrance and exit ramps will be constructed in accordance with INDOT's standard drawings for parallel ramp design. Pedestrian access will be accommodated, and interchange and lighting will be considered. All interchange geometric criteria will be reviewed and implemented during preliminary design and submitted for approval as a formal "Interchange Geometrics" submission to INDOT and FHWA.

6.5 POLICY POINT #5

"Policy Point 5: The proposal considers and is consistent with local and regional land use and transportation plans. Prior to receiving final approval, all requests for new or revised access must be included in an adopted Metropolitan Transportation Plan, in the adopted Statewide or Metropolitan Transportation Improvement Program (STIP or TIP), and the Congestion Management Process within transportation management areas, as appropriate, and as specified in 23 CFR part 450, and the transportation conformity requirements of 40 CFR parts 51 and 93."

The I-65 at CR550S interchange is located within the corporate limits of the Town of Whitestown. The I-65 at SR 267 and I-65 at CR550S interchanges are located within the Indy MPO's Metropolitan Planning Area. The modification of the I-65 at SR 267 interchange is currently in the Indy MPO's Long-Range Metropolitan Transportation Plan (LRMTP) and Indianapolis Regional Transportation Improvement Program (IRTIP). On September 6, 2017, INDOT formally requested that the Indy MPO include the new I-65 at CR550S interchange into their 2045 LRMTP update, expected to be adopted by the Indy MPO's Policy Board in its December 2017 meeting.

6.6 POLICY POINT #6

"Policy Point 6: In corridors where the potential exists for future multiple interchange additions, a comprehensive corridor or network study must accompany all requests for new or revised access with recommendations that address all of the proposed and desired access changes within the context of a longer-range system or network plan (23 U.S.C. 109(d), 23 CFR 625.2(a), 655.603(d), and 771.111)."

The proposed interchange at CR550S is the only interchange that can be added to this section of the corridor between Whitestown Parkway and SR 267 due to FHWA spacing requirements. Interchanges currently exist at I-865, Whitestown Parkway, SR 267 and Hall Baker Rd./CR 100E (Indianapolis Road).

6.7 POLICY POINT #7

“Policy Point 7: When a new or revised access point is due to a new, expanded, or substantial change in current or planned future development or land use, requests must demonstrate appropriate coordination has occurred between the development and any proposed transportation system improvements (23 CFR 625.2(a) and 655.603(d)). The request must describe the commitments agreed upon to assure adequate collection and dispersion of the traffic resulting from the development with the adjoining local street network and Interstate access point (23 CFR 625.2(a) and 655.603(d)).”

The Framework Document ([Appendix C](#)) contains a robust discussion of how anticipated growth associated with recent development, development currently under construction, and future development with an approved plan, was accounted for and incorporated into the travel demand modeling effort. The model used the growth rate from the Indy MPO model for this area of Boone County in areas where these types of development have not yet been identified or come to fruition. The modeling effort also incorporated all programmed state and local roadway transportation improvement projects by coding the links into the network. Local roadway networks identified future development approved plans were also coded directly into the travel demand model. Potential improvements to existing I-65/I-865 and I-65/Whitestown Parkway Ramps can be found in [Appendix L](#).

6.8 POLICY POINT #8

“Policy Point 8: The proposal can be expected to be included as an alternative in the required environmental evaluation, review and processing. The proposal should include supporting information and current status of the environmental processing (23 CFR 771.111).”

Field investigation and geographic information system (GIS) resource mapping reveal some environmental concerns near the proposed project footprint. Primary concerns at the proposed I-65 at SR 267 interchange modification include Boone's Pond, a Section 4(f) resource in the northeast quadrant of the interchange, as well as numerous low-quality wetlands in the interchange area, resulting from open drainage systems that no longer have positive drainage. One of these wetland areas is a relatively large contiguous wetland in the southeast quadrant of the I-65 at SR 267 interchange. The primary environmental concern at the proposed new I-65 at CR550S interchange is the stream on the west side of the interstate. This stream is a legal drain and a Water of the U.S. stream. See [Figure 6-1](#) for clarification. An Environmental Assessment (EA) is being prepared for this project in tandem with the development of the IAD. The draft EA is anticipated to be completed in Spring of 2018.

Figure 6-1 | Potential Environmental Resources

