

**Indiana Department of Transportation**

County Hamilton Route State Road 32 Des. No. 1400065 (lead), 1601810, 1601811

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

<b>Road No./County:</b>	<b>State Road 32 / Hamilton County</b>
<b>Designation Number:</b>	<b>1400065 (lead), 1601810 and 1601811</b>
<b>Project Description/Termini:</b>	<b>Added Turn Lane (lead): SR 32, Begin Project Sta. 104+00.00, End Project Sta. 130+40.00 (0.2 mile east of Cicero Creek to 0.04 mile east of Lakeview Drive). Signal Modernization: SR 32 at SR 38 and River Road</b>

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

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

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

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

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

**Release for Public Involvement**

\_\_\_\_\_ Date \_\_\_\_\_  
 ESM Initials \_\_\_\_\_ Date \_\_\_\_\_  
 \_\_\_\_\_ Date \_\_\_\_\_  
 ES Initials  Date 12/11/17

**Certification of Public Involvement** \_\_\_\_\_  
 Office of Public Involvement \_\_\_\_\_ Date \_\_\_\_\_

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

INDOT ES/District Env.  
 Reviewer Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Name and Organization of CE/EA Preparer: Heather Lacey, Crawford, Murphy & Tilly, Inc.

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Part I - PUBLIC INVOLVEMENT

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

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

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

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

Remarks:

Property owners in the immediate vicinity of the proposed project were notified of the proposed project through a Notice of Survey (NOS) letter, which was mailed on September 23, 2016. A copy of a representative NOS letter can be found in Appendix G, page 1. A legal notice of finding of No Historic Properties Affected was advertised in The Times (of Noblesville) on August 16, 2017; a copy of the publisher's affidavit including the text of the public notice is found in Appendix D, page 41. The public comment period closed 30 days later, on September 11, 2017 with no public comments being received. During construction, the project will result in limited access to businesses and Riverview Health that may have a significant social and/or economic effect on project area businesses and the public, a condition identified by the INDOT Public Involvement Manual (2012) as requiring INDOT to offer the public an opportunity to submit comment and/or request a public hearing. INDOT plans to hold a public hearing. Therefore, a legal notice will appear in a local publication contingent upon the release of this document for public involvement. This document will be revised after the public involvement requirements are fulfilled.

Public Controversy on Environmental Grounds

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

Yes No [ ] [X]

Remarks:

The proposed project does not involve substantial controversial concerns regarding community or natural resource impacts. The project consists of the addition of one travel lane to the existing SR 32, primarily within existing right-of-way (ROW) (Des. no. 1400065). Modernization of the signals at SR 32 and River Road (Des. no. 1601811) and SR 32 and SR 38 (Des. no. 1601810) will be accomplished during the widening project. While the acquisition of additional ROW will be required, no displacements will occur and only one driveway closure is under consideration at a Speedway station (leaving three other driveways in place). No other substantial environmental impacts have been identified. Public controversy on environmental grounds is not anticipated.

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

Sponsor of the Project: Indiana Department of Transportation INDOT District: Greenfield  
 Local Name of the Facility: SR 32/Westfield Road

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

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

#### PURPOSE AND NEED:

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

The Indiana Department of Transportation (INDOT) has identified the need to address safety and capacity of State Road 32 (SR 32) from Mensa Drive to the west junction of State Road 38 (SR 38). The need for the project is evidenced by the current and projected unacceptable level of service along SR 32 at the SR 38 and River Road intersections, along with a history of crashes in the project corridor.

#### Congestion

The Abbreviated Engineer's Assessment for the project (CMT, January 2017; Appendix J pages 1-13) found future unacceptable Levels of Service (LOS) at the River Road and SR 38 intersections. For reconstruction of streets classified as Urban Arterial, Indiana Design Manual standards indicate an intersection LOS of C or better is the minimum for suburban environments. The design manual does not specify standards for individual approaches to an intersection, although the LOS for an approach may assist in identifying focus areas for design improvements. LOS as they apply to signalized intersections may be characterized as follows: A – free flow; B – stable flow, minor delay; C – restricted flow, some delay; D – severely restricted flow, tolerable delay; E – unstable flow, at or near capacity, intolerable delay; and F - gridlock. The following are the current LOS for each leg of each intersection, and each intersection as a whole, in the AM and PM peak periods:

Approach	2016 LOS			
	SR 32 at River Road		SR 32 at SR 38	
	AM Peak	PM Peak	AM Peak	PM Peak
Northbound	B	D	C	C
Southbound	C	C	C	D
Eastbound	D	D	B	B
Westbound	C	C	B	C
Intersection	C	C	B	C

Traffic capacity analysis indicated that if no improvements are made, in the design year of 2039 both intersections would operate at LOS D in the PM peak period, as follows; unacceptable LOS (per the Indiana Design Manual) are shaded:

Approach	2039 LOS			
	SR 32 at River Road		SR 32 at SR 38	
	AM Peak	PM Peak	AM Peak	PM Peak
Northbound	C	E	C	C
Southbound	C	D	D	E
Eastbound	D	E	B	C
Westbound	C	C	C	D
Intersection	C	D	C	D

#### Safety

According to the analysis of crash frequency discussed in the Abbreviated Engineer's Assessment and detailed in the RoadHat Index of Crash Frequency and Cost for this project (refer to this document's Appendix J, page 9), based on statewide averages for a suburban setting with similar characteristics to the project corridor, the corridor would be expected to experience approximately 10 crashes per

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year, including less than one fatal or incapacitating injury crash per year. In the three-year period from January 1, 2013 through December 31, 2015, the corridor instead experienced 188 total crashes (approximately 60 per year) and 11 fatal or incapacitating injury crashes (approximately four per year). Most of these crashes occurred at intersections: 96 crashes at the SR 38 intersection and 44 crashes at the River Road intersection. Therefore, the project corridor's crash rates are very high compared to the state average for a similar setting. The Abbreviated Engineer's Assessment concludes that a relatively high proportion of rear end crashes (36% at each intersection) is likely related to the general congestion of the corridor, and that right angle and turning crashes may be related to a lack of refuge areas, such as turn lanes, for vehicles making turns in the corridor.

The purpose of the project is to reduce congestion to achieve Indiana Design Manual standards of intersection LOS C or better for the River Road and SR 38 intersections with SR 32 in the design year of 2039 and to improve safety in the project corridor by reducing the number of total crashes and rear end crashes. The project also seeks to provide safe pedestrian mobility throughout the corridor.

### PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Hamilton Municipality: Noblesville

Limits of Proposed Work: State Road (SR) 32 from 0.2 mile east of Cicero Creek to 0.04 mile east of Lakeview Drive

Total Work Length: 0.5 Mile(s) Total Work Area: 4.858 Acre(s)

	Yes <sup>1</sup>	No
Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required? If yes, when did the FHWA grant a conditional approval for this project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Date: <input style="width: 100px;" type="text"/>	

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

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

#### Project Location and Logical Termini

The SR 32 – Added Travel Lanes project (Des. No. 1400065) is located within the corporation limits of the City of Noblesville in Hamilton County, Indiana. The project extends along SR 32 from 0.2 mile east of Cicero Creek to 0.04 mile east of Lakeview Drive, and includes the modernization of signals at SR 38 (Des. No. 1601810) and at River Road (Des. No. 1601811). These logical termini were established based on the limits of the necessary approach work to accommodate the added travel lane at the west end of the project, and on the planned connection to the existing five-lane profile of SR 32 east of SR 38 at the east end of the project. The project is located within Section 36, Township 19 North, and Range 4 East within the Noblesville, Indiana 7.5-minute United States Geological Survey (USGS) Topographic Quadrangle and is approximately 0.5 mile in length. The proposed project is not dependent on any other future projects to meet the project purpose and need and therefore exhibits independent utility.

#### Existing Conditions

SR 32 in the project area is classified as an Urban Principal Arterial on the INDOT Functional Classification Map. It is listed on the National Truck Network but not on the National Highway System. The posted speed limit is 35 miles per hour (mph) through most of the corridor, increasing to 45 mph west of the River Road intersection. The existing section predominantly consists of two eastbound lanes, one westbound lane and one continuous left turn lane. Existing lane width averages 12 feet for all lanes. SR 32 has a five-lane cross section (two lanes in each direction separated by a 16-foot-wide continuous left turn lane) from downtown Noblesville to the west junction with SR 38, at the east end of the proposed project. At the west end of the project SR 32 narrows to one lane in each direction before crossing Cicero Creek.

West of River Road, the horizontal alignment of SR 32 is on a 1,350-foot curve of radius 2,120 feet and superelevated at

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The added through lanes will reduce congestion and the added turn lanes will provide refuge areas for turning vehicles while also contributing to the efficiency of the through lanes. The Abbreviated Engineer's Assessment indicates intersection LOS for both River Road and SR 38 will improve to B for the AM peak and C for the PM peak, with all but one approach improving to LOS B or C. The southbound SR 38 approach at SR 32 has a projected LOS for the design year of 2039 of D for the PM peak, improving from LOS E without the project. The traffic signal modernization will make the system as a whole run more efficiently, reducing congestion and the potential for intersection crashes. Therefore, the preferred alternative satisfies the purpose of and need for the project.

Please refer to Appendix B for maps depicting the project area (pages 1-3), photographs of the project area (pages 4-28), Stage 2 Road Plan excerpts (pages 29-49), Stage 1 Traffic Signal Plan excerpts (pages 50-52), and Appendix J for excerpts from the Abbreviated Engineer's Assessment (pages 1-13). Please refer to Appendix H, pages 1-7 for STIP and TIP information.

### OTHER ALTERNATIVES CONSIDERED:

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

#### Do Nothing Alternative

The do nothing alternative would retain the existing SR 32 four-lane cross section and the unimproved traffic signals at the River Road and SR 38 intersections. While the do nothing alternative would avoid impacts to surrounding resources and would include no construction costs, the identified congestion would be expected to grow worse as average daily traffic increases. Projected intersection LOS during PM peak is D for both the River Road and SR 38 intersections for the No Build alternative in the design year of 2039. The elevated rate of crashes, attributed in part to congestion and in part to a lack of refuge areas for turning vehicles, would not be addressed. The project's purpose and need to reduce congestion and improve safety in the project corridor would not be met. Since this alternative would not fulfill the purpose and need, it was eliminated from further consideration.

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

- It would not correct existing capacity deficiencies;
  - It would not correct existing safety hazards;
  - It would not correct the existing roadway geometric deficiencies;
  - It would not correct existing deteriorated conditions and maintenance problems; or
  - It would result in serious impacts to the motoring public and general welfare of the economy.
- Other (Describe)

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

### ROADWAY CHARACTER:

Functional Classification:	<u>Urban (Suburban) Principal Arterial</u>		
Current ADT:	<u>23,597</u>	VPD (2016)	Design Year ADT: <u>27,620</u> VPD (2039)
Design Hour Volume (DHV):	<u>2,006</u>	Truck Percentage (%)	<u>5%</u>
Designed Speed (mph):	<u>35-45</u>	Legal Speed (mph):	<u>35-45</u>



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

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

Remarks:

The scope of the project will require lane closures on SR 32 during construction. Because SR 32 is an important transportation corridor that provides access to Riverview Health hospital and multiple businesses, the project will be constructed under traffic. No detours will be required. Maintenance of traffic (MOT) will include temporary widening during Phase I of the MOT scheme so traffic can be shifted to one side. This approach maintains access to local businesses and Riverview Health hospital during construction. While motorists will still likely encounter delays, the approach greatly reduces the magnitude of the negative impact that would have resulted from road closures and accompanying detours.

It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access.

**ESTIMATED PROJECT COST AND SCHEDULE:**

The STIP and TIP do not presently match. An administrative modification is in progress at the Indianapolis MPO and this record will be updated when it is complete.

The following are best estimates of the actual project costs.

Engineering: \$ 430,400 (2017)    Right-of-Way: \$ 270,000 (2018)    Construction: \$ 3,040,000 (2019)  
(1400065: \$2,760,000  
1601810: \$140,000  
1601811: \$140,000)

Anticipated Start Date of Construction: Spring 2019

Date project incorporated into STIP 7/3/2017

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

If yes,

Name of MPO Indianapolis MPO

Location of Project in TIP IRTIP p. 32; Amendments 18-01 Q3 2017

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INDOT & 18-02.1 Q4 2017 ADMIN

Date of incorporation by reference into the STIP 7/3/2017

**RIGHT OF WAY:**

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0	0.002
Commercial	0.147	0.498
Agricultural	0	0
Forest	0	0
Wetlands	0	0
Other: Hospital	0	0.039
Other:		
<b>TOTAL</b>	<b>0.147</b>	<b>0.539</b>

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

Remarks:

There will be no relocations of people, businesses or farms as a result of this project. All permanent ROW will be acquired from the frontage of commercial properties. Temporary ROW will be required to reconstruct the entry drives of one residence, six commercial properties and Riverview Health hospital. The proposed areas of ROW acquisition are depicted on the Stage 2 Road Plans (Appendix B, page 34).

Existing ROW ranges from 70 to 110 feet wide; the maximum existing ROW width of 110 feet is located west of River Road. Proposed ROW width ranges from a minimum of 90 feet to a maximum proposed permanent ROW width of 130 feet west of River Road. Typical proposed permanent ROW width for this project is 100 feet.

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

**SECTION A – ECOLOGICAL RESOURCES**

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



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from SR 32 via curb inlets. The ditches ultimately drain to the UNT of Cicero Creek. The proposed project will add a closed storm sewer system serving SR 32 from SR 38 through the commercial driveway 600 feet west of River Road. This system will drain to the UNT via the existing 36" RCP already serving portions of this area and the commercial area to the north. The area east of SR 38 will be served by the existing closed storm sewer in that area.

The project is located within the Indianapolis (Marion County) Urbanized Area Boundary (UAB). An Early Coordination Letter was sent to the MS4 Coordinator for Noblesville. The coordinator responded (Appendix C, pages 39-40) that he had no specific environmental comments, but noted that some MS4 (storm sewer) infrastructure discharging to Cicero Creek and its tributaries may be intertwined with State infrastructure. He requested that the project provide any updated information on drainage infrastructure in the area for inclusion in MS4's internal mapping.

The MS4 coordinator request and measures to minimize erosion and siltation, limit clearing and establish vegetative cover as soon as possible after completion of work are included in the Environmental Commitments section of this document.

	<b><u>Presence</u></b>	<b><u>Impacts</u></b>	
	<input checked="" type="checkbox"/>	<b>Yes</b> <input type="checkbox"/>	<b>No</b> <input checked="" type="checkbox"/>
<b>Wetlands</b>			
Total wetland area: <u>0.013</u> acre(s)	Total wetland area impacted: <u>0</u> acre(s)		

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments
Wetland A	PSS	0.013	0	Wetland A is located adjacent to SR 32, receives roadside drainage and is relatively poor quality.

	<b><u>Documentation</u></b>	<b><u>ES Approval Dates</u></b>
<b>Wetlands (Mark all that apply)</b>		
Wetland Determination	<input checked="" type="checkbox"/>	<u>07/25/2017</u>
Wetland Delineation	<input checked="" type="checkbox"/>	<u>07/25/2017</u>
USACE Isolated Waters Determination	<input type="checkbox"/>	
Mitigation Plan	<input type="checkbox"/>	

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

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


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



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This project meets the conditions of the category of "Programmatic Coordination" per the USFWS Interim Policy for the Review of Highway Transportation Projects in Indiana dated May 29, 2013. An early coordination letter was sent to USFWS on April 18, 2017. Since no response was received, it is assumed that the USFWS concurs with this determination. The applicable conditions of the USFWS Interim Policy are listed in the Environmental Commitments section of this document.

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

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

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

Remarks:

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

No karst features were reported in the response to the early coordination packet from the Indiana Geological Survey (IGS) (Appendix C, page 24). IGS reported no active or abandoned mineral resources extraction sites in or near the project area.

Additionally, no karst features were identified by the Red Flag Investigation (RFI) prepared by CMT and approved by INDOT – Hazardous Materials Division on May 11, 2017. Please refer to Appendix E, page 8 for the INDOT concurrence signature.

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

Is Section 7 formal consultation required for this action?

Remarks:

According to the USFWS's County Distribution of Federally-Listed Threatened, Endangered and Candidate Species, updated May 18, 2017 (Appendix J, page 14), there are three federally threatened or endangered species known to occur in Hamilton County. These species include Indiana bat (*Myotis sodalis*), Northern long-eared bat (*Myotis septentrionalis*) and rusty patched bumble bee (*Bombus affinis*). The response to submittal of project location information to the USFWS's Information for Planning and Conservation (IPaC) website system (Appendix J, pages 15-20) indicated that only Indiana bat may be affected by activities in this project location.

Numerous state endangered and rare species and species of concern are listed on the Hamilton County Endangered, Threatened and Rare Species List (Appendix E, pages 18-19).

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On April 18, 2017 early coordination was submitted to the IDNR-DFW. Please refer to Appendix C for an example of the early coordination letter that was sent to agencies (pages 1-3). IDNR-DFW responded on May 17, 2017 (Appendix C, pages 25-26), and indicated that the Natural Heritage Program's data had been reviewed and that one mammal and five mussel species have been documented in the project area. The American badger (*Taxidea taxus*, state species of concern) has been documented within 1/2 mile northeast of the project area. The following mussel species have been documented in the West Fork White River near the project area: Clubshell (*Pleurobema clava*, federally threatened and state endangered), rabbitsfoot (*Quadrula cylindrica cylindrica*, federally threatened and state endangered), round hickorynut (*Obovaria subrotunda*, state endangered), kidneyshell (*Ptychobranchnus fasciolaris*, state special concern) and little spectaclecase (*Villosa lienosa*, state special concern). IDNR-DFW commented that it does not foresee any impacts to the mussel species as a result of the project, and that impacts to the American badger, or its preferred open, prairie-type habitat, are unlikely as a result of this project. IDNR-DFW provided recommendations to avoid, minimize or compensate for impacts to fish, wildlife and botanical resources; the recommendations have been incorporated into the environmental commitments for this project.

The proposed project qualifies for the Rangewide Programmatic Informal Consultation for the Indiana bat and Northern long-eared bat (NLEB), dated May 2016 between FHWA, Federal Railroad Administration, Federal Transit Administration, and USFWS. On April 25, 2017, CMT conducted a field check of the project area. One tree with suitable habitat for these species was identified. CMT completed the USFWS Scoping Worksheet on April 19, 2017 and, based on the answers, the project may affect, but is not likely to adversely affect (NLAA) Indiana bat and NLEB; avoidance and minimization measures (AMMs) addressing how and when trees may be cleared are required (Appendix C, pages 27-38). The Range-wide Programmatic Consultation for Indiana Bat and Northern Long-eared Bat Project Submittal Form was submitted to INDOT ES for review and approval. INDOT ES submitted the form to the Bloomington Field Office of the USFWS on April 19, 2017. No response was received and therefore the project may proceed under the range-wide programmatic consultation and assume concurrence of the NLAA determination made by the USFWS in its biological opinion. The indicated AMMs have been incorporated into the environmental commitments for this project. After submittal of the scoping worksheet, it was determined that the project may involve the use of lighting during construction. Therefore Lighting AMM 1 has been included in the environmental commitments.

Based on the IDNR-DFW database review and the USFWS Scoping Worksheet, the proposed project may affect, but is not likely to adversely affect, Indiana bat and Northern long-eared bat provided the required AMMs are incorporated into the project, and will have no effect on other federally or state endangered, threatened or rare species. The project will have no effect on designated critical habitat.

### SECTION B – OTHER RESOURCES

**Drinking Water Resources**

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

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

If a SSA is present, answer the following:

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

Yes	No

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**Remarks:**

In a letter dated April 19, 2017, the IDEM, Ground Water Section stated that the project is located within the Wellhead Protection Area and Source Water Assessment Area of Citizens Water – Indianapolis (Appendix C, pages 16-17). Coordination with Citizens Water – Indianapolis (Citizens Energy Group) determined that the SR 32 Added Travel Lanes project is adjacent to the far edge of the 5-year time of travel for the relevant wellfield, and is within the surface water protection area. Citizens Energy Group (CEG) provided requirements for control of chemicals and fuel stored at the construction site and provided CEG contact information to be included on the project plans in the event of a spill of chemicals or petroleum to the White River or to Cicero Creek. The project is located within the Noblesville Municipal Separate Storm Sewer System (MS4), which has a Certified Construction Program. Storm water pollution prevention requirements of CEG’s response have been included in the environmental commitments and will be addressed by compliance with the MS4’s construction permitting (Rule 5) program. The CEG response is found in Appendix F, pages 35-38). Refer to the environmental commitments section of this document for a complete list of requirements.

The public water utility lines in the project area are operated by Indiana-American Water and are located within the project footprint. However, there will be no upgrades or impacts to that system as a part of the project.

The project is not located within the St. Joseph Aquifer System, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/EPA Sole Source Aquifer Memorandum of Agreement (MOA) is not applicable to this project, and a detailed groundwater assessment is not required.

**Flood Plains**

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

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

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

**Remarks:**

One regulatory floodplain, as determined from available Federal Emergency Management Agency (FEMA) floodplain maps (Appendix F, pages 16 and 39), is in the proposed project area. The floodplain is classified as Zone AE, meaning a 1% annual flood chance. The floodplain is associated with Cicero Creek and flows from north to south under SR 32, west of Mensa Drive. According to the U.S. Geological Survey (USGS) Indiana StreamStats, the drainage area of Cicero Creek upstream of SR 32 is 224 square miles.

In the vicinity of the regulated floodplain, the project is limited to resurfacing. No profile grade change is proposed in this area. Some of the pavement milling will extend below the base flood elevation of 762 feet and may include incidental ground disturbance at the shoulder edges. No other excavation at or below the base flood elevation is anticipated in the regulated floodplain. Retaining walls planned for the vicinity of the intersection of SR 32 and River Road will not be located within the floodplain.

Within the regulated floodplain, this project will not involve the replacement or modification of any existing drainage structures or the addition of any new drainage structures. As a result, this Category 2 project is not anticipated to affect flood heights or floodplain limits, increase flood risks or damage, or adversely affect existing emergency services or emergency routes; therefore, it has been determined that this encroachment is not substantial. The IDNR early coordination response indicated that the project may require formal approval. Coordination with INDOT ES EWPO has determined no floodplain construction permit will be required. A copy of the INDOT ES EWPO permit determination is provided in Appendix F, page 34.

**Farmland**

Agricultural Lands  
 Prime Farmland (per NRCS)

	Presence	Impacts	
		Yes	No
Agricultural Lands			
Prime Farmland (per NRCS)			

Total Points (from Section VII of CPA-106/AD-1006\* \_\_\_\_\_)

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*\*If 160 or greater, see CE Manual for guidance.*

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

Remarks:

As defined in the Federal Farmland Protection Policy Act, farmland is land that is not already in or committed to urban development or water storage. The proposed project area is urban and does not contain any farmland. As such, a Form AD-1006 was not required, and no impacts to farmland will occur.

On April 18, 2017 an early coordination packet was submitted to the U.S. Department of Agriculture – Natural Resources Conservation Service (USDA-NRCS). Copies of an example early coordination letter and the USDA-NRCS response letter dated May 2, 2017 can be found in Appendix C, pages 1-3 and 21-23, respectively. The response stated that the proposed project will not cause the conversion of prime farmland.

### SECTION C – CULTURAL RESOURCES

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

Eligible and/or Listed  
Resource Present

**Results of Research**

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

**Project Effect**

No Historic Properties Affected  No Adverse Effect  Adverse Effect

Documentation  
Prepared

Documentation (mark all that apply)

	ES/FHWA Approval Date(s)	SHPO Approval Date(s)
Historic Properties Short Report	X	7/20/2017
Historic Property Report		
Archaeological Records Check/ Review	X	7/20/2017
Archaeological Phase Ia Survey Report		
Archaeological Phase Ic Survey Report		
Archaeological Phase II Investigation Report		
Archaeological Phase III Data Recovery		
APE, Eligibility and Effect Determination	X	9/11/2017
800.11 Documentation	X	9/11/2017

Memorandum of Agreement (MOA)

**MOA Signature Dates** (List all signatories)

*Describe all efforts to document cultural resources, including a detailed summary of the Section 106 process, using the categories outlined in the remarks box. The completion of the Section 106 process requires that a Legal Notice be published*

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*in local newspapers. Please indicate the publication date, name of paper(s) and the comment period deadline. Likewise include any further Section 106 work which must be completed at a later date, such as mitigation or deep trenching.*

Remarks:

INDOT, acting on behalf of the FHWA, is required to comply with Section 106 of the National Historic Preservation Act of 1966 as amended (Section 106) and its implementing federal regulation, 36 CFR 800. Section 106 and 36 CFR 800 outline a process that requires FHWA and INDOT to evaluate the effects of undertakings on properties that are listed on or eligible for listing on the National Register of Historic Places (National Register). INDOT Cultural Resources Office (CRO) carried out evaluation of the project.

**Area of Potential Effect (APE):**

The APE is the geographical 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, as defined by 36 CFR Section 800.16 (d). INDOT Cultural Resources Office (CRO) drew the APE for the project to include the land that would be physically and visually impacted by the project. Depictions of the APE are included in maps found in Appendix D, pages 8 and 9.

**Archaeology:**

INDOT CRO completed an Archaeological Records Check including a review of the State Historical Architectural and Archaeological Research Database (SHAARD), cemetery records and historic maps on June 5, 2017. INDOT CRO determined that the project area does not have the potential to contain archaeological resources and no further work was recommended before the project is allowed to proceed. A copy of the Indiana Archaeological Short Report is included in Appendix D, pages 23-24.

**Historic Properties:**

On June 15, 2017, INDOT CRO completed a Historic Property Short Report which included a review of SHAARD and the Indiana Historic Bridge Inventory and a field visit. One fieldstone duplex residence within the APE was of sufficient age to be considered as a historic resource. Due to its construction and condition, it qualified as a "contributing" feature. However, insufficient additional historic resources were identified in the vicinity to establish a historic district. INDOT CRO concluded that no National Register-listed or National Register-eligible properties are located within the proposed project's APE. A copy of the report's executive summary is included in Appendix D, page 21.

**Documentation, Findings and Coordination with Consulting Parties:**

Based on the conclusions of the Archaeological Records Check and the Historic Property Short Report, INDOT CRO sent a combined request for comments and notice of findings to potential consulting parties for a 30-day review period on June 16, 2017. A copy of the letter and distribution list is included in Appendix D, pages 28-32 and 26, respectively. The Indiana State Historic Preservation Officer (SHPO), Delaware Nation of Oklahoma and Miami Tribe of Oklahoma concurred with the notice of findings (Appendix D, pages 36, 33 and 34, respectively). SHPO also approved the Indiana Archaeological Short Report and Historic Property Short Report. All three of these parties requested notification if human remains or archaeological finds are discovered. This requirement has been included in the Environmental Commitments section of this document.

Indiana Landmarks responded on July 17, 2017 with concerns regarding consideration of the identified historic resource for the National Register of Historic Places and consideration of the project within the larger scheme of adjacent and nearby road construction projects (Appendix D, page 35). INDOT CRO discussed with the City of Noblesville the range of planned projects. The city stated that they are currently surveying the area and conducting preliminary studies of traffic congestion in the city, using only city funds. There are no current plans to pursue the SR 32/Conner Street project that was the closest potential project to the SR 32 Added Travel Lanes (ATL) project; a Pleasant Street improvement project located over 0.5 mile south of the SR 32 ATL project is the only project currently being pursued. INDOT CRO determined that because the city is proceeding with its congestion study using local funding only, Section 106 and NEPA do not apply to the work and there is no argument to be made that INDOT is segmenting Section 106 or NEPA. Since the city is not pursuing a project near this SR 32 ATL project, INDOT CRO concluded there was no need to include the city project information in the indirect and cumulative impacts section of the CE. INDOT CRO concluded that the "no historic properties affected" finding is appropriate for the SR 32 ATL project. INDOT CRO notified Indiana Landmarks of its response to comments on July 21, 2017 and provided additional information on August 4, 2017 (Appendix D, pages 38-40). On September 14, 2017 Indiana Landmarks responded to INDOT CRO's notification with a request that they be informed of how the resource denoted as Property 1 in the Historic Properties Report will be affected by this undertaking (Appendix D, page 44). INDOT CRO responded to Indiana Landmarks via email on September 15, 2017 (Appendix D, page 45).

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On August 10, 2017, INDOT CRO signed the effect finding document and requested comment from consulting parties; the effect finding document begins at Appendix D, page 1. Indiana SHPO concurred with INDOT's finding on September 11, 2017; a copy of the concurrence letter is located in Appendix D, pages 42-43. SHPO referenced Indiana Code 14-21-1-27 and -29 in requiring that if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition or earthmoving activities, the discovery must be reported to the Indiana Department of Natural Resources (IDNR) within two business days. This requirement has been included in the Environmental Commitments section of this document.

**Public Involvement:**

A legal notice of finding of No Historic Properties Affected was advertised in *The Times* (of Noblesville) on August 16, 2017; a copy of the publisher's affidavit including the text of the public notice is found in Appendix D at page 41. The public comment period closed 30 days later, on September 11, 2017 with no public comments being received. The responsibilities of the FHWA under Section 106 have been fulfilled.

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

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

**Parks & Other Recreational Land**

- Publicly owned park
- Publicly owned recreation area
- Other (school, state/national forest, bikeway, etc.)

Presence


Use

Yes	No

Evaluations

Prepared

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


FHWA

Approval date

--

**Wildlife & Waterfowl Refuges**

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

Presence


Use

Yes	No

Evaluations

Prepared

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


FHWA

Approval date

--

**Historic Properties**

- Sites eligible and/or listed on the NRHP

Presence

--

Use

Yes	No

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Evaluations  
Prepared

Programmatic Section 4(f)\*  
"De minimis" Impact\*  
Individual Section 4(f)


FHWA  
Approval date

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

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

Remarks:

No publicly owned parks, recreation areas, wildlife refuges or waterfowl refuges were identified by site inspection performed by CMT on April 25, 2017.

**Parks & Other Recreational Land**  
According to the RFI (Appendix E), no recreational facilities are located in or adjacent to the project area. Therefore, no impacts to recreational facilities are expected as a result of the project.

**Wildlife & Waterfowl Refuges**  
There are no National Wildlife Refuges, National Natural Landmarks, State Fish and Wildlife Areas or other publicly owned wildlife or waterfowl refuges within the vicinity of the proposed project as researched by CMT on June 12, 2017.

**Historic Properties**  
The Historic Property Short Report and Archaeological Short Report prepared for the Section 106 process determined that no National Register-listed or National Register-eligible properties are located within the proposed project's APE, and that the project area does not have the potential to contain archaeological resources. Therefore, no impacts to historic properties are expected as a result of the project. The FHWA Section 4(f) Compliance Requirements (for historic properties) prepared by INDOT CRO are found in Appendix D, page 1.

No 4(f) resources are located within the project area and no additional 4(f) analysis is necessary.

**Section 6(f) Involvement**

Presence

Use

**Section 6(f) Property**

Yes

No



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

Remarks:

The proposed project area is not in or adjacent to any publicly owned facilities with Land and Water Conservation Fund (LWCF) program involvement according to the United States Department of the Interior, National Park Service (USNPS) online database (<http://waso-lwcf.ncrc.nps.gov/public/index/cfm>), accessed June 12, 2017 (Appendix J, page 21). Additionally, no publicly owned parks, recreation areas, wildlife or waterfowl refuges were identified within the project corridor during a site inspection performed by CMT on April 25, 2017.

Therefore, no 6(f) resources will be impacted by the project.

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<b>SECTION E – Air Quality</b>
--------------------------------

**Air Quality**

**Conformity Status of the Project**

Is the project in an air quality non-attainment or maintenance area?

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

If YES, then:

Is the project in the most current MPO TIP?

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

Is the project exempt from conformity?

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

If the project is NOT exempt from conformity, then:

Is the project in the Transportation Plan (TP)?

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

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

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

Level of MSAT Analysis required?

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

Remarks:

The project is located in Hamilton County, which is currently in attainment for all criteria pollutants. Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

The project is not exempt from conformity in accordance with 40 CFR 93.126 Table 2. However, as noted in the Roadway Character section of this document, design year (2039) traffic (AADT) is projected at 27,620, an average annual growth rate of 0.74% over the 2016 AADT of 23,597. Correspondence with INDOT Greenfield District on December 22, 2016 (Appendix H, pages 8-9) confirmed that the project will not have a meaningful impact on traffic volumes or vehicle mix because the intent of the project is not to add capacity but rather to reduce congestion. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative.

Moreover, Environmental Protection Agency (EPA) regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES2014 model forecasts a combined reduction of over 90 percent in the total annual emissions rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 45 percent (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, October 12, 2016). This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

The project is located within the Indianapolis Metropolitan Planning Organization's (IMPO) planning area and was included on the FY2018-2021 Indianapolis Regional Transportation Improvement Program (IRTIP, Appendix H, pages 1-4). The project was included by reference in the FY2016-2019 Indiana Statewide Transportation Improvement Program (STIP) on July 1, 2015 (Appendix H, page 6) and the FY2018-2021 version of the STIP by reference on July 3, 2017 (Appendix H, page 7).

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### SECTION F - NOISE

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

	No	Yes/ Date
<b>ES Review of Noise Analysis</b>	<input type="checkbox"/>	X / June 23, 2017

Remarks:

The project is a Type I project which adds a through-traffic lane. CMT prepared a noise analysis according to the INDOT Traffic Noise Policy and FHWA regulations (Appendix I, pages 1-4). The noise analysis identified nine residential receptors, one hospital (Riverview Health) with 156 beds, and three restaurant patios for a total of 165 receptors in five Common Noise Environments (CNE). Existing noise levels ranged from 60 to 64 dB(A) and projected 2039 Build Scenario noise levels ranged from 60 to 65 dB(A), with increases no greater than 1 dB(A) in any CNE. No impacts were identified to any receptor.

INDOT approved the Traffic Noise Analysis report on June 23, 2017. A copy of the approval email may be found at Appendix I, page 5. The email confirmed that none of the receptors approached or exceeded the applicable Noise Abatement Criteria and none of the receptors would experience a substantial traffic noise increase of 15 dBA or greater, and concluded that the state of Indiana did not identify any locations where noise abatement is likely.

### SECTION G – COMMUNITY IMPACTS

**Regional, Community & Neighborhood Factors**

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

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

Remarks:

The surrounding land use is primarily commercial with limited residential use. No changes in land use and no displacements of businesses and residences are anticipated as a result of the proposed project. The eastern Speedway access drive from State Road 32 at Sheridan Road may be removed; no other access points will be removed. The existing tax base, property values and economic development potential will be minimally affected by these improvements.

Noblesville's comprehensive plan (available at <http://www.cityofnoblesville.org/planning/PLANoblesville.pdf>) indicates the project area is located in a planned village center. Future planned use of the majority of the project area is commercial, while the northwest portion of the area is designated mixed density single family residential. The proposed project will conform to this plan.

Riverview Health hospital uses the SR 32/SR 38 intersection within the project area as its ambulance route. To maintain access to this route and the businesses in the project area, the project will be constructed under traffic with individual lane closures. Delays are possible during construction but will cease with project completion. An Early Coordination Letter

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was sent to the hospital on April 18, 2017 (see sample ECL letter in Appendix C, pages 1-3). No response has been received. The contractor will be responsible for notifying Riverview Health at least two weeks prior to any construction that would limit access.

According to the IMPO ADA Transition Plan website (<http://www.indympo.org/whats-completed/local-plans/ada-transition-plan>), reviewed on June 13, 2017, Noblesville does not have an ADA Transition Plan. The project will install accessible sidewalk, increasing the extent of sidewalk availability in the area and therefore increasing connectivity and access.

### Indirect and Cumulative Impacts

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

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

Remarks:

Indirect effects are defined as “effects that are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable” (40 CFR 1508.8).

Cumulative effects are defined as “the impact on the environment, which results from the incremental impact of the action when added to other past, present and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions” (40 CFR 1508.7).

The project will relieve congestion in an area that is already fully developed. It is not expected to result in a substantial change in traffic patterns or to accelerate changes in land use, population density or growth rate and thus is unlikely to result in substantial indirect or cumulative impacts.

### Public Facilities & Services

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

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

Remarks:

The project area is a high-traffic corridor with a number of critical local access points. Riverview Health hospital uses the SR 32/SR 38 intersection as its ambulance route. Early coordination packets were sent to the Noblesville Mayor, Council, Engineer and EMS chief, Noblesville Schools, Legacy Christian School and Riverview Health on April 18, 2017. Please refer to Appendix C for an example of the early coordination letter that was sent to agencies (pages 1-3). On April 24, 2017, Noblesville Schools indicated (Appendix C, pages 41-42) that they have reviewed the documents and have no concerns. No other response was received from these parties. A representative from the City of Noblesville attended the Engineering Assessment Field Check meeting on December 21, 2016 and provided input on potential impacts to public facilities and services. A copy of the field check meeting minutes is found in Appendix J, pages 22-23.

The project will be constructed under traffic with individual lane closures. School corporations, emergency services and Riverview Health will be notified of construction activities, lane closures and changes to maintenance of traffic layouts at least two weeks prior to any construction that would block or limit access. Delays are possible during construction but will cease with project completion.

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

During the development of the project were EJ issues identified?

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

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

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

Remarks:

No relocations are proposed for this project and less than 0.5 acre of new permanent right of way will be required. Therefore, an EJ analysis is not required for the project.

**Relocation of People, Businesses or Farms**

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

Is a Business Information Survey (BIS) required?

Is a Conceptual Stage Relocation Study (CSRS) required?

Has utility relocation coordination been initiated for this project?

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

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

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

Remarks:

No residences, businesses, farms or other facilities will be relocated as a result of this project. The proposed project will require 0.539 acre of temporary ROW acquisition and 0.147 acre of permanent ROW acquisition.

Utility coordination was initiated in December 2016 through correspondence with each utility located in the project area. An Early Utility Coordination Meeting was held on August 3, 2017. Utility conflicts and relocations are anticipated and will be determined as design progresses.

### SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Documentation

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

Red Flag Investigation

Phase I Environmental Site Assessment (Phase I ESA)

Phase II Environmental Site Assessment (Phase II ESA)

Design/Specifications for Remediation required?

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

**No      Yes/ Date**

**ES Review of Investigations**

X / May 11, 2017

*Include a summary of findings for each investigation.*

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Remarks:

The project area lies within the Indianapolis (Marion County) UAB. Post construction Storm Water Quality Best Management Practices (BMPs) may require consideration.

The floodplain for Cicero Creek is within the northwestern portion of the project area. The IDNR early coordination response indicated that the project may require formal approval. However, once impacts to the floodplain were further defined, INDOT ES EWPO determined no floodplain construction permit will be required.

A wetland and a UNT to Cicero Creek and the White River are both located in the southwest quadrant of the intersection of SR 32 and North River Road. Minor impacts to the UNT of Cicero Creek will occur to place a manhole within an existing pipe. On September 21, 2017 INDOT ES EWPO indicated that the project will be covered under Nationwide Permit #3a. A copy of the INDOT ES EWPO permit determination is provided in Appendix F, page 34.

A Rule 5 Submission will be required since 1.29 acres of land (outside of existing pavement) is to be disturbed. The City of Noblesville MS4 is a Certified Construction Program and will have jurisdiction over the Rule 5 review. It will be the responsibility of the designer to submit plans to the MS4 to process any necessary permits. Once any necessary permits are obtained, they will be submitted to the INDOT Contracts Division prior to the construction of the project.

The UNT to Cicero Creek south of SR 32 is considered a legal drain and therefore under the jurisdiction of the Hamilton County Surveyor's Office. Impacts within the 100' wide legal drain are anticipated to be limited to resurfacing existing paved areas. No new fill within the legal drain is needed.

It is the responsibility of the designer to coordinate with the INDOT ES EWPO to submit all applicable permits to INDOT Contracts Division prior to construction.

### SECTION J- ENVIRONMENTAL COMMITMENTS

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

Remarks:

**Firm (Required):**

1. The current version of the INDOT Standard Specifications will be implemented during construction in order to minimize potential adverse construction impacts upon environmental and community resources including, but not limited to, erosion, sedimentation, construction noise, dust and air pollution, clearing and disturbance of vegetation and storage and handling of hazardous materials. (INDOT)
2. The environmental impacts of the project will be reassessed by INDOT Environmental Services should changes to the scope or right-of-way of this project occur. (INDOT)
3. If any archeological artifacts or human remains are uncovered during construction work must stop immediately and the discovery must be reported to the Division of Historic Preservation and Archaeology in the Indiana Department of Natural Resources within 2 business days. INDOT Cultural Resources Office, Delaware Nation of Oklahoma and Miami Tribe of Oklahoma shall also be notified. (Indiana SHPO, INDOT, IDNR DHPA)
4. If a spill occurs or contaminated soils or water are encountered during construction, appropriate personal protective equipment (PPE) will be utilized. Contaminated materials will need to be properly handled by trained personnel and disposed of in accordance with current regulations. IDEM should be notified through the spill line at (888) 233-7745 within 24 hours of discovery of contamination and within two hours of discovery of a spill. (INDOT, IDEM)
5. Plan notes will be added for work adjacent to Speedway #6393 (510 Westfield Road) and Former Marathon Station #2460 (111 Lakeview Drive) which will specify proper handling and disposal of potentially contaminated soil and groundwater. An undistributed quantity of contaminated soil removal, transport, and disposal should be included in the pay items in the event contaminated soil is encountered. (INDOT)
6. All conditions of any regulatory permits acquired for this project must be observed, unless specifically exempt through documented coordination with the permitting agency. Any commitment listed in the environmental document as a "recommendation" or "for consideration" is superseded by any similar conditions of any permit obtained for the project. Such conditions shall be treated as mandatory commitments. (INDOT)

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7. Provide all information on drainage infrastructure in the project area developed as a result of the project to Noblesville MS4 Program Manager Tim Stottlemyer. (Noblesville MS4)
8. 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. (USFWS)
9. Modify all phases/aspects of project (e.g. temporary work areas, alignments) to the extent practicable to avoid tree removal in excess of what is required to implement project safely. (USFWS)
10. Apply time of year restrictions (April 1 through September 30) for tree removal when bats are not likely to be present. (USFWS, IDNR DFW)
11. Ensure tree removal is limited to that specified in project plans. Install bright orange flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits. Ensure that contractors understand the clearing limits and how they are marked in the field. (USFWS)
12. Avoid cutting down documented Indiana bat and NLEB roosts that are still suitable for roosting or documented foraging habitat at any time of year. Avoid cutting down trees within 0.25 miles of documented roosts at any time of year. Ensure that suitable roosts remain on the landscape rather than focusing on general forest loss. (USFWS)
13. Direct temporary lighting away from suitable habitat during construction during the active Indiana bat and northern long-eared bat season. (USFWS)
14. The project sponsor will notify school corporations, emergency services and Riverview Health at least two weeks prior to any construction that would block or limit access. (INDOT)
15. If the project involves the construction of a temporary or permanent structure exceeding a height of 200 feet above ground level an Indiana Tall Structure permit will be required. (INDOT)
16. The project is located in the IDEM-approved Noblesville MS4 area. Contact the Noblesville MS4 program about meeting their storm water requirements. (IDEM)
17. If the contractor will store fuel on the project site, the contractor should prepare a Spill Prevention, Control and Countermeasures (SPCC) plan and should train all site personnel in accordance with the plan. (Citizens Water – Indianapolis)
18. If chemicals are stored on the project site, the contractor should prepare a spill response plan and should train all site personnel in accordance with the plan. (Citizens Water – Indianapolis)
19. The contractor must comply with storm water pollution prevention regulations. (Citizens Water – Indianapolis)
20. The following emergency contact note should be added to the plans: “In case of a spill of chemicals or petroleum to the White River, Cicero Creek or a tributary of these waterways, contact Citizens Energy Group at Central Control System, (317) 941-7135 or Citizens Energy Group Environmental Incident Hotline, (317) 402-8636.” (Citizens Water – Indianapolis)
21. Clearly indicate the location of Wetland A on relevant plan sheets and label the wetland “Do Not Disturb.” Install silt fence or other erosion control measures around the perimeter of any wetlands and/or other waterbodies to remain undisturbed at the project site. (IDEM)

**For Further Consideration:**

1. Do not clear trees or understory vegetation outside the construction zone boundaries. (USFWS, IDNR DFW)
2. Implement temporary erosion and sediment control methods within areas of disturbed soil. All disturbed soil areas upon project completion will be vegetated following INDOT’s standard specifications. (USFWS)
3. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion; low endophyte tall fescue may be used in the ditch bottom and side slopes only. (IDNR DFW)
4. 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 all construction is complete and all disturbed areas are stabilized. (IDNR DFW, IDEM)
5. Seed and protect all disturbed streambanks and slopes that are 3:1 or steeper with erosion control blankets (follow manufacturer’s recommendations for selection and installation); seed and apply mulch on all other disturbed areas. (IDNR DFW)
6. Plant five trees, at least 2 inches dbh, for each tree which is removed that is ten inches or greater dbh. (IDNR DFW)
7. 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. (IDEM)

This is page 26 of 27 Project name: SR 32 – Added Travel Lanes Date: December 8, 2017

## Indiana Department of Transportation

County Hamilton

Route State Road 32

Des. No. 1400065 (lead),  
1601810, 1601811

### SECTION K- EARLY COORDINATION

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

Remarks: An Early Coordination Letter (ECL) was sent to 14 federal, state, and local agencies informing them of the scope of the project and to solicit their input. Courtesy copies of the ECL were sent to the FHWA, the INDOT Project Manager, the INDOT Public Involvement Office and the INDOT Office of Communication. A sample of the letter and copies of all responses received are included in Appendix C.

Agency	Date Sent	Response Received
US Forest Service —Hoosier National Forest	April 18, 2017	April 21, 2017
US Fish and Wildlife Service – Bloomington Field Office	April 18, 2017	None received
USDA – National Resources Conservation Service	April 18, 2017	May 5, 2017
National Park Service – Midwest Regional Office	April 18, 2017	None received
Department of the Army – Corps of Engineers, Louisville District	April 18, 2017	None received
HUD - Chicago Regional Office	April 18, 2017	None received
FHWA – Indiana Division	April 18, 2017	None received
INDOT – Office of Aviation	April 18, 2017	April 28, 2017
INDOT – Greenfield District Office	April 18, 2017	None received
INDOT – Office of Communication	April 18, 2017	None received
INDOT – Public Hearings	April 18, 2017	None received
IDNR – Division of Fish and Wildlife (DFW)	April 18, 2017	May 17, 2017
Indiana Department of Environmental Management (IDEM)	April 18, 2017	April 18, 2017
IDEM – Groundwater Section (Wellhead Protection)	April 18, 2017	April 19, 2017
Indiana Geological Survey	April 18, 2017	May 12, 2017
Indianapolis Metropolitan Planning Organization (IMPO)	April 18, 2017	None received
Hamilton County Commission	April 18, 2017	None received
Hamilton County Surveyor	April 18, 2017	None received
Hamilton County Council (all members individually via email)	April 18, 2017	None received
Noblesville Mayor	April 18, 2017	None received
Noblesville City Council (all members individually via email)	April 18, 2017	None received
Noblesville City Engineer	April 18, 2017	None received
Noblesville EMS	April 18, 2017	None received
Noblesville MS4 Program Manager	April 18, 2017	April 18, 2017
Noblesville Schools	April 18, 2017	April 24, 2017
Legacy Christian School	April 18, 2017	None received
Riverview Health	April 18, 2017	None received



**State Road 32 - Added Travel Lanes - Hamilton Co., IN (DES No. 1400065)**

**2014 Aerial Map**

