Public Information Meeting
May 22, 2018
I-65 Interchange Modification at SR 267
and
I-65 Proposed New Interchange
at Boone County CR 550 South
Meeting Goals

- Share project information
  - INDOT and FHWA Process
  - Project history and current status
  - Proposed project improvements
  - Project schedule
- Informal meeting
  - Please ask questions and provide input
National Environmental Policy Act (NEPA)

• INDOT and Whitestown project sponsors
• Federal funding to be used (FHWA)
  • Interstate Access Document
  • NEPA Environmental Assessment (EA)
    • Used when impacts to the environment are not clearly established.
      • Wetlands and streams
      • Section 106 historic properties
      • Section 4(F) properties
      • Relocations
      • Noise
National Environmental Policy Act (NEPA)

- Public Involvement
  - Community Advisory Committee (CAC)
  - Public Information Meeting
  - Public Hearing
  - Kitchen table meetings (KTMs) for some projects
  - Project web page [https://www.in.gov/indot/3729.htm](https://www.in.gov/indot/3729.htm)
    - Simply search “INDOT Crawfordsville”
Project History

- 2009: 8-mile added travel lanes along I-65 and SR 267 bridge reconstruction
- 2013: SR 267 minor interchange modification to provide better northbound I-65 access to Amazon (abbreviated IAD)
- 2016: Initiation of SR 267 full interchange modification project
- 2016: Determination that a new CR 550 S interchange has merit
- 2017: Determination that a new CR 550 S interchange provides significant benefit to SR 267 and Whitestown Parkway interchanges
- 2018: Draft IAD approval and 50 percent design completion
SR 267 Diverging Diamond Interchange (DDI)

Preferred
Alternative
SR 267 Interchange Modification

• Preferred Alternative – Diverging Diamond Interchange (DDI)
• Other Alternatives Considered
• Environmental Impacts
  • 12.7 acres of new right-of-way
  • Wetland impacts
  • No stream impacts
  • No Section 4(f) impacts to Boone’s Pond
  • No Section 106 historic impacts
  • Preliminary noise analysis complete – noise barrier not warranted
DDI – Example Operations Video
DDI – SR 267 Traffic Simulation
CR 550 S Diverging Diamond Interchange (DDI)

Preferred Alternative
CR 550 S New Interchange

- Preferred Alternative – Diverging Diamond Interchange (DDI)
- Other Alternatives Considered
- Environmental Impacts
  - 55.3 acres of new right-of-way
  - One relocation
  - Wetland impacts
  - Impacts to Etter Ditch
  - No Section 4(f) or Section 106 historic impacts
  - Preliminary noise analysis complete – noise barrier not warranted
DDI – CR 550 S Traffic Simulation
Whitestown Parkway Traffic Simulation
Project Schedule

• Public Hearing and NEPA approval in Fall 2018
• Right-of-way acquisition 2019
• Construction tentative 2020
Maintenance of Traffic

• Can build CR 550 S interchange with minimal impact to traffic
• Can build northern (new) SR 267 bridge and some of SR 267 interchange with minimal impact to traffic
• Potential to make CR 550 S interchange operational prior to reconstruction of existing portions of SR 267 interchange
• Special concerns for holiday traffic
Contact Information

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