



# INDIANA DEPARTMENT OF TRANSPORTATION



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**Eric Holcomb, Governor**  
**Joe McGuinness,**  
**Commissioner**

December 4, 2020

Mr. Ron Bales  
Manager, Environmental Policy Section  
Indiana Department of Transportation  
Environmental Services Division  
100 North Senate Avenue, Room IGCN N758-ES  
Indianapolis, IN 46204

**RE: FINDING OF NO SIGNIFICANT IMPACT (FONSI) REQUEST PACKET**

Clear Path 465  
Indianapolis, Marion County  
Des. No. 1400075 (Lead)

Dear Mr. Bales:

Pursuant to 40 CFR, Part 1500.4(q) and paragraph 5 of the Department of Transportation (DOT) order 5610.1C implementing the National Environmental Policy Act (NEPA) of 1969, Parsons Transportation Group is requesting review of the enclosed Finding of No Significant Impact (FONSI) request packet for the above-referenced project. This information packet includes the following:

- Attachment A: Approved Environmental Assessment (Text Only)
- Attachment B: Public Involvement Documentation
- Attachment C: Resource Agency Correspondence
- Attachment D: Section 106 Documentation
- Attachment E: Environmental Commitments

## Public Involvement

The approved Environmental Assessment (EA) was released for public involvement on September 23, 2020 (Attachment A-8). Copies of the document were made available to the public via several options: online on the Indiana Department of Transportation (INDOT) project webpage, <https://www.in.gov/indot/3654.htm>, at two local public libraries, at the INDOT Greenfield District office, as well as at Parson's downtown Indianapolis office. Copies were also available via mail upon request.

An invitation to a virtual Community Advisory Committee (CAC) meeting was sent to committee members on September 24, 2020 (Attachment B-5). The CAC meeting was held via WebEx on October 8<sup>th</sup>, 2020. A total of 28 people attended the meeting. The meeting summary is provided in Attachment B-9. During the meeting, five questions were posed, regarding an off-site bicycle trail, noise barrier placement, an existing bridge, the intersection of Binford Boulevard and 75<sup>th</sup> Street, and railroad clearance at the proposed Nickle Plate Trail. No verbal or written comments were received from CAC members.

A Legal Notice of Public Hearing (Notice) was published in the *Indianapolis Star* on September 30 and October 7, 2020, and in the *Indianapolis Recorder* on October 3 and 10, 2020 (Attachment B-64 and B-69). The Notice stated how to access the EA, attend the virtual public information meeting, attend the in-person public hearing,

and it described the public comment period, which began on September 30, 2020 and ended on October 29, 2020, and a variety of ways to comment (Attachment B-1). On September 29 and 30, 2020, copies of this Notice were sent to the project stakeholder list, including adjoining landowners, via postal mail or email (Attachment B-3). The Notice was also advertised by INDOT through their general email list-serve (Attachment B-73), and it was posted on the project's website (Attachment B-86).

INDOT issued several media releases about the project and its public comment period. Media stories about the project included the *Herald Bulletin* on October 7, 2020, and the *Indianapolis Star* on October 13, 14, 15, 2020, and November 10, 2020. Copies of these articles are provided in Attachment B-70 to B-85.

A virtual public information meeting was hosted online via WebEx on October 13, 2020. A total of 27 people attended the online meeting. Links to a video recording of this meeting, and also a "Virtual Fly-Over Video" of the proposed I-465/I-69 interchange movements, were posted on the project's website on October 16, 2020 (Attachment B-86). As of November 22, 2020, YouTube reported the fly-over video had over 2,600 viewings (Attachment B-88).

The public hearing was held at the Fort Harrison Conference Center on October 14, 2020. A total of 45 people attended the hearing (Attachment B-33). Copies of handouts, posters, and the presentation are provided in Attachment B-36 to B-63. These materials were posted on the project's website (Attachment B-86).

A total of 27 comments were received during the public comment period. This includes five verbal comments from the public hearing (Attachment B-101). A comment log is provided in Attachment B-89. Comments focused on the following:

- Preferred Alternative (10 comments)
- Noise (7 comments)
- Environmental Impacts (4 comments)
- Business Impacts (4 comments)
- Residential Impacts (6 comments)
- Drainage (4 comments)
- Northbound Binford Boulevard to Southbound I-465 (3 comments)
- Safety (3 comments)
- Northbound Binford Boulevard to Westbound I-465 (2 comments)
- Eastbound I-465 to Northbound I-69 (2 comments)
- Lighting / Signage (3 comments)
- Public Involvement (2 comments)
- Southbound I-69 to Southbound Binford Boulevard (1 comment)
- Southbound I-69 to Westbound I-465 (1 comment)
- Intersection of 75<sup>th</sup> Street and Binford Boulevard (1 comment)
- Rails / Trails (1 comment)
- Aesthetics (1 comment)

Comments and responses to comments are in Attachment B-89 to B-133. The INDOT provided the certification of public involvement on December 4, 2020 (Attachment A-8).

### Resource Agency Coordination

On September 30, 2020, resource agencies were contacted with a copy of the Notice and information about the hearing, public meeting, comment period, and how to access the EA (Attachment C-1). Three responses were received.

On October 26, 2020, the United States Environmental Protection Agency (USEPA) responded with a letter that summarizes the project and some of its impacts (Attachment C-2). The USEPA provided several recommendations, summarized below.

- The project should be designed and constructed, if feasible, to capture and treat roadway stormwater runoff and hazardous materials spills prior to discharging to Waters of the U.S.
- Establish construction materials hauling routes away from places where children live, learn, and play, to the extent feasible. Consider homes, schools, day care centers, and playgrounds. In addition to air quality benefits, careful routing may protect children from vehicle-pedestrian accidents.

Applicable USEPA recommendations were added to the Environmental Commitments in Attachment E.

On October 29, 2020 the Indiana Department of Natural Resources, Division of Fish and Wildlife (IDNR-DFW) responded with a comment letter (Attachment C-5). This letter was compared to the November 6, 2017 IDNR-DFW response to early coordination (Appendix C-4 of the EA). The 2020 IDNR-DFW letter provided the same comments for the Regulatory Assessment and Natural Heritage Database check, as well as the Fish & Wildlife Comments about the bald eagle and protected mussel species. Additionally, there were duplicate comments and standard recommendations regarding Stream Crossing Replacement/Modification, Bank Stabilization Comments, and Riparian Habitat. IDNR-DFW provided updated information for the following topics:

- Information about the CORRIDORS (Conservation On Rivers and Roadways Intended to Develop Opportunities for Resources and Species) program,
- Recommendations regarding lighting and ways to minimize its impacts to organisms, and
- Information regarding the use of sustainable practices for Drainage & Stormwater Management.

The applicable commitments from IDNR-DFW were updated in the Environmental Commitments in Attachment E.

IDNR-DFW also included a variety of new comments and recommendations that are summarized below.

- The Urban Wildlife Habitat Cost Share Program reimburses a portion of expenses incurred by an entity for developing an urban wildlife habitat.
- Riparian & Urban Tree Habitat: avoid the removal of urban trees and replace trees that must be removed. Mitigate impacts to non-wetland forest of one acre or more at a minimum 2:1 ratio.
- Noise Barriers: consider alternatives to prefabricated concrete panel noise walls.
- Wetland Habitat: contact the Indiana Department of Environmental Management (IDEM) 401 program and the US Army Corps of Engineers (USACE) 404 program. Mitigate impacts to wetland habitat at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding.
- Use standard measures to avoid, minimize, or compensate for impacts to fish, wildlife and botanical resources.

Applicable IDNR-DFW recommendations were added to the Environmental Commitments in Attachment E (per INDOT's Environmental Commitments Guidelines, dated September 17, 2019).

The United States Fish and Wildlife (USFWS) responded on October 29, 2020 with comments summarizing the project and the earlier determination of "Not Likely to Adversely Affect" for the Indiana bat and northern long-eared bat (Attachment C-11). Regarding freshwater mussels, the USFWS stated it considers the species extirpated in Marion County and does not consult on them. The USFWS had specific comments about implications in the Site Specific Avoidance and Minimization Measure (AMM) 2 for the Indiana bat and northern long-eared bat, and requested revision or removal of these two sentences. Accordingly, Site Specific AMM 2 was removed from the Environmental Commitments in Attachment E. Finally, USFWS strongly encourages INDOT to consider preservation and reforestation of adjacent and nearby habitat in order to help conserve and recover the federally listed Indiana bat and northern long-eared bat and to compensate for the larger forested parcels that were cleared. Applicable USFWS recommendations were added to the Environmental Commitments in Attachment E.

## Section 106 Consultation

INDOT, acting on behalf of the Federal Highway Administration (FHWA), issued a “No Adverse Effect” finding for the Clear Path 465 project on April 3, 2019 (Attachment D-1). Pursuant to 800.5(c), the Indiana State Historic Preservation Officer (SHPO) concurred with this finding on May 1, 2019 (Attachment D-4). After Section 106 was reopened due to a design modification, INDOT, acting on behalf of FHWA, issued a revised finding on February 27, 2020, which was consistent with the previous finding (Attachment D-7). SHPO concurred with the revised finding on March 26, 2020 (Attachment D-10). No additional comments regarding cultural resources were received during the EA’s public involvement process.

## Environmental Commitments

As discussed in the Resource Agency Coordination section, several Environmental Commitments for this project were updated or added to as a result of agency comments on the EA. The updated Environmental Commitments include 23 commitments listed as “Firm” and 20 commitments listed as “For Further Consideration” (Attachment E).

Upon the satisfactory completion of your review of the FONSI request information packet, we would request that you forward the attached information to the FHWA with the request that they prepare the necessary FONSI for this project in order to complete the NEPA process. Please contact me at (317) 616-4693 or [juliet.port@parsons.com](mailto:juliet.port@parsons.com) if there are any questions or if additional information is needed.

Sincerely,



Juliet Port, LPG  
Principal Environmental Planner  
Parsons

Attachments

# Attachments

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# Attachment A

## Approved Environmental Assessment (EA)

Text Only



Excerpt (text only)

# Environmental Assessment

## Clear Path 465

Des. 1400075



Prepared for:  
Indiana Department of Transportation and Federal Highway Administration

September 2020



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## List of Abbreviations

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- AC – Affected Community
- ADA – Americans with Disabilities Act
- ADT – Average Daily Traffic
- AID – Agency Interest Identification Number
- AMMs – Avoidance and Minimization Measures
- APE – Area of Potential Effect
- BRAG – Binford Redevelopment & Growth
- BMPs – Best Management Practices
- CAC – Community Advisory Committee
- CE-1 – Categorical Exclusion, Level 1
- C-D – Collector-Distributor Road
- CEG – Citizens Energy Group
- CO – Carbon Monoxide
- COC – Community of Comparison
- CRO – Cultural Resources Office
- CSO – Combined Sewer Overflow
- CTBGs – Census Tract Block Groups
- dB(A) – Decibels, A-weighted
- DFW – Division of Fish and Wildlife
- DHPA – Division of Historic Preservation and Archaeology
- DHV – Design Hourly Volume
- DPW – Indianapolis Department of Public Works
- EA – Environmental Assessment
- EB – Eastbound
- EJ – Environmental Justice
- ERC – Environmental Restrictive Covenant
- ESD – Environmental Services Division
- ETR – Endangered, Threatened and Rare
- EWPO – Ecology and Waterway Permitting Office
- FEIS – Final Environmental Impact Statement
- FHWA – Federal Highway Administration
- FID – Facility Identification Number
- FRA – Federal Railroad Administration
- FTA – Federal Transit Administration
- FY – Fiscal Year
- gpm – Gallons Per Minute
- HPR – Historical Properties Report
- HUD – Housing and Urban Development
- IAD – Interstate Access Document
- IDEM – Indiana Department of Environmental Management
- IDNR – Indiana Department of Natural Resources
- IHSDM – Interactive Highway Safety Design Model
- IJS - Interchange Justification Study
- INDOT – Indiana Department of Transportation
- IC – Institutional Controls
- IPaC – Information for Planning and Consultation
- IGWS – Indiana Geological and Water Survey
- IRTIP – Indianapolis Regional Transportation Improvement Program
- IN SWMP – Indiana Stream and Wetland Mitigation Program
- KTM – Kitchen Table Meeting
- LOS – Level of Service
- LUST – Leaking Underground Storage Tank
- LWCF – Land and Water Conservation Fund
- MAP-21 – Moving Ahead for Progress in the 21<sup>st</sup> Century Act
- MOT – Maintenance of Traffic
- MOU – Memorandum of Understanding
- MPH – Miles Per Hour
- MPO – Metropolitan Planning Organization
- MS4 -Municipal Separate Storm Sewer System
- MSAT – Mobile Source Air Toxics
- MSE – Mechanically Stabilized Earth
- MUTCD – Manual of Uniform Traffic Control Devices
- NAC – Noise Abatement Criteria
- NB – Northbound
- NEPA – National Environmental Policy Act
- NPDES – National Pollutant Discharge Elimination System
- NRCS – Natural Resources Conservation Service
- NRHP – National Register of Historic Places
- NWI – National Wetlands Inventory
- OHWM - Ordinary High Water Mark
- OWJ – Officials with Jurisdiction
- PDO – Property Damage Only
- PIP – Public Involvement Plan
- PM<sub>2.5</sub> – Particulate Matter 2.5 Micrometers (Fine Particulate Matter)
- RAM – Resource Agency Meeting
- RCRA – Resource Conservation and Recovery Act
- RFI – Red Flag Investigation
- ROD – Record of Decision
- SB – Southbound
- SHPO – State Historic Preservation Officer
- SIP – State Implementation Plan
- STIP – Statewide Transportation Improvement Program
- SWPPP – Storm Water Pollution Prevention Plan
- TBD – To Be Determined
- TMDL – Total Maximum Daily Loads
- TMP – Transportation Management Plan
- TNM – Traffic Noise Model
- TP – Transportation Plan
- UAB – Urban Area Boundary
- UNT – Unnamed Tributary

- USACE – United States Army Corps of Engineers
- USEPA – United States Environmental Protection Agency
- USDA – United States Department of Agriculture
- USGS – United States Geological Survey
- UST – Underground Storage Tank
- VFC – Virtual File Cabinet
- VMT – Vehicle Miles Traveled
- VRP – Voluntary Remediation Program
- W&A – Weintraut & Associates
- WAQ - Water Quality Certification
- WB – Westbound
- WHPA – Wellhead Protection Area

**FHWA-INDIANA ENVIRONMENTAL DOCUMENT  
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM  
General Project Information/Signature Page**

<b>Road No./County:</b>	Interstate 465 (I-465) and I-69/Binford Boulevard / Marion County
<b>Designation Numbers:</b>	1400075 (Lead*)
<b>Project Description/Termini:</b>	Clear Path 465 / Along I-465 from approximately 2.4 miles west of I-69, at the White River Bridge, to 2.2 miles south of I-69, at the I-465 bridge over Fall Creek Road. Along Binford Boulevard from approximately 0.8 mile south of the 75th Street/Binford Boulevard intersection to the I-465/I-69 interchange. Along I-69, from the I-465 interchange to 1.4 miles north of I-465.

\* A complete list of Designation Numbers (Des. Nos) is provided in Table A.1 (Appendix A-148).

<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 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 checked="" 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.

**Release for Public Involvement**

	<u>9-3-2020</u>		Digitally signed by Robert E. Dirks Date: 2020.09.23 12:19:47 -04'00'
ESD Signature	Date	FHWA Signature	Date

**Certification of Public Involvement** 12-4-2020  
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: 9/3/2020  
Name and Organization of CE/EA Preparer: Daniel J. Miller and Juliet Port, LPG - Parsons

## INTRODUCTION

The Indiana Department of Transportation (INDOT), in cooperation with the Federal Highway Administration (FHWA), has conducted an Environmental Assessment (EA) for the proposed I-465/I-69 Interchange Modification and Added Travel Lanes project in Marion County, Indiana, hereinafter referred to as “Clear Path 465”.

The Clear Path 465 project is located on the northeast side of Indianapolis, Indiana. It begins along I-465 approximately 2.4 miles west of I-69 at the White River Bridge, continues through the I-69 interchange, and terminates approximately 2.2 miles south of I-69 at the I-465 bridge over Fall Creek Road. Southwest of the I-465/I-69 interchange, the project begins on Binford Boulevard approximately 0.8 mile south of 75th Street and travels northeast along Binford Boulevard and I-69, terminating approximately 1.4 miles northeast of the I-465/I-69 interchange. The project includes the following interchanges: the I-465/Allisonville Road interchange, the I-465/I-69 interchange, and the I-69/82nd Street interchange. The project area is shown on the Project Location map (Appendix B-1).

In 2003, a Final Environmental Impact Statement (FEIS) was prepared for the “Indianapolis Northeast Corridor” (also known as “ConNEctions”), which included an I-465/I-69 interchange modification and added travel lanes within the current project area. A Record of Decision (ROD) was approved in February 2004. After the approval of the FEIS and ROD, various portions of the Indianapolis Northeast Corridor were constructed as separate projects. Furthermore, growth within the region was significantly higher than anticipated. Therefore, revisions to the interchange modifications were required. Due to the age of the document, the various other projects that have already been broken off from the original Indianapolis Northeast Corridor scope, and the revisions necessary to the interchange modification, FHWA determined that an EA is required for the proposed new interchange modifications.

## PART I - PUBLIC INVOLVEMENT

Does the project have a historic bridge processed under the Historic Bridges PA?  
If No, then is an Opportunity for a Public Hearing Required?

YES	NO
	X
X	

### Initial Activities

Notice of Entry letters were mailed to potentially affected property owners near the project area on August 31, 2016, September 7, 2017, and September 11, 2017, notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G-13.

Early in the project development process, the project team prepared a Public Involvement Plan (PIP). The purpose of the PIP was to establish goals and strategies for engaging with the public and key stakeholders in accordance with the *INDOT Public Involvement Policies and Procedures Manual* (August 2012). On June 28, 2017, FHWA concurred with the strategies and goals in the initial draft PIP. Around this time, the project’s website and social media sites were developed: <https://www.in.gov/indot/3654.htm> and @ClearPath465 on Twitter/Facebook/Instagram. The updated PIP from July 2020 is included in Appendix G-1.

### Community Advisory Committee (CAC)

A Community Advisory Committee (CAC) was formed to obtain early input from key stakeholders including local government officials, elected officials, transportation managers, major employers, and emergency responders (listed below). The CAC was initiated with invitations to the first meeting, sent on July 28, 2017 (Appendix G-30). The initial CAC meeting was held on August 16, 2017 and focused on the project’s purpose and need and Preliminary Alternatives A, B, and C. The meeting summary, sent on September 19, 2017, is included in Appendix G-33.

## Community Advisory Committee

- FHWA
- INDOT Greenfield District
- INDOT Environmental Services Division (ESD)
- INDOT Public Involvement
- INDOT Rail Office
- Indiana Department of Homeland Security
- Indiana State Police
- Indianapolis Department of Public Works (DPW)
- Indianapolis Department of Metropolitan Development
- Indianapolis Metropolitan Police Department
- Hoosier Heritage Port Authority
- Indianapolis Metropolitan Planning Organization
- Indianapolis Fire Department
- Marion County Health and Hospital
- Indianapolis Parks and Recreation (Indy Parks)
- Neighborhood Liaison for Indianapolis Mayor's Office
- City of Indianapolis
- City of Fishers
- House District 95
- House District 87
- City/County Council District 3
- City/County Council District 4
- City of Fishers City Council
- Hamilton County Highway Department
- Board of Hamilton County Commissioners
- Hamilton County Emergency Management
- Metropolitan School District of Lawrence Township
- Heritage Christian School
- Community Health Network
- Fairbanks Addiction Treatment Center
- Roche Diagnostics
- Cornerstone Companies, Inc.
- Binford Redevelopment & Growth (BRAG)

## Public Open House

A public open house for the Clear Path 465 project was held at Heritage Christian School on August 23, 2017. Invitations to the open house were sent to adjoining property owners, places of worship, civic organizations, and neighborhood groups (Appendix G-18). Additionally, the open house was advertised via INDOT's mailing list, press releases, social media, and traditional media outlets (Appendix G-23). During the open house, project team members were stationed to allow for small group discussions, and a short presentation was given on the project's purpose and need, environmental analyses, and the various alternatives under consideration (Appendix G-45).

## Initial Comments

Public comments received during project development were recorded in the Public Comment Log (Appendix G-232). During the CAC meeting, potential impacts to Indianapolis Parks and Recreation (Indy Parks) facilities were discussed (see *Part III, Section D – Section 4(f) Resources/Section 6(f) Resources*). In addition to the verbal feedback received during the meeting, Community Hospital expressed some of their transportation challenges in an email on September 14, 2017 (Appendix G-43).

The initial public comments received from the CAC, public open house, and social media prior to September 2017 were considered during the *Alternatives Analysis* (Appendix A-54). The comments included general comments, right-of-way questions, drainage/hydraulics, business impacts, current/proposed signals on Binford Boulevard, and noise impacts. A total of 48 comments were received. The following is a list of the more common comments.

- Four generally supported the project and agreed with the needs for the project.
- Four comments had a preference for Alternative A.
- Five comments had a preference for Alternative B.
- Six comments had a preference for Alternative C.
- Three comments did not support the proposed traffic signal at the eastbound I-465 ramps to southbound Binford Boulevard ramp terminal.
- Eight comments requested adding new movements to the I-465/I-69 interchange. These requests included a northbound Binford Boulevard to southbound I-465 ramp and a westbound I-465 to southbound Binford Boulevard ramp.



### Additional Stakeholder Meetings

A second CAC meeting was held on May 9, 2018, a few months prior to receiving FHWA's Determination of Engineering and Operational Acceptability based on the *Interstate Access Document* (Appendix A-1) and the recommendation of Alternative C Modified (preferred alternative). The invitations to the second CAC meeting were sent on April 6, 2018 (Appendix G-62). The presentation covered the draft purpose and need statement, initial environmental screening, the alternatives considered, and an overview of Alternative C Modified. The meeting summary and handouts were sent July 25, 2018 (Appendix G-66). No written responses were received.

On September 12, 2018, project team members were invited to speak with Binford Redevelopment & Growth (BRAG), a civic organization of business owners from the project area. Project team members were invited to give the same presentation to the BRAG homeowner association on October 16, 2018. The presentation covered the project's purpose and needs, initial environmental analyses, the alternatives considered, and an overview of Alternative C Modified (Appendix G-98). Written comments received from these meetings were recorded in the project's Comment Log (Appendix G-232).

A series of small group meetings, called "Kitchen Table Meetings" (KTMs), were held from September 24, 2018 to May 1, 2019 with landowners and businesses who may be impacted by permanent and/or temporary right-of-way acquisition (Appendix G-133). Primary concerns included existing drainage issues, impacts to access or parking, acquisition and relocation processes, maintaining visibility from the interstates, fencing, and noise. Many of these concerns were discussed during the KTMs or the noise analysis public process (discussed below and in *Part III, Section F – Noise*). Direct impacts will be addressed through the acquisition process, in accordance with INDOT's *Real Estate Division Manual*. Applicable commitments generated during these meetings are included in *Part III, Section J – Environmental Commitments*.

Transportation officials and related stakeholders were invited to the initial Transportation Management Plan (TMP) meeting, held on December 11, 2018 (Appendix G-214). During the meeting, team members described the project, the TMP process, the conceptual maintenance of traffic plan, and next steps. Stakeholders discussed the need for strong communication regarding any closures and potential impacts from other projects in the area. Representatives from Community Health discussed issues with motorists cutting through their campus, and the need for emergency vehicles to maintain access to the hospital. Applicable commitments generated during the initial TMP meeting are included in *Part III, Section J – Environmental Commitments*.

### Noise Meetings

A noise meeting was held on December 17, 2018 at Heritage Christian School to solicit input from residents that were determined to benefit from the construction of noise barriers. Meeting invitations and pre-stamped surveys, which allowed the resident to state whether or not they would like the noise wall associated with their property constructed, were mailed to each benefited resident on December 5, 2018 (Appendix I-39 to I-49). A presentation was given on the noise analysis conducted for the project, and boards showing the locations where noise abatement is likely were made available (Appendix G-110).

Ninety responses were received from the noise-impacted property owners benefited by the noise barriers (Appendix I-49). Of the response received, 81 were in support of the noise barriers being constructed. Additionally, several comments were received from residents and property owners who did not receive a mailing as they were not benefited by the noise barriers presented at the meeting. These comments were about Noise Barrier 8, which was initially determined not reasonable and feasible, and were recorded in the Public Comment Log (Appendix G-232).

Due to an insufficient response rate, a second letter and survey were sent to residents and property owners who did not respond to the first survey (Appendix I-50 to I-59). A total of 771 letters and surveys were sent in February 2019, and 53 responses were received (Appendix I-60). Of the responses received, 45 supported constructing noise barriers.

Following the initial surveys, additional analysis of potential noise abatement was conducted, which included expanding the noise study area where predicted noise impacts extended past the initial study area which is consistent with the INDOT Traffic Noise Procedures and 23 CFR 772. Subsequently, it was determined that a revised Noise Barrier 8 was feasible and reasonable. An additional survey was sent to the noise-impacted property owners benefited by Noise Barrier 8 in July 2019, and a public meeting was held on August 7, 2019 (G-271 to G-290). Ninety-eight letters and surveys were

sent, and 68 responses were received (Appendix I-65). Of the responses received, 63 (56 residences and 7 businesses) were in support of Noise Barrier 8. Five responses, all from adjacent businesses, did not support Noise Barrier 8. Noise is discussed further in *Part III, Section F – Noise*.

#### Consulting Party Meetings

To meet the public involvement requirements of Section 106 of the National Historic Preservation Act, FHWA's initial finding of "No Adverse Effect" was advertised in in the *Indianapolis Star* on April 10 and April 11, 2019. As advertised, the public comment period closed 30 days later on May 11, 2019. FHWA's revised finding of "No Adverse Effect" was advertised in in the *Indianapolis Star* on February 29, 2020. As advertised, the public comment period closed 30 days later on April 2, 2020. The text of the public notices and the affidavit of publications appear in Appendix D-129 to D-134 and Appendix D-185 to D-187. No comments were received. Cultural resources are further discussed in *Part III, Section C – Cultural Resources*.

#### Section 4(f) *De Minimis* Finding – E 71st Street Multi-Use Trail

On June 8, 2020, a notice was placed in the *Indianapolis Star* to offer the public an opportunity to comment on the Section 4(f) *de minimis* finding for the East 71st Street Multi-Use Trail (Appendix G-340). A copy of the legal notice was sent to stakeholders located within approximately 1.5 miles of the trail, including schools, churches, and neighborhood associations, as well as adjoining property owners (Appendix G-343). One general project comment was received, requesting a ramp from I-69 to East 86th Street (Appendix G-346). No comments were received regarding the proposed impacts to the East 71st Street Multi-Use Trail. Section 4(f) Resources are discussed further in *Part III, Section D – Section 4(f) Resources/Section 6(f) Resources*.

#### Public Hearing

The proposed project is being processed as an EA. Per the current INDOT *Public Involvement Manual* the project is required to hold a public hearing. Upon release of the EA for public involvement, a legal advertisement will be placed in a local publication notifying the public of the public hearing and availability of the EA for review. The public will be provided a 30-day comment period. Following the public hearing, if determined appropriate, a request for a Finding of No Significant Impact (FONSI) will be submitted to FHWA. All comments received during this period will be addressed and attached to the FONSI request. If any comments require a change to the EA, an Additional Information document may be prepared and approved by FHWA prior to the submission of the FONSI request to FHWA. The preparation of the FONSI by FHWA will indicate the NEPA process for this project has been completed. Once the NEPA process is completed, a public notice announcing the availability of the FONSI will be advertised in local publications of general circulation.

#### PUBLIC CONTROVERSY ON ENVIRONMENTAL GROUNDS

Will the project involve substantial controversy concerning community and/or natural resource impacts?  Yes  No

At this time, there is no substantial public controversy concerning impacts to the community or to natural resources.

## PART II - GENERAL PROJECT IDENTIFICATION, DESCRIPTION, AND DESIGN INFORMATION

SPONSOR OF THE PROJECT: INDOT INDOT DISTRICT: Greenfield

LOCAL NAME OF THE FACILITY: I-465, I-69, Binford Boulevard, 75th Street, 82nd Street, and Allisonville Road

FUNDING SOURCE (MARK ALL THAT APPLY): Federal  State  Local  Other

### Purpose and Need

The purpose and need statement for this project was approved by INDOT and FHWA in November 2017. The statement was distributed to the stakeholders at the resource agency meeting (RAM) and second CAC meeting, and it was included in the *Interstate Access Document* (Appendix A-1).

The need for the Clear Path 465 project stems from insufficient capacity that causes backups during the peak hours and safety concerns due to a high volume of crashes within the project area.

- Congestion. There is insufficient existing and future capacity in critical roadway segments of the project area, resulting in congestion issues. The results of traffic analyses (discussed further below) show unacceptable Levels of Service (LOS) for both base-year (2015) and design-year (2040) traffic in each direction along critical roadway segments within the project corridor. LOS is a performance measure that represents quality of service, measured on an A – F scale, with LOS A representing the best operating conditions from a traveler’s perspective and LOS F the worst. The entire project area is considered urban, which means the minimally acceptable LOS is D.
- Safety. Between 2013 and 2015, 1,058 crashes were reported within the project area – an average of nearly one crash per day. Contributing factors include traffic congestion and weaving movements. There are also substandard shoulder widths along I-69, which do not provide space for emergency storage of disabled vehicles, enforcement activities, or maintenance activities. Crash data is discussed further below.

The purpose of the Clear Path 465 Project is to improve overall traffic operation by increasing capacity to meet an acceptable LOS (at least LOS D), and to improve safety.

#### Purpose and Need Supporting Data

1. Peak-hour traffic volumes were collected by INDOT in 2014 and 2015. The INDOT Technical Planning and Programming section used the Indiana Statewide Travel Demand Model to assign an annual growth rate to the mainline (0.6%) and ramps (0.3%) in the project area to forecast the 2040 (design year) peak-hour volumes. The adjusted and balanced data was then analyzed to produce an LOS for key segments in the project area. The base-year (2015) and design-year (2040) peak-hour LOS for traffic congestion throughout the project area are summarized in Table 1.
  - a. Eastbound I-465 experiences congestion during both base-year AM and PM peak hours (morning and evening rush hour) on multiple roadway segments. Eastbound I-465 has five mainline lanes over the White River but is reduced to three mainline lanes after the Allisonville Road off-ramp and continuing to I-69. The base-year LOS is E in both the AM and PM peak hours between the Allisonville on-ramp and the Binford Boulevard off-ramp. The same section drops to LOS F for both AM and PM peak hours of the design year.
  - b. The eastbound I-465 to northbound I-69 ramp is a one-lane, low-speed loop ramp. This loop ramp also forms a tight weaving section on northbound Binford Boulevard with the northbound Binford Boulevard loop ramp to westbound I-465. The high demand and low speeds on the eastbound to northbound loop ramp cause queuing that can back up onto the eastbound I-465 mainline lanes, especially in the PM peak hour. This section of eastbound I-465 shows a base-year LOS E in both the AM and PM peak hours. The LOS in the PM peak hour drops to LOS F in the design year.

**Table 1. Existing Design Speeds and LOS Summary**

CRITICAL ROADWAY SEGMENTS	EXISTING # OF LANES	DESIGN SPEED (MPH)	LOS (AM/PM)	
			BASE-YEAR (2015)	DESIGN-YEAR (2040)
EB I-465 – White River to Allisonville Rd	4	70	C/D	D/E
EB I-465 - Inside Allisonville Rd Interchange	3	70	D/D	D/E
EB I-465 – Allisonville Rd On-Ramp to Binford Blvd Off-Ramp	3	70	E/E	F/F
EB I-465 – Binford Blvd Off-Ramp to Loop Ramp	3	70	E/E	E/F
EB I-465 – Loop Ramp to I-69 On-Ramp	3	70	C/C	D/D
SB I-465 – I-69 On-Ramp to 56th St. / Shadeland Ave.	4	70	E/E	F/F
NB I-465 – 56th St. / Shadeland Ave. to I-69 Ramps	4	70	E/E	F/F
WB I-465 – I-69 Ramp to Loop Ramp	3	70	D/C	E/D
WB I-465 – Loop Ramp to I-69 Ramp	3	70	C/C	D/C
WB I-465 – I-69 Ramps to Allisonville Rd (weave)	4	70	F/E	F/F
WB I-465 – Inside Allisonville Rd Interchange	3	70	F/D	F/E
WB I-465 – Allisonville Rd to White River	4	70	E/D	F/D
NB I-69 – I-465 Ramps/Binford Blvd to 82nd St. (weave)	4	55	D/E	E/F
NB I-69 – Inside 82nd St. Interchange	4	55	C/D	C/D
NB I-69 – North of 82nd St.	5	55	C/C	C/D
SB I-69 – North of 82nd St.	5	55	D/C	D/C
SB I-69 – Inside 82nd Street Interchange	4	55	D/C	E/C
SB I-69 – 82nd Street to I-465 Ramps (weave)	5	55	E/C	F/D
NB Binford – 75th St. to NB I-69	2	55	C/C	C/C
NB I-465 to NB I-69/82nd St.	2	50	D/E	D/F
SB I-69 to WB I-465	2	50	C/B	C/C
SB I-69 to SB I-465	2	50	E/D	F/D

Note: Highlighted cells show unacceptable LOS in the base-year and/or the design year.

- a. Southbound I-465 between I-69 and the 56th Street/Shadeland Avenue exit has four mainline lanes but still experiences heavy congestion resulting in LOS E in the base-year AM and PM peak hours. The LOS drops to F in both AM and PM peak hours of the design year.
- b. Northbound I-465 between the 56th Street/Shadeland Avenue on-ramp and the I-69 off-ramp has four mainline lanes but still experiences heavy congestion in the base-year AM and PM peak hours resulting in a base-year LOS E in both the AM and PM peak hours. The LOS drops to F in both AM and PM peak hours of the design year.
- c. Westbound I-465 experiences congestion during both base-year AM and PM peak hours, but especially the AM peak period. Motorists traveling from southbound I-69 to westbound I-465 use a two-lane ramp that drops to one lane after merging with westbound I-465. This lane then acts as an auxiliary lane that exits at the Allisonville Road off-ramp. This leaves three westbound mainline lanes after the Allisonville Road off-ramp. The limited capacity of this weaving section between I-69 and Allisonville Road results in a base-year LOS F in the AM peak hour and LOS E in the PM peak hour. Both AM and PM peak hours are LOS F in the design year. The three-lane section of westbound I-465 after the Allisonville Road off-ramp shows a base-year LOS F in the AM peak hour and LOS D in the PM peak hour. The design-year analysis shows an LOS F in the AM peak hour and LOS E in the PM peak hour.
- d. Southbound I-69 experiences congestion during both base-year and design-year AM and PM peak hours. The segment between the southbound 82nd Street off-ramp and the southbound 82nd Street on-ramp has four mainline lanes. The design-year analysis shows an LOS E in the AM peak hour. Farther south, the left two lanes of southbound I-69 split to southbound Binford Boulevard. This forces most of the heavy I-69 traffic volumes bound for I-465 into the right two lanes upstream of the 82nd Street on-ramp. A problematic weaving movement is caused by the 82nd Street on-ramp traffic entering southbound I-69 and weaving across three

lanes to get to southbound Binford Boulevard before the gore. This weaving movement and the lack of adequate capacity on southbound I-69 causes a base-year LOS E in the AM peak hour, which worsens to LOS F in the design year. Also, the two-lane ramp from southbound I-69 to southbound I-465 operates at LOS E in the base-year AM peak hour and LOS F in the design-year AM peak hour.

- e. Northbound I-69 experiences congestion during the base-year PM peak hour between I-465 and 82nd Street. Traffic from northbound Binford Boulevard and eastbound I-465 going to the northbound 82nd Street off-ramp weaves across two lanes of heavy traffic from northbound I-465. This weaving movement on northbound I-69 causes a base-year LOS E in the PM peak hour and design-year LOS E in the AM peak hour and LOS F in the PM peak hour. Also, the two-lane ramp from northbound I-465 to northbound I-69 operates at LOS E in the base-year PM peak hour and LOS F in the design-year PM peak hour.
2. Specific areas within the interchange have been identified as “high-crash” due to the number and type of crashes. These areas are eastbound I-465 as it approaches the eastbound I-465 to southbound Binford Boulevard off-ramp (large number of rear end crashes), and southbound I-69 just south of the 82nd Street on-ramp (large number of rear end and sideswipe crashes) due to weaving. A summary of crash data is provided in Table 2.

**Table 2. Historical Crash Summary (2013 to 2015)**

CRASH SEVERITY	CRASH LOCATION					
	NB I-69	SB I-69	WB/NB I-465	EB/SB I-465	UNKNOWN DIRECTION	NB/SB BINFORD
Property Damage Only	35	142	302	379	18	10
Injury	10	39	45	68	7	3
Fatality	0	0	0	0	0	0
<b>PROPERTY DAMAGE ONLY (PDO) CRASHES [YEARLY MEAN]</b>						295
<b>INJURY CRASHES [YEARLY MEAN]</b>						57
<b>CRASHES [YEARLY MEAN]</b>						353
<b>CRASHES [3-YEAR TOTAL]</b>						1,058

## Project Description (Preferred Alternative)

COUNTY: Marion

MUNICIPALITY: Indianapolis

Along I-465 from approximately 2.4 miles west of I-69, at the White River Bridge, to 2.2 miles south of I-69, at the I-465 bridge over Fall Creek Road.

LIMITS OF PROPOSED WORK: Along Binford Boulevard from approximately 0.8 mile south of the 75th Street/Binford Boulevard intersection to the I-465/I-69 interchange.

Along I-69, from the I-465 interchange to 1.4 miles north of I-465.

TOTAL WORK LENGTH: 4.4 Mile(s)

TOTAL WORK AREA: 266 Acre(s)

Is an Interstate Access Document (IAD) required?  
 If yes, when did the FHWA grant a conditional approval for this project?

Yes	No
X*	
October 10, 2018	

\* The IAD is located in Appendix A-1

### LOCATION

The project is located on the northeast side of Indianapolis, Marion County, Indiana within the Washington and Lawrence Civil Townships (Appendix B-1). A complete list of Des. Nos. associated with this project is provided in Table A.1 (Appendix A-148). The project limits along I-465 are from approximately 2.4 miles west of I-69, at the White River Bridge, to 2.2 miles south of I-69, at the I-465 bridge over Fall Creek Road. The project limits along Binford Boulevard are from approximately 0.8 mile south of the 75th Street/Binford Boulevard intersection to the I-465/I-69 interchange. The project limits along I-69 are from the I-465 interchange to 1.4 miles north of I-465.

The project has independent utility and logical termini because it will address the safety and capacity issues described above in *Part II - Purpose and Need*. The Clear Path 465 project area is of sufficient length to address any environmental impacts related to its design and construction. This project is a reasonable expenditure even if no additional transportation improvements in the area are made, and it should not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. Therefore, this project meets FHWA criteria for independent utility and logical termini ([www.environment.fhwa.dot.gov/legislation/nepa/guidance\\_project\\_termini.aspx](http://www.environment.fhwa.dot.gov/legislation/nepa/guidance_project_termini.aspx)).

## EXISTING CONDITIONS

I-465 west of the I-69 interchange consists of three travel lanes in each direction plus auxiliary lanes for ramps. East/south of the I-69 interchange, I-465 has four travel lanes in each direction. Noise barrier walls are present along the west side of I-465 between 65th Street and 75th Street. I-69 consists of four travel lanes in each direction. Binford Boulevard has two travel lanes in each direction. The project involves a total of 26 existing bridges and 26 existing culverts, which are summarized in Tables 5 through 7.

The I-465/Allisonville Road interchange was reconfigured in 2014 from a diamond style to a single point urban interchange. The I-465/I-69 interchange is a partial cloverleaf with a semi-directional ramp. The I-69/82nd Street interchange is a folded diamond interchange.

Further details on the existing conditions are described in the *Interstate Access Document* (Appendix A-1).

## PREFERRED ALTERNATIVE

Alternative C Modified is the preferred alternative. Preliminary plans are provided in Appendix B-49 to B-296. The key design elements associated with the recommended alternative are summarized below. The project's primary typical sections are provided in Appendix B-51 to B-57, and overall plan views of the interchanges are shown on B-58 to B-59. For further details, please refer to the *Interstate Access Document* (Appendix A-1) or the *Alternatives Analysis Report* (Appendix A-54).

### Eastbound/Southbound I-465 Mainline

- Eastbound / southbound I-465 will have four mainline lanes inside the I-69 interchange.
- Eastbound I-465 between the White River bridge and Allisonville Road will have four mainline lanes and one auxiliary lane. The eastbound Allisonville Road off-ramp will be modified from a one-lane ramp to a two-lane ramp. The outside lane will exit to Allisonville Road and the second lane is an option lane that allows traffic to either exit or continue on eastbound I-465.
- Eastbound I-465 between Allisonville Road and the I-69 ramps will have four mainline lanes and one auxiliary lane. The auxiliary lane will exit to northbound I-69 and the next lane over (outside through lane) will be an option lane allowing vehicles to either exit towards northbound I-69 or continue onto southbound I-465.
- Southbound I-465 south of I-69 will have four mainline lanes and three lanes from the southbound I-69 to southbound I-465 ramp. The outside two auxiliary lanes will drop resulting in four mainline lanes and one auxiliary lane which exits at the 56th Street/Shadeland Avenue off-ramp.

### Northbound/Westbound I-465 Mainline

- Northbound / westbound I-465 will have four mainline lanes inside the I-69 interchange.
- Northbound I-465 from the 56th Street/Shadeland Avenue on-ramp to the I-69 off-ramps will have four mainline lanes and two auxiliary lanes. The two auxiliary lanes will exit toward northbound I-69 and the next lane over (outside through lane) will be an option lane allowing vehicles to either exit towards northbound I-69 or continue on northbound I-465.
- Westbound I-465 will have six lanes between the I-69 ramps and Allisonville Road. The outside auxiliary lane will exit at the Allisonville Road off-ramp and the next lane over (fifth lane) will be an option lane allowing vehicles to either exit at Allisonville Road or continue on westbound I-465.
- Westbound I-465 from the Allisonville off-ramp to the west end of the project area will have five through lanes and will tie into the existing five lanes on the westbound I-465 bridge over the White River.

#### Northbound/Southbound Binford Boulevard

- Northbound Binford Boulevard north of 75th Street will split from two lanes to three lanes. The left two lanes merge into the eastbound I-465 to northbound I-69 ramp, and after they merge, the outside lane drops and three lanes continue north on I-69. The right northbound Binford Boulevard lane exits to westbound I-465 and 82nd Street.
- Southbound Binford Boulevard will exit southbound I-69 on the right side as a barrier-separated collector distributor (C-D) between 96th Street and 82nd Street. Southbound Binford Boulevard will then continue along the two-lane C-D over 82nd Street and then along the west side of I-69 before crossing under the southbound I-69 to westbound I-465 ramp and I-465 mainline.
- The westbound I-465 Allonsville Road on-ramp will be modified from a ramp that becomes an auxiliary lane to Keystone Avenue to a parallel entrance ramp that ties into the five westbound I-465 through lanes.
- A traffic signal will be installed at the eastbound I-465 to southbound Binford Boulevard ramp terminal to control traffic merging south onto Binford Boulevard.
- A third lane will be added to southbound Binford Boulevard at 75th Street.

#### Northbound/Southbound I-69

- Northbound I-69 begins where the eastbound I-465 to northbound I-69 ramp merges with the northbound I-465 to northbound I-69 ramp. At this location, there will be six mainline northbound I-69 lanes, which continue to 82nd Street. The right lane will drop between 82nd Street and the 82nd street on-ramp, and five northbound I-69 lanes will continue north.
- Southbound I-69 will have four mainline lanes and one auxiliary lane on the north end of the project area. The auxiliary lane and an option lane exit toward 82nd Street and southbound Binford Boulevard while four lanes continue south on I-69. The four southbound lanes split with the left 3 lanes heading toward southbound I-465 and the right two lanes heading toward westbound I-465. The third lane is an option lane that provides access to southbound I-465 and westbound I-465.
- The ramp from 82nd Street to southbound I-69 will be reconstructed to tie into the proposed four southbound I-69 lanes.
- The northbound 82nd Street on-ramp will be reconstructed at the gore to tie into the proposed five lane northbound I-69 lanes.

#### I-465/I-69 System Interchange Ramps

- A two-lane ramp will travel under I-465 and provide a direct connection from eastbound I-465 to northbound I-69.
- Northbound I-465 to northbound I-69 will be a three-lane ramp, which passes over the northbound Binford Boulevard to 82nd Street ramp, and merges to the right of the ramp from eastbound I-465/northbound Binford Boulevard.
- The eastbound I-465 and northbound I-465 ramps to northbound I-69 will be completely separated from local traffic heading to 82nd Street.
- The southbound I-69 to southbound I-465 ramp will be reconstructed to the inside of its existing alignment to provide room to construct the new southbound Binford Boulevard roadway.
- The southbound I-69 to westbound I-465 ramp will provide two lanes, and will be reconstructed to tie into the realigned I-69 and I-465.

#### I-69/82nd Street Interchange

- There will be a dedicated barrier-separated C-D for all movements between 82nd Street and Binford Boulevard.
- A single lane ramp will be added from the northbound I-465 to northbound I-69 ramp to the northbound 82nd Street off-ramp.
- The ramp from 82nd Street to southbound I-69 will be reconstructed. The ramp will split from one lane into two lanes where the right lane will enter the southbound C-D to Binford Boulevard, and the left lane will proceed to I-465 via southbound I-69.

- A new southbound I-69 off-ramp will be constructed north of 82nd Street to provide access from southbound I-69 to 82nd Street and southbound Binford Boulevard.
- All existing signalized I-69 ramp terminals at 82nd Street will be maintained in their existing location.
- Sidewalk and pedestrian signals with refuge islands will be added to the north side of 82nd Street to connect existing sidewalk east and west of the I-69 interchange.

#### I-465/I-69 Service Interchange Ramps and Local Roads

- A service interchange ramp from eastbound I-465 to southbound Binford Boulevard will be provided off the right side of the proposed eastbound I-465 to northbound I-69 ramp. This ramp arrives at a signalized intersection with the southbound I-69 to southbound Binford Boulevard C-D before continuing south on Binford Boulevard. This will allow traffic to safely travel from eastbound I-465 to southbound Binford Boulevard and then turn left (east) onto 75th Street.
- The existing loop ramp from eastbound I-465 to northbound Binford Boulevard will be reconstructed as a single-lane loop ramp for eastbound I-465 to 82nd Street traffic.
- The northbound Binford Boulevard to westbound I-465 ramp will be a single lane loop ramp that will be barrier separated from northbound Binford Boulevard traffic heading towards northbound I-69.
- East 71st Street will be lowered under I-465 to meet the minimum vertical clearance requirements along East 71st Street. The East 71st Street Multi-Use Trail will be barrier-separated.
- Castleton Road will be realigned.
- Existing sidewalks and will be preserved or replaced and upgraded to current standards where needed.

#### Bridge and Culvert Summary

The project involves a total of 26 existing bridges and 26 existing culverts. A total of 16 bridges will be worked on; this includes 12 new bridges and four bridges that will be rehabilitated and widened. Bridge plan excerpts begin on Appendix B-264. The culverts will maintained, repaired, extended and/or replaced as detailed in Table 7. The scope of work and design criteria information for bridges and culverts are summarized in Tables 5, 6, and 7. Additionally, there are numerous drainage pipes that are less than 36-inches in diameter, which are shown on the project roadway plans (Appendix B-67 to B-263).

#### Maintenance of Traffic

Construction will be phased to minimize disruptions to traffic. Construction will be completed off line as much as possible to minimize traffic impacts. The number of phases, the order of construction and the construction durations will be refined during final design. Opportunities to reduce impacts to regional transportation and emergency management stakeholders are being discussed through coordination via TMP meetings (Appendix G-214). Further details are provided in *Part II, Maintenance of Traffic During Construction*.

#### Impact Summary

This project will require approximately 14.076 acres of permanent right-of-way and 4.222 acres of temporary right-of-way, mostly from commercial properties and undeveloped land. A total of seven buildings will be acquired and demolished, and four businesses will be relocated. Natural resource impacts include 9,716 linear feet of streams, 6.090 acres of wetlands, and 20.49 acres of trees, 8.99 of which is considered "suitable summer habitat" for federally protected bat species. There is no adverse effect to cultural resources. The results of noise analyses recommended a total of seven noise barriers to mitigate noise impacts.

#### Evaluation

The preferred alternative will meet the purpose and need of the Clear Path 465 Project by improving overall traffic operation through added capacity to meet the goal of LOS D or better. Additionally, reduced congestion and standard shoulder widths for emergency vehicles, enforcement, and maintenance activities should increase safety along the corridor and decrease the rate of future crashes.



## Other Alternatives Considered

Four other alternatives were considered: No Build and Alternatives A, B, and C. The alternatives are described in detail in the *Alternatives Analysis Report* (Appendix A-54). All build alternatives have common design elements, such as four through-lanes in each direction along I-465 (common elements are described in Appendix A-78). In addition to projected costs and ability to achieve the project's purpose and needs, the project team analyzed the alternatives for driver expectancy, constructability, long-term maintenance, environmental impacts, and utility impacts. The qualitative and quantitative analysis of each alternative is summarized in the Section 3.9 of the *Alternatives Analysis Report* (Appendix A-138). For the purposes of comparing alternatives, preliminary construction costs for the preferred alternative was estimated to be approximately \$90,700,000. (Note, the estimated preliminary costs exclude the common design elements shared by the build alternatives, including added travel lanes along I-465 and associated bridge replacements). A summary of each alternative is provided below.

### NO BUILD

The No Build alternative would leave the existing interstates and ramps within the project area in its current configuration. Congestion, resulting in back-ups during peak and non-peak hours, would continue to increase in lengths and duration, and this would increase safety problems. Likewise, existing maintenance issues and geometric deficiencies would remain.

Detailed traffic analyses demonstrated the No Build Alternative would have major operational failures on almost every leg of the corridor. The results of safety models predicted 305 total crashers per year. Additionally, the No Build Alternative would incur long-term costs to maintain the existing I-465 and I-69 corridor, including, but not limited to, pavement resurfacing or replacement, bridge rehabilitation or replacement, and culvert replacement or lining.

Although the No Build Alternative would incur no environmental or community impacts and no construction costs, it would not improve the capacity or safety issues. Since this alternative would not meet the purpose and need of the project, it was dismissed from further consideration.

**THE NO BUILD 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)

X
X
X

### ALTERNATIVE A

Alternative A would occupy a similar footprint to the preferred alternative. The primary features would include:

- Two-lane "fly-over" direct connection for eastbound I-465 to northbound I-69.
- Additional dedicated off-ramp from eastbound I-465 to southbound Binford Boulevard and 82nd Street.
- Dedicated barrier separated C-D for traffic to 82nd Street from I-465 and Binford Boulevard.
- Westbound I-465 to northbound I-69 would remain at-grade and merge to the right of northbound Binford Boulevard and eastbound I-465 traffic.
- Southbound I-69 to southbound Binford Boulevard off-ramp would have a left-hand exit and pass under I-465.
- Alternative A would consist of 10 new bridges. Included in this option are two I-465 mainline bridges (Bridges 1 and 4), one I-69 mainline bridge (Bridge 10), six 2nd level flyover ramps (Bridges 2, 3, 5, 6, 7, and 8), and one 3rd level flyover ramp (Bridge 9), which spans over I-465. Bridges 5, 6, and 8 would be ramp bridges.

Traffic analyses showed Alternative A would meet the goal of LOS D or better on all segments within the project area. Environmental impacts would be similar to the preferred alternative. Preliminary construction costs were estimated to be

\$96,850,000 (excluding common costs). In addition, the results of the safety analyses were similar to the other build alternatives and an improvement over the No Build Alternative. As a result, Alternative A would meet the project's purpose and need. However, since Alternative A was predicted to cost approximately \$6 million more than the preferred alternative, it was dismissed from further consideration.

## ALTERNATIVE B

Alternative B would occupy a similar footprint to the preferred alternative. The primary features would include:

- Two-lane underpass direct connection for eastbound I-465 to northbound I-69/82nd Street and southbound Binford Boulevard.
- Two-lane exit to 82nd Street from northbound I-69.
- Westbound I-465 to northbound I-69 would pass over the northbound Binford Boulevard and the eastbound I-465 ramps and merge to the left of these movements.
- Southbound I-69 to southbound Binford Boulevard off-ramp would be a left-hand exit and pass over I-465.
- Dedicated collector-distributor road for 82nd Street on-ramp.
- Alternative B would consist of 9 new bridges. Included in this option are two I-465 mainline bridges (Bridges 1 and 4), one I-69 mainline bridge (Bridge 9), five 2nd level flyover ramps (Bridges 2, 3, 5, 6, and 7), and one 3rd level flyover ramp (Bridge 8), which would span over I-465 and taper down to fly under Bridge 3. Bridges 2, 5, and 6 would be ramp bridges.

Traffic analyses showed Alternative B would meet the goal of LOS D or better on all segments. Environmental impacts would be similar to the preferred alternative. In addition, the results of the safety analyses were similar to the other build alternatives and an improvement over the No Build Alternative. As a result, Alternative B would meet the project's purpose and need. Preliminary construction costs were estimated to be \$94,630,000 (excluding common costs). However, since Alternative B was predicted to cost approximately \$4 million more than the preferred alternative, it was dismissed from further consideration.

## ALTERNATIVE C

Alternative C would occupy a similar footprint to the preferred alternative. The primary features would include:

- Two-lane underpass direct connection for eastbound I-465 to northbound I-69 and southbound Binford Boulevard.
- Additional dedicated off-ramp from eastbound I-465 to 82nd Street.
- Dedicated C-D for traffic to 82nd Street from I-465 and Binford Boulevard.
- Westbound I-465 to northbound I-69 would pass over the northbound Binford Boulevard to 82nd Street ramp and merge to the right of I-465 east and Binford Boulevard ramp traffic.
- Southbound I-69 to southbound Binford Boulevard off-ramp would be a right-hand exit that diverges north of 82nd Street and would pass over 82nd Street and under I-465.
- Alternative C would consist of 11 new bridges. Included in this option would be two I-465 mainline bridges (Bridges 1 and 4), one I-69 mainline bridge (Bridge 11), eight 2nd level flyover ramps (Bridges 2, 3, 5, 6, 7, 8, 9, and 10). Bridges 2, 5, 6, 8, 9, and 10 would be ramp bridges.

Traffic analyses showed Alternative C would meet the goal of LOS D or better on all segments. Environmental impacts would be similar to the preferred alternative. The results of safety analyses were similar to the other build alternatives and an improvement over the No Build Alternative. Preliminary construction costs were estimated to be \$92,700,000 (excluding common costs). Therefore, Alternative C presented the best value for the interchange. However, a few issues with Alternative C were identified. Therefore, Alternative C Modified was developed, which has been identified as the preferred alternative. The primary modifications included:

- The two-lane southbound Binford Boulevard ramp was moved to the outside of the southbound I-69 to southbound I-465 ramp.

- The southbound I-69 to southbound I-465 ramp will be relocated to the inside of its existing location while maintaining a 45-mph design speed.
- The proposed westbound I-465 to southbound Binford Boulevard signal will be coordinated with the signal at Binford Boulevard / 75th Street to efficiently serve southbound traffic.

Significant advantages to Alternative C Modified included more economical bridges, improved geometrics, and constructability efficiencies. These modifications mitigate some of the low qualitative ratings and constructability issues with Alternative C. Additionally, Alternative C was predicted to cost approximately \$2 million more than the preferred alternative, therefore it was dismissed from further consideration and Alternative C Modified was identified as the preferred alternative.

## Roadway Character

The project is situated within an urban area with rolling topography. Existing and proposed roadway character information is summarized below in Tables 3 and 4, and further described in the attached *Interstate Access Document* (Appendix A-1) and the preliminary project plans (Appendix B-49 to B-263).

**Table 3. Roadway Classification and Traffic Data**

ROADWAY	FUNCTIONAL CLASSIFICATION	CURRENT ADT (2020)	DESIGN YEAR ADT (2040)	DHV (2040)	TRUCK %	DESIGN SPEED (MPH)	LEGAL SPEED (MPH)
Westbound I-465 west of I-69	Urban Freeway	76,900	84,300	8,430	18	70	55
Eastbound I-465 west of I-69	Urban Freeway	66,700	69,900	6,990	15	70	55
Northbound I-465 east of I-69	Urban Freeway	87,800	91,800	9,180	17	70	55
Southbound I-465 east of I-69	Urban Freeway	74,900	84,400	8,440	16	70	55
Eastbound I-465 to southbound Binford Blvd	Freeway Ramp	5,560	5,600	560	1	40	40
Eastbound I-465 to northbound I-69	Freeway Ramp	15,700	16,700	1,670	6	45	45
Eastbound I-465 to 82nd Street	Freeway Ramp	1,900	2,000	200	9	30	30
Eastbound I-465 to Allisonville Road	Freeway Ramp	14,400	15,300	1,530	1	50	50
Northbound I-465 to northbound I-69	Freeway Ramp	42,800	45,400	4,540	13	55	55
Northbound I-465 to 82nd Street	Freeway Ramp	6,300	6,700	670	4	45	45
Westbound I-465 to Allisonville Road	Freeway Ramp	14,800	15,700	1,570	1	50	50
Northbound Binford Blvd to northbound I-69	Freeway Ramp	16,400	17,400	1,740	9	45	45
Northbound Binford Blvd to westbound I-465	Freeway Ramp	5,400	5,700	570	2	25	25
Northbound Binford Blvd to 82nd Street	Freeway Ramp	4,000	4,200	420	10	45-25	45-25
Southbound Binford Blvd	Freeway Ramp	28,000	31,600	3,160	2	45	45
Northbound I-69 south of 82nd Street	Urban Freeway	65,600	73,900	7,390	8	55	55
Southbound I-69 south of 82nd Street	Urban Freeway	60,900	68,600	6,860	7	55	55
Southbound I-69 north of 82nd Street	Urban Freeway	82,000	92,400	9,240	11	65	65
Northbound I-69 north of 82nd Street	Urban Freeway	75,800	85,400	8,540	11	65	65
Southbound I-69 to southbound I-465	Freeway Ramp	40,600	42,000	4,200	14	45	45
Southbound I-69 to westbound I-465	Freeway Ramp	25,400	26,600	2,660	8	50	50
Southbound I-69 to southbound Binford Blvd	Lower Speed Arterial	24,500	26,000	2,600	2	45-35	45-35
Southbound I-69 to 82nd Street	Freeway Ramp	9,400	10,000	1,000	1	35-25	35-25

ROADWAY	FUNCTIONAL CLASSIFICATION	CURRENT ADT (2020)	DESIGN YEAR ADT (2040)	DHV (2040)	TRUCK %	DESIGN SPEED (MPH)	LEGAL SPEED (MPH)
82nd Street to southbound Binford Blvd	Freeway Ramp	2,800	3,000	300	1	25	25
82nd Street to northbound I-69	Freeway Ramp	10,800	11,500	1,150	2	45	45
82nd Street to southbound I-69	Freeway Ramp	14,800	15,500	1,550	2	25	25
Allisonville Road to Eastbound I-465	Freeway Ramp	12,600	13,000	1,300	2	45	45
Allisonville Road to Westbound I-465	Freeway Ramp	13,700	14,500	1,450	1	45	45

ADT = average daily traffic  
 DHV = design hour volume  
 MPH = miles per hour

**Table 4. Roadway Characteristics**

ROADWAY	NO. OF LANES		TYPE OF LANES		PAVEMENT WIDTH (FEET)		INSIDE/LEFT SHOULDER WIDTH (FEET)		OUTSIDE/RIGHT SHOULDER WIDTH (FEET)		MEDIAN WIDTH (FEET)	
	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED
Westbound I-465 west of I-69	3-5	4-6	Through, Aux.	Through, Aux.	62-75	74-98	5-14	14	10	12	12.5-32.5	30.5
Eastbound I-465 west of I-69	3-5	4-6	Through, Aux.	Through, Aux.	62-75	72-98	5-16	14	10	12	N/A	N/A
Northbound I-465 east of I-69	3-4	4-6	Through, Aux.	Through, Aux.	75-77	74-101.5	17.5	14-17.5	10	12	37	30.5-37
Southbound I-465 east of I-69	3-4	4-7	Through, Aux.	Through, Aux.	75-77	74-113	17	14-17	10-12	12	N/A	N/A
Eastbound I-465 to southbound Binford Blvd	1	1-3	Through	Through, Aux.	24	30-52	7	4-6	2	8-12	N/A	N/A
Eastbound I-465 to northbound I-69	1	2	Through	Through	26	42-48	4	4-12	4	12	N/A	N/A
Eastbound I-465 to 82nd Street	N/A	1	N/A	Through	N/A	28-32	N/A	4	N/A	8	N/A	N/A
Eastbound I-465 to Allisonville Road	1-3	2-3	Through, Aux.	Through, Aux.	37-62	40-54	4-10	4-6	8-10	12	N/A	N/A
Northbound I-465 to northbound I-69	2	3	Through	Through	36-51	58-60	2-14	10-12	8-10	12	N/A	N/A
Northbound I-465 to 82nd Street	N/A	1	N/A	Through	N/A	34	N/A	6	N/A	12	N/A	N/A
Westbound I-465 to Allisonville Road	2-4	2-4	Through, Aux.	Through, Aux.	42-64	38-64	6	4-6	10-12	10	N/A	N/A
Northbound Binford Blvd to northbound I-465	2-3	2-4	Through, Aux.	Through, Aux.	38-49	38-70	4-7	4-14	10-22	10-19	36-61	15-37
Northbound Binford Blvd to westbound I-465	1	1	Through	Through	25	28-32	2	4	5	8-12	N/A	N/A
Northbound Binford Blvd to 82nd Street	N/A	1-5	N/A	Through, Aux.	N/A	28-72	N/A	2-19	N/A	8-17	N/A	N/A
Southbound Binford Blvd	2-5	3-6	Through, Aux.	Through, Aux.	38-75	52-86	4-6	4-6	7-12	10	N/A	N/A
Northbound I-69 south of 82nd Street	4-5	3-6	Through, Aux.	Through, Aux.	60-72	62-100	5-7	14	10-12	14	12-16	30.5
Southbound I-69 south of 82nd Street	5	4-5	Through, Aux.	Through, Aux.	72-77	76-88	3-6	14	10-12	14	N/A	N/A
Northbound I-69 north of 82nd Street	4-5	5-6	Through, Aux.	Through, Aux.	62-75	76-100	5	5-14	10-12	12-14	10.5	30.5-11.5
Southbound I-69 north of 82nd Street	4-5	4-5	Through, Aux.	Through, Aux.	63-76	76-79	5	14	10-12	14	N/A	N/A
Southbound I-69 to southbound I-465	2	3	Through	Through, Aux.	35-40	56-62	2-6	10-14	8-10	10-12	N/A	N/A
Southbound I-69 to westbound I-465	2	2	Through	Through	38-40	38-42	4-5	4-6	10-12	10-12	N/A	N/A
Southbound I-69 to southbound Binford Blvd	N/A	2	N/A	Through	N/A	30-61	N/A	4-21	N/A	4-12	N/A	N/A

ROADWAY	NO. OF LANES		TYPE OF LANES		PAVEMENT WIDTH (FEET)		INSIDE/LEFT SHOULDER WIDTH (FEET)		OUTSIDE/RIGHT SHOULDER WIDTH (FEET)		MEDIAN WIDTH (FEET)	
	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED
Southbound I-69 to 82nd Street	1-4	1-4	Through, Aux.	Through, Aux.	26-49	30-67	1-5	4-7	8-10	10-12	N/A	N/A
82nd Street to southbound Binford Blvd	N/A	1	N/A	Through	N/A	30-32	N/A	6	N/A	8-10	N/A	N/A
82nd Street to northbound I-69	1	1	Through	Through	28	28-30	4	4	8	8-10	N/A	N/A
82nd Street to southbound I-69	1-2	1-2	Through, Aux.	Through, Aux.	26-38	30-40	1-4	6	6-10	8-10	N/A	N/A
Allisonville Road to Eastbound I-465	2	3-2	Through, Aux.	Through, Aux.	50-65	49-64	13	12	12	12-16	N/A	N/A
Allisonville Road to Westbound I-465	1-2	1-2	Through, Aux.	Through, Aux.	42-50	30-38	4-6	4	8-10	10	N/A	N/A

N/A = Not Applicable

Aux. = Auxiliary

## Design Criteria for Bridges

The project involves a total of 26 existing bridges and 26 existing culverts. A total of 16 bridges will be worked on; this includes 12 new bridges and four bridges that will be rehabilitated and widened. Bridge plan excerpts begin on Appendix B-264. The culverts will maintained, repaired, extended and/or replaced as detailed in Table 7. The scope of work and design criteria information for bridges and culverts are summarized in Tables 5, 6, and 7. Additionally, there are numerous drainage pipes that are less than 36-inches in diameter, which are shown on the project roadway plans (Appendix B-67 to B-263).

**Table 5. Existing and Proposed Bridge Summary**

NO.	BRIDGE NUMBER <sup>1</sup>	CROSSING	SCOPE OF WORK (APPENDIX PAGE)	BRIDGE TYPE	
				EXISTING	PROPOSED
1	I465-125-02377 BNBL I465-125-10426 WBL	I-465 westbound over I-69 southbound to I-465 southbound ramp, former railroad, southbound Binford Blvd	Demolish existing. New bridge moved off-line to the north (B-265)	Continuous Composite Steel Beam	Continuous Composite Prestressed Bulb-Tee Beam
2	I465-125-02377 JCSBL I465-125-10427 EBL	I-465 eastbound over I-69 southbound to I-465 southbound ramp, former railroad, southbound Binford Blvd	Demolish existing. New bridge moved off-line to the north (B-267)	Continuous Composite Steel Beam	Continuous Composite Prestressed Bulb-Tee Beam
3	I465-125-05270 BNBL I465-125-10428 WBL	I-465 westbound over I-69, Binford Blvd, I-465 eastbound to I-69 northbound ramp	Demolish existing. New bridge moved off-line to the north (B-269)	Continuous Composite Steel Beam	Continuous Composite Prestressed Bulb-Tee Beam
4	I465-125-05270 JCSBL I465-125-10429 EBL	I-465 eastbound over I-69, Binford Blvd, I-465 eastbound to I-69 northbound ramp	Demolish existing. New bridge moved off-line to the north (B-271)	Continuous Composite Steel Beam	Continuous Composite Steel Beam

NO.	BRIDGE NUMBER <sup>1</sup>	CROSSING	SCOPE OF WORK (APPENDIX PAGE)	BRIDGE TYPE	
				EXISTING	PROPOSED
5	I465-125-05271B I465-125-10430 SBL	I-69 southbound to I-465 southbound ramp over northbound Binford Blvd	Demolish existing. New bridge moved off-line to the north (inside of existing) (B-273)	Continuous Composite Steel Beam	Continuous Composite Prestressed Bulb-Tee Beam
6	I465-125-10431 SBL	I-465 southbound Ramp to I-69 northbound over I-69, former railroad, southbound Binford Blvd	New bridge (B-275)	N/A	Continuous Composite Prestressed Bulb-Tee Beam
7	I465-125-10432 SBL	I-69 southbound to I-465 westbound over former railroad, southbound Binford Blvd	New bridge (B-277)	N/A	Continuous Composite Prestressed Bulb-Tee Beam
8	I465-125-10433 NBL	I-465 northbound ramp to I-69 northbound over northbound Binford Blvd	New bridge (B-279)	N/A	Continuous Composite Prestressed Bulb-Tee Beam
9	I69-200-10434 NBL	I-69 northbound collector-distributor (C-D) ramp to 82nd Street over 82nd Street	New bridge (B-281)	N/A	Continuous Composite Prestressed Bulb-Tee Beam
10	I69-200-05307 BNBL	I-69 northbound over 82nd Street	Deck replacement and widening with semi-integral end bents (B-283)	Continuous Composite Steel Beam	Continuous Composite Steel Beam
11	I69-200-05307 JCSBL	I-69 southbound over 82nd Street	Deck replacement and widening with semi-integral end bents (B-283)	Continuous Composite Steel Beam	Continuous Composite Steel Beam
12	I69-200-10435 SBL	82nd Street southbound on-ramp to southbound Binford Blvd over 82nd Street	New bridge (B-285)	N/A	Continuous Composite Prestressed Bulb-Tee Beam
13	I69-200-10436 SBL	I-69 southbound ramp to southbound Binford Blvd over 82nd Street	New bridge (B-287)	N/A	Continuous Composite Prestressed Bulb-Tee Beam
14	I69-200-10437 SBL	I-69 southbound ramp to southbound Binford Blvd over 82nd Street on-ramp	New bridge (B-289)	N/A	Continuous Composite Prestressed Bulb-Tee Beam
15	I465-124-05268 CNBL	I-465 northbound over East 71st Street and East 71st Street Multi-Use Trail	Deck replacement and widening with semi-integral end bents (B-291)	Continuous Composite Steel Beam	Continuous Composite Steel Beam
16	I465-124-05268 CSBL	I-465 southbound over East 71st Street and East 71st Street Multi-Use Trail	Deck replacement and widening with semi-integral end bents (B-291)	Continuous Composite Steel Beam	Continuous Composite Steel Beam
17	I465-123-05267 CNBL	I-465 northbound over Fall Creek Road	Temporary striping (B-156)	Continuous Steel Beam	N/A
18	I465-123-05267 JCSB	I-465 southbound over Fall Creek Road	Temporary striping (B-156)	Continuous Steel Beam	N/A
19	I465-124-09121	East 75th Street over I-465	No work on the bridge. Added travel lanes/resurfacing beneath. (B-85)	Prestressed Concrete Continuous Tee Beam	N/A

NO.	BRIDGE NUMBER <sup>1</sup>	CROSSING	SCOPE OF WORK (APPENDIX PAGE)	BRIDGE TYPE	
				EXISTING	PROPOSED
20	I465-125-09122 EBL	East 82nd Street eastbound over I-465 eastbound/westbound	No work on the bridge. Added travel lanes/resurfacing beneath. (B-127)	Prestressed Concrete Continuous Tee Beam	N/A
21	I465-125-09630 WBL	East 82nd Street westbound over I-465 eastbound/westbound	No work on the bridge. Added travel lanes/resurfacing beneath. (B-128)	Prestressed Concrete Continuous Tee Beam	N/A
22	I465-126-09117	Allisonville Road over I-465 eastbound/westbound	No work on the bridge. Added travel lanes/resurfacing beneath. (B-123)	Continuous Steel Girder A	N/A
23	I465-127-05255 CEBL	I-465 eastbound over White River and Town Run Trail	Temporary striping (N/A <sup>2</sup> )	Continuous Steel Beam	N/A
24	I465-127-05255 CWBL	I-465 westbound over White River and Town Run Trail	Temporary striping (N/A <sup>2</sup> )	Continuous Steel Beam	N/A
25	I465-123-04864 CNBL	I-465 northbound over Fall Creek and Fall Creek Trail	Temporary striping (N/A <sup>2</sup> )	Continuous Steel Beam	N/A
26	I465-123-04864 JDSB	I-465 southbound over Fall Creek and Fall Creek Trail	Temporary striping (N/A <sup>2</sup> )	Continuous Steel Beam	N/A

<sup>1</sup> If two numbers are provided, the first number is the existing bridge and the second number is the proposed new bridge.

<sup>2</sup> Not shown on preliminary plan set. Bridges are outside project area except for limited maintenance of traffic work.

**Table 6. Proposed Bridge Design Criteria**

NO.	NO. OF SPANS		WEIGHT RESTRICTIONS (TONS)		HEIGHT RESTRICTIONS (FEET)		CURB TO CURB WIDTH (FEET)		OUTSIDE TO OUTSIDE WIDTH (FEET)		SHOULDER WIDTH (FEET)		LENGTH OF CHANNEL WORK (FEET)
	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	
1	4	3	N/A	None	Min. 19.3	18.9	64.6	85.9	67.4	88.7	Lt: 10.7 Rt: 5.9	Lt: 12 Rt: 13.9	N/A
2	4	3	N/A	None	Min. 19.3	20.2	Approx. 66.5-74.7	73.9	Approx. 69.1-77.3	76.7	Lt: 5.9 Rt: 4.9	Lt: 13.9 Rt: 12	N/A
3	2	2	N/A	None	14.5	18.9	60.3- 64.4	86.6-95.2	63- 67	89.4-98.2	Lt: 5.3 Rt: 4.3	Lt: 12 Rt: 13.9	N/A
4	2	2	N/A	None	14.5	18.2	63.4-74.6	88.5-98.7	66.1-77.3	91.3-101.6	Lt: 4.3 Rt: 5.3	Lt: 13.9 Rt: 12	N/A
5	N/A	2	N/A	None	N/A	16.8	N/A	61.7	N/A	64.7	N/A	12-13.7	N/A
6	N/A	3	N/A	None	N/A	19.7	N/A	56.3-61.5	N/A	59.3-64.5	N/A	5.7-12	N/A
7	N/A	2	N/A	None	N/A	17.3	N/A	41.67	N/A	44.7	N/A	5.7-12	N/A
8	N/A	1	N/A	None	N/A	16.9	N/A	60	N/A	63	N/A	12	N/A
9	N/A	2	N/A	None	N/A	15.0	N/A	42	N/A	45	N/A	Lt: 6 Rt: 12	N/A
10	2	2	None	None	14.6	14.6	72.3	100	75.2	102.8	4.7-5.4	13.7-14.6	N/A



NO.	NO. OF SPANS		WEIGHT RESTRICTIONS (TONS)		HEIGHT RESTRICTIONS (FEET)		CURB TO CURB WIDTH (FEET)		OUTSIDE TO OUTSIDE WIDTH (FEET)		SHOULDER WIDTH (FEET)		LENGTH OF CHANNEL WORK (FEET)
	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	EXISTING	PROPOSED	
11	2	2	None	None	15.4	15.5	72.4	90.2	75.2	93	4.7-5.4	14-15.9	N/A
12	N/A	2	N/A	None	N/A	15.4	N/A	32	N/A	35	N/A	Lt: 6 Rt: 10	N/A
13	N/A	2	N/A	None	N/A	18.1	N/A	42	N/A	45	N/A	Lt: 6 Rt: 12	N/A
14	N/A	2	N/A	None	N/A	16.5	N/A	42	N/A	45	N/A	Lt: 6 Rt: 12	N/A
15	2	2	None	None	13.8	14.5	76.2	101.4	79.1	104.2	11.8- 16.6	12-17.4	N/A
16	2	2	None	None	14.1	15.3	76.2	112.9	79.1	115.7	11.8- 16.6	12-16.9	N/A

Note: Design criteria is not applicable for bridges 17 to 26 (discussed above in Table 5).

Lt = left; Rt = right

**Table 7. Culvert Summary**

NO.	CULVERT/BIAS NUMBER	APPENDIX PAGE	LOCATION	WATERBODY	SCOPE OF WORK	CULVERT TYPE		STRUCTURE LENGTH (FT)		LENGTH OF CHANNEL WORK (FT)
						EXISTING	PROPOSED	EXISTING	PROPOSED	
1	CV I-465-049-34.78	B-68	1.53 miles east of Keystone Ave	Near UNT 2 to White River <sup>1</sup>	Repair - Line pipe	50" x 31" CMP	HDPE Liner	300	300	N/A
2	CV I-465-049-34.96	B-69	1.71 miles east of Keystone Ave	UNT 2 to White River	Existing structure remains in place	91" x 58" RCEP	N/A	341	N/A	73
3	CV I-465-049-35.31 L	N/A <sup>3</sup>	Located below Allisonville Road just north of intersection.	UNT 2 to White River	Existing structure remains in place	72" RCP	N/A	251	N/A	N/A
4	CV I-465-049-35.31 R	N/A <sup>3</sup>	Located below Allisonville Road just south of intersection.	UNT 2 to White River	Existing structure remains in place	91" x 58" RCEP	N/A	276	N/A	30
5	CV I-465-049-35.76 R	B-71	Located below west end of 82nd Street bridge	Near UNT 1 to Allison Run <sup>1</sup>	Existing structure remains in place	36" x 72" RCB	N/A	323	N/A	N/A
6	CV I-465-049-35.77	B-72	2.55 miles east of Keystone Ave	UNT 1 to Allison Run	Repair - Extend pipe	53" x 34" RCEP	53" x 34" RCEP	218	258	51
7	CV I-465-049-35.85	B-72, B-73	2.62 miles east of Keystone Ave	UNT 2 to Allison Run	Repair - Extend pipe	53" x 34" RCEP	53" x 34" RCEP	243	334	118 <sup>2</sup>
8	CV I-465-049-36.15	B-75	2.92 miles east of Keystone Ave	Howland Ditch	Existing structure remains in place	199" x 121" SSPA w/steel liner	N/A	240	N/A	N/A
9	Str. 465-77 (No asset tag)	B-77	3.1 miles east of Keystone Ave	UNT 1 to Howland Ditch	Replacement	30" RCP	42" Circular Pipe	165	245	272 <sup>2</sup>
10	CV I-465-049-36.72 R	B-199	3.5 miles east of Keystone Ave	UNT 1 to Hillsdale Run	Replacement	105" x 75" CMP	120" x 60" RCB	185	266	298 <sup>2</sup>
11	CV I-465-049-36.75	B-80	3.51 miles east of Keystone Ave	UNT 1 to Hillsdale Run	Repair - Line pipe	84" CMP	Steel Liner	611	562	687 <sup>2</sup>
12	CV I-465-049-36.86 R	B-160	3.62 miles east of Keystone Ave (Located under Binford Blvd)	UNT 2 to Hillsdale Run	Replacement	48" CMP	60" Circular Pipe	224	235	255 <sup>2</sup>
13	CV I-465-049-37.41	B-87	0.6 mile south of I-69	Blue Creek	Replacement	117" x 79" CSPA	168" x 96" RCB	347	330	377
14	CV I-465-049-37.50	B-88	0.69 mile south of I-69	UNT 3 to Blue Creek	Replacement	72" x 52" CMP	84" Circular Pipe	276	283	301
15	CV I-465-049-37.88	B-92	1.07 miles south of I-69	UNT 5 to Blue Creek	Replacement	84" x 54" CSPA	Deformed Pipe, 40 SFT	277	291	307
16	CV I-465-049-37.76	B-147	1.2 miles south of I-69	Near UNT 5 to Blue Creek <sup>1</sup>	Replacement	36" CMP	42" Circular Pipe	303	303	N/A
17	CV I-465-049-38.22	B-150	1.36 miles south of I-69	Wetland AX /AW <sup>1</sup>	Replacement	49" x 33" CMP	60" x 36" RCB	215	258	N/A
18	CV I-465-049-38.39	B-178	1.5 miles south of I-69	Wetland AY <sup>1</sup> /UNT 1 to Garden Run	Replacement	36" CMP	Deformed Pipe, 8.9 SFT	247	201	N/A
19	CV I-69-049-200.11	B-181	0.11 mile north of I-465	Wetland AI/AH <sup>1</sup>	Structure will be removed	48" x 33" CMP	N/A	80	N/A	N/A
20	CV I-69-049-200.15	B-181	0.16 mile north of I-465	UNT 1 to Hillsdale Run	Structure will be removed	103" x 71" CMP	N/A	253	N/A	562 <sup>2</sup>
21	CV I-69-049-200.18 R	B-107	0.18 mile north of I-465	UNT 1 to Hillsdale Run	Replacement	96" x 66" CMP	96" x 60" RCB	113	385	
22	CV I-69-049-200.71	B-215	0.70 mile north of I-465	UNT 7 to Howland Ditch	Replacement	60" x 36" CSPA	84" x 48" RCB	295	370	395
23	CV I-69-049-200.90 L	B-213	0.9 mile north of I-465	Howland Ditch	Repair or Replace. Utilizing onsite detention, pipe may be lined.	Twin 60" CMP	Pipe Liner	305	305	339 <sup>2</sup>
24	CV I-69-049-200.92	B-213-	0.92 mile north of I-465	Howland Ditch	Repair or Replace. Utilizing onsite detention, pipe may be extended and lined.	Twin 54" x 58" CMP	Pipe Liner	490	490	520 <sup>2</sup>
25	CV I-69-049-200.93 R	B-231	0.93 mile north of I-465	Howland Ditch	Repair or Replace. Utilizing onsite detention, pipe may be extended and lined.	Twin 54" CMP	120" x 48" RCB	228	228	258 <sup>2</sup>
26	CV I-69-049-05.1	B-225	1.18 miles north of I-465	UNT 9 to Howland Ditch	Replacement	43" x 27" CSPA	120" x 48" RCB on new alignment	210	160	250 <sup>2</sup>

<sup>1</sup> Non-jurisdictional drainage feature or wetland (channel work is not applicable)

<sup>2</sup> Impacts to this stream extend beyond subject culvert

<sup>3</sup> Culverts CV I-465-049-35.31 L and CV I-465-049-35.31 R will be shown on ramp alignment plans, which are not included in the attached preliminary plan set in Appendix B.

UNT = unnamed tributary; " = inch; CMP = corrugated metal pipe; RCEP = reinforced concrete elliptical pipe; SSPA = structural steel plate arch; RCP= reinforced concrete pipe; RCB = reinforced concrete box; CSPA= corrugated steel pipe arch; HDPE = high density polyethylene; SFT = square feet

## Maintenance of Traffic During Construction

	YES	NO
Is a temporary bridge proposed?		X
Is a temporary roadway proposed?	X	
Will the project involve the use of a detour or require a ramp closure? (describe in remarks)	X	
Provisions will be made for access by local traffic and so posted.	X	
Provisions will be made for through-traffic dependent businesses.	X	
Provisions will be made to accommodate any local special events or festivals.	X	
Will the proposed maintenance of traffic (MOT) substantially change the environmental consequences of the action?		X
Is there substantial controversy associated with the proposed method for MOT?		X

The project is tentatively scheduled to begin in 2022 and expected to last year-round through 2024. As discussed in *Part I - Public Involvement*, an initial meeting with TMP stakeholders was held on December 11, 2018 (Appendix G-214). In order to minimize impacts during construction, additional TMP meetings are planned to gain stakeholder feedback as the design progresses. Applicable commitments generated during the initial TMP meeting are included in *Part III, Section J – Environmental Commitments*.

A summary of the MOT is provided below:

- To the extent practicable, construction will occur off-line to minimize lane closures and other impacts to motorists.
- The MOT for the project will require several phases. The majority of the work will be completed within 3 years.
- The final MOT design plans will keep as many existing I-465 lanes open as possible for the duration of construction.
- The interstate to interstate system movements at the I-465/I-69 interchange will primarily remain open during construction. The use of temporary roadways within the interchange is anticipated.
- The loop ramp from northbound Binford Boulevard to westbound I-465 will remain closed during construction. An official detour will be provided for this ramp traffic throughout the entire closure period.
- The I-69/82nd Street interchange will likely have periods of restricted access for one or more movements.
- East 71st Street and the associated East 71st Street Multi-Use Trail will have some closures and restrictions. The official detour will use Shadeland Avenue, East 75th Street, and Binford Boulevard, a distance of approximately 2 miles. The duration of the road and trail closures are still under consideration between INDOT and DPW. (See *Part III, Section D – Section 4(f) Resources/Section 6(f) Resources* for further discussion of the impacts to the trail).
- 82nd Street will remain open during construction.
- Short-term ramp closures will be required throughout the project limits.

The preliminary phasing summary is provided on Appendix B-60. Preliminary detours are shown on Appendix B-61 to B-66. The closures and lane restrictions will cause delays and queuing for traveling motorists. The MOT will be finalized further along in the design process. Additional coordination with TMP stakeholders, including Community Hospital, schools, DPW, and emergency services, will occur. Applicable commitments from this coordination will be incorporated into the contract. All inconveniences will cease upon project completion.

## Estimated Project Cost and Schedule

The lead Des. for this project, Des. No. 1400075, was listed in the 2020-2024 Statewide Transportation Improvement Program (STIP), as incorporated on July 2, 2019 (Appendix H-1). The project is located within the Indianapolis Metropolitan Planning Organization (MPO). It is listed in the 2020-2024 Indianapolis Regional Transportation Improvement Program (IRTIP), which was incorporated by reference into the STIP on July 2, 2019 (Appendix H-2). According to INDOT's records, the project's costs are being updated in the IRTIP and STIP (Appendix H-3). The new costs are reflected below:

Engineering: \$33,275,364 (2017-2025)

Right-of-Way: \$14,088,250 (2020-2025)

Construction: \$290,470,500 (2022-2024)

Anticipated Start Date of Construction: Spring 2022

Note, the above total project costs are not comparable to the estimated partial project costs discussed in *Part II, Other Alternatives Considered* section.

## Right-of-Way

**Table 8. Right-of-Way**

LAND USE IMPACTS	AMOUNT (ACRES)	
	PERMANENT	TEMPORARY
Residential	0.017	0.180
Commercial	5.326	3.374
Agricultural	0.000	0.000
Undeveloped – Forest	8.585	0.155
Industrial (Deflecto, LLC)	0.038	0.279
Skiles Test Elementary School	0.110	0.000
Local Government	0.000	0.234
<b>TOTAL</b>	<b>14.076</b>	<b>4.222</b>

This project requires approximately 14.076 acres of permanent right-of-way and 4.222 acres of temporary right-of-way. Amounts and land use impacts are summarized in Table 8. The majority of the permanent right-of-way includes approximately 8.585 acres of undeveloped forested land on the northwest corner of the I-465/I-69 interchange and 5.326 acres of commercial properties along I-69. The proposed right-of-way is shown on the preliminary plans (Appendix B-67 to B-263). The proposed right-of-way from residential properties include:

- 0.017 acre of permanent right-of-way from the Veridian Castleton apartments, located southwest of the I-465/I-69 interchange;
- 0.074 acre of temporary right-of-way from Crown Senior Living, located northeast of the I-465/I-69 interchange; and,
- 0.106 acre of temporary right-of-way from Miller’s Senior Living Community, located east of I-69 at the northern project terminus.

The temporary right-of-way located along the east side of I-69 from the I-465/I-69 interchange to the northern project terminus is for a safety buffer to create space between the construction limits and private property. There will be no ground disturbance within this area, and the properties will be fully restored upon completion.

The 0.110 acre of property required from Skiles Test Elementary School is a strip of unused forested land along East 71st Street that will not affect school facilities, activities, or access (Appendix B-294).

Seven commercial structures will be acquired: a vacant one-story office building, two commercial buildings supporting car care, auto glass, and plumbing services, a hotel, a small outbuilding used for storage, a gazebo, and a car dealership. The buildings are shown in the Building Removals figure (Appendix B-11). This results in four business relocations. No residential or farm relocations are planned.

In accordance with the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), a Categorical Exclusion Level 1 (CE-1) document was completed September 11, 2018 for advanced acquisition of right-of-way (Appendix J-1). The CE-1 concluded that the advanced acquisition of right-of-way from these isolated properties has independent utility, will not cause any adverse environmental impacts, and will not limit the choice of reasonable alternatives or prevent an impartial decision between alternatives. Initially, real estate offers were made to willing sellers using this process. However, as the project development process progressed, INDOT determined that State funds would be utilized to acquire right-of-way for this project. The right-of-way acquisition process is on-going.

If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately.

# PART III - IDENTIFICATION AND EVALUATION OF IMPACTS OF THE PROPOSED ACTION

## Section A – Ecological Resources

### Streams, Rivers, Watercourses & Jurisdictional Ditches

- Federal Wild and Scenic Rivers
- State Natural, Scenic or Recreational Rivers
- Nationwide Rivers Inventory (NRI) listed
- Outstanding Rivers List for Indiana
- Navigable Waterways

PRESENCE	IMPACTS	
	YES	NO
X	X	
X		X
X		X

Based on a desktop review, aerial maps of the project area (Appendix B-6 to B-10), U.S. Geological Survey (USGS) topographic maps (Appendix B-2 to B-5), and the water resources map in the Red Flag Investigation (RFI) report (Appendix E-17 to E-19), there are six mapped rivers and streams located within the 0.5-mile search radius. All six of these (West Fork of the White River, Dry Run, Hillsdale Run, Blue Creek, and an unnamed tributary (UNT) to Blue Creek) are located within or directly adjacent to the project limits. Based on a review of the Marion County Soil Survey (U.S. Department of Agriculture [USDA], 1978) mapping, seven additional historic drainage features were noted within the project area.

A waters determination and formal wetland delineations were conducted during site visits on August 30-31, September 1-2, 6-8, 12-16, and 19, 2016, September 14 and 21, 2017, and April 5, 12, and 19, 2018 by Parsons (2016-2018 site visits), to determine the presence of jurisdictional streams and wetlands within the project. Parsons identified 31 likely jurisdictional streams (23,476 linear feet) within the survey limits. On August 23, 2018, a jurisdictional determination field review was held with the U.S. Army Corps of Engineers (USACE), the Indiana Department of Environmental Management (IDEM), the INDOT Ecology and Waterway Permitting Office (EWPO), and Parsons to review the features and determine jurisdictional boundaries between what features should be considered Waters of the U.S. and what features should be considered Waters of the State. INDOT-EWPO approved the *Waters of the U.S. Report* on October 9, 2018 (Appendix F-1 to F-82).

After the jurisdictional determination field review, the project limits were revised to include an additional area on the northwest side of I-69 that would be potentially impacted by maintenance of traffic. Parsons conducted field work on October 2, 2018 to review the additional area for the presence of jurisdictional streams and wetlands. One additional stream totaling 705 linear feet, UNT to Brehner Brook, was identified in the revised study area. On May 1, 2019, a jurisdictional determination field review for the additional area was held with USACE, IDEM, INDOT-EWPO, and Parsons. The jurisdiction of this additional stream was confirmed. INDOT-EWPO approved the Addendum to the *Waters of the U.S. Report* (Addendum #1) on October 24, 2019 (Appendix F-83 to F-101).

On April 21, 2020, USEPA and USACE published the *Navigable Waters Protection Rule* in the Federal Register to finalize a revised definition of “waters of the United States” under the Clean Water Act. This change will likely result in the jurisdictional determinations for streams within this project. These changes will be addressed during the permitting process.

USACE makes all final determinations regarding jurisdiction. USACE provided a jurisdictional determination letter on October 24, 2019 (Appendix F-102 to F-103). All 33 streams were confirmed. Each stream is summarized in Table 9. Detailed descriptions of each stream, including Headwater Habitat Evaluation Index (HHEI) or Qualitative Habitat Evaluation Index (QHEI) evaluations, can be found in the *Waters of the U.S. Report* and in Addendum #1 in Appendix F-83 to F-101.

**Table 9. Stream Impacts**

STREAM NAME	CLASSIFICATION	OHWM WIDTH* (FEET)	OHWM DEPTH* (INCHES)	USGS BLUE-LINE (YES/NO)	RIFFLES/POOLS (YES/NO)	LENGTH IN STUDY AREA (LINEAR FEET)	STREAM IMPACTS (LINEAR FEET)	STREAM SUBSTRATE	QUALITY**	QHEI/HHEI SCORE
UNT 1 to the White River	Intermittent	11.5	20	No	Yes/No	158	N/A	Cobble, Gravel, Sand, Silt	Average	42
UNT 2 to the White River	Intermittent	9.5	20	No	No/No	4,236	103	Gravel, Sand, Silt	Poor	39
UNT 3 to the White River	Intermittent	6.5	9	No	No/No	1,954	N/A	Riprap, Concrete, Gravel, Sand, Silt	Poor	30
UNT 4 to the White River	Ephemeral	6.0	6	No	No/No	84	N/A	Riprap, Silt	Poor	28
UNT 1 to Allison Run	Ephemeral	4.0	7	No	No/No	287	287	Riprap, Gravel, Silt	Poor	24
UNT 2 to Allison Run	Ephemeral	9.0	5	No	No/No	304	304	Riprap, Silt	Poor	28
Howland Ditch (Section 1)	Perennial	12.0	6	Yes	No/No	306	306	Riprap, Gravel, Sand, Silt	Poor	48
Howland Ditch (Section 2)	Perennial	7.0	6	Yes	No/No	1,397	1,095	Concrete, Riprap, Sand, Silt	Poor	34
UNT 1 to Howland Ditch	Ephemeral	4.5	9	No	No/No	1,234	1,221	Riprap, Sand, Silt	Poor	33
UNT 2 to Howland Ditch	Ephemeral	1.5	6	No	No/No	1,224	254	Riprap, Gravel, Sand, Silt	Poor	15
UNT 3 to Howland Ditch	Intermittent	5.0	6	No	No/No	238	N/A	Silt, Woody Debris	Poor	28
UNT 4 to Howland Ditch	Ephemeral	3.5	8	No	No/No	349	N/A	Silt, Woody Debris	Poor	23
UNT 5 to Howland Ditch	Intermittent	3.5	10	No	No/Yes	378	102	Silt, Woody Debris	Poor	58
UNT 6 to Howland Ditch	Ephemeral	4.0	12	No	No/No	91	N/A	Silt, Woody Debris	Poor	23
UNT 7 to Howland Ditch	Intermittent	4.0	12	No	No/No	875	395	Gravel, Silt, Woody Debris, Fine Detritus	Poor	26
UNT 8 to Howland Ditch	Ephemeral	1.5	10	No	No/No	118	N/A	Gravel, Sand, Silt	Poor	17
UNT 9 to Howland Ditch	Intermittent	5.0	9	No	No/No	2,332	2,332	Gravel, Sand, Silt	Poor	32
UNT 10 to Howland Ditch	Ephemeral	2.5	16	No	No/No	129	N/A	Concrete, Fine Detritus	Poor	13
UNT 1 to Hillsdale Run	Intermittent	3.0	6	No	No/Yes	2,159	1,379	Cobble, Gravel, Sand, Silt	Poor	56

STREAM NAME	CLASSIFICATION	OHWM WIDTH* (FEET)	OHWM DEPTH* (INCHES)	USGS BLUE-LINE (YES/NO)	RIFFLES/POOLS (YES/NO)	LENGTH IN STUDY AREA (LINEAR FEET)	STREAM IMPACTS (LINEAR FEET)	STREAM SUBSTRATE	QUALITY**	QHEI/HHEI SCORE
UNT 2 to Hillsdale Run	Intermittent	6.0	15	No	No/No	1,319	782	Riprap, Cobble, Gravel, Sand, Silt, Woody Debris	Average	51
UNT 3 to Hillsdale Run	Ephemeral	2.0	5	No	No/No	38	N/A	Riprap, Silt	Poor	28
UNT 4 to Hillsdale Run	Ephemeral	3.5	4	No	No/No	142	N/A	Gravel, Sand, Silt	Poor	33
Blue Creek	Perennial	12.3	14	Yes	Yes/Yes	638	377	Riprap, Gravel, Sand, Silt	Average	60
UNT 1 to Blue Creek	Ephemeral	2.0	10	No	No/No	635	171	Gravel, Sand, Silt	Poor	14
UNT 2 to Blue Creek	Ephemeral	3.0	6	No	No/No	171	N/A	Silt	Poor	12
UNT 3 to Blue Creek	Intermittent	2.5	6	No	No/Yes	429	301	Riprap, Gravel, Sand, Silt	Poor	15
UNT 4 to Blue Creek	Ephemeral	5.5	13	No	No/No	973	N/A	Riprap, Gravel, Sand, Silt, Woody Debris	Poor	34
UNT 5 to Blue Creek	Intermittent	13.0	6	Yes	No/No	307	307	Riprap, Gravel, Sand, Silt	Poor	35
UNT 6 to Blue Creek	Ephemeral	4.0	18	No	No/No	155	N/A	Gravel, Sand, Silt, Woody Debris	Average	30
UNT 1 to Garden Run	Ephemeral	1.5	4	Yes	No/No	226	N/A	Gravel, Sand, Silt, Woody Debris	Average	24
Mark Run	Intermittent	2.0	18	Yes	No/No	375	N/A	Riprap, Gravel, Sand, Silt	Poor	38
Castle Creek	Perennial	10.5	12	Yes	Yes/Yes	215	N/A	Riprap, Gravel, Sand, Silt	Average	51
UNT to Behner Brook	Intermittent	5.0	8	Yes	No/No	705	N/A	Riprap, Silt	Poor	28
<b>Total</b>	-	-	-	-	-	<b>24,181</b>	<b>9,716</b>	-	-	-

\* Average OHWM dimensions noted within the study area  
 \*\* Quality was based on visual observations within the study area  
 UNT = Unnamed Tributary  
 OHWM = Ordinary Highwater Mark  
 USGS = U.S. Geological Survey  
 QHEI = Qualitative Habitat Evaluation Index  
 HHEI = Headwater Habitat Evaluation Index

The West Fork of the White River is listed on the National Rivers Inventory. It is outside of the project limits and will not be impacted by the project. None of the 33 streams within the survey limits are listed as Federal Wild and Scenic Rivers, State Natural, Scenic and Recreational Rivers, or navigable waterways, nor are any on the Indiana Register's listing of Outstanding Rivers and Streams or the National Rivers Inventory.

Sixteen streams (9,716 linear feet total) will be impacted by the proposed project. See Table 9 for a breakdown of impacts per stream. Due to the adjacent residential and commercial properties along the majority of the project corridor, impacts have been reduced as much as possible to stay within existing right-of-way. The proposed stream impacts cannot be avoided because the streams already exist within the project right-of-way and the impacts are necessary to maintain drainage, limit right-of-way acquisition, and reduce impacts to additional resources beyond the right-of-way.

As stated in *Part II, Other Alternatives Considered*, the No Build Alternative was analyzed which would eliminate impacts to these streams. However, detailed traffic analyses demonstrated the No Build Alternative would have major operational failures on almost every leg of the corridor. The results of safety models predicted 305 total crashes per year. Thus, the No Build Alternative was rejected because it does not meet the project's Purpose and Need. Alternatives A, B, and C would have had similar footprints and similar impacts to streams. These were dismissed due to higher costs.

## AGENCY COORDINATION

Agency coordination was initiated on October 6, 2017 with an invitation (Appendix C-1) to the RAM held on November 14, 2017. Potential impacts to streams were discussed at the RAM, and the meeting summary was distributed to resource agencies on December 11, 2017 (Appendix C-18 to C-31).

On November 17, 2017, the Indiana Department of Natural Resources (IDNR) Division of Fish and Wildlife (DFW) responded with recommendations for appropriate bank stabilization techniques and mitigating impacts to riparian habitats. USACE and IDEM did not formally respond, though both were in attendance at the jurisdictional determination field reviews discussed above. IDEM electronic coordination occurred on May 31, 2019 (Appendix C-36 to C-41). USACE provided a jurisdictional determination letter on October 24, 2019 (Appendix F-102 to F-103).

On January 9, 2018, the U.S. Environmental Protection Agency (USEPA) responded and recommended coordination with IDEM and USACE, identifying and quantifying impacts to water resources, and discussing how impacts to water resources are avoided or minimized. USEPA further recommended draft stream mitigation plans for unavoidable impacts.

USEPA's comment letter also recommended assessing the impacts of the project on water quality, including impaired waters that are part of a Total Maximum Daily Load (TMDL) Program (Appendix C-9 to C-16). Based on the RFI report (Appendix E-1), the project area crosses two watersheds in the TMDL program: Fall Creek and West Fork of the White River, which were researched further on IDEM's TMDL Program website (<https://www.in.gov/idem/nps/2652.htm>).

Section 303(d) of the Clean Water Act established authority for the TMDL Program for waters that do not meet water quality standards. The TMDL Program's primary purpose is to assess streams, rivers, and lakes that are considered impaired by IDEM and develop reports that identify the causes of the impairment, the reductions of pollutants needed, and the actions needed to improve water quality. Impaired waters do not meet designated water quality standards and do not support one or more designated uses, such as recreational, protection of aquatic life, drinking water, and fish consumption.

The primary cause of impairment in the Fall Creek and West Fork of the White River watersheds is *Escherichia coli* bacteria (*E. coli*). Pollution sources in the watersheds include nonpoint sources from agriculture and pastures, urban, and rural runoff, and land application of manure, as well as point sources from straight pipe discharges, home sewage treatment system disposal, and combined sewer overflow (CSO) outlets.

The proposed project will increase stormwater run-off, which may increase loads of sediment and other pollutants, including *E. coli*. Urban stormwater discharges to Waters of the U.S. are regulated under the Clean Water Act and 327 IAC 15-13, which require Municipal Separate Storm Sewer System (MS4) permits and long-term control programs to reduce CSOs. Within the project area, these programs are managed by Indianapolis Department of Public Works (DPW) and Citizens Energy Group (CEG), who are being coordinated with throughout project development.



USEPA’s January 9, 2018 comment letter also recommended coordinating with DPW and CEG regarding stormwater and recommended best management practices (BMPs) (Appendix C-9 to C-16). Furthermore, USEPA stated the increased frequency and intensity of precipitation events can be anticipated during construction and operation of the project. USEPA recommended avoiding the direct discharge of stormwater into Waters of the US and the use of green infrastructure.

The National Park Service’s (NPS) November 6, 2017 response letter did not discuss the West Fork of the White River’s listing on the *National Rivers Inventory*, nor did it have any recommendations for stream impacts (Appendix C-17). The West Fork of the White River is directly adjacent to the western project terminus, but outside of construction limits. Appropriate stormwater BMPs will be utilized to ensure that no impacts to the river occurs.

The City of Indianapolis MS4 Coordinator responded to project coordination on February 6, 2019 (Appendix C-35) stating the project should comply with the City of Indianapolis Storm Water Design and Construction Manual, including Chapter 700 Stormwater Quality and Chapter 600 Erosion and Sediment Control. BMPs should be utilized to minimize impacts from increased run-off.

All applicable agency recommendations are included in *Part III, Section J – Environmental Commitments*. Due to the expected impacts, a USACE Section 404 permit and an IDEM Section 401 Water Quality Certification (WQC) will be required for this project. To mitigate stream impacts, it is anticipated that this project will utilize the Indiana Stream and Wetland Mitigation Program (IN SWMP, aka In-Lieu-Fee Program), which is managed by IDNR and is consistent with Clean Water Act Section 404 (b)(1) Guidelines.

There is no practicable alternative to the proposed construction in streams, and the proposed action includes all practicable measures to minimize harm to the streams, which may result from such use. FHWA approval of this document will constitute approval of the adverse impacts to these streams.

### Other Surface Waters

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

	PRESENCE	IMPACTS	
		YES	NO
Reservoirs			
Lakes			
Farm Ponds			
Detention Basins	X		X
Storm Water Management Facilities	X	X	
Other: _____			

Based on a desktop review, aerial maps of the project area (Appendix B-6 to B-10), USGS topographic maps (Appendix B-2 to B-5), and the water resources map in the RFI report (Appendix E-17), there are 62 mapped other surface waters (lakes and detention basins) located within the 0.5 mile search radius. Five of these are retention ponds located adjacent to the project area: north and south of I-465 near the White River and west of Allisonville Road, southwest of the I-465/I-65 interchange, north of I-465 near Dry Run, and east of I-69 (Lowe’s).

The *Waters of the U.S. Report* was approved for the project on October 9, 2018 (Appendix F-1 to F-82) and *Addendum #1* was approved on October 24, 2019 (Appendix F-83 to F-101). No open water resources were identified within the study area. USACE makes all final determinations regarding jurisdiction. No construction will occur in other surface waters, and appropriate stormwater BMPs will be utilized to ensure that no impacts to these resources will occur. Therefore, no impacts are expected.

### AGENCY COORDINATION

Responses to agency coordination (Appendix C-4 to C-84) did not identify other surface water features.

**Wetlands**

PRESENCE	IMPACTS	
	YES	NO
X	X	

Total wetland area:	<u>10.761</u> acre(s)	Total wetland area impacted:	<u>6.090</u> acre(s)
Waters of the U.S.:	<u>5.573</u> acre(s)	Total wetland area impacted:	<u>2.844</u> acre(s)
Waters of the State:	<u>5.188</u> acre(s)	Total wetland area impacted:	<u>3.246</u> acre(s)

**WETLANDS (MARK ALL THAT APPLY)**

**DOCUMENTATION**

**ES APPROVAL DATES**

Wetland Determination	X	Report: October 9, 2018 Addendum #1: October 24, 2019
Wetland Delineation	X	Report: October 9, 2018 Addendum #1: October 24, 2019
USACE Isolated Waters Determination	X	Report: October 9, 2018 Addendum #1: October 24, 2019
Mitigation Plan		Pending: It is assumed the project will utilize IN SWMP to mitigate for all wetland impacts.

**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.

X
X
X

Based on a review of the National Wetlands Inventory (NWI) online mapper (<https://www.fws.gov/wetlands/data/Mapper.html>), USGS topographic maps (Appendix B-6 to B-10), and the RFI report (Appendix E-1 to E-33), there are 83 NWI-wetland polygons and three NWI-lines located within the 0.5-mile search radius, though none were noted within the project area. According to the Soil Survey Geographic (SSURGO) Database for Marion County, Indiana, the project area contains nationally listed hydric soils. In addition, several of the non-hydric soils that are prevalent within the project limits contain hydric inclusions.

A waters determination and formal wetland delineations were conducted during 2016-2018 site visits to determine the presence of jurisdictional streams and wetlands within the project areas. Parsons identified 118 wetlands within the survey limits. On August 23, 2018, a jurisdictional determination field review was held with USACE, IDEM, INDOT EWPO, and Parsons to review the features and determine jurisdictional boundaries between what features should be considered Waters of the U.S. and what features should be considered Waters of the State. INDOT-EWPO approved the *Waters of the U.S. Report* on October 9, 2018 (Appendix F-1 to F-82).

After the jurisdictional determination field review and just prior to the report being approved, the project limits were revised to include an additional area on the northeast side of I-69 that would be potentially impacted by maintenance of traffic. Parsons conducted field work on October 2, 2018 to review the additional area for the presence of jurisdictional streams and wetlands. In the approved Waters of the U.S. Report, a portion of Wetland BW was delineated, and it was noted that it extended beyond the study area. This wetland extended into the additional study area. The additional area was delineated, and the overall acreage of the wetland was updated. No additional wetlands were identified in the revised study area. On May 1, 2019, a jurisdictional determination field review for the additional area was held with USACE, IDEM, INDOT-EWPO, and Parsons. USACE requested additional review on a portion of Wetland BW that extended beyond the roadside ditch. Parsons conducted additional fieldwork on May 6, 2019. INDOT-EWPO approved the Addendum #1 on October 24, 2019 (Appendix F-83 to F-101). USACE concurred in a jurisdictional determination letter dated October 24, 2019 (Appendix F-102 to F-103).

**Table 10. Wetland Impacts**

WETLAND NAME	CLASSIFICATION	WATERS OF THE U.S. (ACRES WITHIN STUDY AREA)	WATERS OF THE STATE (ACRES WITHIN STUDY AREA)	WATERS OF THE U.S. IMPACTS (ACRES)	WATERS OF THE STATE IMPACTS (ACRES)	TOTAL WETLAND IMPACTS (ACRES)	COMMENTS
Wetland 1	Palustrine Emergent	0.027	0.000	N/A	N/A	N/A	Poor quality
Wetland 2	Palustrine Scrub-Shrub	0.037	0.000	N/A	N/A	N/A	Poor quality
Wetland 3	Palustrine Scrub-Shrub	0.013	0.000	N/A	N/A	N/A	Poor quality
Wetland 4	Palustrine Forested	0.049	0.000	N/A	N/A	N/A	Poor quality
Wetland 5	Palustrine Emergent	0.006	0.000	N/A	N/A	N/A	Poor quality
Wetland 6	Palustrine Emergent	0.005	0.000	N/A	N/A	N/A	Poor quality
Wetland 7	Palustrine Emergent	0.166	0.081	0.056	N/A	0.056	Poor quality
Wetland 8	Palustrine Emergent	0.063	0.029	0.063	0.022	0.085	Poor quality
Wetland 9	Palustrine Emergent	0.013	0.017	0.013	0.017	0.030	Poor quality
Wetland 10	Palustrine Emergent	0.008	0.000	0.008	N/A	0.008	Poor quality
Wetland 11	Palustrine Emergent	0.004	0.000	0.004	N/A	0.004	Poor quality
Wetland 12	Palustrine Emergent	0.035	0.000	0.035	N/A	0.035	Poor quality
Wetland 13	Palustrine Emergent	0.020	0.000	0.020	N/A	0.020	Poor quality
Wetland 14	Palustrine Emergent	0.023	0.000	0.023	N/A	0.023	Poor quality
Wetland 15	Palustrine Emergent	0.094	0.000	0.019	N/A	0.019	Poor quality
Wetland 16	Palustrine Emergent	0.274	0.070	0.274	0.070	0.344	Poor quality
Wetland 17	Palustrine Emergent/ Scrub-shrub	0.029	0.023	N/A	N/A	N/A	Poor quality
Wetland 18	Palustrine Emergent	0.059	0.000	N/A	N/A	N/A	Poor quality
Wetland 19	Palustrine Emergent	1.241	0.128	1.241	0.128	1.369	Poor quality
Wetland 20	Palustrine Emergent	0.013	0.000	0.013	0.000	0.013	Poor quality
Wetland 21	Palustrine Emergent	0.027	0.000	0.027	0.000	0.027	Poor quality
Wetland 22	Palustrine Emergent	0.004	0.000	0.004	N/A	0.004	Poor quality
Wetland 23	Palustrine Emergent	0.094	0.041	0.094	0.041	0.135	Poor quality
Wetland 24	Palustrine Forested	0.377	0.000	N/A	N/A	N/A	Average quality
Wetland 25	Palustrine Forested	0.713	0.000	N/A	N/A	N/A	Average quality
Wetland 26	Palustrine Forested	0.071	0.000	N/A	N/A	N/A	Poor quality
Wetland 27	Palustrine Forested/ Scrub-Shrub	0.791	0.000	N/A	N/A	N/A	Average quality

WETLAND NAME	CLASSIFICATION	WATERS OF THE U.S. (ACRES WITHIN STUDY AREA)	WATERS OF THE STATE (ACRES WITHIN STUDY AREA)	WATERS OF THE U.S. IMPACTS (ACRES)	WATERS OF THE STATE IMPACTS (ACRES)	TOTAL WETLAND IMPACTS (ACRES)	COMMENTS
Wetland 28	Palustrine Emergent	0.048	0.000	N/A	N/A	N/A	Poor quality
Wetland 29	Palustrine Scrub-Shrub	0.066	0.000	0.066	N/A	0.066	Poor quality
Wetland 30	Palustrine Forested	0.166	0.000	0.132	N/A	0.132	Average quality
Wetland 31	Palustrine Emergent	0.007	0.000	0.007	N/A	0.007	Poor quality
Wetland 32	Palustrine Emergent	0.009	0.000	0.009	N/A	0.009	Poor quality
Wetland 33	Palustrine Emergent	0.094	0.000	0.094	N/A	0.094	Poor quality
Wetland 34	Palustrine Emergent	0.030	0.000	N/A	N/A	N/A	Poor quality
Wetland 35	Palustrine Emergent	0.005	0.000	0.004	N/A	0.004	Poor quality
Wetland 36	Palustrine Emergent	0.015	0.006	0.013	N/A	0.013	Poor quality
Wetland 37	Palustrine Emergent	0.049	0.041	0.049	0.041	0.090	Poor quality
Wetland 38	Palustrine Emergent	0.009	0.000	0.009	N/A	0.009	Poor quality
Wetland 39	Palustrine Emergent	0.034	0.000	0.027	N/A	0.027	Poor quality
Wetland 40	Palustrine Emergent	0.087	0.201	0.087	0.201	0.288	Poor quality
Wetland 41	Palustrine Emergent	0.014	0.000	0.011	N/A	0.011	Poor quality
Wetland A	Palustrine Emergent	0.159	0.000	0.005	N/A	0.005	Poor quality
Wetland B	Palustrine Emergent	0.000	0.319	N/A	0.301	0.301	Poor quality
Wetland C	Palustrine Emergent	0.000	0.146	N/A	N/A	N/A	Poor quality
Wetland D	Palustrine Emergent	0.000	0.134	N/A	0.134	0.134	Poor quality
Wetland E	Palustrine Emergent	0.000	0.047	N/A	N/A	N/A	Poor quality
Wetland F	Palustrine Emergent	0.000	0.045	N/A	N/A	N/A	Poor quality
Wetland F2	Palustrine Emergent	0.000	0.108	N/A	0.108	0.108	Poor quality
Wetland G	Palustrine Emergent	0.000	0.020	N/A	0.003	0.003	Poor quality
Wetland H	Palustrine Emergent	0.000	0.062	N/A	0.036	0.036	Poor quality
Wetland I	Palustrine Emergent	0.000	0.045	N/A	N/A	N/A	Poor quality
Wetland J	Palustrine Emergent	0.000	0.184	N/A	0.118	0.118	Poor quality
Wetland K	Palustrine Emergent	0.000	0.010	N/A	N/A	N/A	Poor quality
Wetland L	Palustrine Emergent	0.000	0.039	N/A	0.037	0.037	Poor quality
Wetland M	Palustrine Emergent	0.000	0.080	N/A	N/A	N/A	Poor quality
Wetland N	Palustrine Emergent	0.000	0.042	N/A	N/A	N/A	Poor quality

WETLAND NAME	CLASSIFICATION	WATERS OF THE U.S. (ACRES WITHIN STUDY AREA)	WATERS OF THE STATE (ACRES WITHIN STUDY AREA)	WATERS OF THE U.S. IMPACTS (ACRES)	WATERS OF THE STATE IMPACTS (ACRES)	TOTAL WETLAND IMPACTS (ACRES)	COMMENTS
Wetland O	Palustrine Emergent	0.000	0.050	N/A	N/A	N/A	Poor quality
Wetland P	Palustrine Emergent	0.000	0.010	N/A	0.010	0.010	Poor quality
Wetland Q	Palustrine Emergent	0.000	0.006	N/A	0.006	0.006	Poor quality
Wetland R	Palustrine Emergent	0.000	0.011	N/A	0.011	0.011	Poor quality
Wetland S	Palustrine Emergent	0.008	0.022	0.008	0.022	0.030	Poor quality
Wetland T	Palustrine Emergent	0.000	0.005	N/A	0.005	0.005	Poor quality
Wetland U	Palustrine Emergent	0.000	0.009	N/A	0.009	0.009	Poor quality
Wetland V	Palustrine Emergent	0.000	0.113	N/A	0.113	0.113	Poor quality
Wetland W	Palustrine Emergent	0.000	0.015	N/A	0.012	0.012	Poor quality
Wetland X	Palustrine Emergent	0.000	0.011	N/A	0.011	0.011	Poor quality
Wetland Y	Palustrine Emergent	0.000	0.009	N/A	N/A	N/A	Poor quality
Wetland Z	Palustrine Emergent	0.000	0.007	N/A	0.007	0.007	Poor quality
Wetland AA	Palustrine Emergent	0.000	0.008	N/A	0.008	0.008	Poor quality
Wetland AB	Palustrine Emergent	0.000	0.044	N/A	0.047	0.047	Poor quality
Wetland AC	Palustrine Emergent	0.000	0.040	N/A	0.040	0.040	Poor quality
Wetland AD	Palustrine Emergent	0.000	0.056	N/A	0.056	0.056	Poor quality
Wetland AE	Palustrine Emergent	0.000	0.083	N/A	0.083	0.083	Poor quality
Wetland AF	Palustrine Emergent	0.000	0.343	N/A	0.343	0.343	Poor quality
Wetland AG	Palustrine Emergent	0.000	0.166	N/A	0.166	0.166	Poor quality
Wetland AH	Palustrine Emergent	0.000	0.001	N/A	0.001	0.001	Poor quality
Wetland AI	Palustrine Emergent	0.000	0.100	N/A	0.100	0.100	Poor quality
Wetland AJ	Palustrine Emergent	0.000	0.009	N/A	0.009	0.009	Poor quality
Wetland AK	Palustrine Emergent	0.030	0.391	0.030	0.391	0.421	Poor quality
Wetland AL	Palustrine Emergent	0.000	0.003	N/A	N/A	N/A	Poor quality
Wetland AM	Palustrine Emergent	0.000	0.010	N/A	0.010	0.010	Poor quality
Wetland AN	Palustrine Emergent	0.000	0.034	N/A	0.034	0.034	Poor quality
Wetland AO	Palustrine Emergent	0.000	0.010	N/A	0.001	0.001	Poor quality
Wetland AP	Palustrine Emergent	0.000	0.001	N/A	0.010	0.010	Poor quality
Wetland AQ	Palustrine Emergent	0.000	0.010	N/A	0.010	0.010	Poor quality

WETLAND NAME	CLASSIFICATION	WATERS OF THE U.S. (ACRES WITHIN STUDY AREA)	WATERS OF THE STATE (ACRES WITHIN STUDY AREA)	WATERS OF THE U.S. IMPACTS (ACRES)	WATERS OF THE STATE IMPACTS (ACRES)	TOTAL WETLAND IMPACTS (ACRES)	COMMENTS
Wetland AR	Palustrine Emergent	0.000	0.086	N/A	0.086	0.086	Poor quality
Wetland AS	Palustrine Emergent	0.000	0.019	N/A	N/A	N/A	Poor quality
Wetland AT	Palustrine Emergent	0.000	0.014	N/A	N/A	N/A	Poor quality
Wetland AU	Palustrine Emergent	0.000	0.034	N/A	0.002	0.002	Poor quality
Wetland AV	Palustrine Emergent	0.000	0.047	N/A	N/A	N/A	Poor quality
Wetland AW	Palustrine Emergent	0.000	0.100	N/A	0.087	0.087	Poor quality
Wetland AX	Palustrine Emergent	0.000	0.052	N/A	N/A	N/A	Poor quality
Wetland AY	Palustrine Emergent	0.000	0.040	N/A	N/A	N/A	Poor quality
Wetland AZ	Palustrine Emergent	0.000	0.068	N/A	N/A	N/A	Poor quality
Wetland BA	Palustrine Emergent	0.000	0.018	N/A	0.013	0.013	Poor quality
Wetland BB	Palustrine Emergent	0.000	0.011	N/A	N/A	N/A	Poor quality
Wetland BC	Palustrine Forested	0.000	0.015	N/A	N/A	N/A	Poor quality
Wetland BD	Palustrine Emergent	0.000	0.022	N/A	N/A	N/A	Poor quality
Wetland BE	Palustrine Scrub-Shrub	0.000	0.273	N/A	N/A	N/A	Poor quality
Wetland BF	Palustrine Emergent	0.000	0.016	N/A	N/A	N/A	Poor quality
Wetland BF2	Palustrine Emergent	0.000	0.016	N/A	N/A	N/A	Poor quality
Wetland BG	Palustrine Scrub-Shrub	0.000	0.005	N/A	0.005	0.005	Poor quality
Wetland BH	Palustrine Emergent	0.000	0.016	N/A	0.016	0.016	Poor quality
Wetland BI	Palustrine Emergent	0.000	0.006	N/A	0.006	0.006	Poor quality
Wetland BJ	Palustrine Emergent	0.161	0.020	0.161	0.020	0.181	Poor quality
Wetland BK	Palustrine Emergent	0.000	0.027	N/A	0.002	0.002	Poor quality
Wetland BL	Palustrine Emergent	0.000	0.042	N/A	0.042	0.042	Poor quality
Wetland BM	Palustrine Emergent	0.000	0.027	N/A	0.023	0.023	Average quality
Wetland BN	Palustrine Emergent	0.000	0.007	N/A	0.001	0.001	Poor quality
Wetland BO	Palustrine Emergent	0.000	0.081	N/A	N/A	N/A	Poor quality
Wetland BP	Palustrine Emergent	0.000	0.038	N/A	0.038	0.038	Poor quality
Wetland BQ	Palustrine Emergent	0.000	0.014	N/A	0.014	0.014	Poor quality
Wetland BR	Palustrine Emergent	0.000	0.019	N/A	0.019	0.019	Poor quality
Wetland BS	Palustrine Emergent	0.000	0.045	N/A	N/A	N/A	Poor quality

WETLAND NAME	CLASSIFICATION	WATERS OF THE U.S. (ACRES WITHIN STUDY AREA)	WATERS OF THE STATE (ACRES WITHIN STUDY AREA)	WATERS OF THE U.S. IMPACTS (ACRES)	WATERS OF THE STATE IMPACTS (ACRES)	TOTAL WETLAND IMPACTS (ACRES)	COMMENTS
Wetland BT	Palustrine Emergent	0.000	0.003	N/A	0.003	0.003	Poor quality
Wetland BU	Palustrine Emergent	0.000	0.057	N/A	0.057	0.057	Poor quality
Wetland BV	Palustrine Emergent	0.000	0.040	N/A	0.040	0.040	Poor quality
Wetland BW	Palustrine Emergent	0.326	0.415	0.238	N/A	0.238	Poor quality
<b>Total</b>	-	<b>5.573</b>	<b>5.188</b>	<b>2.844</b>	<b>3.246</b>	<b>6.090</b>	-

Based on the regulatory agency feedback, 118 wetlands totaling 10.761 acres were identified within the survey limits. 5.573 acres of these wetlands were determined to be Waters of the U.S., and 5.188 acres were determined to be likely Waters of the State. Some wetlands were split in jurisdiction. On April 21, 2020, USEPA and USACE published the *Navigable Waters Protection Rule* in the Federal Register to finalize a revised definition of “waters of the United States” under the Clean Water Act. This change will likely result in the jurisdictional determinations for wetlands within this project. These changes will be addressed during the permitting process. Descriptions of these wetlands can be found in the *Waters of the U.S. Report* and in the *Addendum #1* in Appendix F-1 to F-101. No other wetlands were identified within the study area.

Approximately 2.844 acres of Waters of the U.S. and 3.246 acres of Waters of the State wetlands will be impacted by the proposed project for a total of 6.090 acres of wetland impacts (Table 11). The majority of the wetland impacts by the project are to low quality, palustrine emergent wetlands that occur within the roadside ditches. Due to the adjacent residential and commercial properties along majority of the project corridor, the project footprint was reduced as much as possible to stay within existing right-of-way.

Presidential Executive Order 11990, entitled *Protection of Wetlands* and dated May 23, 1977, established a national policy to avoid adverse impacts associated with the destruction or modification of wetlands and to avoid direct or indirect support of new construction in wetlands to the extent possible. New construction includes draining, dredging, channelizing, filling, diking, impounding and related activities.

As stated above in *Part II, Other Alternatives Considered*, the No Build Alternative was analyzed which would eliminate impacts to wetlands. Detailed traffic analyses demonstrated the No Build Alternative would have major operational failures on almost every leg of the corridor. The results of safety models predicted 305 total crashes per year. Thus, the No Build Alternative was rejected because it does not meet the project’s Purpose and Need. Alternatives A, B, and C would have had similar footprints and similar impacts to wetlands. These were dismissed due to higher costs.

The majority of wetlands occur in ditches within existing right-of-way. Therefore, avoiding them is not practicable because of the need for additional travel lanes and associated drainage improvements. Furthermore, the ditches could not be replaced in-kind without additional right-of-way and relocations. Impacts to wetlands have been minimized through the use of retaining walls, and further opportunities to minimize impacts will be analyzed as design progresses.

Based upon the above considerations, it has been determined that there is no practicable alternative to the proposed new construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

## AGENCY COORDINATION

The USEPA’s January 9, 2018 letter recommended coordination with IDEM and USACE, identifying and quantifying impacts to wetlands, and discussing how impacts to wetlands are avoided or minimized (Appendix C-9 to C-16). USEPA further recommended draft wetland mitigation plans for those impacts that can’t be avoided. USACE and IDEM did not formally respond, though both were in attendance at the jurisdictional determination field reviews previously discussed. IDNR-DFW’s November 17, 2017 response letter did not include recommendations regarding wetlands (Appendix C-4 to C-7). USACE provided a jurisdictional determination letter on October 24, 2019 (Appendix F-102 to F-103).

All applicable agency recommendations are included in *Part III, Section J – Environmental Commitments*. Due to the expected impacts, a USACE Section 404 permit and an IDEM Section 401 WQC will be required for this project. It is anticipated that this project will utilize the IN SWMP to mitigate wetland impacts.

There is no practicable alternative to the proposed construction in wetlands, and the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use. FHWA approval of this document will constitute approval of the adverse impacts to wetlands.



### Terrestrial Habitat

Unique or High Quality Habitat

**PRESENCE**

X

**IMPACTS**

<b>YES</b>	<b>NO</b>
X	

Based on a desktop review, 2016-2018 site visits, and aerial maps (Appendix B-6 to B-10), the project area mostly consists of previously disturbed right-of-way within a suburban area. Adjacent land use generally consists of a mixture of commercial, residential, and forested land. The western project terminus is at the West Fork of the White River, which has a forested riparian floodway. The southern terminus is at Fall Creek Road, where Skiles Test Nature Preserve is adjacent to the west. Woolen Gardens Nature Preserve/Fall Creek Greenway is less than 0.2 mile to the south, and Fort Benjamin Harrison State Park is approximately 0.5 mile to the east. Relatively smaller strips of forested land are also present within the project area along streams, drainage ways, and fencerows.

Most of the total work area is currently paved or otherwise used for transportation purposes as maintained right-of-way, roadside slopes, and ditches. There are also maintained lawns at commercial properties. Of the total 266-acre work area, the total impacts to terrestrial habitat is estimated to be 133.3 acres. Included in the impacts to terrestrial habitat, there are approximately 20.5 acres of trees and 6.1 acres of emergent or scrub-shrub wetlands. The remaining 106.7 acres of terrestrial habitat are primarily maintained right-of-way and commercial lawn.

For the purpose of analyzing impacts to federally-protected bat species (discussed further in *Part III, Section A - Threatened or Endangered Species*), the project area was split into four areas: the western project area, the forested parcel, the southern project area, and developed areas. These areas are labeled on the Tree Clearing figures (Appendix B-6 to B-10). Proposed impacts to trees are quantified in Table 11.

**Table 11. Tree Clearing Summary**

AREA	ACRES OF TREES CLEARED WITHIN 100 FT OF EXISTING PAVED SURFACES	ACRES OF TREES CLEARED MORE THAN 100 FT, BUT LESS THAN 300 FT FROM EXISTING PAVED SURFACES	ACRES OF TREES CLEARED MORE THAN 300 FT FROM EXISTING PAVED SURFACES	TOTAL ACRES OF TREES CLEARED
Entire Project Area	14.23	5.77	0.49	20.49
<b>SUITABLE SUMMER HABITAT FOR PROTECTED BAT SPECIES</b>				
Forested Parcel	1.78	4.39	0.49	6.66
Southern Project Area	2.15	0.18	0.00	2.33

#### Western Project Area

The western project area is adjacent to a forested floodplain associated with the West Fork of the White River. In this area, construction limits were narrowed to avoid impacts to the forested floodplain and unnamed tributaries. This will be achieved by using mechanically stabilized earth (MSE) walls. Therefore, most of the proposed impacts to terrestrial habitat in this area consists of maintained right-of-way and low-quality scrub-shrub vegetation dominated by honeysuckle (*Lonicera maackii*).

#### Forested Parcel

The forested parcel northwest of the I-465/I-69 interchange is a total of 16.3 acres. Based on aerial photographs, much of this area was last farmed circa 1975, except for an area of mature trees that was identified in the approved *Waters of the U.S. Report* as containing forested wetlands (Wetlands 25 to 27). Tree species identified within the forested parcel include silver maple (*Acer saccharinum*), American elm (*Ulmus americana*), green ash (*Fraxinus pennsylvanica*), red maple (*Acer rubrum*), autumn olive (*Elaeagnus umbellata*), swamp white oak (*Quercus bicolor*), eastern cottonwood (*Populus deltoides*), and northern white oak (*Quercus alba*). Honeysuckle (*Lonicera maackii*), an invasive shrub, was present throughout. Approximately 8.59 acres of forested land would be impacted from this parcel, of which, 6.66 acres are considered suitable summer habitat for protected bat species. Impacts to this area are further discussed in *Part III, Section A - Threatened or Endangered Species*.

### Southern Project Area

From East 65th Street to the southern terminus at the bridge over Fall Creek Road, the project area is adjacent to Skiles Test Nature Preserve. All work in this area is confined within existing interstate right-of-way. As discussed above, there are many habitat resources along Fall Creek, and agency coordination indicated there are records of protected species not far from this area. Therefore, the forested areas within this portion of the project area are considered likely “suitable summer habitat” for protected bat species, discussed further in *Part III, Section A - Threatened or Endangered Species*. The terrestrial habitat that would be impacted in this area consists of maintained right-of-way, scrub-shrub vegetation, and approximately 2.33 acres of forest. Dominant tree species in this area include American sycamore (*Platanus occidentalis*), green ash (*Fraxinus pennsylvanica*), and eastern cottonwood (*Populus deltoides*). Scrub-shrub vegetation was dominated by honeysuckle (*Lonicera maackii*).

### Developed Areas

Based on aerial photographs and the 2016-2018 site visits, most of the land surrounding the project area is highly-developed with residential neighborhoods, retail centers, office parks, and warehouses. The proposed right-of-way within these areas consists of existing commercial buildings with parking lots, landscaping, and lawn (described in *Part II, Right-of-Way*). The existing interstate right-of-way consists of a mixture of low-quality maintained side slopes, roadside ditches, trees, and scrub-shrub vegetation. Impacts to terrestrial habitat were minimized during design, such as the use of MSE walls. Avoiding impacts to terrestrial habitat would not be practicable because added roadway capacity is needed to achieve the project’s purpose and needs. All disturbed areas will be revegetated immediately upon completion of construction work.

### AGENCY COORDINATION

Correspondence with USFWS did not identify critical habitats or related concerns (Appendix C-45 to C-84). IDNR-DFW responded to agency coordination on November 17, 2017 (Appendix C-4 to C-7). IDNR-DFW stated construction activity south of the I-465 bridge over Fall Creek Road should be confined as much as possible to prevent potential negative impacts to the nature preserve and associated flora and fauna. Only incidental construction required to tie in the proposed design and facilitate maintenance of traffic is proposed south of this bridge. Based on the information discussed and presented at the RAM held on November 14, 2017 (Appendix C-18 to C-31), IDNR-DFW concurred that the existing habitat features within the project area are likely low-quality features related to infrastructure.

The USEPA January 9, 2018 comment letter recommended documenting the quality of the forested and riparian habitats and identifying mitigation measures that INDOT can use to compensate for the habitat losses. USEPA also recommended replanting disturbed areas with pollinator promoting species (Appendix C-9 to C-16). It is anticipated that forested wetlands will be mitigated utilizing the IN SWMP. All applicable agency recommendations are included in *Part III, Section J – Environmental Commitments*.

### Karst

Is the proposed project located within or adjacent to the potential Karst Area of Indiana?  
 Are karst features located within or adjacent to the footprint of the proposed project?  
 If yes, will the project impact any of these karst features?

YES	NO
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>

Based on a desktop review, the project is located outside the designated karst region of Indiana as outlined in the October 13, 1993 Memorandum of Understanding (MOU). According to the topographic map of the project area (Appendix B-2) and the RFI report (Appendix E-1), there are no karst features identified within or adjacent to the project area. Based on responses to agency coordination (Appendix C-4 to C-84), a karst study is not required. In their response, the Indiana Geological and Water Survey (IGWS) did not indicate that karst features exist in the project area (Appendix C-42- to C-44). The response identified high liquefaction potential, floodway, high potential for bedrock and sand/gravel resources, and petroleum exploration wells. The response from IGWS was communicated with the designer on May 31, 2019. No impacts are expected.

### Threatened or Endangered Species

Within the known range of any federal species  
 Any critical habitat identified within project area  
 Federal species found in project area (based upon informal consultation)  
 State species found in project area (based upon consultation with IDNR)

**PRESENCE**

X

**IMPACTS**

YES	NO
X	

Is Section 7 formal consultation required for this action?  

YES
-----

NO
X

Based on a desktop review, the original RFI report (completed by Parsons on April 25, 2017 and conditionally approved by INDOT on May 18, 2017) (Appendix E-1), and the RFI Addendum (completed by Parsons and approved by INDOT on April 16, 2019) (Appendix E-29), the IDNR (Marion County) Endangered, Threatened and Rare (ETR) Species List has been checked and is included in Appendix E-26. The highlighted species on the list reflect the federal and state identified ETR species located within the county. According to the IDNR-DFW response letter dated November 17, 2017 (Appendix C-4), the Natural Heritage Program’s Database has been checked. Fort Harrison State Park and the Bluffs of Fall Creek Nature Preserve are both found within 0.5 mile east of the project. Two communities of concern are located within the Bluffs of Fall Creek Nature Preserve, a Central Till Plain Mesic Upland Forest and Dry-Mesic Upland Forest. One plant, the rose turtlehead (*Chelone obliqua var. speciose*), which is on the state watch list, is present within 0.5 mile of the project. The bald eagle (*Haliaeetus leucocephalus*), a state special concern bird, is also present within 0.5 mile of the project. Five mussel species are located within Fall Creek at Fort Harrison State Park; clubshell (*Pleurobema clava*), federally and state endangered, snuffbox (*Epioblasma triquetra*), federally and state endangered, kidneyshell (*Ptychobranchus fasciolaris*), state special concern, little spectaclecase (*Villosa lienosa*), state special concern, and wavyrayed lampmussel (*Lampsilis fasciola*), state special concern. Additionally, four mussel species are located within the West Fork of the White River; clubshell (*Pleurobema clava*), federally and state endangered, rabbitsfoot (*Quadrula cylindrica cylindrica*), federally threatened and state endangered, round hickorynut (*Obovaria subrotunda*), state endangered, and kidneyshell (*Ptychobranchus fasciolaris*), state special concern. IDNR-DFW recommended confining construction activities south of Fall Creek Road bridge as much as possible to avoid potential negative impacts to the nature preserve and associated flora and fauna species. No work is proposed south of Fall Creek Road bridge; therefore, no impacts are expected.

IDNR-DFW indicated that two bald eagle (*Haliaeetus leucocephalus*) nests have been documented within 0.5 mile of the project area. However, since these nests are located more than 1,000 feet from the project area, which is more than the minimum safe buffer zone of 660 feet, they do not foresee the project resulting in any impacts to the bald eagle. They also do not foresee any impacts to the above-mentioned mussel species.

#### Bats, Standard Coordination

Project information was submitted through the USFWS’s Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C-45 to C-50). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). No additional species were found within or adjacent to the project area.

Based on proposed tree clearing more than 300 feet from existing paved surfaces, this project does not qualify for the *Range-wide Programmatic Informal Consultation for the Indiana bat and NLEB*. On April 12, 2019, further coordination occurred with INDOT on how to proceed with determining impacts to bats. Standard Informal Consultation for the Indiana bat and NLEB letter was sent to USFWS on April 12, 2019 describing the project activities, habitats within the project area, potential environmental impacts, and proposed standard and site-specific Avoidance and Mitigation Measures (AMMs) (Appendix C-51). FHWA determined the proposed project has an effect finding of “May Affect, Not Likely to Adversely Affect – with AMMs.” On April 16, 2019, USFWS concurred with FHWA’s effect determination (Appendix C-80). A list of the standard and site-specific AMMs is provided below:

- General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/Federal Railroad Administration (FRA)/ Federal Transit Administration (FTA)

(Transportation Agencies) environmental commitments, including all applicable avoidance and minimization measures.

- Tree Removal AMM 1: All phases/aspects of the project (e.g., temporary work areas, alignments) would be modified, to the extent practicable, to avoid tree removal in excess of what is required to implement the project safely.
- Tree Removal AMM 2: All tree removal activities would be restricted to when Indiana bats and northern long-eared bats are not likely to be present (e.g., the inactive season) October 1 – March 30.
- Tree Removal AMM 3: Tree removal would be limited to that specified in project plans and ensure that contractors would understand clearing limits and how they are marked in the field (e.g., bright colored flagging/fencing would be installed prior to any tree clearing to ensure contractors stay within clearing limits).
- Lighting AMM 1: All temporary lighting would be directed away from suitable habitat during the active season.
- Lighting AMM 2: When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the Backlight, Uplight, and Glare (BUG) system developed by the Illuminating Engineering Society, the goal is to be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.
- Site Specific AMM 1: The interior of commercial structures would be inspected for evidence of bats prior to demolition. Bridge and culvert structures would be re-inspected for the presence of bats at least 24 months prior to any work to the structure or roadway above/below the structure. If bat activity or signs of frequent bat activity (e.g., guano stains) are observed, further coordination with USFWS would occur.
- Site Specific AMM 2: A "Reinitiation Notice" is required if: more than 20.49 acres of trees are to be cleared; the amount or extent of incidental take of Indiana bat is exceeded; new information about listed species is encountered; a new species is listed or critical habitat designated that the project may affect; the project is modified in a manner that causes an effect to the listed species; or, new information reveals that the project may affect listed species or critical habitat in a manner not considered in the project information.

The AMMs are included as firm commitments in *Part III, Section J – Environmental Commitments*.

**Rusty Patched Bumble Bee, outside high potential zone**

The RFI Addendum report was approved on April 16, 2019 (Appendix E-29 to E-33). Project information was submitted through the USFWS's IPaC portal, and an official species list was generated (Appendix C-45 to C-50). This project is located outside a High Potential Zone for the Rusty Patched Bumble Bee. Therefore, no impacts are expected.

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act, as amended. If new information on endangered species at the site becomes available, or if project plans are changed, USFWS will be contacted for consultation.

**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
X	X	
X		X
X		X

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

### Sole Source Aquifer

The project is located in Marion County, which is not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/USEPA Sole Source Aquifer MOU is not applicable to this project. Therefore, a detailed groundwater assessment is not needed, and no impacts are expected.

### Wellhead Protection Area and Source Water

The IDEM's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on March 18, 2019 by Parsons. Based on the results of the online search, on June 20, 2019, Parsons contacted the IDEM Office of Water Quality, Drinking Water Branch for clarification (Appendix C-36). According to IDEM, the majority of the project area is not located within a Wellhead Protection Area (WHPA), and there are no designated source water protection areas (associated with surface water intakes) within or near the project area. The exception is where the City of Carmel WHPA intersects the project area, in the northwest portion of the project, near the White River and west of Allisonville Road. The public water supply wells associated with this WHPA are more than one mile away. Therefore, direct impacts to these wells are not anticipated. Additionally, IDEM identified an active, nontransient community supply well located near the project area, west of I-69 and north of 82nd Street, which is associated with the Park Castlewood Industrial Park. Direct impacts to this well are not anticipated.

The USEPA response to agency coordination, dated January 9, 2019 (Appendix C-9 to C-16), recommended identifying potential adverse impacts to drinking water supplies for all WHPAs and drinking water intakes that have the potential to receive stormwater runoff or spills related to the project. The USEPA recommended special attention to work that would occur in a WHPA or upstream of a drinking water intake, and evaluating and identifying mitigation measures, if applicable.

Impacts to the City of Carmel WHPA cannot be avoided because it crosses the existing I-465. Direct impacts and stormwater runoff do not appear to be a concern because the public and community supply wells are too distant. However, if surface spills occur within the project area, they could infiltrate the ground surface and contaminate groundwater. Therefore, the following protection measures are included as firm commitments in *Part III, Section J – Environmental Commitments*:

- The WHPA will be labeled "Wellhead Protection Area" on project plans, and contractors will be aware of the presence of a WHPA. During construction, the beginning and end of the sensitive area should be marked with signs stating: "Wellhead Protection Area", or similar.
- The Storm Water Pollution Prevention Plan (SWPPP) and associated spill response plan will include communication protocols to ensure proper and timely notification of nearby public and community drinking water supplies in the event of a spill. This will include the WHPA and the community water supply well.
- During geotechnical investigations, INDOT's *Aquifer Protection Guidelines* will be followed to ensure boreholes are properly closed in a manner that is protective of groundwater.
- Whenever possible, contractor staging, loading, and cleanup activities should avoid the WHPA. Waste containers and hazardous materials/petroleum products, such as dumpsters or fueling tanks, must be stored outside the sensitive area.

### Water Wells

The IDNR Water Well Records Viewer website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on May 30, 2019 and August 16, 2019 by Parsons. Much of the commercial and residential land adjacent to the project area was originally developed without public water supply, so there are multiple wells mapped within or adjacent to the project area. The exact location of these wells is often "estimated". The well records are summarized in Table 12.

Based on the 2016-2018 site visits by Parsons, there is no visible evidence of wells in accessible portions of the project area. The interior of the commercial buildings proposed for right-of-way acquisition were not accessed during site inspections. Based on the age of development and the IDNR well records, some of the buildings may contain wells. Impacting these wells, if present, is not avoidable because the properties are proposed for demolition. Improperly sealed and closed wells can provide a conduit for contaminants, if released, to reach the groundwater. Therefore, in accordance

with *INDOT Standard Specifications*, Section 202, any onsite wells will be properly closed by a licensed well driller in accordance with IDNR Rule 312 IAC 13, which requires proper grouting during abandonment to eliminate the risk to the aquifer (<https://www.in.gov/dot/div/contracts/standards/book/sep19/200-2020.pdf>).

The wells located on adjoining properties would not be affected because they are located beyond the construction limits. Therefore, no impacts to adjoining wells are expected. Should it be determined during the right-of-way phase that wells are affected, a cost to cure will likely be included in the appraisal.

#### Urban Area Boundary

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by Parsons on April 23, 2019 and the RFI Addendum report (Appendix E-29 to E-33), this project is located in an Urban Area Boundary (UAB) location. An agency coordination letter was sent on February 1, 2019 by Parsons to the City of Indianapolis MS4 Coordinator. The MS4 Coordinator response dated February 6, 2019 (Appendix C-35) notes that the project must comply with the City of Indianapolis *Storm Water Design Construction Manual* including Chapter 700 Stormwater Quality and Chapter 600 Erosion and Sediment Control. Avoidance alternatives would not be practicable because the No Build Alternative does not meet the project's purpose and need.

Based on coordination with Citizens Energy Group, this project is located where there is a public water system. The public water system will not be negatively affected because utility coordination is being conducted by Parsons. Early agency coordination was initiated on October 6, 2017 with an invitation letter (Appendix C-1) to the RAM held on November 14, 2017 (Appendix C-26). Citizens Energy Group attended the RAM but did not provide a written response. Utility coordination is on-going. There should be no negative impacts to the municipal water supply.

**Table 12. Summary of IDNR Well Records**

IDNR WELL NO.	GENERAL MAPPED LOCATION <sup>1</sup>	DATE	NOTES
65407	West of I-465/Allisonville Road interchange within the right-of-way beneath the I-465 embankment	1974	Likely used for research.
Various, includes 165174, 165179, 288927	Within and adjacent to the project area near Dry Run and I-465. Appear to be associated with Ivy Hills Subdivision.	1963 to circa 1990	Based on May 30, 2019 correspondence from the utility provider, Citizens Energy Group, municipal water supply is currently available within the neighborhood. Unknown how many wells remain active.
63178 (plus 14 others)	75th and Johnston Road, adjacent to western terminus of construction area	1961 to circa 1987	Appear to be "estimated" locations at the center of the Section 27, Township 17N, Range 4E.
65552	In the middle of northbound I-69, just north of the I-465 interchange	1969	Owner listed as State Highway Garage.
65553	Within the project area west of I-69	1974	More than 500 feet from the project area based on property address.
65526	West of I-69 within proposed new right-of-way (vacant commercial building)	1960	Likely associated with building proposed for relocation.
65551	Adjacent to the west of proposed new right-of-way, west of I-69	1968	Field located in 1992.
63167	Within the project area, adjacent to the west of I-69	1964	Listed as Castleton Post Office (likely the current post office on Bash Road).
65555	Within the northwest portion of the I-69/82nd Street Interchange	1979	Owner listed as "Indiana Bell Telephone"
162510	Adjacent to the west of the project area, north of I-69/82nd Street Interchange (current AT&T property)	1960	Shallow (38 feet deep).
65550	Within the northbound I-69 lanes	1986	Based on address, commercial property on Castlewood Drive.
165195, 63164, 165190	Within westbound 82nd Street, adjacent to the east of the project area	1964 to 1969	Appear to be "estimated" locations.

<sup>1</sup> Note, mapped locations are often "estimated" and inaccurate.

Source: <https://www.in.gov/dnr/water/3595.htm>

**Groundwater Resources**

The USEPA January 9, 2018 comment letter requested a discussion of groundwater resources in the project area (Appendix C-9 to C-16). Based on a review of the IDNR maps entitled *Unconsolidated Aquifer Systems of Marion County, Indiana* and *Bedrock Aquifer Systems of Marion County, Indiana* (<https://www.in.gov/dnr/water/6508.htm>), the project area is underlain by several aquifers, which are discussed further below.

Most of the project area is underlain by the New Castle/Tipton Till Aquifer system, which consists of glacial till and has a low to moderate susceptibility to surface contamination. This aquifer typically yields 10 to 50 gallons per minute (gpm) but can yield up to 430 gpm. This aquifer is used by most of the domestic wells and a few high-capacity users in Marion County. The nearest high-capacity well, located approximately 0.7 mile west of the project area, is registered to the Hill Crest Country Club and likely used for golf course irrigation.

The western and southern portions of the project area near the West Fork of the White River and Fall Creek are underlain by the White River and Tributaries Outwash Aquifer System, which consists of glacial outwash sands and gravels that are moderately to highly susceptible to surface contamination. Domestic wells typically yield 50 gpm, and high capacity wells can produce up to 3,040 gpm. The nearest high capacity well, located approximately 1.7 miles southwest of the project area, is registered to the Brendonwood Country Club and likely used for irrigation. The nearest high capacity public supply well is registered by the City of Lawrence Utilities and is located approximately 2.5 miles upstream along the Fall Creek outwash.

Beneath the unconsolidated deposits, the project area is underlain by the Silurian and Devonian Carbonates Aquifer System, which consists of carbonate rocks (i.e. limestone and dolomite). Most of the wells using this aquifer are for high capacity users and typically yield 93 to 1,200 gpm. Most of this system is overlain by thick deposits and therefore is considered a low risk to contamination. The nearest high capacity well is a public supply located approximately 1.3 miles southeast of the project area and is registered to City of Lawrence Utilities.

Avoiding groundwater resources is not practicable because the aquifers extend across the central Indiana region. However, the project should have minimal impacts to groundwater resources. Impacts will be minimized through the SWPPP and associated spill response plan, the proper closure of wells (described above), and the implementation of INDOT's *Aquifer Protection Guidelines*. Project commitments are listed in *Part III, Section J – Environmental Commitments*.

**Floodplains**

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

PRESENCE	IMPACTS	
	YES	NO
X	X	
X	X	

Based on a desktop review of The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<http://dnrmaps.dnr.in.gov/appsphp/fdms/>) by Parsons on March 11, 2020 and the RFI report, this project is partially located in regulatory floodplains as determined from approved IDNR floodplain maps (Appendix F-104). An agency coordination letter was sent on October 6, 2017 to the local Floodplain Administrator (Appendix C-1 to C-3). IDNR-DFW responded on October 6, 2017 indicating that the project may require their formal approval pursuant to the Flood Control Act (IC 14-28-1) for any construction within a floodway of a stream which has a drainage area greater than one square mile (Appendix C-4 to C-7). DPW responded on February 6, 2019 stating that "Projects within the 100-year floodplain must submit plan information to the Department of Business and Neighborhood Services for a FLD [Flood Development] permit" (Appendix C-85). An IDNR Construction in a Floodway (CIF) permit will be required for impacts to the Howland Ditch Floodway. No impacts are proposed to the White River Floodway. Applicable recommendations from IDNR-DFW and DPW are included as commitments in *Part III, Section J – Environmental Commitments*.

This project qualifies as both Category 3 – *projects involving modifications to existing drainage structures*, and Category 4 – *projects involving replacement of existing drainage structures on essentially the same alignment*. The INDOT Categorical Exclusion Manual states:

Category 3 - The modifications to drainage structures included in this project will result in an insubstantial change in their capacity to carry flood water. This change could cause a minimal increase in flood heights and flood limits. These minimal increases will not result in any substantial adverse impacts on the natural and beneficial floodplain values; they will not result in substantial change in flood risks or damage; and they do not have substantial potential for interruption or termination of emergency service or emergency routes; therefore, it has been determined that this encroachment is not substantial.

Category 4 – No homes are located within the base floodplain within 1,000 feet upstream and no homes are located within the base floodplain within 1,000 feet downstream. The proposed structures will have an effective capacity such that backwater surface elevations are not expected to substantially increase. As a result, there will be no substantial adverse impacts on natural and beneficial floodplain values; there will be no substantial change in flood risks; and there will be no substantial increase in potential for interruption or termination of emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment is not substantial. A hydraulic design study that addresses various structure size alternates will be completed during the preliminary design phase. A summary of this study will be included with the Field Check Plans.

Farmland	PRESENCE	IMPACTS	
		YES	NO
Agricultural Lands	X	X	
Prime Farmland (per NRCS)	X		X
<b>TOTAL POINTS (FROM SECTION VII OF CPA-106/AD-1006)</b>		91	

Based on a desktop review, the 2016-2018 site visits, and the aerial map of the project area (Appendix B-6), the project will convert 8.59 acres of farmland as defined by the Farmland Protection Policy Act. This area consists of the vacant forested land northwest of the I-465/I-69 interchange. An agency coordination letter was sent on October 6, 2017 to the Natural Resources Conservation Services (NRCS) (Appendix C-1 to C-3). On June 3, 2019, NRCS returned the NRCS-CPA-106 form, which indicated the presence of prime, unique statewide or local important farmland within the project corridor (page C-33). However, based on the preferred alternative, NRCS stated the project would not cause a conversion of prime farmland (Appendix C-32). Coordination with NRCS resulted in a score of 91 on the NRCS-CPA-106 Form (Appendix C-33). NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

## Section C – Cultural Resources

### Results of Research

	ELIGIBLE AND/OR LISTED RESOURCE PRESENT
Archaeology	
NRHP Buildings/Site(s)	X
NRHP District(s)	X
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			
Historic Property Report	X	September 25, 2018	October 25, 2018
Archaeological Records Check/ Review			
Archaeological Phase Ia Survey Report	X	October 17, 2018	November 19, 2018
Archaeological Phase Ic Survey Report			
Archaeological Phase II Investigation Report			
Archaeological Phase III Data Recovery			
Identification of Effects Report	X	December 5, 2018	January 3, 2019
Addendum Letter	X	November 18, 2019	December 17, 2019
800.11 Documentation	X	April 3, 2019	May 1, 2019
Revised 800.11 Documentation	X	February 27, 2020	March 26, 2020
Memorandum of Agreement (MOA)	<input type="checkbox"/>	MOA SIGNATURE DATES	(LIST ALL SIGNATORIES)

## AREA OF POTENTIAL EFFECT (APE)

Pursuant to 36 CFR 800.16(d), the Area of Potential Effect (APE) for aboveground resources extended approximately 1,000 feet from the undertaking to include those properties that may experience an auditory, visual, or direct impact (Appendix D-20). The APE for archaeology was the project footprint.

## COORDINATION WITH CONSULTING PARTIES

Early Coordination was initiated on October 16, 2017 with a letter inviting organizations and individuals to become consulting parties (Appendix D-33 to D-40). The Indiana State Historic Preservation Officer (SHPO) from IDNR Division of Historic Preservation and Archaeology (DHPA) is a designated consulting party. The following is a list of the organizations formally invited to become a consulting party (those who accepted the invitation to become a consulting party are in bold) (Appendix D-96):

- Marion County Commissioners
- Mayor of Indianapolis
- Marion County Historian
- Genealogical Society of Marion County
- Marion County Historical Society
- Indianapolis Historic Preservation Commission
- **Indiana Landmarks-Central Office (accepted November 2, 2017)**
- Indianapolis Metropolitan Planning Organization
- S & T Partnership
- Indiana Transportation Museum
- **Delaware Nation of Oklahoma (accepted October 23, 2017)**
- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- \*Pokagon Band of Potawatomi Indians
- \*Indianapolis Department of Parks and Recreation
- \*Central Indiana Land Trust
- \*Individual landowners
- **Neighborhood Liaison for the City of Indianapolis Mayor's Office (accepted September 25, 2018)**
- \*Devonshire II & IV Residential Association
- Devonshire V Civic Association
- Devonshire VIII Civic Association
- Devonshire III & VI Civic Association
- Avalon Hills Civic Association
- Avalon Betterment Club
- East Avalon Hills Association, Inc.
- **Ivy Hills Residents' Association (accepted October 2, 2018)**
- Wynter Way Estates Neighborhood Association
- Fall Creek Valley Residential Association
- Binford Redevelopment & Growth (BRAG)
- Greater Allisonville Community Council

\*Invited September 25, 2018

SHPO responded to the early coordination letter on November 3, 2017 and did not identify additional potential consulting parties (Appendix D-45 to D-46). On January 10, 2018, SHPO responded to minutes from the RAM and offered comments on historic properties (Appendix D-47 to D-48). A site visit was held on May 10, 2018, with INDOT, staff of the IDNR-DHPA/SHPO, and members of the project team. A summary of the meeting was distributed to participants on June 18, 2018 (Appendix D-49 to D-56). SHPO responded to the site visit meeting summary on July 3, 2018 (Appendix D-57 to D-58).

A consulting parties meeting was held on December 19, 2018. The meeting summary was distributed on January 3, 2019 (Appendix D-93 to D-115). SHPO responded to the *Identification of Effects Report* and consulting parties meeting on January 3, 2019 (Appendix D-83 to D-85).

On January 7, 2019, Indiana Landmarks expressed concerns with the findings of the *Identification of Effects Report* (Appendix D-87 to D-88). INDOT responded to their concerns on January 24, 2019 (Appendix D-89 to D-91). SHPO responded to the meeting summary and the correspondence between Indiana Landmarks and INDOT on January 30, 2019 (Appendix D-93 to D-94).

Following a design modification, the addition of Noise Barrier 8, INDOT reopened Section 106 consultation with a letter sent to consulting parties on November 18, 2019 (Appendix D-161 to D-165). A consulting party meeting was held on December 4, 2019 to discuss the modified design and project effects (Appendix D-179 to D-181). On December 17, 2019, SHPO responded to the effects letter and consulting party meeting summary and agreed with INDOT's assessment (Appendix D-175 to D-176). No other consulting party comments were received. Noise is discussed further in *Part III, Section F – Noise*.

## ARCHAEOLOGY

Pursuant to 36 CFR § 800.4(b), staff for Weintraut and Associates, Inc (W&A) conducted a Phase Ia Archaeological Records Check and Field Reconnaissance Report which identified four archaeological sites and a former cemetery (Appendix D-120 to D-122). No further work was recommended, unless project limits expand. The archaeology report was distributed to the Tribes and SHPO on October 17, 2018.

SHPO responded to the Phase Ia Archaeology Report on November 19, 2018 and agreed that the sites did not appear to be eligible for the National Register of Historic Places (NRHP) (Appendix D-78 to D-79). SHPO concurred with the opinion in the archaeological report that the portions of the sites within the project area do not appear to contain significant archaeological deposits, and no further work is necessary at those locations.

SHPO stated, "The portions of the archaeological sites [12MA0062 and 12MA0080] outside the proposed project area must either be avoided or subjected to further archaeological investigations. Additionally, those areas of the sites should be clearly marked so that they are avoided by all ground-disturbing activities. If avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to the [DHPA] for review and comment." These areas are marked "Cultural Resource Area" on the project plans (Appendix B-67 and B-69). These firm commitments are included in *Part III, Section J – Environmental Commitments*.

## HISTORIC PROPERTIES

W&A prepared the Historical Properties Report (HPR) in September 2018 (Appendix D-117 to D-119). The following eight resources within the APE are listed in, or eligible for listing in, the NRHP:

- Indianapolis Park and Boulevard System Historic District (NR-1711)
- Castleton Depot (IHSSI: 097-206-00010) at 6725 East Eighty-Second Street
- George Metsker House (IHSSI: 097-26-05002) at 8855 North River Road
- Test House (WA 3) at 6930 East Seventy- First Street
- Devonshire Historic District
- Avalon Hills Historic District
- Roland Park Historic District
- Ivy Hills Historic District

These resources are outside the project area and no right-of-way acquisition is proposed from these properties. Therefore, potential impacts to these properties will be limited to visual and noise impacts.

### DOCUMENTATION FINDING

INDOT, acting on behalf of FHWA, issued the following findings on April 3, 2019 (Appendix D-1 to D-3):

- Indianapolis Park and Boulevard System Historic District - No Adverse Effect
- Castleton Depot - No Adverse Effect
- George Metsker House - No Effect
- Test House - No Adverse Effect
- Devonshire Historic District - No Adverse Effect
- Avalon Hills Historic District - No Adverse Effect
- Roland Park Historic District - No Adverse Effect
- Ivy Hills Historic District - No Adverse Effect

Pursuant to 800.5(c) the SHPO concurred with this finding on May 1, 2019 (D-126 to D-128).

After Section 106 was reopened due to the above-mentioned design modification, INDOT, acting on behalf of FHWA, issued a revised finding on February 27, 2020 (Appendix D-138 to D-140), which was consistent with the previous finding.

SHPO concurred with the revised finding on March 26, 2020 (Appendix D-182 to 184).

### PUBLIC INVOLVEMENT

Two public notices of the initial "No Adverse Effect" finding were advertised in the *Indianapolis Star* on April 10 and April 11, 2019. As advertised, the public comment period closed 30 days later on May 11, 2019. The text of the public notice and the affidavit of publication appear in Appendix D-129 to D-134. No comments were received.

One public notice of the revised "No Adverse Effect" finding was advertised in the *Indianapolis Star* on February 29, 2020. As advertised, the public comment period closed 30 days later on April 2, 2020. The text of the public notice and the affidavit of publication appear in Appendix D-185 to D-187. No comments were received.

The Section 106 process has been completed and the responsibilities of the FHWA under Section 106 have been fulfilled.

## Section D – Section 4(f) Resources/Section 6(f) Resources

### Section 4(f) Involvement

	PRESENCE	USE	
		YES	NO
<b>PARKS AND OTHER RECREATIONAL LAND</b>			
Publicly owned park	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Publicly owned recreation area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (school, state/national forest, bikeway, etc.)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>WILDLIFE AND WATERFOWL REFUGES</b>			
National Wildlife Refuge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National Natural Landmark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Wildlife Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Nature Preserve	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>HISTORIC PROPERTIES</b>			
Sites eligible and/or listed on the NRHP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<b>EVALUATIONS PREPARED</b>		
Programmatic Section 4(f)	<input type="checkbox"/>	FHWA	
"De minimis" Impact	<input checked="" type="checkbox"/>	Approval date	
Individual Section 4(f)	<input type="checkbox"/>	<input type="text"/>	

Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife / waterfowl refuges, and NRHP eligible or listed historic properties. Lands subject to this law are considered Section 4(f) resources.

Based on a desktop review, the 2016-2018 site visits by Parsons, the RFI report (Appendix E), the *Environmental Screening Memorandum* (Appendix 143 to A-147), coordination with stakeholders (Appendices C and G), and Section 106 documentation (Appendix D), there are 23 Section 4(f) resources located within 0.5 mile of the project.

#### No Use

The following Section 4(f) resources are located adjacent to or near the project area and will not be directly impacted by this project. No temporary or permanent right-of-way is proposed, and maintenance of traffic should not impede access. In addition, the project will not result in indirect impacts (e.g., noise and visual impacts) that would constitute a Section 4(f) constructive use. Therefore, the project will not result in the permanent, temporary, or constructive use of these Section 4(f) resources.

- Town Run Trail Park and Town Run Trail
- Oliver Woods Nature Preserve
- Sahm Park and Golf Course
- Lawrence North High School athletic fields and tennis courts that are open to the public
- Skiles Test Elementary School baseball fields and playground that are open to the public (Note: Approximately 0.110 acre of school property will be required for permanent right-of-way, but it is an unused strip of forested land along East 71st Street that does not involve the school's baseball fields and playground.)
- Johnson Road Trail
- Skiles Test Trail and Skiles Test Nature Preserve
- Woolen Gardens and Fall Creek Greenway Trail
- Fall Creek Trail
- Bluffs of Fall Creek Nature Preserve
- Lawrence Creek Nature Preserve
- Fort Benjamin Harrison State Parks
- Historic resources: Indianapolis Park and Boulevard System Historic District, Castleton Depot, George Metsker House, Test House, Devonshire Historic District, Avalon Hills Historic District, Roland Park Historic District, and Ivy Hills Historic District.

Note, the Former Wright Cemetery was initially identified in the *Environmental Screening Memorandum* as a potential resource. However, it was dismissed during Section 106 consultation because the cemetery was previously relocated.

#### East 71st Street Multi-Use Trail

The East 71st Street Multi-Use Trail is a public recreational resource constructed by DPW and managed by Indy Parks. The trail connects pedestrians and cyclists to the Indy Greenway system via the Johnson Road Trail. This trail is open for public use; therefore, it qualifies for protection under Section 4(f) of the Department of Transportation Act of 1966 and SAFETEA-LU Section 6009(a).

The East 71st Street Multi-Use Trail is situated beneath the I-465 bridges over East 71st Street, Bridge Numbers 15 and 16, which will be widened during this project. In the June 25, 2018 INDOT *Bridge Inspection Reports*, a posted vertical clearance of 13 feet, 8-inches was noted, which is below the *Indiana Design Manual* standard for this type of roadway of 14 feet. Furthermore, the northbound bridge has collision damage to superstructure beams (Appendix A-154). Impacts to the East 71st Street Multi-Use Trail are not avoidable because it is located within existing I-465 right-of-way, the I-465 bridges over East 71st Street need to be widened, and East 71st Street needs to be lowered to meet vertical clearance requirements.

In the preferred alternative, East 71st Street will be lowered by approximately 3 feet, and a barrier will be added to separate the trail from traffic (Appendix B-292 to B-296). The bridge widening and other improvements will result in a

temporary closure of both the street and trail for up to one year. Temporary cribbing (scaffolding) will be used, when safely feasible, to allow for the trail to remain open during construction as much as possible, which is included as a firm commitment in *Part III, Section J – Environmental Commitments*.

According to the FHWA *Section 4(f) Policy Paper* dated July 2012, ([environment.fhwa.dot.gov/legislation/section4f/4fpolicy.pdf](http://environment.fhwa.dot.gov/legislation/section4f/4fpolicy.pdf)), for public recreation areas, a *de minimis* impact is one that, after taking into account any measures to minimize harm (such as avoidance, minimization, mitigation or enhancement measures), the project would not adversely affect the activities, features, or attributes qualifying the recreation area under Section 4(f). This determination requires agency coordination and public involvement as specified in 23 CFR 774.5(b).

This project will not adversely impact the activities, features, or attributes that qualify the trail for protection under Section 4(f). Furthermore, the temporary closure will be minimized through the use of cribbing to allow the trail to remain open when safely feasible, and the trail beneath the bridges will be enhanced through the installation of barriers that will separate pedestrians from motorists. On May 26, 2020, the official with jurisdiction (OWJ) for the trail, the DPW and Indy Parks Principal Park Planner & Greenways Manager, concurred with the assessment of project effects (Appendix C-91 to C-93).

In accordance with 23 CFR 774.5(b)(2) and SAFETEA-LU Section 6009(a), the views of the public were sought regarding the effect of the proposed project on the East 71st Street Multi-Use Trail and the proposed Section 4(f) *de minimis* impact determination. On June 8, 2020, a legal notice was placed in the *Indianapolis Star* (Appendix G-340). A copy of the legal notice was sent on June 3, 2020 to adjoining property owners and stakeholders located within approximately 1.5 miles of the trail, including schools, churches, and neighborhood associations (Appendix G-343). One general project comment was received, requesting a ramp from I-69 to East 86th Street (Appendix G-346). No comments were received regarding the proposed impacts to the East 71st Street Multi-Use Trail. The OWJ was notified about the public response on June 15, 2020 (Appendix C-94).

FHWA issuance of the FONSI will constitute FHWA's final *de minimis* determination for the project's effects on the East 71st Street Multi-Use Trail.

#### Proposed Nickel Plate Trail Greenway

The former Hoosier Heritage Port Authority Railroad, which roughly parallels I-69 to the west, is a rails-to-trails project called the Nickel Plate Trail. This trail is currently under development in Hamilton County as a 10-foot wide asphalt path. Within the project area, the land is owned by the City of Noblesville and the City of Fishers. The proposed Nickel Plate Trail is publicly-owned and is included in regional Master Plans, including the *Indy Moves 2018 Final Comprehensive Transportation Plan* (Appendix J-24 to J-25). Therefore, the Nickel Plate Trail is a Section 4(f) resource.

Within Marion County, including the project area, DPW and Indy Parks intend to construct the trail. Approximately 0.234 acre of temporary right-of-way will be acquired from the future trail to provide access during construction.

The project team met with DPW and Indy Parks on October 7, 2019 and discussed plans for the trail (Appendix C-85 to C-87). DPW and Indy Parks are actively seeking funding to develop the trail within Marion County, including the project area. INDOT will accommodate this trail by providing space for a future 10-foot wide asphalt path along the former rail alignment within the project area, a length of approximately 860 feet. Further coordination with Indy Parks and DPW will occur to avoid construction conflicts between the Clear Path 465 project and the rails-to-trails project. Depending on the timing of both projects, it is possible the portion of the rails-to-trails project within the construction limits of the Clear Path 465 project would be constructed by the Clear Path 465 project. This has been added as a firm commitment in *Part III, Section J – Environmental Commitments*.

Per the July 2012 FHWA *Section 4(f) Policy Paper* ([environment.fhwa.dot.gov/legislation/section4f/4fpolicy.pdf](http://environment.fhwa.dot.gov/legislation/section4f/4fpolicy.pdf)), "temporary occupancy" of Section 4(f) land includes right-of-entry, project construction, temporary easement, or similar short-term arrangements involving a Section 4(f) property. A "temporary occupancy" will not constitute a Section 4(f) use when all of the conditions listed in 23 CFR 774.13(d) are satisfied:

- 1) Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
- 2) Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
- 3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
- 4) The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and
- 5) There must be documented agreement of the OWJ(s) over the Section 4(f) resource regarding the above conditions.

The proposed temporary right-of-way needed for the Clear Path 465 project is a “temporary occupancy” that meets the above-listed conditions because temporary right-of-way is necessary for contractor access, which will be short in duration, there will be no change in land ownership, there will be no changes to the activities, features, or attributes of the property, and the land will be returned in as good or better condition. Applicable commitments are included in in *Part III, Section J – Environmental Commitments*.

The OWJs from the public entities that own the future proposed trail, the City of Noblesville Project Manager for the Nickel Plate Trail and the City of Fishers Director of Engineering, concurred with this finding on June 25, 2020 and July 7, 2020, respectively (Appendix C-97 to C-99).

### Section 6(f) Involvement

	PRESENCE	USE	
		YES	NO
Section 6(f) Property	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The U.S. Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation Fund (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreation resources. Section 6(f) of this Act prohibits conversion of lands purchased with LWCF monies to a non-recreation use.

The NPS responded to early coordination on November 6, 2017 stating there are four LWCF funded projects within the vicinity of the project area, “project numbers 18-00247, 369, 459, and 505 (Fall Creek)”, associated with Fall Creek Greenway Trail and Fort Harrison State Park, and recommended contacting IDNR Division of Outdoor Recreation (Appendix C-17). On June 15, 2020, IDNR Division of Outdoor Recreation was contacted. Based on their June 16, 2020 response, the project will not impact a LWCF site or designated Natural, Scenic, or Recreational River (Appendix C-95). A review of the LWCF County Property List for Indiana, updated December 2019 (Appendix J-26), did not identify additional resources near the project area. The nearest resource, Fall Creek Corridor (Trail), is located approximately 0.1 mile south of the southern project terminus. Therefore, there will be no impacts to Section 6(f) resources as a result of this project.

## Section E – Air Quality

### Air Quality

#### CONFORMITY STATUS OF THE PROJECT

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

YES	NO
X	

If YES, then:

Is the project in the most current MPO TIP?

X	
---	--

Is the project exempt from conformity?

	X
--	---

If the project is NOT exempt from conformity, then:

Is the project in the Transportation Plan (TP)?

X	
---	--

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

	X
--	---

#### LEVEL OF MSAT ANALYSIS REQUIRED?

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

This project is included in the Fiscal Year (FY) 2020-2024 IRTIP (Appendix H-2) and the FY 2020-2024 STIP (Appendix H-1). The listing of the lead Des. No. (1400075) covers the overall project because the other Des. Nos. have been consolidated under the lead for the purposes of the IRTIP and STIP under the contract R-38526.

This project is located in Washington and Lawrence Townships in Marion County, which is currently a maintenance area for Ozone under the 1997 Ozone 8-hour standard, which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, *South Coast Air Quality Management District V. Environmental Protection Agency, Et. Al. Decision*. The project's design concept and scope are accurately reflected in both the Indianapolis MPO Transportation Plan (TP) and the IRTIP, and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met.

A small portion of Marion County within downtown Indianapolis is under a limited maintenance plan for carbon monoxide (CO). However, the Clear Path 465 project area is located several miles outside the maintenance area (<https://www.in.gov/idem/airquality/2617.htm>), and is therefore in attainment for CO. This project is located in Marion County, which is in attainment for particulate matter 2.5 (PM<sub>2.5</sub>) (<https://www.in.gov/idem/airquality/2424.htm>). Therefore, a hot spot analysis for PM<sub>2.5</sub> or CO is not required.

For the preferred alternative, the amount of mobile source air toxics (MSAT) emitted would be proportional to the vehicle miles traveled (VMT). The VMT estimated for the preferred alternative is typically higher than that for the Do-Nothing alternative, because the added travel lanes attract trips that would not otherwise occur in the area. This increase in VMT means MSAT under the preferred alternative would probably be higher than the Do-Nothing alternative. There could also be localized differences in MSAT (e.g., benzene) from parked cars, and emissions of diesel particulate matter from tractor-trailers and delivery trucks. Travel to other destinations would be reduced with subsequent decreases in emissions at those locations.

MSAT emissions are virtually certain to be lower than present levels in the design year as a result of USEPA's national control programs that are projected to reduce MSAT emissions by over 90 percent from 2010 to 2050 (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, FHWA, October 12, 2016). Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the USEPA-projected reductions is so great (even after accounting for VMT growth), that MSAT emissions in the study area are likely to be lower in the future than they are today as a result of this project.

## Section F – Noise

### Noise

Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?

YES	NO
X	

ES Review of Noise Analysis

NO	YES/DATE
	X / March 31, 2020

A Traffic Noise Impact Analysis was conducted for this project and is included in Appendix I. The purpose of the analysis was to evaluate noise impacts and abatement under the requirements of Title 23, Part 772 of the Code of Federal Regulations (23 CFR 772) "Procedures for Abatement of Highway Traffic Noise". The FHWA Traffic Noise Model (TNM) Version 2.5 was used to predict existing and future design year noise levels. Because design year noise levels are predicted to approach or exceed the FHWA Noise Abatement Criteria (NAC), the project has been found to have traffic noise impacts. Based on the Traffic Noise Analysis Procedure (2017), the feasibility and cost-effectiveness of noise barriers were considered at all locations in the project area where noise impacts were identified under the future build alternative. Based on this evaluation, seven feasible and cost-effective barriers were identified for this project. These locations are summarized in the following table and shown on the figures in Appendix I-22 to I-37.

**Table 13. Summary of Feasible and Cost-Effect Noise Barriers**

NOISE BARRIER	LOCATION	LENGTH (FEET)	NUMBER OF BENEFITED RECEIVERS
1	East side of I-69, north of 82nd Street	800	46
2	East side of I-69, south of 82nd Street	350	84
3	North of 75th Street along northbound I-465 to I-69 northbound ramp	1,231	176
4	North side of I-465, west of Allisonville Road	2,000	288
6	South side of I-465, east of Allisonville Road	5,231	203
7	West side of I-465, south of 75th Street	5,500	92
8	East side of I-465, near East 71st Street	4,900	94

Based on the studies completed to date, INDOT has identified 1,212 impacted receptors and has determined that noise abatement is likely, but not guaranteed, at seven locations where 938 of the 1,212 impacted receptors are located (Appendix I-20). Noise abatement at these locations is based upon preliminary design costs and design criteria. Noise abatement in these locations at this time has been estimated to cost approximately \$9.1 million and will reduce the noise level by a minimum of 5 dB(A) at a majority of the identified impacted receptors.

Initially, six noise barriers (Barriers 1-4, 6, 7) were deemed reasonable and feasible. The viewpoints of the benefited residents and property owners were sought and were considered in determining the reasonableness of highway traffic noise abatement measures for proposed highway construction projects. Meeting invitations and pre-stamped surveys, which allowed each benefited resident to state whether or not they would like the noise wall associated with their property constructed, were mailed to each benefited resident on December 5, 2018 (Appendix I-39 to I-48). On December 17, 2018, a presentation was given on the noise analysis conducted for the project, and boards showing the locations where noise abatement is likely were made available (Appendix G-110). Meeting materials were posted online at the project website, [www.in.gov/indot/3654.htm](http://www.in.gov/indot/3654.htm). Ninety responses were received from the noise-impacted property owners benefited by the noise barriers (1, 2, 3, 4, 6, and 7). Of the responses received, 81 were in support of the noise barriers being constructed (Appendix I-49). Based on a low number of responses (90 out of 859), a second letter and survey were sent in February 2019 (Appendix I-50 to I-59). A total of 771 letters and surveys were sent in February 2019, and 53 responses were received. Of the responses received, 45 were in support of the noise barriers being constructed (Appendix I-60). Additionally, several comments were received from residents and property owners who did not receive a mailing as they were not benefited by the noise barriers presented at the meeting. These comments were about Noise Barrier 8, which was originally determined not reasonable and feasible, and were recorded in the Public Comment Log (Appendix G-232).

Following the initial surveys, additional analysis of potential noise abatement was conducted. Part of this additional analysis included extending the noise study area from 500 to 800 feet along the east side of I-465 in the vicinity of East



71st Street. This extension of the study area was done because some predicted noise impacts extend out past the 500-foot study area. As a result of this additional analysis, Noise Barrier 8 was identified as preliminarily reasonable and feasible.

An additional survey was sent to the noise-impacted property owners benefited by Noise Barrier 8 on July 2019, followed by a noise meeting for Noise Barrier 8 on August 7, 2019 (Appendix I-61 to I-64). Ninety-eight letters and surveys were sent, and 68 responses were received. Of the responses received, 63 (56 residences and 7 businesses) were in support of Noise Barrier 8. Five responses, all from adjacent businesses, did not support Noise Barrier 8 (Appendix I-65). Therefore, it was determined that Noise Barrier 8 is reasonable and feasible.

Overall, a majority of respondents for each noise barrier indicated they were in favor of the proposed noise abatement. However, to address concerns from some adjacent business owners regarding the loss of visibility to their property from I-465, the placement of some walls was adjusted, refer to Appendix I-17 for further discussion. The reasonable and feasible barriers are shown on the figures in Appendix I-22 to I-37.

A re-evaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed such that noise abatement is not feasible and reasonable, the abatement measures might not be provided. The final decision on the installation of any abatement measure(s) will be made upon the completion of the final design and public involvement process.

The viewpoints of the benefited residents and property owners will be sought and will be considered in determining the reasonableness of highway traffic noise abatement measures for proposed highway construction projects. INDOT will incorporate highway traffic noise consideration in on-going activities for public involvement in the highway program.

## Section G – Community Impacts

### Regional, Community and 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
X	
	X
	X
	X
X	
X	

The project is consistent with local and regional land use and transportation plans. Because the project involves the reconstruction of existing highways and interchanges, primarily within the existing right-of-way, with no changes to access, it would not result in substantial impacts to community cohesion.

Most of the right-of-way acquisition and all of the business relocations occur in Lawrence Township. The loss of local tax revenue from right-of-way acquisition (i.e., 14.076 acres), most of which is undeveloped forested land (i.e., 8.585 acres or 61%), and the relatively small number of business relocations (four), would be negligible compared to the total tax base for Lawrence Township.

Potential impacts to community events during construction have been and will continue to be minimized through on-going coordination with stakeholders regarding the project's MOT Plan and TMP, which are currently under development. See *Part II, Maintenance of Traffic During Construction* for more information.

The City of Indianapolis' most recent transition/accessibility implementation plan was developed and considered effective in 2013. An annual report demonstrating continued implementation of accessibility enhancements was prepared by the City of Indianapolis on December 28, 2018. The project will be designed in accordance with the plan and all applicable Americans with Disabilities Act (ADA) requirements.

### Indirect and Cumulative Impacts

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

YES	NO
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Indirect impacts are effects which are caused by the action and are later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate. Cumulative impacts affect the environment which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such actions.

The project will not result in substantial indirect impacts because it involves the reconstruction of existing highways and interchanges with no changes to access within highly developed areas. As a result, there will be minimal opportunity for the project to induce development.

Similarly, the project will not result in substantial cumulative impacts because it is located in an area that currently is and has been highly developed, so there will be minimal impacts associated with other past, present, and future actions. In addition, the project's impacts will be minimal because it's a reconstruction project, so most of the construction will occur within the existing right-of-way.

### Public Facilities and 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?

YES	NO
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Public facilities and services were identified during desktop reviews, the 2016-2018 site visits, aerial maps (Appendix B-6 to B-10), the RFI report (Appendix E-1), and the public involvement activities discussed in *Part I – Public Involvement*. There are six schools (two of which are adjacent to the project), two hospitals, twelve religious facilities, and two private airports located within 0.5 mile of the project (Appendix E-3 and G-7).

Except for 0.110 acre of impacts to an undeveloped/unused portion of property associated with the Skiles Test Elementary School, the project will not result in direct impacts to any fire, police, health, educational, and religious facilities and services. Because the project will not change existing access, it will also not result in any permanent impacts to access for public facilities and services and it is anticipated that, once constructed, it will improve emergency response times and safety. See *Part II, Maintenance of Traffic During Construction* regarding potential temporary impacts to traffic and access during construction. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that will block or limit access.

Utility relocation coordination has been initiated and will continue throughout the relocation/mitigation of all impacted utilities. The only utility work included in the proposed contract is the extension of the sanitary sewer crossing I-69 in between the I-465/I-69 interchange and the I-69/East 82nd Street interchange, to tie into the existing manhole at Castleton Drive, associated with Des No. 1901997 (Appendix A-148).

Table 14 provides a list of existing and proposed pedestrian/bicycle facilities within the project area and a determination of potential impacts (Note: there are no existing or planned pedestrian/bicycle facilities on Binford Boulevard, I-465, or I-69).

**Table 14. Pedestrian/Bicycle Facilities and Impacts**

LOCATION	DESCRIPTION	IMPACTS
Allisonville Road at the I-465 Interchange (Appendix B-123 to B-1245)	Existing bikeway on both sides of the street	No changes/impacts
82nd Street bridge over I-465 (Appendix B-71 to B-72)	Existing sidewalk on both sides of the street	No changes/impacts
82nd Street at the I-69 interchange (Appendix B-228 to B-232, B-283 to B-286)	Existing sidewalk on the south side of the street, and a disconnected sidewalk on the north side of the street	The existing sidewalk on the south side will remain and a new sidewalk will be constructed on the north side to connect the existing sidewalk on either side of the I-69 interchange. Pedestrian signals, curb ramps, and refuge islands will be added where needed. The existing sidewalk may be temporarily closed during construction.
Under I-465 mainline and the southbound I-69 to westbound I-465 ramp (Appendix B-262 to B-263)	Proposed Nickel Plate Trail greenway (rails-to-trails project)	INDOT will accommodate this trail by providing space for a future 10-foot wide asphalt path along the former rail alignment. Temporary right-of-way, 0.234 acre, is needed for access. Further coordination will occur to avoid construction conflicts. Depending on the timing of both projects, it is possible the portion of the trail within the construction limits will be constructed by the Clear Path 465 project.
75th Street and Binford Boulevard intersection (Appendix B-176)	There are currently no existing pedestrian/bicycle facilities at this intersection and there are none proposed for the project. However, the City of Indianapolis is planning on extending the sidewalks on 75th Street from Kitley Avenue to Binford Boulevard.	The project will not impact the proposed plan by the City of Indianapolis to extend the sidewalks on 75th Street between Kitley Avenue and Binford Boulevard.
75th Street bridge over I-465 (Appendix B-85, B-103)	Existing sidewalk on both sides of the street	No changes/impacts
East 71st Street under I-465 (Appendix B-292 to B-296-317, B-318)	Existing East 71st Street Multi-Use Trail on the north side of the street	Because 71st Street is proposed to be lowered by approximately 3 feet, a barrier will be constructed between the trail and street. No other changes are proposed for the trail. However, during construction, the trail may be temporarily closed (See <i>Part III, Section D – Section 4(f) Resources/Section 6(f) Resources</i> for more information).
Fall Creek Trail (outside construction area)	Beneath the I-465 bridge over Fall Creek	No changes/impacts
Castleton Road at its southern terminus in front of Wheaton Van Lines. Castleton Road will be slightly re-aligned, and a cul-de-sac will be added. (Appendix B-242)	Existing sidewalk on west side of road, which terminates at the southern entrance to Wheaton Van Lines	Approximately 160 feet of this sidewalk will be replaced with 200 feet of sidewalk that will terminate at the southern entrance to Wheaton Van Lines. Approximately 200 feet of the existing sidewalk will be closed during construction, for up to one year.

### AGENCY COORDINATION

Coordination with DPW has occurred throughout the design process, as documented through the RAM meeting (Appendix C-18 to C-23), the CAC meetings (Appendix G-33 and G-66), the ongoing TMP meetings (Appendix G-214), and individual meetings/correspondence (Appendix C-85 to C-90).

USEPA's January 9, 2018 comment letter recommended identifying the project's potential impacts to human health including public facilities and services. Public health impacts are also discussed in *Part III, Section E - Air Quality, Section F - Noise*, and the other subsections of *Section G - Community Impacts*, including *Environmental Justice (EJ)*. This project should not result in adverse public health impacts.

Applicable agency recommendations are included in *Part III, Section J - Environmental Commitments*.

### Environmental Justice (EJ) Presidential EO 12898

During the development of the project were EJ issues identified?

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?

YES	NO
X	
X	
X	
	X

Under FHWA Order 6640.23A, FHWA and INDOT, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. The Clear Path 465 project is an EA level project, therefore EJ Analysis is required.

### Census Data

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Washington and Lawrence Townships of Marion County (combined), which is shown on the Community of Comparison map (Appendix J-10). The community that overlaps the project limits is called the affected community (AC). In this project, the AC consists of twelve Census Tract Block Groups (CTBGs) listed below in Tables 15 and 16 and shown on the Census Tract Block Groups map (Appendix J-11).

An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the American Community Survey 2011-2015 was obtained from the US Census Bureau Website <https://factfinder.census.gov/> on August 29, 2017 by Parsons. (Note, as of January 2020 this was the most-recent available data at the CTBG level within the study area). The data collected for minority and low-income populations within the AC are summarized in the below tables. Documentation is provided in Appendix J-10 to J-23.

**Table 15. Minority Data**

POPULATION		PERCENT MINORITY	125% OF COC	EJ POPULATION OF CONCERN?
<b>COMMUNITY OF COMPARISON</b>				
Washington and Lawrence Townships of Marion County, Indiana		42.4	53.0	N/A
<b>AFFECTED COMMUNITY</b>				
AC-1	Block Group 2, Census Tract 3203.03	47.3		No
AC-2	Block Group 1, Census Tract 3203.04	11.0		No
AC-3	Block Group 4, Census Tract 3203.04	22.2		No
AC-4	Block Group 2, Census Tract 3301.03	26.7		No
AC-5	Block Group 1, Census Tract 3301.05	34.0		No
AC-6	Block Group 2, Census Tract 3301.05	43.3		No
AC-7	Block Group 3, Census Tract 3301.05	14.1		No
AC-8	Block Group 1, Census Tract 3301.06	58.0		Yes
AC-9	Block Group 2, Census Tract 3301.06	16.4		No
AC-10	Block Group 1, Census Tract 3304.01	41.3		No
AC-11	Block Group 2, Census Tract 3304.01	16.1		No
AC-12	Block Group 3, Census Tract 3304.01	20.7		No

American Community Survey 2011-2015, US Census Bureau Website <https://factfinder.census.gov/> on August 29, 2017

**Table 16. Low-Income Data**

POPULATION		LOW INCOME (%)	125% OF COC	EJ POPULATION OF CONCERN?
<b>COMMUNITY OF COMPARISON</b>				
Washington and Lawrence Townships of Marion County, Indiana		16.0	20.1	N/A
<b>AFFECTED COMMUNITY</b>				
AC-1	Block Group 2, Census Tract 3203.03	17.4		No
AC-2	Block Group 1, Census Tract 3203.04	2.4		No
AC-3	Block Group 4, Census Tract 3203.04	10.9		No
AC-4	Block Group 2, Census Tract 3301.03	4.8		No
AC-5	Block Group 1, Census Tract 3301.05	5.0		No
AC-6	Block Group 2, Census Tract 3301.05	19.2		No
AC-7	Block Group 3, Census Tract 3301.05	11.7		No
AC-8	Block Group 1, Census Tract 3301.06	34.8		Yes
AC-9	Block Group 2, Census Tract 3301.06	17.5		No
AC-10	Block Group 1, Census Tract 3304.01	0.0		No
AC-11	Block Group 2, Census Tract 3304.01	1.7		No
AC-12	Block Group 3, Census Tract 3304.01	3.9		No

American Community Survey 2011-2015, US Census Bureau Website <https://factfinder.census.gov/> on August 29, 2017

AC-1 through AC-7 and AC-9 through AC-12 have a percent minority from 11.0 to 47.3, which are below 50% and are below the 125% COC threshold. Therefore, these AC's do not contain minority populations of EJ concern. AC-8, Block Group 1, Census Tract 3301.06 has a percent minority of 58.0, which is above 50%. Therefore, AC-8 is a minority population of concern.

AC-1 through AC-7 and AC-9 through AC-12 have a percent low-income from 0.0 to 19.2, which are below 50% and are below the 125% COC threshold. Therefore, these AC's do not contain low-income populations of EJ concern. AC-8, Block Group 1, Census Tract 3301.06 has a percent low-income of 34.8, which is below 50% but is above the 125% COC. Therefore, AC-8 is a low-income population of concern.

### OTHER METHODS

A preliminary draft EJ analysis was conducted in July 2017 in order to support public involvement activities. Initial research included an analysis of U.S. Census Bureau data, internet searches on specific communities such as apartment complexes, and an online search of U.S. Housing and Urban Development (HUD) resources ([www.hud.gov](http://www.hud.gov)). During public outreach, including the public open house and CAC meetings, the project team requested information to help identify potential EJ communities within the project area (Appendix G-30 to G-67). The Neighborhood Liaison for the Indianapolis Mayor's Office provided general information. None of the responses received identified additional EJ populations. In January 2020, Parsons reviewed updated data available from the U.S. HUD Resource Locator website (<https://resources.hud.gov/#>).

### FINDINGS

The analysis of census data revealed one CTBG with populations of EJ concern, AC-8 (Block Group 1, Census Tract 3301.06). AC-8 has a percent low-income of 34.8 percent, which is less than 50% but is above the 125% COC (20.1%). This CTBG also has a minority population of 58%, which is above 50%. Therefore, AC-8 is a minority and low-income population of EJ concern. As shown on the Census Tract Block Groups map (Appendix J-11), this population is located northeast of the I-69/I-465 interchange.

The remaining CTBGs have low-income and minority populations that are less than 50% and less than 125% COC. Therefore, they were not identified as populations of EJ concern.

Further analyses identified specific communities of concern:

- AHEPA 232 Apartments I and Apartments II at 7355 Shadeland Station Way are the only U.S. HUD resources mapped within a 0.5-mile radius of the project area. These apartments are located southeast of Shadeland Avenue and 75th Street, approximately 0.3 mile east of the project limits. This community is within AC-6. Based on the U.S. HUD listing, this community is a low-income population of EJ concern.
- Miller’s Senior Living Community at 8400 Clearvista Place abuts the eastern project area at the north end. This facility includes residential nursing care and is located in AC-8.
- Crown Senior Living at 7960 Shadeland Avenue is a senior living facility adjacent to the east of I-69. This facility is located within AC-8.
- Bayview Club Apartments at 7545 Bayview Club Drive is a relatively large apartment complex that abuts the northeast quadrant of the I-465/I-69 interchange. This apartment complex appears to be in-line with market rates and not likely to contain low-income populations. This complex is located within AC-8.
- The Woods of Castleton Apartments and Townhomes, 8281 Clearvista Drive, is within AC-8 and is approximately 0.4 mile east of the northern project area.

### CONCLUSION

As previously discussed, the permanent right-of-way to be acquired for this project primarily consists of commercial and forested land. This right-of-way is west of I-69 within AC-6, which was not identified as a population of EJ concern. The only permanent residential right-of-way needed for this project is 0.017 acre from Veridian Castleton apartments, located southwest of the I-465/I-69 interchange within AC-7.

There are no residential relocations and no permanent right-of-way proposed from the only AC with populations of EJ concern (i.e. AC-8). There are two strips of temporary right-of-way to be acquired from residential land within AC-8: 0.106 acre from Miller’s Senior Living Community and 0.074 acre from Crown Senior Living. This temporary right-of-way is for a safety buffer to create space between the construction limits and private property. There will be no ground disturbance within this area, and the land will be fully restored upon completion. Additionally, there will be no permanent change in access. Improvements near AC-8 include the connection of sidewalk on the north side of 82nd Street, which will increase walkability. Furthermore, the proposed maintenance of traffic during construction will minimize temporary lane and ramp closures. As a result, impacts to public transportation should also be minimal. Based on this analysis, the Clear Path 465 project will not have a disproportionately high and adverse effect on minority or low-income populations.

### 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
X	
	X
	X
X	

**NUMBER OF RELOCATIONS:** Residences: 0 Businesses: 4 Farms: 0 Other: 0

The following seven commercial structures will be acquired resulting in the relocation of four businesses: a vacant one-story office building, two commercial buildings supporting car care, auto glass, and plumbing services, a hotel, a car dealership, a small outbuilding used for storage, and a gazebo. The buildings are shown in the Building Removals figure (Appendix B-11). No residential or farm relocations are planned.

Demolition activities will be handled in accordance with INDOT standard specifications and all applicable rules and regulations, such as those related to asbestos containing materials and fugitive dust. Therefore, there should be no adverse public health impacts from the proposed demolitions.

KTMs were held from September 24, 2018 to May 1, 2019 with landowners and businesses who may be impacted by permanent and/or temporary right-of-way acquisition (Appendix G-133). These meetings are ongoing. Additional information is available in *Part I, Public Involvement*.

The acquisition and relocation program will be conducted in accordance with 49 CFR 24 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. Relocation resources are available to all residential and business relocatees without discrimination. No person displaced by this project will be required to move from a displaced dwelling unless comparable replacement housing is available to that person.

Utility relocation coordination has been initiated and will continue throughout the relocation/mitigation of all impacted utilities.

## Section H – Hazardous Materials and Regulated Substances

### Documentation

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

Red Flag Investigation

X

Phase I Environmental Site Assessment (Phase I ESA)

Phase II Environmental Site Assessment (Phase II ESA)

Design/Specifications for Remediation required?

No Yes/ Date

ES Review of Investigations		May 18, 2017 and April 16, 2019 (Addendum)
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Based on a review of GIS and available public records, an original RFI was completed on April 25, 2017 by Parsons and conditionally approved by INDOT on May 18, 2017 (Appendix E-1) and an RFI Addendum was completed by Parsons and approved by INDOT on April 16, 2019 (Appendix E-29). Table 17 shows the number and types of hazardous material sites located within 0.5 mile of the project area.

**Table 17. Hazardous Material Sites within 0.5 mile of the Project Area**

TYPE	NUMBER OF SITES WITHIN 0.5 MILES OF THE PROJECT AREA
Brownfield	1
Industrial Waste Sites (RCRA Generators)	17
Leaking Underground Storage Tanks (LUST)	22
NPDES Pipe Location	2
State Cleanup Site	5
Underground Storage Tanks (UST)	14
Voluntary Remediation Program	1
Institutional Controls	4

RCRA – Resource Conservation and Recovery Act

NPDES – National Pollutant Discharge Elimination System

#### Brownfields

There is one mapped Brownfield facility, located about 0.1 mile west of the project area, which was researched further on the IDEM Virtual File Cabinet (VFC).

- Fifth Quarter Restaurant Property, Agency Interest Identification Number (AID) 4990026, is located at 8225 Allison Pointe Trail, approximately 0.2 mile southwest of the project area. No impact is expected.

#### Industrial Waste Sites (RCRA Generators)

There are 17 hazardous waste generators mapped within a half-mile of the project area. Facilities of interest are discussed further below:

- Best Access System (6161 East 75th Street, AID 10851), aka Stanley Security Systems, is situated adjacent to the west side of the southern terminus along Binford Boulevard. At the southwest corner of Binford Boulevard and East 75th Street, 102 linear feet of UNT 5 to Howland Ditch will be re-graded up to five feet below grade within existing right-of-way. This facility manufactures security systems (e.g., metal locks) and is a large quantity

generator of hazardous waste (VFC Document #80213072, February 2016). The VFC file indicates it has been a manufacturer since the 1920s (VFC Document #40843364, March 1988). VFC records indicate the shallow groundwater flows away from the project area. No impact is expected.

- Tuchman Cleaners No. 25 (8615 Allisonville Road, AID 391749) is located 0.2 mile northeast of the I-465/Allisonville Road interchange. No impact is expected.
- Universal Tool & Engineering Company, Incorporated, aka Delco Remy (7601 East 88th Place, AID 25052) is located adjacent to the east of the northern terminus along I-69. Along this section of I-69, road widening and related regrading of the drainage ditch (Wetland BW) will disturb the ground surface up to five feet below grade, within existing right-of-way. This facility was a machine shop with six buildings that, at times, leased to Allison Transmission Plant 2 and Delphi Battery (aka Delphi Energy, discussed further below). This facility was a large quantity generator of hazardous wastes with a history of violations. No impact is expected.
- Delphi Energy & Chassis Systems (8750 Hague Road, AID 23954) is co-located with the above-listed property. This facility was a large quantity generator of hazardous waste. No impact is expected.

#### Leaking Underground Storage Tanks (LUSTs)

There are 22 LUST facilities within a half-mile of the project area. Although three are mapped within existing project right-of-way, based on visual observations and aerial photographs, these facilities are situated adjacent to or near the right-of-way. The nearest active LUST facility is described below.

- Kittles Home Furnishings (8600 Allisonville Road, AID 21862) is located adjacent to the northwest side of the I-465/Allisonville Road interchange. Near the ramp from Allisonville Road to westbound I-465, excavations up to 15 feet deep will occur to install Noise Barrier 4, located 0.06 mile west of this facility within existing right-of-way (Appendix I-28 and B-128). A suspected release of petroleum was reported in 1990 (VFC Document #23695103, May 1990). A 10,000-gallon fuel oil UST and a 5,000-gallon gasoline UST were removed in May 1990 and the area was over-excavated (VFC Document #23695105, June 1990). There are no IDEM review letters, closure letters, etc., in the VFC file. No impact is expected.

#### NPDES Pipe Locations

There are two mapped National Pollutant Discharge Elimination System (NPDES) pipe locations within a half-mile of the project area (the closest one being about 0.1 mile east near I-465 and Fall Creek Road). These pipes are associated with Indianapolis Belmont & Southport Advanced Wastewater Treatment (AWT) plants and are labeled as "INACTIVE" since June 2013. Coordination with the City of Indianapolis storm water (MS4) administrator has occurred for this project. The project is not anticipated to impact these inactive NPDES pipes.

#### State Cleanup Sites

There are five State Cleanup sites mapped within a half-mile of the project area. None of these sites are located within existing right-of-way and one is erroneously mapped (AMLI Residential, AID 23194, is situated in Carmel, more than 5 miles north of the project area). The nearest facility is described further below.

- U Haul (7027 East 86th Street, AID 16483) is located 0.12 mile west of I-69. No impact is expected.

#### Underground Storage Tanks (USTs)

There are 14 registered UST sites within a half-mile of the project area. The facilities within or nearest to the project area are discussed below.

- Heritage Christian School (6401 East 75th Street, AID 19161) is located adjacent to the south side of Binford Boulevard. At the southeast corner of Binford Boulevard and East 75th Street, excavations up to 12 feet deep will occur to move two signal posts within existing right-of-way. Additionally, an added lane and drainage work will disturb the ground surface up to five feet below grade. This facility had two registered USTs that have no reported releases and have not been active since circa 1990 (VFC Document #24136914, August 1991). No impact is expected.
- Wheaton Van Lines (Facility Identification number (FID) 7188, 8010 Castleton Road) is located adjacent to the west of the project area. A strip of approximately 0.291 acre of temporary and 0.452 acre of permanent right-of-



way is proposed from this facility along its eastern and southern property lines. Excavations up to 6 feet below grade will occur to re-configure Castleton Road and associated drainage work. This facility had two registered USTs located in the northwestern portion of the property, plus a heating oil UST was located south of the office building. The USTs were removed in 1987. During the KTM, the property owner gave additional information such disposal records (Appendix G-133). No impact is expected.

#### Voluntary Remediation Program (VRP)

There is one VRP site within a half-mile of the project area.

- Indy Tire (6362 East 82nd Street, AID 17951) is located approximately 0.4-mile northeast of I-465. No impact is expected.

#### Institutional Control (IC) Sites

There are four properties within a half-mile radius of the project area mapped on the IC database. Properties of interest are discussed below.

- Former Classic Cleaners (8202 Clearvista Parkway Building 1, AID 24260) is located approximately 0.04 mile east of the I-69/82nd Street interchange. In this area, the on-ramp to northbound I-69 will be reconstructed, and there will be drainage work and new guardrail. Regrading up to six feet below grade will occur within existing right-of-way. This former dry cleaner property operated from 1995 to 2000 and achieved No Further Action status on December 14, 2011 (VFC Document #64508305; December 2011). Groundwater contaminated with chlorinated solvents remained at the property but appeared to be relatively confined and utilities did not appear to be impacted. An environmental restrictive covenant (ERC) restricts residential land use and drinking water wells (VFC Document #63692763, September 2011). No impact is expected.
- Amoco SS 20251 (6840 East 82nd Street, AID 16815) is located approximately 0.05 mile west of the I-69/East 82nd Street interchange. This facility had releases of gasoline from USTs to the soil and groundwater. Contaminated soil was removed in 2009 and impacted groundwater remained. An ERC was recorded on October 18, 2012 that restricts residential use and groundwater extraction (VFC Document #67347658, October 2012). No impact is expected.
- Speedway Store 3993 (aka Hoosier Pete – Castleton, FID 2249, 6741 East 82nd Street) is located 0.09-mile northwest of the project area. This active filling station has a history of releases, and an ERC was placed on the property in 2009 due to residual soil and groundwater contamination. No impact is expected.

## Section I – Permits Checklist

### Permits

### LIKELY REQUIRED

#### ARMY CORPS OF ENGINEER (404/SECTION 10 PERMIT)

Individual Permit (IP)	X
Nationwide Permit (NWP)	
Regional General Permit (RGP)	
Pre-Constriction Notification (PCN)	
Other	
Wetland Mitigation required	X
Stream Mitigation required	X

#### IDEM

Section 401 WQC	X
Isolated Wetlands Determination	X
Rule 5	X
Other	
Wetland Mitigation required	X
Stream Mitigation required	X

#### IDNR

Construction in a Floodway	X
Navigable Waterway Permit	
Lake Preservation Permit	
Other	
Mitigation Required	X

#### US COAST GUARD SECTION 9 BRIDGE PERMIT

#### OTHERS (PLEASE DISCUSS UNDER REMARKS BELOW)


A USACE Section 404 Individual Permit, an IDEM Section 401 Water Quality Certification, and an Isolated Wetland Permit will be required. Stream and wetland mitigation will be required. Further coordination will be needed with IDEM and USACE to determine mitigation requirements. It is assumed that INDOT will utilize the IN SWMP for stream and wetland mitigation. IDNR-DFW's response and IDEM's electronic coordination discussed these permit requirements (Appendix C-4 and C-37).

This work will impact the floodway of Howland Ditch; therefore, it will require a IDNR CIF permit. IDNR-DFW's response to agency coordination discussed this permit requirement (Appendix C-4 to C-7).

More than one acre of land will be disturbed, therefore an IDEM Rule 5 permit will be required. IDEM's electronic coordination discussed this permit requirement (Appendix C-37).

Applicable recommendations are included in *Part III, Section J – Environmental Commitments*. If permits are found to be necessary, the conditions of the permit will be requirements of the project and will supersede these recommendations.

It is the responsibility of the project sponsor to identify and obtain all required permits.



## Section J – Environmental Commitments

### FIRM COMMITMENTS:

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT District)
2. 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. (INDOT ESD)
3. 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. (INDOT)
4. Tree Removal AMM 1 - All phases/aspects of the project (e.g., temporary work areas, alignments) will be modified, to the extent practicable, to avoid tree removal in excess of what is required to implement the project safely. (INDOT)
5. Tree Removal AMM 2 - All tree removal activities will be restricted to when Indiana bats and northern long-eared bats are not likely to be present (e.g., the inactive season) October 1 – March 30. (USFWS)
6. Tree Removal AMM 3 - Tree removal will be limited to that specified in project plans and ensure that contractors will understand clearing limits and how they are marked in the field (e.g., bright colored flagging/fencing will be installed prior to any tree clearing to ensure contractors stay within clearing limits). (INDOT)
7. Lighting AMM 1 - All temporary lighting will be directed away from suitable habitat during the active season. (INDOT)
8. Lighting AMM 2 – When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, the goal is to be as close to 0 for all three ratings with a priority of “uplight” of 0 and “backlight” as low as practicable. (INDOT)
9. Site Specific AMM 1 -The interior of commercial structures will be inspected for evidence of bats prior to demolition. Bridge and culvert structures will be re-inspected for the presence of bats at least 24 months prior to any work to the structure or roadway above/below the structure. If bat activity or signs of frequent bat activity (e.g., guano stains) are observed, further coordination with USFWS will occur. (INDOT)
10. Site Specific AMM 2 - A “Reinitiation Notice” is required if: more than 20.49 acres of trees are to be cleared; the amount or extent of incidental take of Indiana bat is exceeded; new information about listed species is encountered; new species is listed or critical habitat designated that the project may affect; the project is modified in a manner that causes an effect to the listed species; or, new information reveals that the project may affect listed species or critical habitat in a manner not considered in the project information. (INDOT)
11. The portions of the archaeological sites [12MA0062 and 12MA0080] outside the proposed project area must either be avoided or subjected to further archaeological investigations. Additionally, those areas of the sites should be clearly marked so that they are avoided by all ground-disturbing activities. If avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to IDNR-DHPA for review and comment. (IDNR-DHPA)
12. The City of Carmel Wellhead Protection Area (WHPA) will be labeled “Wellhead Protection Area” on project plans and contractors will be aware of the presence of a WHPA. During construction, the beginning and end of the sensitive area will be marked with signs stating, “Wellhead Protection Area”, or similar. (INDOT)
13. The Storm Water Pollution Prevention Plan (SWPPP) and associated spill response plan will include communication protocols to ensure proper and timely notification of nearby public drinking water supplies in the event of a spill. This includes the WHPA and the Park Castlewood Industrial Park community public water supply well. (INDOT)

14. During geotechnical investigations, INDOT's *Aquifer Protection Guidelines* will be followed to ensure boreholes are properly closed in a manner that is protective of groundwater. (INDOT)
15. Contractor staging, loading, and cleanup activities should avoid the WHPA. Waste containers and hazardous materials/petroleum products, such as dumpsters or fueling tanks, must be stored outside the sensitive area. (INDOT)
16. Temporary closure of the East 71st Street Multi-Use trail will not exceed one year. Temporary cribbing (scaffolding) will be used, when safely feasible, to allow the trail to remain open during construction activities. The trail will fully restored in at least as good condition, with the added enhancement of a barrier beneath the bridges to separate pedestrians from motorists. (INDOT)
17. The temporary occupancy of the future Nickel Plate Trail (rails-to-trails project) will be short in duration (less than two years), and there will be no permanent change in ownership of the land. (INDOT)
18. INDOT will accommodate the Nickel Plate Trail (rails-to-trails project) by providing space for a future 10-foot wide asphalt path along the former rail alignment within the project area. The land will be fully restored to at least as good as that which existed prior to the project. Further coordination with Indy Parks and DPW will occur to avoid construction conflicts between the Clear Path 465 project and the rails-to-trails project. Depending on the timing of both projects, it is possible the portion of the rails-to-trails project within the construction limits of the Clear Path 465 project would be constructed by the Clear Path 465 project. If this results in a change of scope for the Clear Path 465 project, the INDOT ESD and the INDOT District Environmental Section will be contacted immediately. (INDOT)
19. The project will not impact the proposed plan by the City of Indianapolis to extend the sidewalks on 75th Street between Kitley Avenue and Binford Boulevard. (INDOT)
20. A re-evaluation of the noise analysis will occur during final design. The final decision on the installation of any abatement measure(s) will be made upon the completion of the final design and public involvement process. The viewpoints of the benefited residents and property owners will be sought and will be considered in determining the reasonableness of highway traffic noise abatement measures for proposed highway construction projects. INDOT will incorporate highway traffic noise consideration in on-going activities for public involvement in the highway program. INDOT is required to and will incorporate all reasonable and feasible noise abatement. (INDOT)
21. During construction, access to Community North Hospital must remain open to all emergency vehicles. (INDOT)
22. Tractor-trailer access to Wheaton Van Lines will remain open during construction. (INDOT)
23. Temporary closure of the existing sidewalk along Castleton Road (in front of Wheaton Van Lines) will be limited to one year or less (INDOT).
24. Further coordination with Hampton Inn regarding the relocation of lighting poles will occur. (INDOT)

#### FURTHER CONSIDERATION:

25. A new replacement, or rehabbed structure, and any bank stabilization under the structure, will not create conditions that are less favorable for wildlife passage under the structure compared to current conditions. IDNR-DFW 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/>. (IDNR-DFW)
26. Riprap or other hard bank stabilization materials will be used only at the toe of the side slopes 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 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. (IDNR-DFW)

27. CORRIDORS (Conservation On Rivers and Roadways Intended to Develop Opportunities for Resources and Species) is a program to develop habitats for grassland-dependent species and to foster improved pollinator habitat along roadways and waterways. You may contact South Region Landscape Biologist, Erin Basiger, at Deer Creek Fish & Wildlife Area, 2001 W CR 600 South, Greencastle, IN 46135, (765) 276-3047, [ebasiger@dnr.IN.gov](mailto:ebasiger@dnr.IN.gov). (IDNR-DFW)
28. The new Urban Wildlife Program has potential cost-share and technical assistance available for native plantings and other urban habitat projects. You may contact the South Urban Biologist, Megan Dillon, at Atterbury Fish & Wildlife Area, 7970 S Rowe Street, Edinburg, IN 46124, (812) 526-4891, [mdillon@dnr.IN.gov](mailto:mdillon@dnr.IN.gov), for information regarding assistance with establishment of pollinator habitat, trees and shrubs, native plugs, wetland habitat, rain gardens, nuisance Canada goose mitigation, and/or educational signage that could enhance the project area. (IDNR-DFW)
29. The need for new lighting along the constructed interchange was mentioned during the Resource Agency Meeting. Most transportation corridor designers and municipalities are trending toward LED lighting. Certain types of LED lighting can have negative impacts on both human and wildlife health and safety. The Division of Fish and Wildlife strongly encourages visiting the International Dark-Sky Associations' website to learn more about the potential negative impacts of improperly selected LED lighting systems, if required: <http://darksky.org/lighting/led-practical-guide/>. (IDNR-DFW)
30. Storm water management was mentioned as an issue of concern. The Division of Fish and Wildlife recommends considering a more sustainable approach to stormwater management in general. The traditional model of stormwater management aims to drain urban runoff as quickly as possible with the help of channels and pipes, which increases peak flows and costs of stormwater management. This type of solution only transfers flood problems from one section of the basin to another section. A more sustainable approach aims to rebuild the natural water cycle by using storage techniques (retention basins, constructed wetlands, raingardens, etc.), recharging groundwater using infiltration techniques (infiltration basins or trenches, previous pavement, etc.), and reusing runoff for irrigation elsewhere in the basin. The following link gives a good overview of traditional and sustainable stormwater management systems and their pros and cons: <http://www.sswm.info/content/stormwater-management>. (IDNR-DFW)
31. Implement stormwater management best practices, for information see: [http://www.epa.gov/greeningepa/stormwater/best\\_practices.htm](http://www.epa.gov/greeningepa/stormwater/best_practices.htm). (USEPA)
32. Due to surface water quality issues, we recommend stormwater from roadway surfaces not be discharged directly to Waters of the US. Rather, stormwater should be channeled toward green infrastructure, such as bioswales, that would allow first flush road pollutants to be captured prior to the discharge to surface waters, particularly those surface waters that connect to drinking water intakes. (USEPA)
33. Consider using pollinator promoting plants and/or plant seed mixtures for reclaiming disturbed areas associated with construction/modification activities. (USEPA)
34. The project must comply with the City of Indianapolis Storm Water Design and Construction Manual including Chapter 700 Stormwater Quality and Chapter 600 Erosion and Sediment Control. (DPW)
35. Projects within the 100-year floodplain must submit plan information to the Department of Business and Neighborhood Services for a FLD permit. If this project is within a 100-year floodplain, please refer to design memo no. 2017.11. (DPW)

## Section K – Agency Coordination

Agency coordination was initiated on October 6, 2017 with an invitation (Appendix C-1) to a RAM held on November 14, 2017 (Appendix C-26). The list of RAM members and the dates of written responses, if received, are provided below in Table 18.

**Table 18. Resource Agency Correspondence**

AGENCY	RESPONSE	APPENDIX PAGE #
USACE	October 24, 2019	F-102
USFWS	April 16, 2019	C-80
USEPA	January 9, 2018	C-9
NRCS	June 3, 2019	C-32
NPS	November 6, 2017	C-17
HUD	None	N/A
DFW	November 17, 2017	C-4
IDNR DHPA	November 3, 2017	D-45
IGWS	May 31, 2019	C-42
IDEM	May 31, 2019	C-37
Marion County Surveyor	None	N/A
Indy Parks	None <sup>1</sup>	N/A
DPW	February 6, 2019	C-35
CEG	None	N/A
Indianapolis MPO	None	N/A
IDNR Division of Outdoor Recreation <sup>2</sup>	June 16, 2020	C-95

N/A = Not Applicable

<sup>1</sup> A written response to the RAM was not received. Refer to Appendix C-88 to C-93 for other records of correspondence with Indy Parks

<sup>2</sup>RAM coordination sent per NPS request on June 15, 2020

# Attachment B

## Public Involvement Documentation



Greenfield District  
32 South Broadway  
Greenfield, IN 46140

PHONE: 1-855-463-6848  
FAX: (317) 467-3957

Eric Holcomb, Governor  
Joe McGuinness,  
Commissioner

## LEGAL NOTICE OF PUBLIC HEARING

### **DES# 1400075 - Clear Path 465 - I-465/I-69 Interchange Modification and Added Travel Lanes project in Indianapolis, Marion County**

The Indiana Department of Transportation (INDOT) will hold a public hearing on Wednesday, October 14, 2020, starting at 4:30 pm at the Fort Harrison Conference Center, 6002 N Post Road, Indianapolis, Indiana 46216. The doors will be open at 4:00 pm. There will be presentations at 4:30 pm and 6:00 pm. Social distancing guidelines will be followed. The capacity of each presentation may be limited to allow for social distancing. Project team members will wear face masks, and project exhibits will be spaced more than 6 feet apart. Hand sanitizer will be available, and attendees are required to wear masks per the July 9, 2020 mandate by Marion County. Disposable face masks will be provided if attendees do not bring their own masks.

The purpose of the public hearing is to offer all interested persons an opportunity to comment on preliminary design plans and environmental documentation for the proposed I-465/I-69 Interchange Modification and Added Travel Lanes project, also known as the “Clear Path 465” project, located on the northeast side of Indianapolis, Marion County, Indiana. The project includes added travel lanes on I-465 from the White River Bridge (approximately 2.4 miles west of I-69) to Fall Creek Road (approximately 2.15 miles south of I-69). Additionally, portions of Binford Boulevard and I-69 will be reconstructed between East 71<sup>st</sup> Street, I-465, and East 86<sup>th</sup> Street to accommodate a modified I-465/I-69 interchange configuration.

The need for the Clear Path 465 project stems from insufficient capacity that causes backups during the peak hours and safety concerns due to a high volume of crashes within the project area. The purpose of the Clear Path 465 Project is to improve overall traffic operation by increasing capacity to meet an acceptable level of service, and to improve safety.

This project will require approximately 14.076 acres of permanent right-of-way and 4.222 acres of temporary right-of-way, mostly from commercial properties and undeveloped land. A total of seven buildings will be acquired and demolished, and four businesses will be relocated. Natural resource impacts include 9,716 linear feet of streams, 6.09 acres of wetlands, and 20.49 acres of trees, 8.99 of which is considered “suitable summer habitat” for federally protected bat species. There is no adverse effect to cultural resources. The results of noise analyses recommended a total of seven noise barriers to mitigate noise impacts.

Construction is tentatively scheduled to begin in 2022 and expected to last year-round through 2024. Construction will be phased and completed off-line as much as possible to minimize traffic impacts. The number of phases, the order of construction, and the construction durations will be refined during final design.

Federal and state funds are proposed to be used for construction of this project. An Environmental Assessment document has been prepared for the project. The environmental documentation is available to view at the following locations:



1. Clear Path 465 Project website - [www.in.gov/indot/3654.htm](http://www.in.gov/indot/3654.htm)
2. Glendale Branch Library - 6101 N Keystone Avenue, Indianapolis, IN 46220
3. Nora Branch Library - 8625 Guilford Ave, Indianapolis, IN 46240
4. Parsons Office - 101 W Ohio St, Suite 2121, Indianapolis, IN 46204
5. INDOT Greenfield District – 32 S Broadway, Greenfield, IN 46140

Masks must be worn at the repositories. Used equipment at libraries must be flagged (provided) for cleaning.

Verbal statements will be accepted during a public comment session at the public hearing for the official public record immediately following the formal presentation. Verbal comments may be restricted to time limitations based on the number of speakers. All verbal statements recorded during the public hearing and all written and verbal comments submitted prior to, during, and for a period of two (2) weeks following the hearing date, will be evaluated, considered, and addressed in a subsequent environmental documentation. Comments may be submitted prior to the public hearing and within the comment period in the following ways:

1. Clear Path 465 Project website - [www.in.gov/indot/3654.htm](http://www.in.gov/indot/3654.htm)
2. Clear Path 465 email address - [clearpath465@indot.in.gov](mailto:clearpath465@indot.in.gov)
3. Parsons Office –Parsons, Attention Dan Miller, 101 W Ohio Street, Suite 2121, Indianapolis, IN 46204
4. INDOT Toll Free Number: 855-INDOT4U (463-6848) (Please mention Clear Path 465)

**The public comment period for the EA began on September 30, 2020 and will end on October 29, 2020. INDOT respectfully requests comments be submitted utilizing the options noted above by October 29, 2020.**

In addition to the public hearing, a virtual public information meeting will be conducted by the Clear Path 465 Project Team on Tuesday, October 13, 2020 at 5:30 pm. The presentation will be conducted via WebEx, an online meeting platform. The presentation will be identical to the in-person public hearing presentation. Written comments will be accepted during the presentation and included in the official record. Verbal statements will be reserved for the public hearing. A link to access the online presentation and instructions can be found at [www.in.gov/indot/3654.htm](http://www.in.gov/indot/3654.htm).

Persons with limited internet access may request project information be mailed. In accordance with the Americans with Disabilities Act (ADA) and with advance notice, INDOT will coordinate accommodations for persons with disabilities requiring auxiliary aids including, but not limited to sign language interpretation, alternative format documents and other ADA supportive services. In addition, and in accordance with Title VI of the Civil Rights Act of 1964, INDOT will coordinate accommodation for persons of Limited English Proficiency (LEP) requiring auxiliary aids and/or supportive services including, but not limited to alternative format documents and other services as needed. Should accommodation be required please contact Dan Miller of Parsons [Daniel.j.miller@parsons.com](mailto:Daniel.j.miller@parsons.com), 101 W Ohio Street, Suite 2121, Indianapolis, IN, (317) 616-4663.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: “Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program.” 23 CFR 450.212(a)(7) states: “Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary.”, approved by the Federal Highway Administration, U.S. Department of Transportation on August 16, 2012. Current INDOT Public Involvement guidance, in response to COVID-19, can be found at <https://www.in.gov/indot/4039.htm>.

## Jagger, Eric

---

From: Jagger, Eric  
Sent: Wednesday, September 30, 2020 4:02 PM  
To: 'Alex Ray'; 'Alice Miley'; 'Alison McConnell'; 'Amy Moore'; 'Andrew Bilger'; 'Andrew Burns'; 'Andy and Gina Neher'; 'Andy Nahrwold'; 'Andy Stone'; 'Angel Turpin'; 'Angela Hennette'; 'Anthony Mommer'; 'Arnell Hill'; 'Ashley Peabody'; 'Barbara Fagan'; 'Becki Gibson'; 'Ben Borcharding'; 'Ben Flora'; 'Ben Smith'; 'Beth Greene'; 'Beth McCord'; 'Beth Petrie'; 'Betty Hogsett'; 'Bill Curtis'; 'Bill McCallister'; 'Bob Manwaring'; 'Bobbi Richardson'; 'Bonnie Schaller'; 'Brad Klopfenstein'; 'Brendan C. Flood'; 'Brennan Murray'; 'Brent Boeckmann'; 'Brett Duiser'; 'Brock P. Nolan'; 'Bryan and Kate Weese'; 'Burl and Vicky Neal'; 'Carole Krol'; 'Carolyn Goldenetz'; 'Cathy Burton'; 'Chad Slider'; 'Chad Tuttle'; 'Chris Dossman'; 'Chris Funk'; 'Christine Gann'; 'Chuck Fredrick'; 'Chuck Muller'; 'Cindy Conners'; 'Clemesia McCarty'; 'Colby Pringle'; 'Conner DeVoe'; 'Connie Peters'; 'Craig Cleveland'; 'Craig May'; 'Curtis Donlan'; 'Dan and Laura Saffen'; 'Dan Boots'; 'Dan Hull'; 'Dan McCoy'; 'Dana and Kendall Roberts'; 'Daniel Crichlow'; 'Danny Kelley'; 'Darren Boyd'; 'David Brooks'; 'Dawn Koers'; 'Devin Stettler'; 'Diane Jester'; 'Dick Gilbert'; 'Donetta Gee-Weiler'; 'Donna Jordan'; 'Doreen Hiatt'; 'Doris Goodwin'; 'Dorothy Seguin'; 'Doug Myers'; 'Douglas T. Gannaway'; 'Dwight Huffman'; 'Ed Cox'; 'Ed Dewald'; 'Ed Ingle'; 'Ed Stryker'; 'Elsadis Ibrahim'; 'Eric Pethtel'; 'Erin Fisher-Leser'; 'Ethan Evans'; 'Frank Louis'; 'Frank Moosbrugger'; 'Garrett Edwards'; 'Gary Roebbelen'; 'Geoff McCuen'; 'George Kennedy'; 'George Wright'; 'Gerald Kroll'; 'Greg Dupuis'; 'Greg Haney'; 'Greg McMullen'; 'Hardik Shah'; 'Hatem Mekky'; 'Hillary Lowther'; 'J. David Koch'; 'J. Franklin Roesner'; 'J. Timothy Stewart'; 'Jack Lee'; 'James Harpole'; 'James Merritt'; 'James Seet'; 'Jane Lichtenberg'; 'Jane Lommel'; 'Jane Walter'; 'Jason DeArman'; 'Jay Neel'; 'Jean Siders'; 'Jeff Ambrous'; 'Jeff Putala'; 'Jeremy Burns'; 'Jeremy Reinhardt'; 'Jessica Johnson'; 'Jim Borse'; 'Jim Hightshoe'; 'Jim Longest'; 'Jim Sapp'; 'Jim Strange'; 'Jim Ward'; 'Jimmy Nocon'; 'JoAnn Wooldridge'; 'Joe Goeller'; 'Joe Pickard'; 'John Carr'; 'John Effinger'; 'John Happersberger'; 'John M. Lapp'; 'John Ruckelshaus'; 'John Shank'; 'John Sullivan'; 'Joiner Lagpacom'; 'Jon Clodfelter'; 'Jon McClain'; 'Josh Caldwe'; 'Joshua Briggs'; 'Joy and Herb Martin'; 'Joy Masterson'; 'Julie Norris'; 'Karen Kryah'; 'Karl Pfeffer'; 'Kashif Khan'; 'Kate Sim'; 'Kate Weese'; 'Kathleen Barrett'; 'Kathy Varie'; 'Katie Sammon'; 'Kelly Dyer'; 'Kelly Hartman'; 'Ken Jenniges'; 'Ken Jennings'; 'Ken Shook'; 'Keri Koehler'; 'Kevin K. Parsons'; 'Kevin Simms'; 'Kevin Stotts'; 'Kit Wessendorf'; 'Kristina Uland'; 'Lana Stevens'; 'Lance Richardson'; 'Larry Richardson'; 'Larry Riggle'; 'La-Tisha Pirtle'; 'Laura Lazzaro'; 'Lauren Parke'; 'Laurie Mitchell'; 'Lee Toussant'; 'Lisa Richards'; 'Lisa Rodgers'; 'Lori and Dan Buckley'; 'Lori Buckley'; 'Lori Kaplan'; 'Lynn and Alan Clough'; 'Marilyn Lewis'; 'Mark Flanary'; 'Mark Hall'; 'Mark Koers'; 'Mark Thacker'; 'Mark Wittmayer'; 'Marlene Powell'; 'Marsha Soderholm'; 'Mary Williams'; 'Matt Cain'; 'Matt Holland'; 'Maurice Parke'; 'Meg Ambrous'; 'Megan Earnest'; 'Megan Hinkle'; 'Melinda Hall'; 'Michael Baldwin'; 'Michael Huber'; 'Michael McQuillen'; 'Michelle Dreiman'; 'Mike Hoopingarner'; 'Mike Kempf'; 'Mike Lopez'; 'Mike Treman'; 'Mike Wilmot'; 'Mischa Kachler'; 'Mo McReynolds'; 'Murray Clark'; 'Nate Schebb'; 'Nathan Riggs'; 'Neil Mulrooney'; 'Nick Winings'; 'pagold2882@yahoo.com'; 'Paul Crimmins'; 'Paul Dovey'; 'Pete and Peggy Oberlin'; 'Phillip Wink'; 'Phyllis and Kevin Best'; 'Ralph Bell'; 'Randi Caldwell'; 'Randy Gooder'; 'Renee Smith'; 'Rhonda Klopfenstein'; 'Richard Pederson'; 'Richard Schevitz'; 'Robert and Erin Geile'; 'Robert Queer'; 'Robin Herman'; 'Rodger Smith'; 'Ron Jordan'; 'Ron Taylor'; 'Rosemary Ervin'; 'Ross Cochran'; 'Ross Williams'; 'Ruth and Jim Rodefeld'; 'Ryan Bird'; 'Ryan Harkleroad'; 'Sally Borse'; 'Sally Roscetti'; 'Sam Maldonado'; 'Samantha Anderson'; 'Sandy Pasotti'; 'Scott Hicks'; 'Scott Miley'; 'Scott Thien'; 'Scott Unison'; 'Sean Hendrickson'; 'Shanika Heyward'; 'Sharon Dan'; 'Sheryl Holko'; 'Stacey Evans'; 'Stacie Bilger'; 'Stan Smith'; 'Stephanie Young'; 'Steve Fleming'; 'Steve Halleck'; 'Steve Mason'; 'Steve Talley'; 'Steve Townsend'; 'Steve Varner'; 'Sue Pfohl'; 'Tara Cardinal'; 'Taylor Ruble'; 'Ted Klees'; 'Teresa Axthelm'; 'Terry Evans'; 'Terry Sorg'; 'Tim Foddrill'; 'Tom Ott'; 'Tom Schubert'; 'Tomas Beauchamp'; 'Tony Bird'; 'Tony Sargent'; 'Tracey and Neil Fitzgerald'; 'Trina Bird'; 'Valerie Elliott'; 'Viki Hamblen'; 'Wade Tharp'; 'Wendell Bunting'; 'Wendy Brehmer'; 'William M. Norman'; 'Wm. Todd Clift'; 'Yvette Wills'

Cc: Miller, Daniel J

Subject: RE: Clear Path 465, Des 1400075  
Attachments: ClearPath465\_Public\_Notice\_Hearing\_1400075.pdf

Good afternoon,

We are sending you the attached Notice of Public Hearing on behalf of the Indiana Department of Transportation (INDOT).

In addition to the in-person Public Hearing (Wednesday, October 14, 2020, at the Fort Harrison Conference Center, 6002 N Post Road, Indianapolis, Indiana 46216), a virtual public information meeting will be conducted by the Clear Path 465 Project Team on Tuesday, October 13, 2020 at 5:30 pm. A link and instructions on how to attend the virtual meeting are provided below.

### **Virtual Information Meeting**

Link: <https://bit.ly/30jBy2s>

Meeting number (access code): 146 747 7257

Meeting password (online): Clearpath465!

Meeting password (via phones): 25327728

#### **Join by phone**

+1 720 543 9770 United States Toll  
18337521090 United States Toll Free

#### **Join from a video system or application**

Dial [1467477257@parsons.webex.com](tel:1467477257)

You can also dial 173.243.2.68 and enter your meeting number.

#### **Join using Microsoft Lync or Microsoft Skype for Business**

Dial [1467477257.parsons@lync.webex.com](tel:1467477257)

Thank you,

### **Eric Jagger**

Associate Environmental Planner  
101 W Ohio St., Suite 2121  
Indianapolis, IN 46204  
[eric.jagger@parsons.com](mailto:eric.jagger@parsons.com)

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# INDIANA DEPARTMENT OF TRANSPORTATION



Greenfield District  
32 South Broadway  
Greenfield, IN 46140

PHONE: 1-855-463-6848  
FAX: (317) 467-3957

Eric Holcomb, Governor  
Joe McGuinness,  
Commissioner

September 24, 2020

Community Advisory Committee (CAC) Members  
Clear Path 465  
Indianapolis, Marion County  
Des. No. 1400075

**RE: Third CAC Meeting, Thursday, October 8<sup>th</sup>, 1:00 p.m.**

Dear CAC Members:

The Indiana Department of Transportation (INDOT), in cooperation with the Federal Highway Administration (FHWA), invites you to attend the third Community Advisory Committee (CAC) meeting for the proposed I-465/I-69 Interchange Modification and Added Travel Lanes project in Marion County, Indiana, also known as the "Clear Path 465" project.

## Project Description

The proposed Clear Path 465 project is located on the northeast side of Indianapolis. The project includes added travel lanes on I-465 from the White River Bridge (approximately 2.4 miles west of I-69) to Fall Creek Road (approximately 2.15 miles south of I-69). Additionally, portions of Binford Boulevard and I-69 will be reconstructed between East 71st Street, I-465, and East 86th Street to accommodate a modified I-465/I-69 interchange configuration.

## Community Advisory Committee (CAC)

The CAC consists of important stakeholders who serve in an advisory capacity. The first CAC meeting was held on August 16, 2017 and the second meeting was held on May 9, 2018. The purpose of this meeting is to present the preferred alternative and the results of the Environmental Assessment (EA) prior to the Public Hearing, scheduled for October 14, 2020. INDOT will also host an online public information meeting on Tuesday, October 13, 2020. Further details can be found on the enclosed copy of the Public Notice.

## Third CAC Meeting

Project team members will present the public hearing information for CAC members and provide an opportunity for questions and comments. This meeting will be held virtually via WebEx. If you wish to call-in, please contact us via email at [juliet.port@parsons.com](mailto:juliet.port@parsons.com), or by calling 317-965-3816, so we can send you a copy of the presentation ahead of time.

Thursday, October 8<sup>th</sup>, starting at 1:00 p.m.

### Virtual Meeting via WebEx

Please join using the link in the Outlook Invitation.

- Meeting number (access code): 146 413 6959
- Meeting online password: Clearpath465!
- Meeting telephone password: 25327728

[www.in.gov/dot/](http://www.in.gov/dot/)

*An Equal Opportunity Employer*

Alternate methods of joining the meeting:

Join by phone

720-543-9770 United States Toll

833-752-1090 United States Toll Free

Join from a video system or application

Dial [1464136959@parsons.webex.com](tel:1464136959)

You can also dial 173.243.2.68 and enter your meeting number.

Thank you for your cooperation and interest in this project. If you have any questions or would like to discuss the project, please contact Runfa Shi at [rshi@indot.in.gov](mailto:rshi@indot.in.gov) or (317) 540-7784.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Perron", with a long horizontal flourish extending to the right.

Mark Perron, PE on behalf of Runfa Shi  
Project Manager  
INDOT, Greenfield District

Jagger, Eric

---

Subject: Clear Path 465 Community Advisory Committee (CAC) Des 1400075  
Location: via WebEx

Start: Thu 10/8/2020 1:00 PM  
End: Thu 10/8/2020 2:00 PM  
Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Organizer: Port, Juliet

Required Attendees Perron, Mark; Miller, Daniel J; Lee, Alexander; Jagger, Eric; Chaifetz, Carl; Adam French; Andre Denman; Andy Dietrick; Angela Nicholson; Anna Gremling; arodewald@noblesville.in.us; bradley.davis@hamiltoncounty.in.gov; BraMiller1@indot.IN.gov; Carey Hamilton; Christine Altman; coblec@fishers.in.us; Dan Boots - City/County Council District 3 (dan.boots@indy.gov); Daniel Parker; David Borden; Don Colvin - Indy DPW (Donald.Colvin@indy.gov); Douglas Carter; Emily Mack; Eryn Fletcher; Ethan Evans - City/County Council District 4 (Ethan.Evans2@indy.gov); G Harte; Greg Hall; Heritage Christian School (transportation@heritagechristian.net); jeff.freeman@heritagechristian.net; Jennifer Pysz; John Bartlett; kjkryah2@gmail.com; Larry Jones (larry.jones@indy.gov); Mark Zwoyer; Melody Park; Michelle Allen; Mo McReynolds; Natalie Van Dongen - Mayor's Neighborhood Advocate (Natalie.vanDongen@indy.gov); Pete Peterson; Randolph, Tobias; renee.smith@roche.com; Rhonda Klopfenstein; Ron Bales; Runfa Shi; Scott Fadness; Shane Booker; T Cox; Taylor Darrah; taylorjm@fishers.in.us; Tim Joyce; Venetta Keefe

RE: CAC Meeting No. 3  
Clear Path 465  
Marion County  
Des. 1400075

We are sending you the attached invitation on behalf of the Indiana Department of Transportation (INDOT).

Information on how to attend the virtual meeting is provided below. Please do not hesitate to contact us with any questions or requests.

Thank you,

**Juliet Port, LPG**  
Principal Environmental Planner  
101 W Ohio, Suite 2121  
Indianapolis, IN 46204  
[juliet.port@parsons.com](mailto:juliet.port@parsons.com)  
Direct: +1 317.616.4693  
[Parsons](#) / [LinkedIn](#) / [Twitter](#) / [Facebook](#) / [Instagram](#)



-- Do not delete or change any of the following text. --

## When it's time, join your Webex meeting here.

Meeting number (access code): 146 413 6959

Meeting password: Clearpath465! (25327728 from phones)

Join meeting

### Tap to join from a mobile device (attendees only)

[+17205439770](tel:+17205439770), [1464136959#25327728](tel:+1464136959#25327728) United States Toll

[18337521090](tel:18337521090), [1464136959#25327728](tel:+1464136959#25327728) United States Toll Free

Some mobile devices may ask attendees to enter a numeric meeting password.

### Join by phone

+1 720 543 9770 United States Toll

18337521090 United States Toll Free

[Global call-in numbers](#) | [Toll-free calling restrictions](#)

### Join from a video system or application

Dial [1464136959@parsons.webex.com](tel:1464136959@parsons.webex.com)

You can also dial 173.243.2.68 and enter your meeting number.

### Join using Microsoft Lync or Microsoft Skype for Business

Dial [1464136959.parsons@lync.webex.com](tel:1464136959.parsons@lync.webex.com)

If you are a host, [click here](#) to view host information.

Need help? Go to <http://help.webex.com>



## Community Advisory Committee (CAC) Meeting Summary

Clear Path 465

Des. No. 1400075

October 8, 2020, 1:00 pm, Virtual Meeting

---

### ATTENDANTS

**Name**

Nathan Beadle  
Courtney Bearsch  
Carl Chaifetz  
Donald Colvin  
Stephen Cox  
Kacey Crane  
Bradley Davis  
Andre Denman  
Andy Dietrick  
Gregory Hall  
Ahmmed Hammada  
Jen Higginbotham  
Meghan Hinkle  
Ed Ingle  
Eric Jagger  
Karen Kryah  
Alex Lee  
Mo McReynolds  
Dan Miller  
Jim Parish  
Drew Passmore  
Mark Perron  
Juliet Port  
Tom Rueschhoff  
Rene Smith  
Jason Taylor

**Email**

Nathan.Beadle@heritagechristian.net  
cbearsch@indot.in.gov  
Carl.Chaifetz@parsons.com  
DPWEngineering@indy.gov  
pio@dhs.in.gov  
Kcrane@indot.in.gov  
Bradley.davis@hamiltoncounty.in.gov  
Andre.denman@indy.gov  
ADietrick@indot.in.gov  
ghall@marionhealth.org  
Ahmmed.Hammada@parsons.com  
Jen.higginbotham@IndyMPO.org  
mhinkle@indot.in.gov  
EIngle@indot.in.gov  
Eric.Jagger@parsons.com  
kjkryah@yahoo.com  
Alexander.Lee@parsons.com  
Mo.McReynolds@indy.gov  
Daniel.J.Miller@parsons.com  
Jim.parish@msdlt.k12.in.us  
Dpassmore@indot.in.gov  
Mark.Perron@parsons.com  
Juliet.Port@parsons.com  
TRueschhoff@infot.in.gov  
Rene.Smith@roche.com  
Taylorj@fishers.in.us

### MEETING SUMMARY

Mark Perron, Parsons Project Manager and Dan Miller, Parsons Environmental Manager presented the PowerPoint (copies of slides are attached).

The Project Team gave an update on the environmental process and asked the CAC to disseminate the project information to their stakeholders.

Presented an overview of the project, the role of the CAC, preferred alternative, and environmental analysis update. The CAC is a critical link to the community and provides a forum for stakeholders to comment and collaborate.





An overview of the original Alternatives A, B, and C was provided along with comparison tables of various metrics used to compare the alternatives. The results of the analyses is a recommended alternative, called "Alternative C- Modified". Provided an overview of the key movements as show in the slides.

Provided an overview of the environmental analysis phase including the impacts analyzed as described in the Environmental Assessment (EA).

Noise Studies, Cultural Resources (aka Section 106) and Section 4(f) evaluations were completed. The project team held additional meetings including: "Kitchen-Table" meetings for certain stakeholders such as affected property owners, Noise Meetings, Cultural Resources Consulting Parties meetings, and Transportation Management Planning (TMP) meetings.

A virtual public open house and public hearing will be held October 13 and 14<sup>th</sup>, 2020 respectively.

**Questions and Responses (online):**

Andre Denman, Indy Parks

Will there be any bridge work at the White River? Parks has a mountain bike course that goes under I-465 along the White River.

*No, there is no work on the White River Bridge. We are aware of the bicycle trail there, and there is no impact.*

Robert Dirks, FHWA

Is Noise Barrier 6 on top of the Binford ramp, it looks like it is in the graphic.

*Noise barrier 6 is off the ramp not on the ramp. The project team will revise the final prior to releasing to the public at the public meetings.*

Andre Denman, Indy Parks

Will 465 go over or under 75<sup>th</sup> Street?

*I-465 will go under 75<sup>th</sup> Street. That bridge was replaced a few years ago and will remain.*

Nathan Beadle, Heritage Christian Schools

Will you be adding a second right turn lane from westbound 75<sup>th</sup> street to northbound Binford Blvd.

*Current plans calls for a single right turn lane.*

Jen Higginbotham, IMPO

Will enough clearance under the interchange be maintained for the potential future use of the HHPA corridor for light rail, BRT, or a public trail in the future? (I believe the trail portion in Fishers/Noblesville has the caveat of being a placeholder, and the line could still become rail in the long-term)

*Yes, the project design provides enough clearance in the interchange to allow for future rail traffic. (However, it is our understanding the corridor was officially transitioned from rail to trail use via FTA filings.)*

*The above-summary and attached PowerPoint Slides represent our recollection of the pertinent discussion points, decisions, and action items from the meeting. Please contact the preparer, Alex Lee, at [Alexander.Lee@parsons.com](mailto:Alexander.Lee@parsons.com), within thirty (30) days from your receipt of this document if you wish to make any additions or corrections. If revisions are made, the updated summary will be re-sent to all the attendants. Otherwise, this summary shall stand as the official record of the meeting.*



**Clear Path 465**



CAC Meeting #3  
October 8, 2020



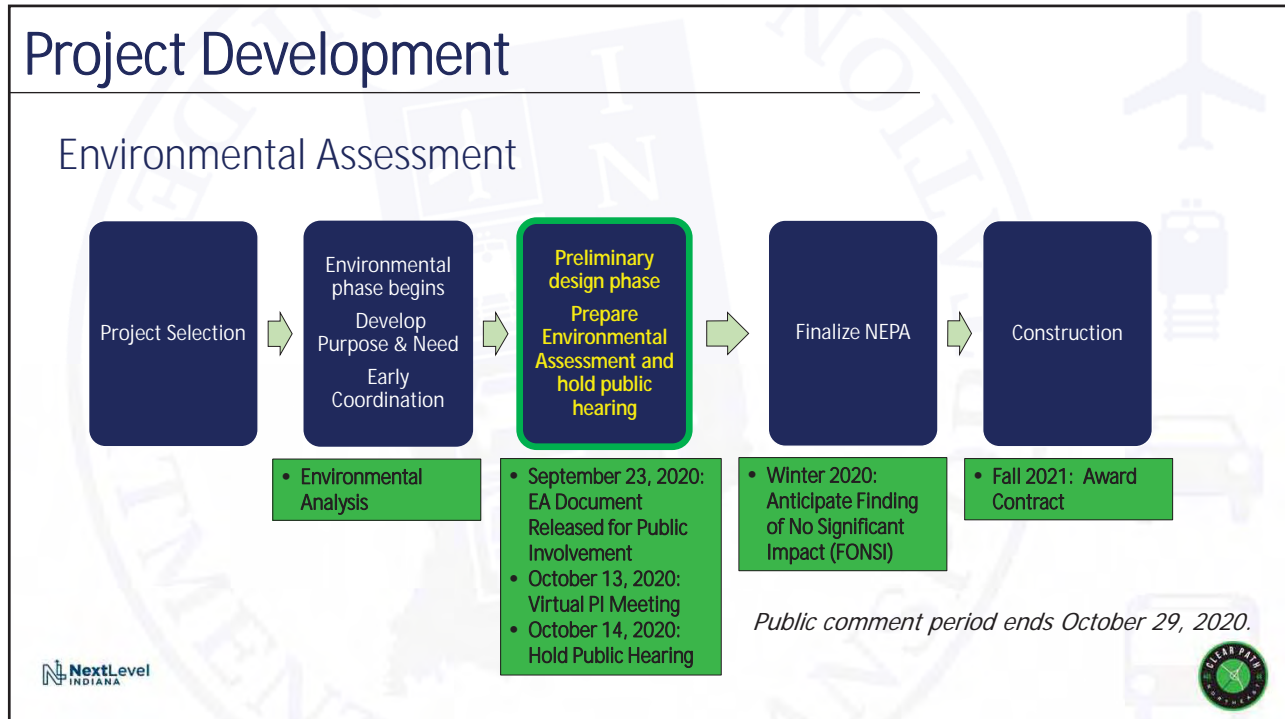
1

## Welcome

- **Introductions of Project Team**
  - INDOT-Project Management
  - INDOT-Public Involvement
  - INDOT-Environmental Services
  - Parsons
- Legal notice published:  
Indianapolis Star 9/30 & 10/7  
Indianapolis Recorder 10/2 and 10/9
- Notice of public hearing mailed to area residents/landowners
- Announcement posted to INDOT website. A media release was also issued.  
[www.clearpath465.indot.in.gov](http://www.clearpath465.indot.in.gov)

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# Public Involvement

## Stakeholders:

- Indiana Department of Transportation
- Federal Highway Administration, Indiana Division
- Indianapolis Metropolitan Planning Organization
- Elected & Local officials
- Residents
- Businesses
- Emergency services
- Schools
- Religious Institutions
- Community Organizations
- Transit

## Future Activities:

- Virtual Public Information - October 13, 2020
- Public Hearing (in-person) - October 14, 2020

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## Role of the CAC

- Provide input throughout the NEPA Process
- Serves as a sounding board for study information and choices
- Facilitates collaborative problem solving, discussion of specific issues
- Serves as link to community, sharing project information



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## Clear Path 465 Project Overview

- Reconstruct I-465 from White River to Fall Creek
- Reconstruct I-69 / Binford Boulevard from 75<sup>th</sup> Street to 86<sup>th</sup> Street
- I-465 / I-69 Interchange Modification
- Partial Ramp Reconstruction at I-465 / Allisonville Road and I-69 / 82<sup>nd</sup> Street
- I-465 and I-69 Added Travel Lanes
- Purpose and Need
  - Improve overall traffic operations by increasing capacity
  - Improve safety
    - Reduce total number of crashes and crash rates (crashes/mile/ year)
    - Decrease the fatality/injury severity percentages

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# Project Area



7

# Alternative Analysis Overview - A, B and C



Three Build-Alternatives were presented at the August 2017 open house.

8

# Preferred Alternative

- Alternative C Modified
  - Modified SB I-69 to SB Binford
  - Reconstruct SB I-69 to SB I-465 Ramp
  - Castleton Road



9

# Preliminary Recommended Alternative C Modified Western Project Limit



10

### Preliminary Recommended Alternative C Modified I-465/I-69 Interchange



11

### Preliminary Recommended Alternative C Modified 82nd Street Interchange



12

### Preliminary Recommended Alternative C Modified Southern Project Limit



13

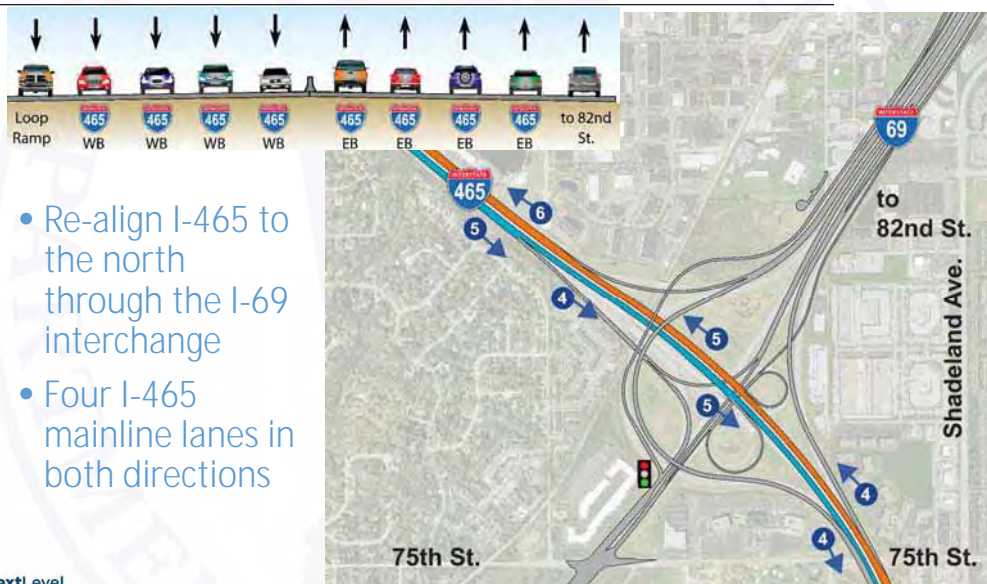
### Existing I-465 Mainline/Loop Ramp



14



## Alternative C Modified: I-465 Re-alignment



- Re-align I-465 to the north through the I-69 interchange
- Four I-465 mainline lanes in both directions

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## Alternative C Modified: EB I-465 Exits



- Direct 2-lane ramp from EB I-465 to NB I-69
- EB I-465 to 82nd St. via loop ramp
- Ramp from the EB to NB ramp to SB Binford Blvd.



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# Existing NB I-465 to NB I-69



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# Alternative C Modified: NB I-465 to NB I-69



- Three NB I-465 to NB I-69 ramp lanes
- Slip ramp from NB to NB ramp to 82nd Street



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## Existing NB Binford Boulevard



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## Alternative C Modified: NB Binford Boulevard



- Three NB Binford lanes at 75th St.
- Two NB Binford lanes to NB I-69
- One NB Binford lane to WB I-465 loop ramp / 82nd St.



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## Existing I-69 / 82<sup>nd</sup> St. Interchange



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## Alternative C Modified: 82<sup>nd</sup> Street Ramps to I-465 / Binford Boulevard

- One right hand exit for all traffic from SB I-69 to 82nd St. / Binford Blvd.
- SB 82nd St. on-ramp splits into 2 directions
  - SB I-69 to I-465
  - SB Binford Blvd. C/D
- Eliminates the weave from SB 82nd St. to Binford Blvd. (crossing SB I-69 traffic)



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# Existing SB I-69 to I-465 / Binford Boulevard



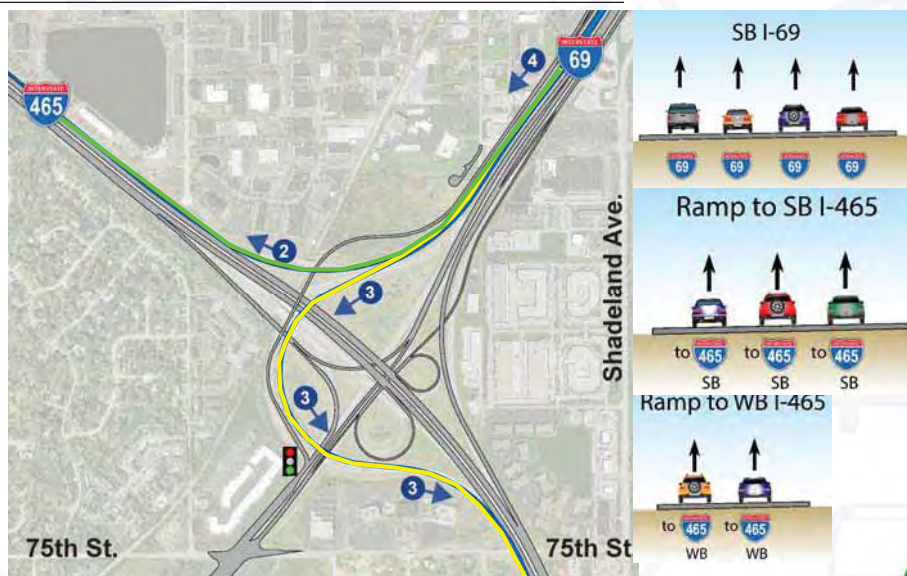
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# Alternative C Modified: SB I-69

- Remove left-hand exit to Binford Blvd.
- 3 ramp lanes to SB I-465
- 2 ramp lanes to WB I-465




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## Alternative C Modified: SB Binford Boulevard C/D




- All SB Binford Blvd. traffic exits I-69 north of 82<sup>nd</sup> St.
- SB Binford Blvd. C/D road is relocated to the outside of the interchange
- Speed is reduced as traffic approaches signal









25

## Alternative C Modified: I-69 North Tie-In

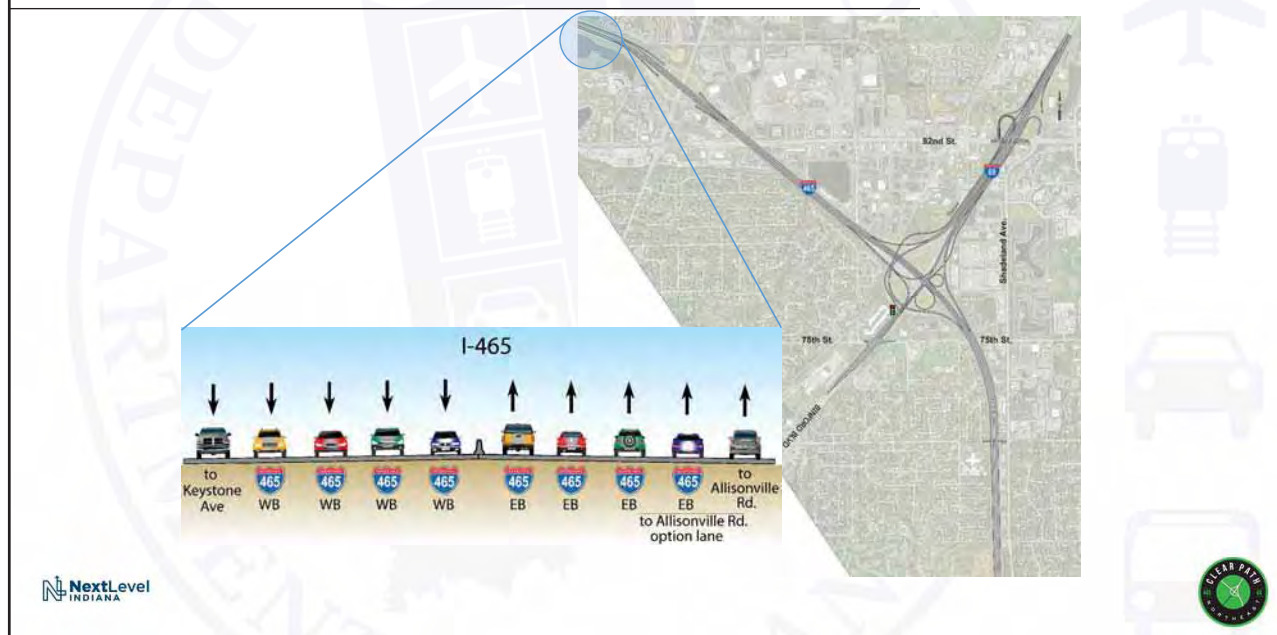




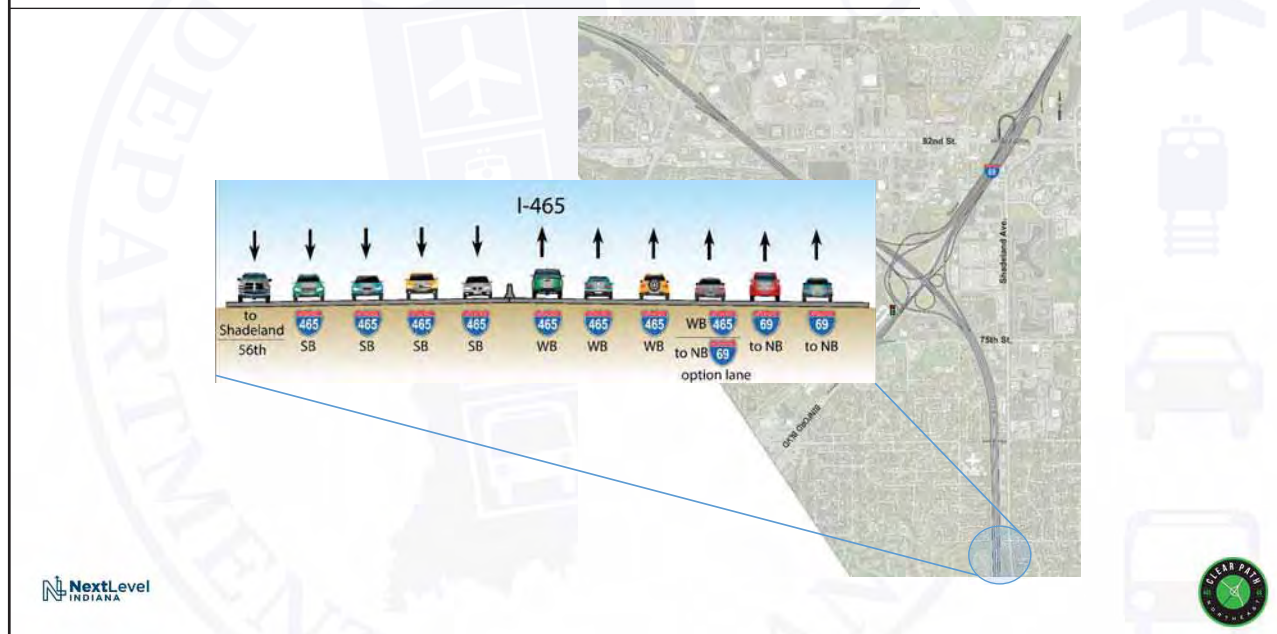
26

## Alternative C Modified: I-465 West Tie-In



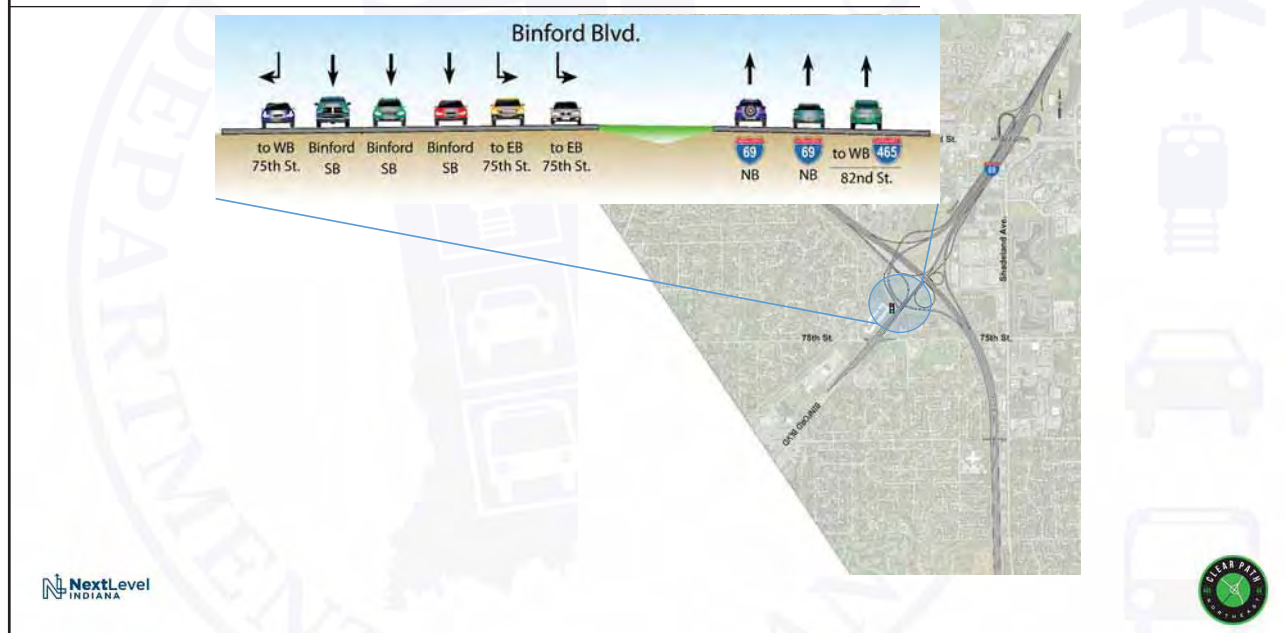
27

## Alternative C Modified: I-465 South Tie-In



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## Alternative C Modified: Binford Boulevard South Tie-In



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## Environmental Analysis Phase

### National Environmental Policy Act (NEPA)

- Requires INDOT to analyze and evaluate the impacts of a proposed project to the natural and socio-economic environments
- NEPA is a decision-making process
  - Purpose and Need
  - Alternatives Screening
  - Preferred Alternative

Environmental Assessment released for public involvement – September 23, 2020

### Impacts analyzed, evaluated, and described in the Environmental Assessment

- What are the impacts this project might have on the community?
- How can impacts be avoided?
- Can impacts be minimized?
- Mitigation for impacts?

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## Environmental

- Right-of-way
  - New Right-of-Way/Relocations
- Streams, Wetlands, and Other Waters
  - Identified 118 Wetlands and 32 Streams
- Environmental Justice (low income & minority populations)
- Cultural Resources (Historical/Archaeological)
- Parks and Recreational Lands (Trails)
  - Section 4(f)
- Endangered, Threatened, and Rare species
- Noise



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## Environmental Impacts

- 16 streams (9,716 linear feet)
- 6.090 acres of wetlands
- 20.49 acres off trees of which 8.99 acres of trees considered "suitable summer habitat"
- Noise impacts (7 noise barriers are proposed)
- 14.076 acres of new right-of-way
- Seven commercial relocations
- "No Adverse Effect" on cultural resources (e.g., historic districts)
- Endangered, Threatened, and Rare species: "May Affect, Not Likely to Adversely Affect – with AMMs".
- Section 4(f) *de minimis* impact on East 71st Street Multi-Use Trail
- Also evaluated community impacts, public services, Environmental Justice, air quality, hazardous materials, etc.
- Mitigation required for wetland and stream impacts



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## Evaluated Noise Barriers



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## Cultural Resources - Section 106

Eight Listed or Eligible Properties within the APE:

- Indianapolis Park and Boulevard System Historic District - No Adverse Effect
- Castleton Depot - No Adverse Effect
- George Metsker House - No Effect
- Test House - No Adverse Effect
- Devonshire Historic District - No Adverse Effect
- Avalon Hills Historic District - No Adverse Effect
- Roland Park Historic District - No Adverse Effect
- Ivy Hills Historic District - No Adverse Effect



Test House

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## Section 4(f) Resources

- East 71<sup>st</sup> Street Trail will have temporary closures resulting in a Section 4(f) *de minimis* determination.
- Proposed Nickel Plate Trail, temporary right-of-way would constitute a "temporary occupancy".



East 71<sup>st</sup> Street Trail

## Right of Way

- Seven commercial structures will be acquired.
- Relocation of four businesses.
- No residential or farmland relocations planned



## Maintenance of Traffic

- To the extent practicable; construction will occur off-line.
- MOT will require several phases; majority of the work will be completed in the first three years.
- Interstate to interstate system movements at the I-465/I-69 interchange will primarily remain open.
- 82<sup>nd</sup> Street ramp will remain open.
- Short-term ramp closures will be required.



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## Project Schedule

- Environmental Assessment released for public involvement – September 23, 2020
- Virtual Public Information Meeting– October 13, 2020 (5:30 pm)
- In-Person Public Hearing – October 14, 2020 (presentation at 4:30 pm and 6:00 pm- Fort Harrison Conference Center-6002 N. Post Road, Indianapolis)
- Comment Period Ends October 29, 2020
- Anticipate Finding of No Significant Impact (FONSI)– Winter 2020
- Contract award– Anticipated Fall 2021
- Construction begins – Anticipated Spring 2022
- Completion of all activities – Anticipated Late 2025



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## Submit Public Comments

- **Submit public comments:**
  - Public Comment Form
  - Via e-mail ([Daniel.j.miller@parsons.com](mailto:Daniel.j.miller@parsons.com))
  - Participate during public comment session following formal presentation
- **Public comment period ends Thursday, October 29, 2020**
- All comments submitted are included in the public hearings transcript and made part of the public record
- Comments are reviewed, evaluated, and given full consideration during decision-making process



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## Next Steps

- **Public and project stakeholder input**
  - Submit comments via options described in the information packet
- **INDOT review of public comments**
  - All comments are given full consideration during decision-making process
  - Finalize/approve environmental process, complete project design
- **Communicate a decision**
  - INDOT will notify project stakeholders of decision
  - Work through local media, social media outlets, paid legal notice
  - Make project documents accessible via repositories
- **Questions? Contact Public Involvement Team**



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## Project Resource Locations

Project Website: [www.clearpath465.indot.in.gov](http://www.clearpath465.indot.in.gov)

### INDOT Greenfield District Office

32 South Broadway, Greenfield, IN 46140  
1-855-463-6848

### Indianapolis Public Library, Glendale Indianapolis

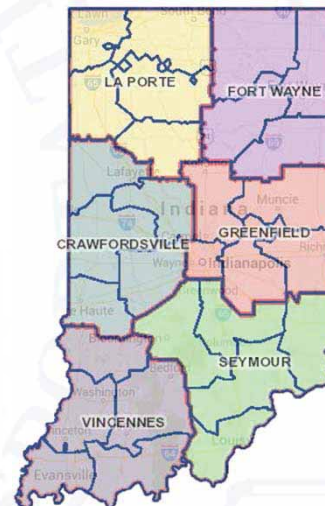
6101 N. Keystone Ave, Indianapolis, IN 46220

### Indianapolis Public Library, Nora Indianapolis

8625 Guilford Ave, Indianapolis, IN 46240

### INDOT Next Level Customer Service

855-463-6848 • [INDOT4U.com](http://INDOT4U.com) • [INDOT@indot.in.gov](mailto:INDOT@indot.in.gov)



Please mention "Clear Path 465 Project" in your comments.



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## Thank You

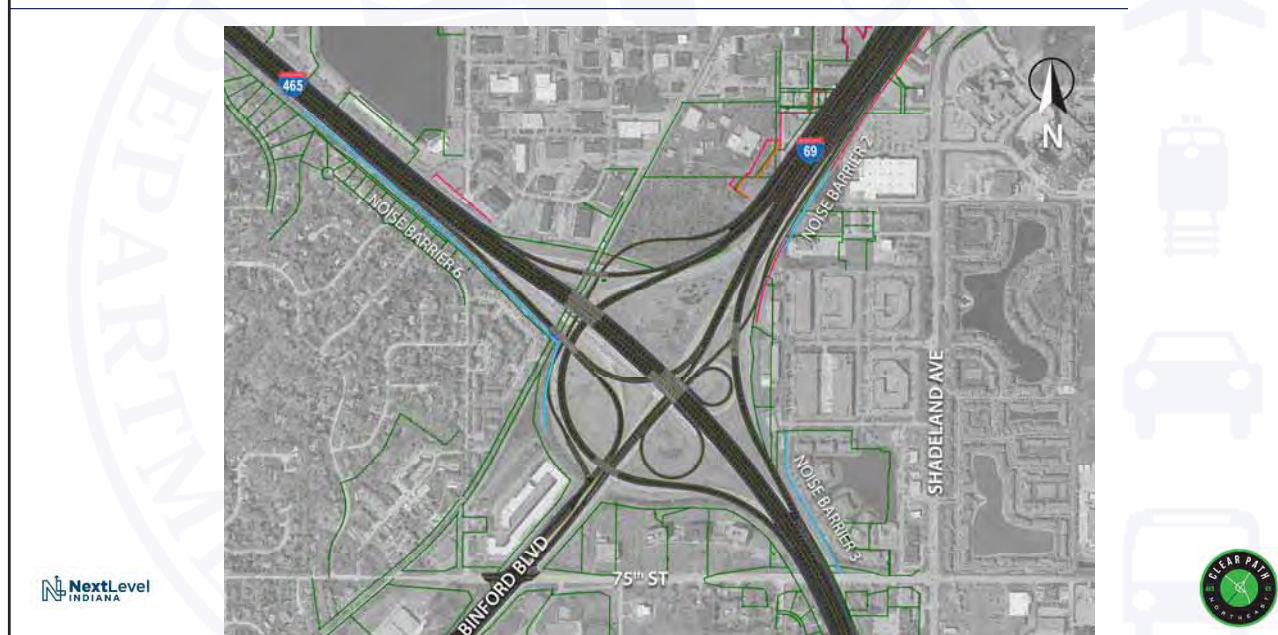
### Future Activities:

- Virtual Public Information - October 13, 2020 <https://bit.ly/30jBy2s>
- Public Hearing (in-person)– October 14, 2020  
Fort Harrison Conference Center, 6002 N Post Road, Indianapolis, In 46216



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# Questions



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## Clear Path 465 Project Public Hearing Sign-In Sheet

October 14, 2020

Name	Organization (if applicable)	Email	Street Address	Zip Code
Nancy Keller			8302 Masters Rd.	46250
MICHAEL KEMPF			7855 STONELIST DR	46256
SCOTT KEMPF			" "	" "
JACK CONAZO		jacbgo@aol.com		
Jeremy Reinhardt			7024 Burnham Circle	46256
Crystal Reinhardt		erod92@yahoo.com	7024 Burnham Cir.	46256
Eric Jagger	PARSONS			
Cedric Dierfenbaugh				
Alex Lee				
Dan Miller				
Mark Perron				
Ahmed Hammada				
Tyler Bosshardt				
Runfa Shi	INDOT			
Bethany Natali	Weintraub			





### Clear Path 465 Project Public Hearing Sign-In Sheet

October 14, 2020

Name	Organization (if applicable)	Email	Street Address	Zip Code
Mary Bookwalter		marybookwalter@gmail.com	5819 Lowell Ave Indpls. IN 46241	46219
Seth Schickel		sschickel@hntb.com	6203 Tolliston 46236	46236
J Smith		jsmith0902@aol.com	7351 MARLAD Dr Indpls 46224	
Ryan Smith	BMO Wealth Bank	RYAN.G.SMITH@BMO.COM	7652 N. SHADLAND AVE INDIANAPOLIS, IN 46250	46250
Blake Morris	WALSH CONSTRUCTION	blmorris@walshgroup.com	1200 E. SUMMIT ST CROWN POINT IN	46702
Will Wingfield	c2 strategic	will@c2strategic.com		
Tom Teney	McKinney School of Law	jthomastenev@gmail.com		
Scott Unison	Cushleton Outdoor Solutions	sales@cushleton-outdoorsolutions.com	2710 Johnson Rd	
Scott Thien	Eagle Nest Assoc.	scottthien@comcast.net	8075 Teel Way, Indy	46256
Murray Clark	Feagre Drinker	murray.clark@feagredrinker.com	300 N. Meridian	46204
Jon Sery				
Cynthia J Frischi	Indiana Eye Care Center	indianaeyecare@msn.com	6645 Hyatt Rd	46220
Ari Miller	Superior Construction	amiller@superiorconstruction.com	12880 University Crescent Carmel	46032
Bill Bolger		bbolger6@gmail.com	6325 Welham Road Indianapolis	46220
Susan Bohr		jac1@indy.net		



### Clear Path 465 Project Public Hearing Sign-In Sheet

October 14, 2020

Name	Organization (If applicable)	Email	Street Address	Zip Code
Darick Long	IN-ACPA	plong@pavement.com	16th Capital St 481 <sup>46207</sup>	46207
Michael Baldwin	BRAG INDY/MANION CO TREE BOARD	MBALDWIN36@COMCAST.NET	7130 N. LAUREL AVE	46250
Bill McCallister	BRAG ABOUT CASTLETON	BMCALLISTER@COMCAST.NET	7330 GALLOWAY AVE	46250
Jeff Stant	Indiana Forest Alliance	Jeff@indianaforestalliance.org	2123 N. Meridian	46202
DAN LAENDORF	LAENDORF LAW	dan@ladendorf.com	7310 N. SHADELAND AVE	46250
Jay Thompson		jaydzrlev@sbcsglobal.net	3949 Arborcrest Dr	46226
Richard Vonnegut	Hammill Trails & Trails Council	trails@indianatrails.net	710 E. 58th St	46220
Terri Fair	INDOT			
Greg & Deanne Heidrich	taxpayer	ddheidrich@att.net	8055 Castle Lake Rd	46256
Doug Myers	ARTEC Environmental	doug@artecenvironmental.com	8047 Castlebn Rd	46250
Mark Kryah		makryah@yahoo.com	6335 Welham Rd	46220
Iva Williams	IRT	cm.Bayview@IRTLiving.com	7545 Bayview Club Dr	46250
Jeff Ambrous		JAMBROUS@GMAIL.COM	7045 Burnham Cir	46256
Derek Zollinger	Indiana Trails			



# CLEAR PATH 465

*Clear Path 465: Preferred Alternative C Modified*

## Project Schedule

- Environmental Assessment (EA) released for Public Involvement – September 23, 2020
- Virtual Public Information Meeting – October 13, 2020
- In-Person Public Hearing – October 14, 2020
- **Comment Period Ends October 29, 2020**
- Finding of No Significant Impact (FONSI) – Late 2020/Early 2021
- Contract awarded – Anticipated Fall 2021
- Construction begins – Anticipated Spring 2022
- Completion of all activities – Anticipated Late 2025

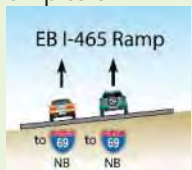
### I-465 Re-Alignment

- Re-align I-465 to the north through the I-69 interchange
- Four I-465 mainline travel lanes in each direction
- Auxiliary and ramp lanes added as needed



### EB I-465 Exits

- New 2-lane ramp from EB I-465 to NB I-69
- Ramp from the EB to NB ramp to SB Binford Blvd.
- EB I-465 to 82nd St. via loop ramp and C/D



C/D = Collector-Distributor (Auxiliary lanes separated from the freeway mainline.)



### NB I-465 to NB I-69

- Three NB I-465 to NB I-69 ramp lanes
- Slip ramp from NB to NB ramp to 82nd Street via C/D
- This ramp becomes part of I-69 route



## Preliminary Maintenance of Traffic (MOT)

- I-465 realigned to north through the I-69 interchange to allow for off-line construction.
- MOT will require several phases; majority of the work will be completed in the first three years.
- Interstate to interstate system movements at the I-465/I-69 interchange will primarily remain open.
- Service interchange ramp closures will be required.
- Short-term ramp closures will be required.

# Clear Path 465: Preferred Alternative C Modified continued...

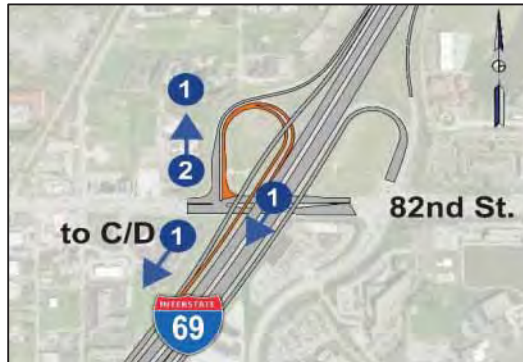
## NB Binford Boulevard

- Three NB Binford lanes at 75th St.
- Two NB Binford lanes to NB I-69
- One NB Binford lane to WB I-465 loop ramp/82nd St. via C/D



## 82nd St. Ramps to I-465/Binford Blvd

- One right hand exit for all traffic from SB I-69 to 82nd St. / Binford Blvd.
- SB 82nd St. on-ramp splits into 2 directions
  - SB I-69 to I-465
  - SB Binford Blvd. C/D
- Eliminates the weave from SB 82nd St. to Binford Blvd. (crossing SB I-69 traffic)



## SB I-69

- Remove left-hand exit to Binford Blvd.
- Three ramp lanes to SB I-465 which becomes part of I-69 route
- Two ramp lanes to WB I-465



## SB Binford Boulevard C/D

- All SB Binford Blvd. traffic exits I-69 north of 82nd St.
- SB Binford Blvd. C/D road is relocated to the outside of the interchange
- Speed is reduced as traffic approaches signal



## Glossary

NB = Northbound; EB = Eastbound  
 SB = Southbound; WB = Westbound  
 C/D = Collector-Distributor (Auxiliary lanes separated from the freeway mainline.)

## Legend

Blue, numbered icons on the figures correlate to the number of travel and/or auxiliary lanes proposed at the location.

① = 1 lane   ② = 2 lanes   ③ = 3 lanes  
 ④ = 4 lanes   ⑤ = 5 lanes   ⑥ = 6 lanes

## Impact Summary

- 14,076 acres of permanent right-of-way
- 4,222 acres of temporary right-of-way
- A total of seven buildings will be acquired and demolished.
- Four businesses will be relocated.
- 9,716 linear feet of streams
- 6,090 acres of wetlands
- 20.49 acres of tree trimming or removal
  - 8.99 acres of "suitable summer habitat" for federally protected bats

## Public Trails

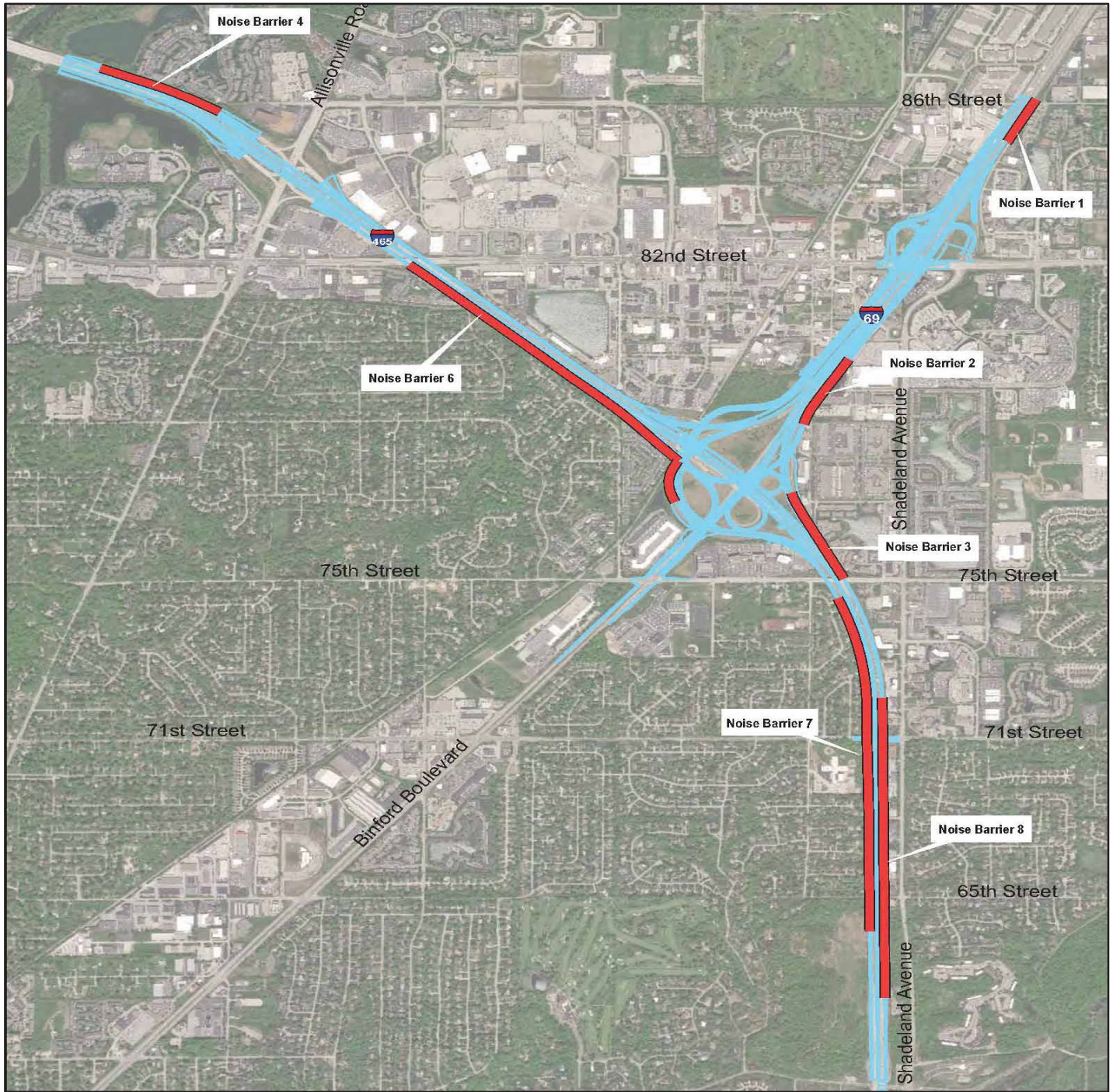
### East 71st Street Multi-Use Trail

- 71st Street will be lowered by appx. 3 feet, and a barrier will be added to separate the trail from traffic.
- The project will result in a temporary closure of both the street and trail for up to one year.
- Temporary scaffolding will be used to allow for the trail to remain open during construction as much as possible.

### Proposed Nickel Plate Trail

- INDOT is working with the City of Indianapolis, who is planning a rails-to-trails project that parallels I-69 to the west.
- The trail is currently under development in Hamilton County as a 10-foot wide asphalt path.

## Noise Barriers Considered Feasible and Reasonable



█ = Feasible and Cost-Effective Noise Barriers

A re-evaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed such that noise abatement is not feasible and reasonable, the abatement measures might not be provided. The final decision on the installation of any abatement measure(s) will be made upon the completion of the final design and public involvement process.

Noise Barrier	Location	Length (Feet)
1	East side of I-69, north of 82 <sup>nd</sup> Street	800
2	East side of I-69, south of 82 <sup>nd</sup> Street	350
3	North of 75 <sup>th</sup> St. along NB I-465 to I-69 NB ramp	1,231
4	North side of I-465, west of Allisonville Road	2,000
6	South side of I-465, east of Allisonville Road	5,231
7	West side of I-465, south of 75 <sup>th</sup> Street	5,500
8	East side of I-465, near East 71 <sup>st</sup> Street	4,900

# Public Involvement



Clear Path 465 Public Open House, August 23, 2017

- Three Community Action Committee (CAC) Meetings: August 16, 2017, May 9, 2018, and October 8, 2020
- Public Open House: Heritage Christian School: August 23, 2017
- Kitchen Table Meetings with landowners and businesses who may be impacted by right-of-way acquisition: September 24, 2018 to May 1, 2019
- Noise Meetings at Heritage Christian School: December 17, 2018 and August 7, 2019
- Cultural resources (Section 106) consulting party meetings: December 19, 2018 and December 4, 2019

# Public Feedback

All written and verbal comments submitted prior to, during, and for a period of two (2) weeks following the hearing date, will be evaluated, considered, and addressed in a subsequent environmental documentation. Comments may be submitted prior to the public hearing and within the comment period in the following ways:

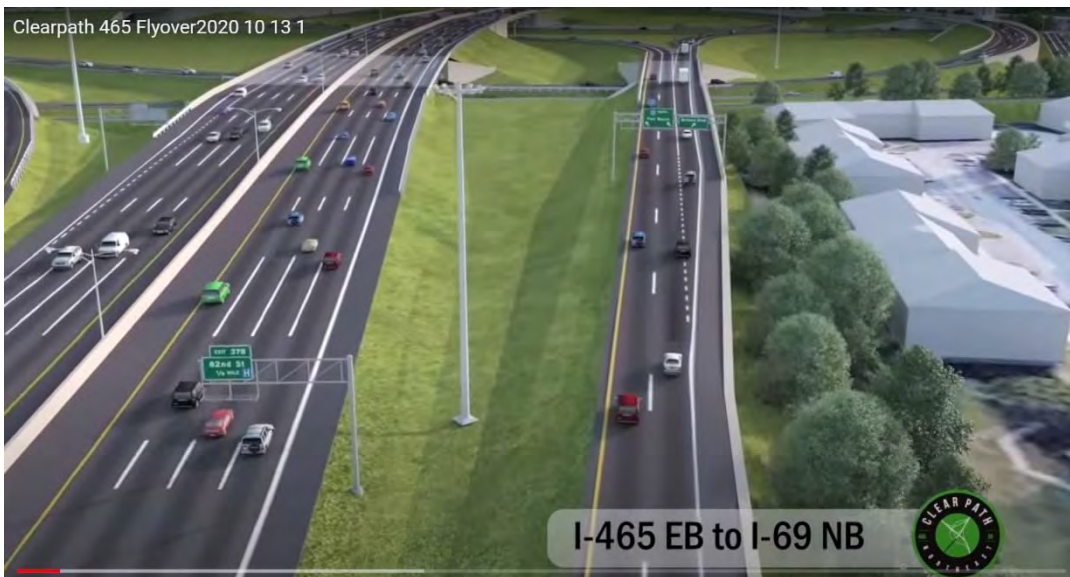
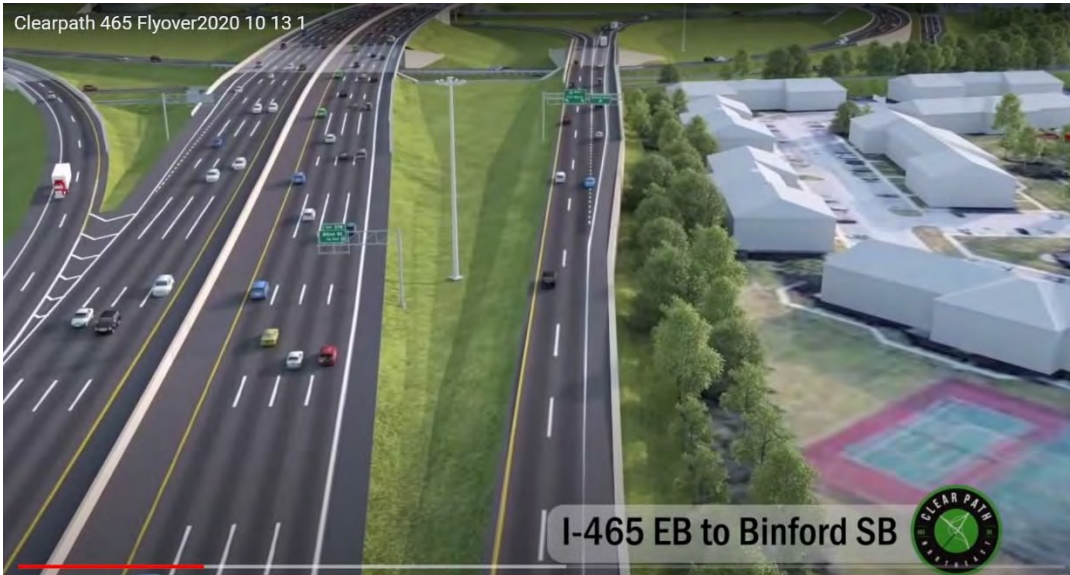
1. Clear Path 465 Project website - [www.in.gov/indot/3654.htm](http://www.in.gov/indot/3654.htm)
2. Clear Path 465 email address - [clearpath465@indot.in.gov](mailto:clearpath465@indot.in.gov)
3. Parsons Office – Parsons, Attention Dan Miller, 101 W Ohio Street, Suite 2121, Indianapolis, IN 46204
4. INDOT Toll Free Number: 855-INDOT4U (463-6848) (Please mention Clear Path 465)



The public comment period for the EA began on September 30, 2020 and will end on October 29, 2020. INDOT respectfully requests comments be submitted utilizing the options noted above by **October 29, 2020.**

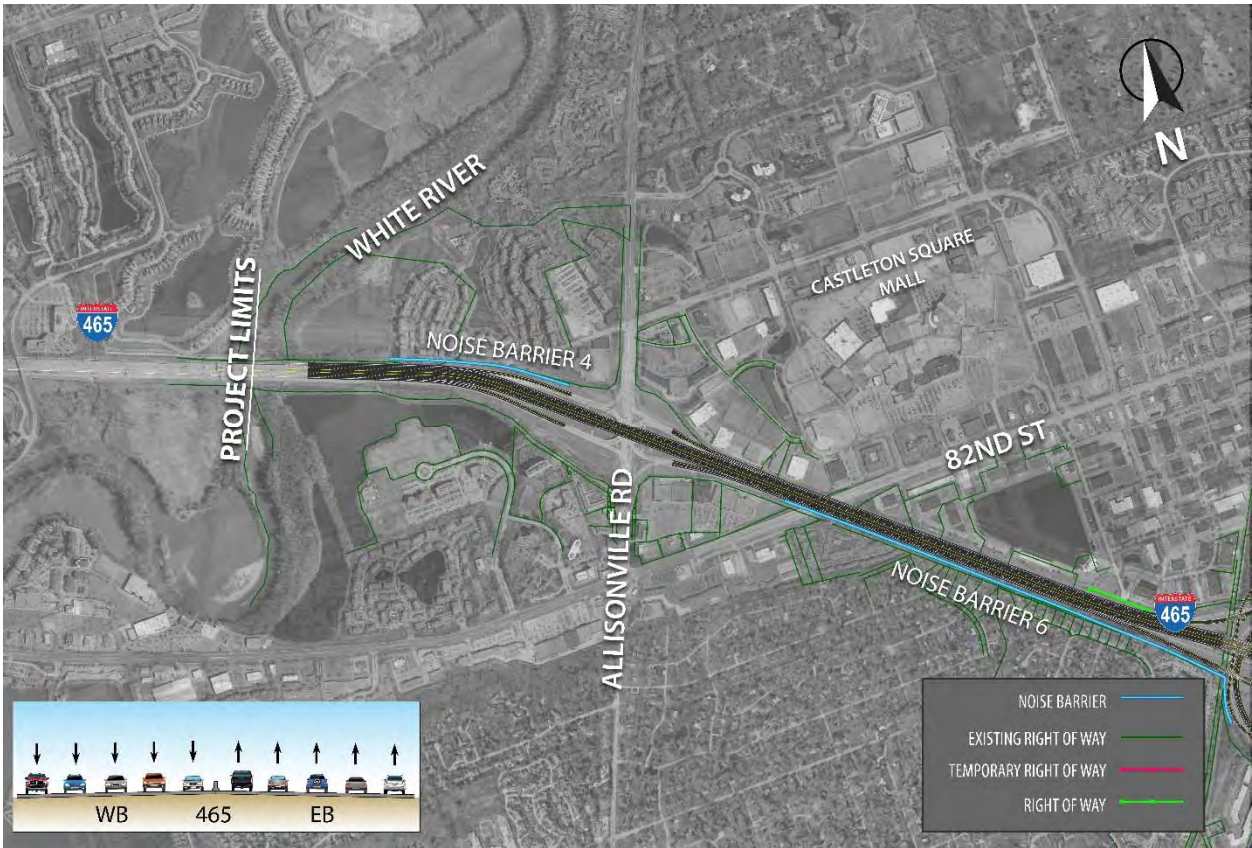
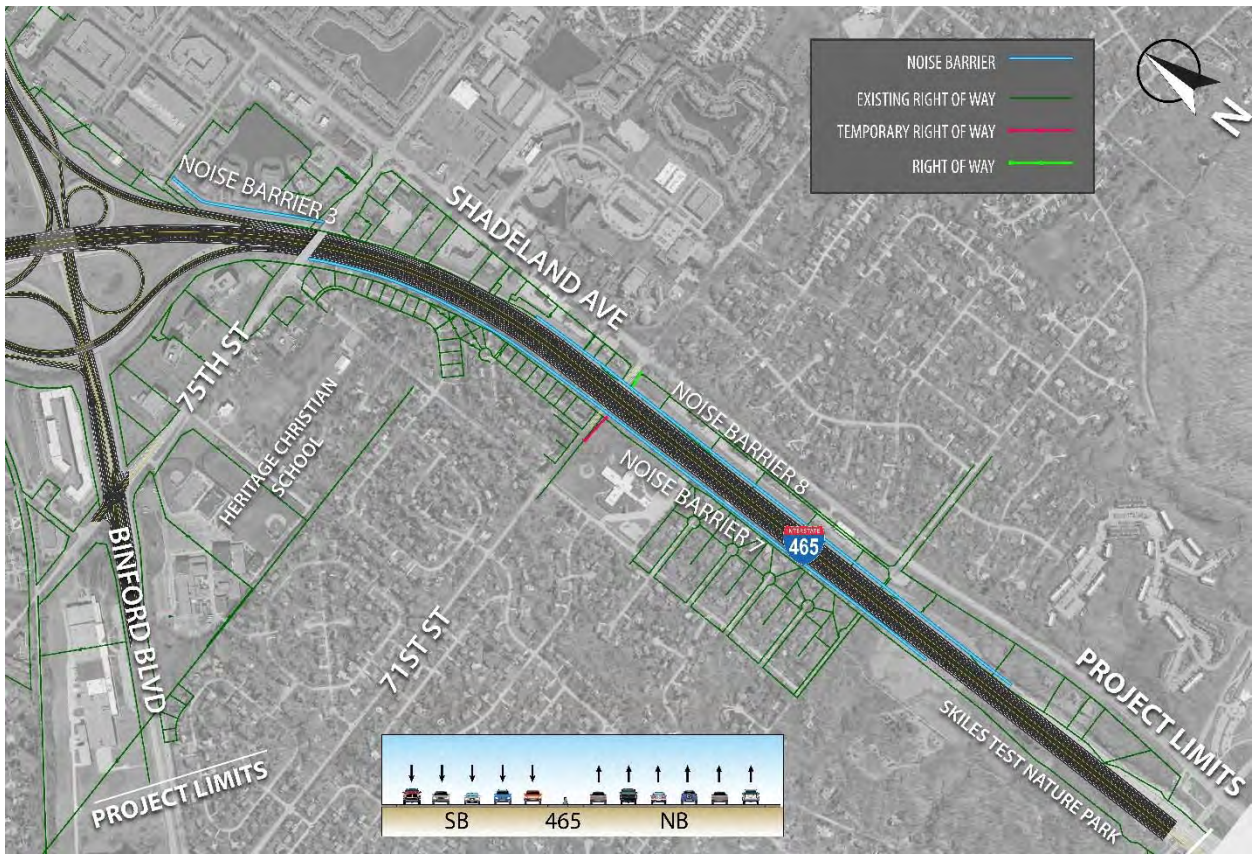
Screen shots of Virtual Fly-Over Video shown at public hearing and a link is on the project website

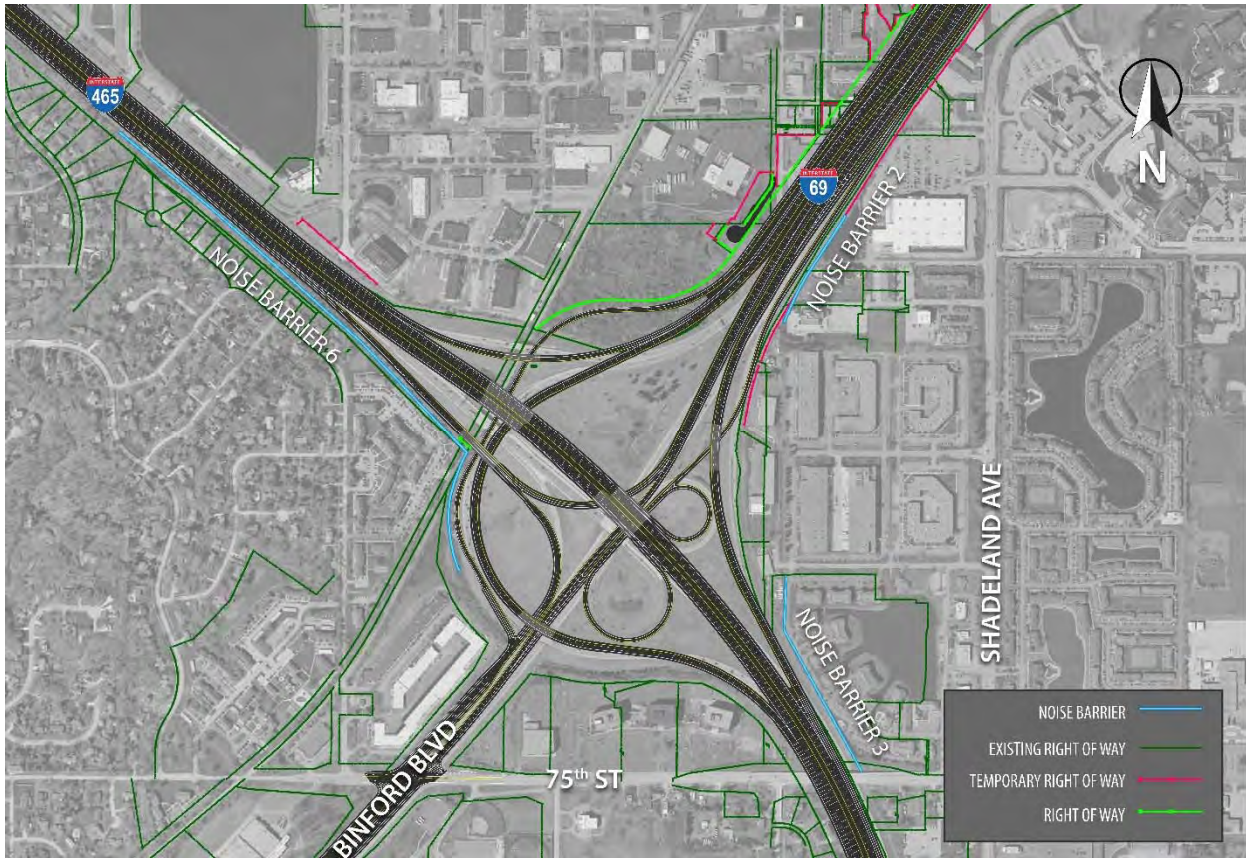






Public Hearing poster boards  
also posted on project website





Same presentation was given at the October 14, 2020 Public Hearing



**Clear Path 465**  
Virtual Public Information Meeting  
October 13, 2020

NextLevel INDIANA

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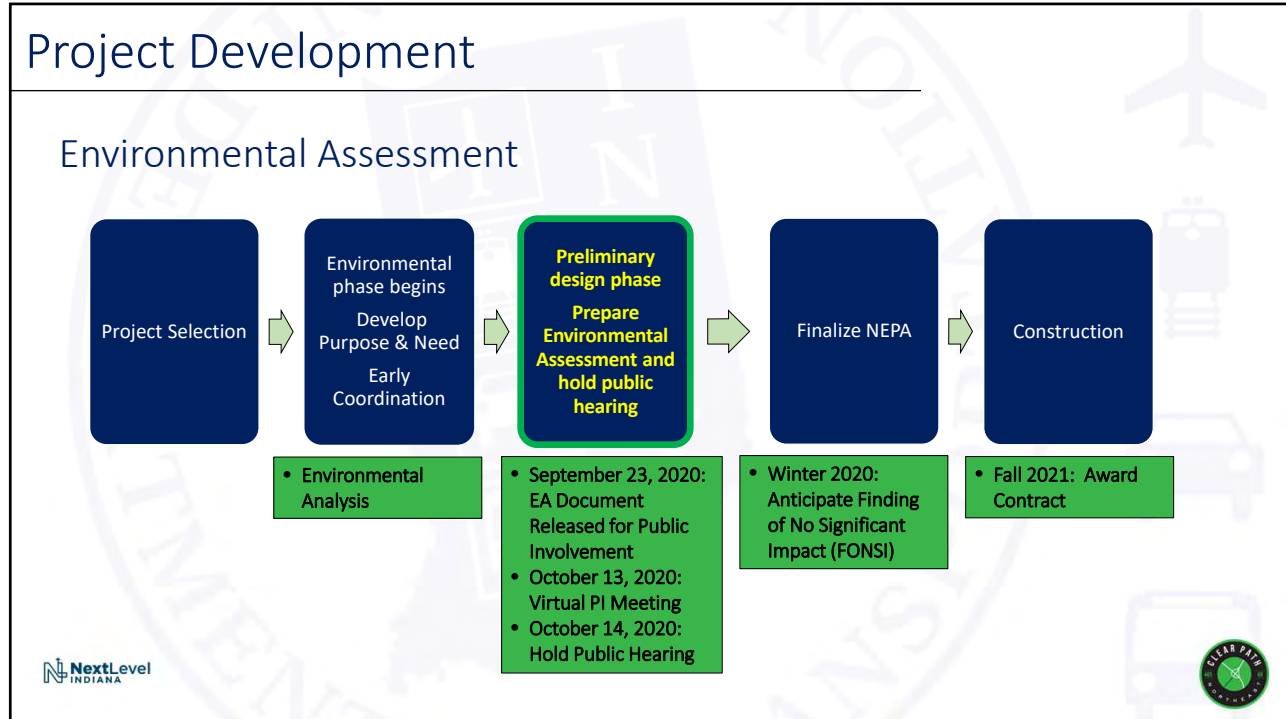
## Welcome

- **Introductions of Project Team**
  - Parsons
  - INDOT-Project Management
  - INDOT-Public Involvement
  - INDOT-Environmental Services
- **Introductions of Project Team**
  - Legal notice published: Indianapolis Star 9/30 & 10/7  
Indianapolis Recorder 10/2 and 10/9
  - Notice of public hearing mailed to area residents/landowners
  - Announcement posted to INDOT website. A media release was also issued.  
[www.clearpath465.indot.in.gov](http://www.clearpath465.indot.in.gov)

NextLevel INDIANA



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## Public Involvement

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### Stakeholders:

- Indiana Department of Transportation
- Federal Highway Administration, Indiana Division
- Indianapolis Metropolitan Planning Organization
- Elected & Local officials
- Residents
- Businesses
- Emergency services
- Schools
- Religious Institutions
- Community Organizations
- Transit

### Future Activities:

- Public Hearing (in-person) - October 14, 2020  
Presentation at 4:30 pm and 6:00 pm - Fort Harrison Conference Center-6002 N. Post Road, Indianapolis

4

# Clear Path 465 Project Overview

## Purpose and Need

- Improve overall traffic operations by increasing capacity
- Improve safety
  - Reduce total number of crashes and crash rates (crashes/mile/ year)
  - Decrease the fatality/injury severity percentages

## Construction Summary

- Reconstruct I-465 from White River to Fall Creek
- Reconstruct I-69 / Binford Boulevard from 75<sup>th</sup> Street to 86<sup>th</sup> Street
- I-465 / I-69 Interchange Modification
- Partial Ramp Reconstruction at I-465 / Allisonville Road and I-69 / 82<sup>nd</sup> Street
- Add Travel Lanes on I-465 and I-69



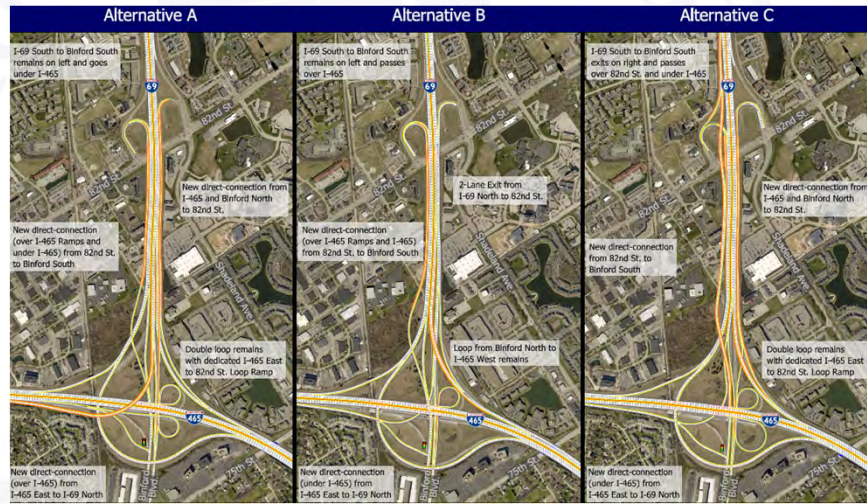
5

# Project Area



6

## Alternative Analysis Overview - A, B and C



Three Build-Alternatives were presented at the August 2017 open house.



7

## Preferred Alternative

- Alternative C Modified
  - Modified SB I-69 to SB Binford
  - Reconstruct SB I-69 to SB I-465 Ramp
  - Castleton Road



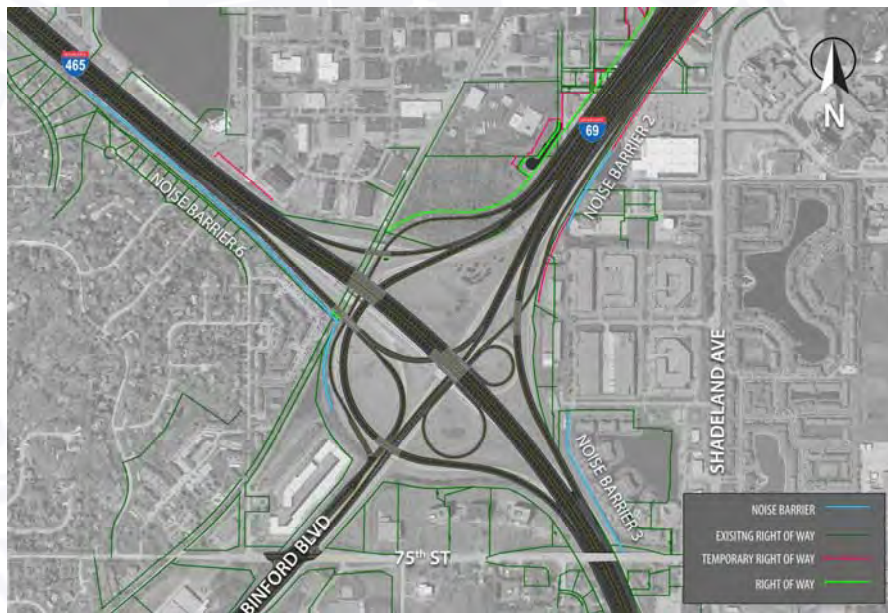
8

# Preferred Alternative - Western Project Limit



9

# Preferred Alternative - I-465/I-69 Interchange Movements



10

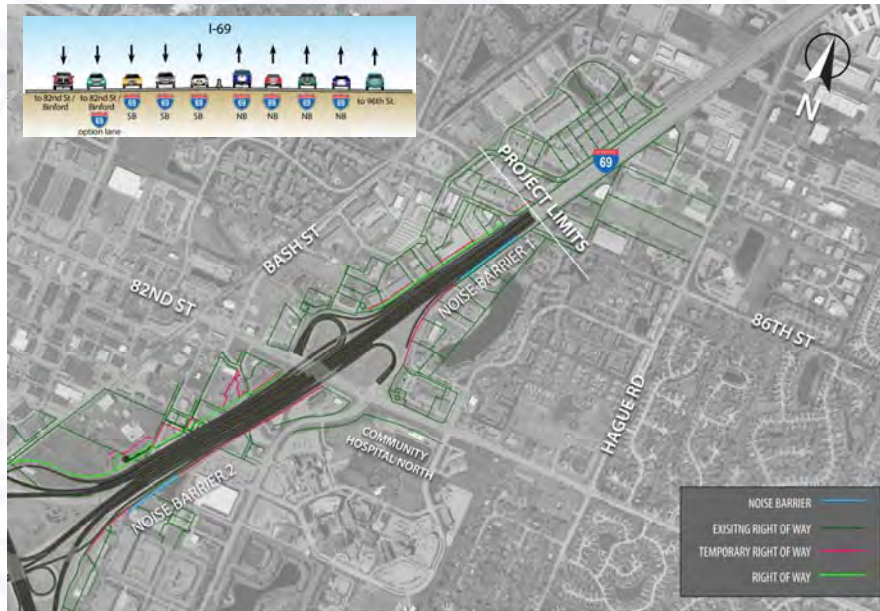
## Preferred Alternative - I-465/I-69 Interchange Movements

- The Preferred Alternative:
  - Maintains all existing movements at I-465 / I-69 / Binford Boulevard and at I-69 / 82<sup>nd</sup> Street
  - Separates the interstate traffic from local traffic along I-69 / Binford Boulevard from 75<sup>th</sup> Street to 82<sup>nd</sup> Street



11

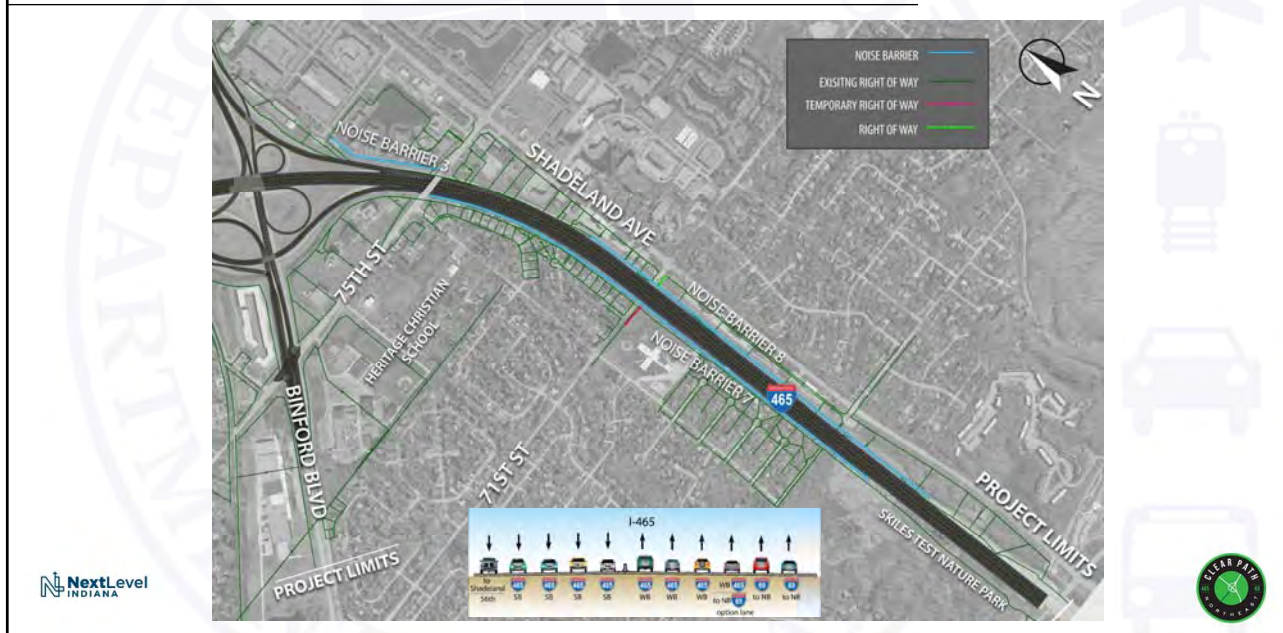
## Preferred Alternative - 82<sup>nd</sup> Street Interchange



12



### Preferred Alternative - Southern Project Limit




13

### Existing I-465 Mainline/EB I-465 Exits




14

## Preferred Alternative: I-465 Re-alignment




Loop Ramp  
465 WB  
465 WB  
465 WB  
465 WB  
465 EB  
465 EB  
465 EB  
465 EB  
to 82nd St.




- Re-align I-465 to the north through the I-69 interchange
- Four I-465 mainline lanes in each directions
- Auxiliary and ramp lanes added as needed

NextLevel INDIANA




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## Preferred Alternative: EB I-465 Exits




EB I-465 Ramp  
to 69 NB  
to 69 NB



- New 2-lane ramp from EB I-465 to NB I-69
- Ramp from the EB to NB ramp to SB Binford Blvd.
- EB I-465 to 82nd St. via loop ramp and C/D

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### Existing NB I-465 to NB I-69



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### Preferred Alternative: NB I-465 to NB I-69



- Three NB I-465 to NB I-69 ramp lanes
- Slip ramp from NB to NB ramp to 82nd Street via C/D
- This ramp becomes part of I-69 route



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# Existing Binford Boulevard

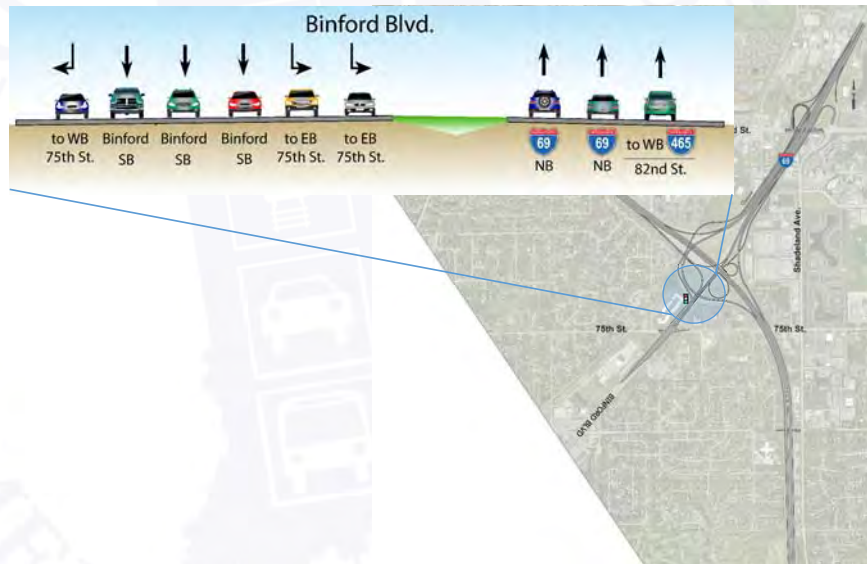


NextLevel INDIANA



19

# Preferred Alternative: Binford Boulevard South Tie-In



NextLevel INDIANA



20

# Preferred Alternative: NB Binford Boulevard



- Three NB Binford lanes at 75th St.
- Two NB Binford lanes to NB I-69
- One NB Binford lane to WB I-465 loop ramp / 82nd St. via C/D



21

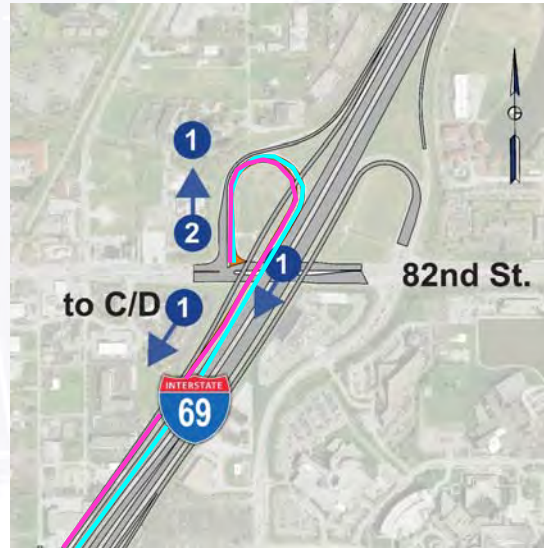
# Existing I-69 / 82<sup>nd</sup> St. Interchange



22

## Preferred Alternative: 82<sup>nd</sup> Street Ramps to I-465 / Binford Boulevard

- One right hand exit for all traffic from SB I-69 to 82nd St. / Binford Blvd.
- SB 82nd St. on-ramp splits into 2 directions
  - SB I-69 to I-465
  - SB Binford Blvd. C/D
- Eliminates the weave from SB 82nd St. to Binford Blvd. (crossing SB I-69 traffic)



23

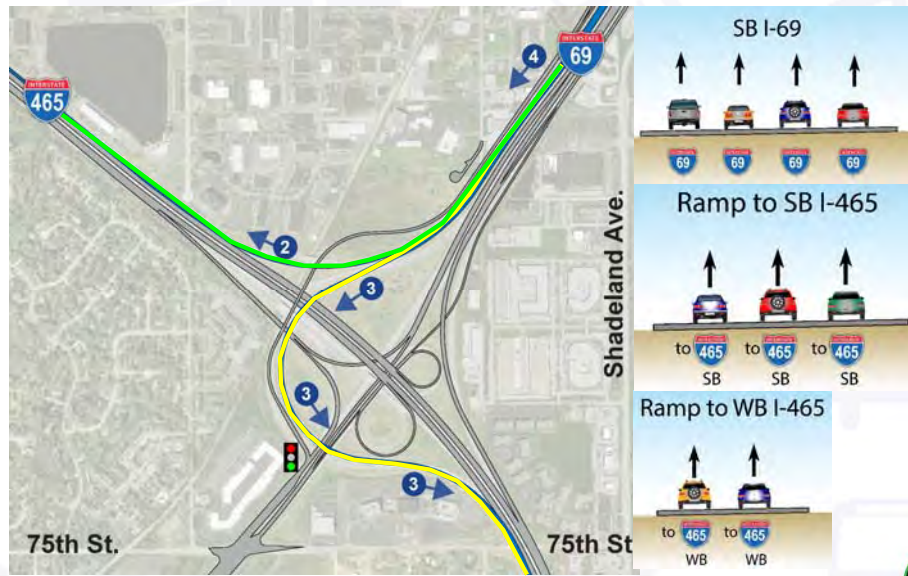
## Existing SB I-69 to I-465 / Binford Boulevard



24

## Preferred Alternative: SB I-69

- Remove left-hand exit to Binford Blvd.
- Three ramp lanes to SB I-465 which becomes part of I-69 route
- Two ramp lanes to WB I-465



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## Preferred Alternative: SB Binford Boulevard C/D

- All SB Binford Blvd. traffic exits I-69 north of 82<sup>nd</sup> St.
- SB Binford Blvd. C/D road is relocated to the outside of the interchange
- Speed is reduced as traffic approaches signal



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## Environmental Analysis Phase

### National Environmental Policy Act (NEPA)

- Requires INDOT to analyze and evaluate the impacts of a proposed project to the natural and socio-economic environments
- NEPA is a decision-making process
  - Purpose and Need
  - Alternatives Screening
  - Preferred Alternative

Environmental Assessment released for public involvement – September 23, 2020

### Impacts analyzed, evaluated, and described in the Environmental Assessment

- What are the impacts this project might have on the community?
- How can impacts be avoided?
- Can impacts be minimized?
- Mitigation for impacts?



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## Environmental

- Right-of-way
  - New Right-of-Way/Relocations
- Streams, Wetlands, and Other Waters
  - Identified 118 Wetlands and 32 Streams
- Environmental Justice (low income & minority populations)
- Cultural Resources (Historical/Archaeological)
- Parks and Recreational Lands (Trails)
  - Section 4(f)
- Endangered, Threatened, and Rare species
- Noise



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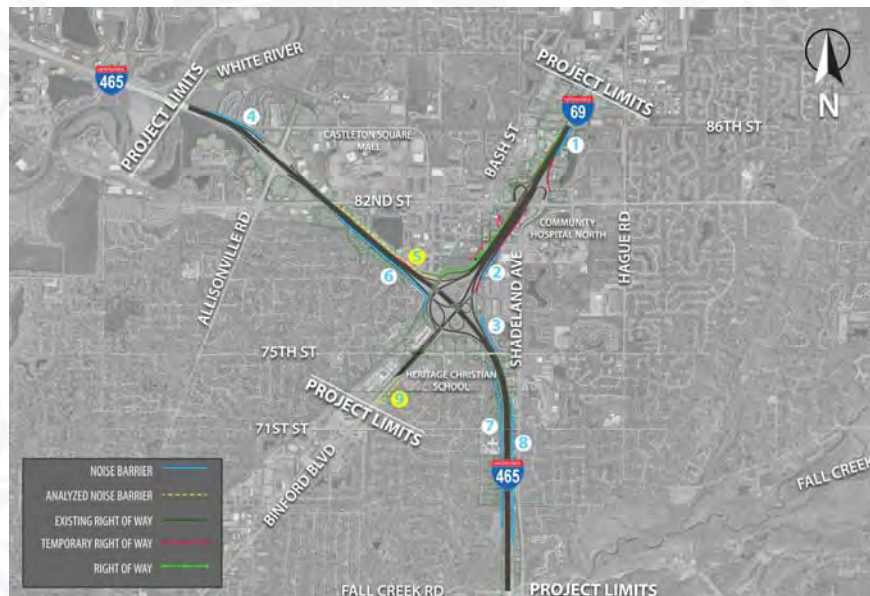
## Environmental Impacts

- 16 streams (9,716 linear feet)
- 6.090 acres of wetlands
- 20.49 acres off trees of which 8.99 acres of trees considered “suitable summer habitat”
- Noise impacts (7 noise barriers are proposed)
- 14.076 acres of new right-of-way
- Four commercial relocations
- “No Adverse Effect” on cultural resources (e.g., historic districts)
- Endangered, Threatened, and Rare species: “May Affect, Not Likely to Adversely Affect – with AMMs”.
- Section 4(f) *de minimis* impact on East 71st Street Multi-Use Trail
- Evaluated community impacts, public services, Environmental Justice, air quality, hazardous materials, etc.
- Mitigation required for wetland and stream impacts



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## Evaluated Noise Barriers



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## Cultural Resources - Section 106

Eight Listed or Eligible Properties within the APE:

- Indianapolis Park and Boulevard System Historic District - No Adverse Effect
- Castleton Depot - No Adverse Effect
- George Metsker House - No Effect
- Test House - No Adverse Effect
- Devonshire Historic District - No Adverse Effect
- Avalon Hills Historic District - No Adverse Effect
- Roland Park Historic District - No Adverse Effect
- Ivy Hills Historic District - No Adverse Effect



Test House



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## Section 4(f) Resources

- East 71<sup>st</sup> Street Trail will have temporary closures resulting in a Section 4(f) *de minimis* determination.
- Proposed Nickel Plate Trail, temporary right-of-way would constitute a “temporary occupancy”.



East 71<sup>st</sup> Street Trail



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## Right of Way

- Seven commercial structures will be acquired.
- Relocation of four businesses.
- No residential or farmland relocations planned



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## Maintenance of Traffic

- I-465 realigned to north through the I-69 interchange to allow for off-line construction.
- MOT will require several phases; majority of the work will be completed in the first three years.
- Interstate to interstate system movements at the I-465/I-69 interchange will primarily remain open.
- Service interchange ramp closures will be required.
- Short-term ramp closures will be required.

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## Project Schedule

- Environmental Assessment released for public involvement – September 23, 2020
- Virtual Public Information Meeting– October 13, 2020 (5:30 pm)
- In-Person Public Hearing – October 14, 2020 (presentation at 4:30 pm and 6:00 pm- Fort Harrison Conference Center-6002 N. Post Road, Indianapolis)
- Anticipate Finding of No Significant Impact (FONSI)– Winter 2020
- Contract award– Anticipated Fall 2021
- Construction begins – Anticipated Late 2021/Early 2022
- Completion of all activities – Anticipated Late 2025



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## Submit Public Comments

- **Submit public comments:**
  - Public Comment Form
  - Via e-mail ([clearpath465@indot.in.gov](mailto:clearpath465@indot.in.gov))
  - Participate during public comment session following formal presentation
- **Public comment period ends Thursday, October 29, 2020**
- All comments submitted are included in the public hearings transcript and made part of the public record
- Comments are reviewed, evaluated, and given full consideration during decision-making process



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## Next Steps

- **Public and project stakeholder input**
  - Submit comments via options described in the information packet
- **INDOT review of public comments**
  - All comments are given full consideration during decision-making process
  - Finalize/approve environmental process, complete project design
- **Communicate a decision**
  - INDOT will notify project stakeholders of decision
  - Work through local media, social media outlets, paid legal notice
  - Make project documents accessible via repositories
- **Questions? INDOT Next Level Customer Service**



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## Project Resource Locations

**Project Website:** [www.clearpath465.indot.in.gov](http://www.clearpath465.indot.in.gov)

### INDOT Greenfield District Office

32 South Broadway, Greenfield, IN 46140  
1-855-463-6848

### Indianapolis Public Library, Glendale Indianapolis

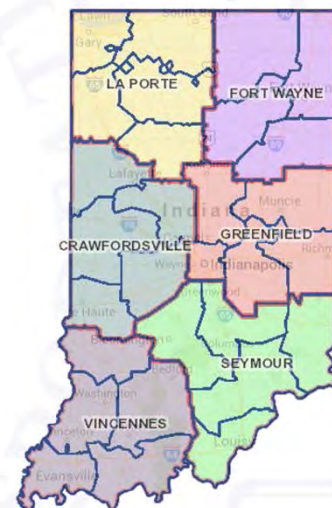
6101 N. Keystone Ave, Indianapolis, IN 46220

### Indianapolis Public Library, Nora Indianapolis

8625 Guilford Ave, Indianapolis, IN 46240

### INDOT Next Level Customer Service

855-463-6848 • INDOT4U.com • INDOT@indot.in.gov



*Please mention "Clear Path 465 Project" in your comments.*



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# Thank You

## Future Activities:

- Public Hearing (in-person)– October 14, 2020  
Fort Harrison Conference Center, 6002 N Post Road, Indianapolis, In 46216
- Public comment period ends Thursday October 29, 2020.



**The Indianapolis Star**

130 South Meridian Street  
Indianapolis, IN 46225  
Marion County, Indiana

Federal Id: 06-1032273

**PARSONS**

Account #:INI-61927  
Order #:0004394544  
# of Affidavits: 2  
Total Amount of Claim:\$333.60  
**This is not an invoice**

PARSONS  
ATTN THOMAS WARRNER  
101 W OHIO ST STE 2121  
INDIANAPOLIS, IN 46204

**PUBLISHER'S AFFIDAVIT**

STATE OF WISCONSIN, }  
County Of Brown } **SS:**

Personally appeared before me, a notary public in and for said county and state, the undersigned

I, being duly sworn, say that I am a clerk for THE INDIANAPOLIS NEWSPAPERS a DAILY STAR newspaper of general circulation printed and published in the English language in the city of INDIANAPOLIS in the state of INDIANA and county of MARION, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 2 times., the dates of publication being as follows:

The insertion being on the 09/30/2020  
The insertion being on the 10/07/2020

Newspaper has a website and this public notice was posted in the same day as it was published in the newspaper.

Pursuant to the provisions and penalties of Ch. 155. Acts 1953.

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.

*William Allen*

Date: 4-19, 2020 Title: Clerk

Subscribed and sworn to before me this 7 day of October, 2020

*Shelly Hora*  
Notary Public

Notary Expires: 8-25-23

SHELLY HORA  
Notary Public  
State of Wisconsin

**The Indianapolis Star**

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*Shelly Hora*  
Notary Public

Notary Expires: 8-25-23

SHELLY HORA  
Notary Public  
State of Wisconsin



To: INDIANAPOLIS

STAR

(Governmental Unit)

\_\_\_\_\_ County, Indiana \_\_\_\_\_

**Indianapolis, IN**

177 lines, 2 columns wide equals 354 equivalent lines at \$0.47 per line @ 2 days, \$333.60

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TOTAL AMOUNT OF CLAIM \$333.60

Claim No. \_\_\_\_\_ Warrant No. \_\_\_\_\_  
IN FAVOR OF  
**The Indianapolis Star**  
Indianapolis, IN  
Marion County  
130 S. Meridian St. Indianapolis, IN 46225

I have examined the within claim and hereby certify as follows:

That it is in proper form.

This it is duly authenticated as required by law.

That it is based upon statutory authority.

That it is apparently (correct)  
(incorrect)

\$ \_\_\_\_\_  
On Account of Appropriation For

\_\_\_\_\_ FED. ID  
#06-1032273  
Allowed \_\_\_\_\_, 20\_\_\_\_

In the sum of \$ \_\_\_\_\_

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.

LEGAL NOTICE OF PUBLIC HEARING

DES#1400075 - Clear Path 465 - I-465/I-69 Interchange Modification and Added Travel Lanes project in Indianapolis, Marion County

The Indiana Department of Transportation (INDOT) will hold a public hearing on Wednesday, October 14, 2020, starting at 4:30 pm at the Fort Harrison Conference Center, 6002 N Post Road, Indianapolis, Indiana 46216. The doors will be open at 4:00 pm. There will be presentations at 4:30 pm and 6:00 pm. Social distancing guidelines will be followed. The capacity of each presentation may be limited to allow for social distancing. Project team members will wear face masks, and project exhibits will be spaced more than 6 feet apart. Hand sanitizer will be available, and attendees are required to wear masks per the July 9, 2020 mandate by Marion County. Disposable face masks will be provided if attendees do not bring their own masks.

The purpose of the public hearing is to offer all interested persons an opportunity to comment on preliminary design plans and environmental documentation for the proposed I-465/I-69 Interchange Modification and Added Travel Lanes project, also known as the "Clear Path 465" project, located on the northeast side of Indianapolis, Marion County, Indiana. The project includes added travel lanes on I-465 from the White River Bridge (approximately 2.4 miles west of I-69) to Fall Creek Road (approximately 2.15 miles south of I-69). Additionally, portions of Binford Boulevard and I-69 will be reconstructed between East 71st Street, I-465, and East 86th Street to accommodate a modified I-465/I-69 interchange configuration.

The need for the Clear Path 465 project stems from insufficient capacity that causes backups during the peak hours and safety concerns due to a high volume of crashes within the project area. The purpose of the Clear Path 465 Project is to improve overall traffic operation by increasing capacity to meet an acceptable level of service, and to improve safety.

This project will require approximately 14,076 acres of permanent right-of-way and 4,222 acres of temporary right-of-way, mostly from commercial properties and undeveloped land. A total of seven buildings will be acquired and demolished, and four businesses will be relocated. Natural resource impacts include 9,716 linear feet of streams, 6.09 acres of wetlands, and 20.49 acres of trees, 8.99 of which is considered "suitable summer habitat" for federally protected bat species. There is no adverse effect to cultural resources. The results of noise analyses recommended a total of seven noise barriers to mitigate noise impacts.

Construction is tentatively scheduled to begin in 2022 and expected to last year-round through 2024. Construction will be phased and completed off-line as much as possible to minimize traffic impacts. The number of phases, the order of construction, and the construction durations will be refined during final design.

Federal and state funds are proposed to be used for construction of this project. An Environmental Assessment document has been prepared for the project. The environmental documentation is available to view at the following locations:

1. Clear Path 465 Project website - [www.in.gov/indot/3654.htm](http://www.in.gov/indot/3654.htm)
2. Glendale Branch Library - 6101 N Keystone Avenue, Indianapolis, IN 46220
3. Nora Branch Library - 8625 Guilford Ave, Indianapolis, IN 46240
4. Parsons Office - 101 W Ohio St, Suite 2121, Indianapolis, IN 46204
5. INDOT Greenfield District - 32 S Broadway, Greenfield, IN 46140

Masks must be worn at the repositories. Used equipment at libraries must be flagged (provided) for cleaning.

Verbal statements will be accepted during a public comment session at the public hearing for the official public record immediately following the formal presentation. Verbal comments may be restricted to time limitations based on the number of speakers. All verbal statements recorded during the public hearing and all written and verbal comments submitted prior to, during, and for a period of two (2) weeks following the hearing date, will be evaluated, considered, and addressed in a subsequent environmental documentation. Comments may be submitted prior to the public hearing and within the comment period in the following ways:

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2. Clear Path 465 email address - [clearpath465@indot.in.gov](mailto:clearpath465@indot.in.gov)
3. Parsons Office -Parsons, Attention Dan Miller, 101 W Ohio Street, Suite 2121, Indianapolis, IN 46204
4. INDOT Toll Free Number: 855-INDOT4U (463-6848) (Please mention Clear Path 465)

The public comment period for the EA began on September 30, 2020 and will end on October 29, 2020. INDOT respectfully requests comments be submitted utilizing the options noted above by October 29, 2020.

In addition to the public hearing, a virtual public information meeting will be conducted by the Clear Path 465 Project Team on Tuesday, October 13, 2020 at 5:30 pm. The presentation will be conducted via WebEx, an online meeting platform. The presentation will be identical to the in-person public hearing presentation. Written comments will be accepted during the presentation and included in the official record. Verbal statements will be reserved for the public hearing. A link to access the online presentation and instructions can be found at [www.in.gov/indot/3654.htm](http://www.in.gov/indot/3654.htm).

Persons with limited internet access may request project information be mailed. In accordance with the Americans with Disabilities Act (ADA) and with advance notice, INDOT will coordinate accommodations for persons with disabilities requiring auxiliary aids including, but not limited to sign language interpretation, alternative format documents, and other ADA compliant services. In addition

format documents and other ADA supportive services. In addition, and in accordance with Title VI of the Civil Rights Act of 1964, INDOT will coordinate accommodation for persons of Limited English Proficiency (LEP) requiring auxiliary aids and/or supportive services including, but not limited to alternative format documents and other services as needed. Should accommodation be required please contact Dan Miller of Parsons Daniel.j.miller@parsons.com, 101 W Ohio Street, Suite 2121, Indianapolis, IN, (317) 616-4663.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(a)(7) states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary.", approved by the Federal Highway Administration, U.S. Department of Transportation on August 16, 2012. Current INDOT Public Involvement guidance, in response to COVID-19, can be found at <https://www.in.gov/indot/4039.htm>.

(S - 9/30, 10/7/20 - 000 4394544)

hspaxlp

PUBLIC NOTICE

PROOF OF PUBLICATION

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10/02/20
10/09/20

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for
Indianapolis Recorder Newspaper
Indiana's Greatest Weekly

2901 N Tacoma Ave

Indianapolis, IN 46218

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## Interstate 465 project faces public comments on Oct. 14

The Herald Bulletin  
Oct 7, 2020



INDIANAPOLIS — A two-year project to redesign the Interstate 465 and I-69 interchange on Indianapolis' northeast side will face a public hearing by the Indiana Department of Transportation on Wednesday, Oct. 14, at the Fort Harrison Conference Center, 6002 N. Post Road, Indianapolis.

Presentations will be at 4:30 and 6 p.m. Masks and social distancing are required.

The "Clear Path 465" project includes added travel lanes on Interstate 465 from the White River Bridge to Fall Creek Road. Additionally, portions of Binford Boulevard and Interstate 69 will be reconstructed.

Construction is to begin in 2022 and last year-round through 2024.

The project's website is at [www.in.gov/indot/3654.htm](http://www.in.gov/indot/3654.htm).

In the years 2013-2016, nearly 1,000 crashes were reported in the area with rear-end collisions accounting for 60% of the accidents, according to a press release from INDOT.

## CONVERSATION

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## TRANSPORTATION

# Get information on I-465, I-69 interchange updates Wednesday

**Ethan May** Indianapolis Star

Published 1:47 p.m. ET Oct. 13, 2020 | Updated 2:11 p.m. ET Oct. 15, 2020

**Update:** *The public hearings have passed, but INDOT is taking public comment until Oct. 29. You can submit a form at [in.gov/indot/3659.htm](https://in.gov/indot/3659.htm), email [clearpath465@indot.in.gov](mailto:clearpath465@indot.in.gov), or mail Parsons, Attn: Dan Miller, 101 W. Ohio St., Ste. 2121, Indianapolis, IN 46204.*

State transportation officials want to hear your feedback and answer your questions about a proposed project for I-465 and its interchange with I-69 on Indianapolis' northeast side.

An Indiana Department of Transportation project would add lanes to I-465 from the White River bridge to Fall Creek Road and reconfigure the I-465/I-69 interchange. The proposed changes would include some reconstruction of I-69 between 82nd Street and I-465 as well as some reconstruction of Binford Boulevard.

**What you need to know:** Planned I-465 widening, I-69 interchange reconstruction

INDOT will hold a public hearing at 4 p.m. Wednesday at the Fort Harrison Conference Center, 6002 N. Post Road, Indianapolis, IN 46216. Project team members will give formal presentations at 4:30 and 6 p.m.

A virtual hearing is scheduled for 5:30 p.m. Tuesday. [Click here for virtual meeting details.](#)

The current I-465/I-69 interchange is at capacity, an INDOT news release said, creating traffic backups and safety hazards. The projects hopes to increase capacity and improve safety.

Attendees of Wednesday's hearing must wear masks and follow social distancing guidelines.

Contact IndyStar digital producer Ethan May at [emay@indystar.com](mailto:emay@indystar.com) or 317-402-1058. Follow him on Twitter: [@EthanMayJ](https://twitter.com/EthanMayJ).

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Indiana Department of Transportation

## INDOT to host public meeting on Clear Path 465 project

Indiana Department of Transportation sent this bulletin at 10/13/2020 12:54 PM EDT

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Indiana Department of Transportation

News Release

### INDOT to host public meeting on Clear Path 465 project

Wednesday, October 14 at 4 p.m.

**INDIANAPOLIS** - The Indiana Department of Transportation will host a public hearing about the I-465/I-69 Interchange Modification and Added Travel Lanes project, or the Clear Path 465 project.

The hearing will allow the public to comment on preliminary design plans and environmental documents.

The public is invited to attend the hearing on Wednesday, October 14 at 4 p.m. It will take place at the Fort Harrison Conference Center (6002 N Post Rd, Indianapolis, IN 46216). There will be formal presentations at 4:30 p.m. and 6 p.m. Project team members will be available for questions.

The Clear Path 465 project includes added travel lanes on I-465 from the White River Bridge to Fall Creek Road on the Northeast side of Indianapolis. Also part of the project is the reconfiguration of the I-465/I-69 interchange. This is proposed to include some reconstruction of Binford Blvd to accommodate the reconfigured interchange.

This is a safety project because the interchange is at capacity. The amount of traffic causes backups in the existing interchange which creates safety hazards. The project will increase capacity at this interchange and will improve safety in the area.

Social distancing guidelines will be followed during the hearing. Members of the public are required to wear masks while indoors.



## Stay Informed

Motorists in East Central Indiana can monitor road closures, road conditions, and traffic alerts any time via:

- Facebook: [facebook.com/INDOTEast](https://www.facebook.com/INDOTEast)
- Twitter: [@INDOTEast](https://twitter.com/INDOTEast)
- CARS 511: [indot.carsprogram.org](https://indot.carsprogram.org)
- Mobile App: [iTunes App Store](https://itunes.apple.com/us/app/indot-511/id1088888888) and the [Google Play store for Android](https://play.google.com/store/apps/details?id=com.indot.511)



## About the Indiana Hands-Free Law

In 2019, Indiana Criminal Justice Institute reported that distracted driving from mobile devices was a factor in at least 1,263 crashes and three fatal crashes. To make Hoosier roads safer, Governor Eric J. Holcomb signed the Indiana Hands-Free law to reduce distracted driving across the state. Beginning July 1, 2020, drivers are prohibited from holding a mobile device, except in emergencies, while their vehicles are moving. For more information on the new law visit [www.HandsFreeIndiana.com](http://www.HandsFreeIndiana.com). Hands-Free Indiana is a partnership between the Indiana Department of Transportation, Indiana State Police, Indiana Criminal Justice Institute, Indiana Bureau of Motor Vehicles, Indiana Constructors Inc., Indiana Motor Truck Association and ACEC Indiana.

## About the Indiana Department of Transportation

Over the past 100 years, INDOT has transformed the state of Indiana into the Crossroads of America we know today. With six district offices and 3,500 employees, the agency is responsible for constructing and maintaining more than 29,000 lane miles of highways, more than 5,700 bridges, and supporting 4,500 rail miles and 117 airports across the state. Indiana once again ranked #1 in the U.S. for infrastructure in CNBC's 2019 "America's Top States for Business" ranking. Learn more about INDOT at [in.gov/indot](http://in.gov/indot).

## Customer Service

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**TRANSPORTATION**

# What you need to know about planned I-465 widening and I-69 interchange reconstruction

**Ethan May** Indianapolis Star

Published 12:30 p.m. ET Oct. 14, 2020 | Updated 2:10 p.m. ET Oct. 15, 2020

Buckle up for another major road construction project, Indianapolis. Reconstruction and widening are coming to stretches of northeast-side interstate that carry as many as 87,000 vehicles per day.

The Indiana Department of Transportation is planning a \$337.8 million project to rebuild the I-69/I-465 interchange and add lanes to I-465.

Tentatively scheduled to begin in the spring of 2022, the two-year project would involve 4.4 miles of roadway.

It's not the only or even the next major interstate project slated for the city: Work is expected to begin this winter on a total rebuild of the North Split interchange of I-65 and I-70 downtown.

Together, the projects could make some of the city's busiest spots safer over the next four years — likely with some traffic headaches along the way.

Here's what you need to know about the northeast-side project, including why it's needed, what will change and what we know about traffic impacts.

## Why is I-465/I-69 work needed?

INDOT says the additional lanes and reconfigured interchange are needed because the current system is over capacity, causing backups and crashes.

Between 2013 and 2015, 1,058 crashes were reported within the project area — an average of nearly one crash per day, INDOT documents say. The shoulders of I-69 also need to be widened to provide more space for disabled vehicles, construction crews and police.

The project area along I-465 stretches from 2.4 miles west of I-69 at the White River bridge to 2.2 miles south of I-69 at the I-465 bridge over Fall Creek Road. The project limits along Binford Boulevard are from 0.8 miles south of the 75th Street intersection to the I-465/I-69 interchange. Along I-69, the project will stretch from the I-465 interchange to 1.4 miles north of I-465.

Among the troublesome areas the project hopes to fix are:

- **Eastbound I-465 from the White River bridge toward Allisonville Road and the I-69 interchange**, where congestion builds as lanes shrink from five to three;
- **The eastbound I-465 to northbound I-69 ramp**, which is a low-speed loop that forces drivers to merge across traffic trying to go from northbound Binford Boulevard to westbound I-465;
- **Southbound I-465 between I-69 and the 56th Street/Shadeland Avenue exit**, which sees heavy congestion;
- **Northbound I-465 between the 56th Street/Shadeland Avenue and the I-69 off-ramp**, which sees heavy congestion;
- **Westbound I-465**, where southbound I-69 traffic merges to the left across traffic trying to exit on Allisonville Road;
- **Southbound I-69**, where traffic entering the interstate from 82nd Street must merge three lanes to reach southbound Binford Boulevard;
- **Northbound I-69**, where congestion builds as northbound Binford Boulevard and eastbound I-465 traffic merge with heavy traffic from northbound I-465.

INDOT reviewed all these areas using predicted traffic for 2040. On an A-F scale, many stretches received an F, and none scored higher than a C.

Two areas — eastbound I-465 as it approaches the southbound Binford Boulevard exit and southbound I-69 just south of 82nd Street — were identified as "high-crash" areas.

## **How will I-465 and the I-69 interchange be different?**

When all the construction is done, drivers will still be able to access all the interstates and exits they can today. But how the interstates and ramps get you there will change.

INDOT documents list more than 30 updates that would be made as part of its current plan for the project.

Here are the highlights:

## More lanes

- Eastbound I-465 will have more lanes from the White River bridge through the interchange with I-69;
- Westbound I-465 will have six lanes between the I-69 ramps and Allisonville Road;
- Southbound I-465 will have four mainline lanes and three lanes from the southbound I-69 ramp;
- When northbound I-465 shifts to westbound I-465 it will have four mainline lanes inside the I-69 interchange;
- Northbound I-465 to northbound I-69 will be a three-lane ramp that merges to the right of the ramp from eastbound I-465 and northbound Binford Boulevard;
- Northbound I-69 will have six mainline lanes from the I-465 interchange to 82nd Street;

## New ramps and separated roadways

- A two-lane ramp will travel under I-465 to provide a direct connection from eastbound I-465 to northbound I-69.
- Southbound Binford Boulevard will exit southbound I-69 on the right side as a barrier-separated road between 96th Street and 82nd Street. It will then continue over 82nd Street and along the west side of I-69 before crossing under the I-69/I-465 interchange;
- A single-lane ramp will go from the northbound I-465 to northbound I-69 ramp to 82nd Street;
- A single-lane loop ramp will take eastbound I-465 traffic directly to 82nd Street;

## New stoplight

- A traffic signal will be installed at the eastbound I-465 to southbound Binford Boulevard ramp to control traffic merging south onto Binford Boulevard. The light will also control traffic from southbound I-69. This will allow vehicles to go from eastbound I-465 to southbound Binford Boulevard and turn left (east) onto 75th Street.

Construction will include 12 new bridges and four widened bridges.

INDOT estimates more than \$33 million in engineering costs and \$290 million in construction costs for this plan.

## What other options did INDOT consider?

INDOT considered four alternatives for this project. All included four through-lanes in each direction on I-465.

The first alternative was to do nothing at all. This "no build" scenario would have caused "major operational failures on almost every leg of the corridor" and additional long-term maintenance costs.

Other alternatives were eliminated due to higher estimated costs. One alternative would have built a fly-over ramp for eastbound I-465 to northbound I-69 instead of going under I-465.

## How will this affect traffic during construction?

Plans for the project are not yet finalized and may change, so exact timing has not been decided.

INDOT documents say construction will be phased and as many existing I-465 lanes will be kept open as possible throughout the project.

Access to I-465 from I-69 and vice-versa "will primarily remain open during construction," the documents say.

East 71st Street will undergo closures as the project increases the height of the road under I-465. 82nd Street will remain open.

## How will this affect road noise?

INDOT says it conducted noise studies and surveyed nearby home and business owners.

Using this information, the document lists eight possible noise barriers totaling more than 20,000 feet in length.

The barriers would reduce noise level by at least five decibels at a majority of affected locations, INDOT said. They would cost an estimated \$9.1 million.

But they aren't guaranteed.

"If during final design it has been determined that conditions have changed such that noise abatement is not feasible and reasonable, the abatement measures might not be provided," the INDOT document says.

## Will this affect trails?

In total, about 14 acres of land would need to be acquired under INDOT's current plan. 61% of the land is undeveloped forest.

About a quarter acre of temporary right-of-way will be acquired from the future Nickel Plate Trail to provide access during construction.

While Fishers is working on the trail to the north, Marion County has not yet started construction as it seeks funding.

During the I-465/I-69 construction, INDOT will provide space for a future 10-foot wide asphalt path in the project area. It will be approximately 860 feet long.

The East 71st Street multi-use trail will undergo closures of no more than one year, INDOT said. As crews rebuild 71st Street under I-465 they will add a barrier to separate vehicles from the trail.

## How can I provide feedback on the plans?

If you want to comment on the project, you may do so until Oct. 29.

**Online:** Submit your comment in a form at: [in.gov/indot/3659.htm](https://www.in.gov/indot/3659.htm).

**Email:** [clearpath465@indot.in.gov](mailto:clearpath465@indot.in.gov)

**Mail:** Parsons, Attn: Dan Miller, 101 W. Ohio St., Ste. 2121, Indianapolis, IN 46204

*Contact IndyStar digital producer Ethan May at [emay@indystar.com](mailto:emay@indystar.com) or 317-402-1058. Follow him on Twitter: @EthanMayJ.*



## From the air: What to know about planned I-465/I-69 interchange reconstruction

IndyStar drone footage shows I-465 and I-69 on Indianapolis' northeast side, where INDOT will rebuild the interchange and add lanes.

Indianapolis Star

Published 2:02 p.m. ET Oct. 15, 2020

## TRANSPORTATION

# This flyover shows how the rebuilt I-465/I-69 interchange may look

**Ethan May** Indianapolis Star

Published 6:01 a.m. ET Nov. 9, 2020

If you're having a hard time imagining how I-465 and I-69 will change on the northeast side of Indianapolis when a reconstruction project is completed around 2024, the video at the top of this article may help.

Go on a virtual flyover of the reconfigured interchange according to most recent plans, and see what's new as if you're floating above it.

The video, created by engineering firm Parsons and uploaded to INDOT's YouTube channel, is about 5 minutes long. Below, **timestamps are listed in bolded text** if you want to jump to a particular part of the project. Each timestamp is accompanied by an explanation of what you're seeing.

But first, a couple things to know: Clicking the timestamps will take you to the YouTube video and out of the story. The video doesn't have audio. Plans are not finalized and could change before construction starts in 2022. This is INDOT's current preferred choice as it awaits final approval.

Put on your virtual seatbelt: It's time to go on a virtual flight.

## Eastbound I-465 to northbound I-69

**0:00**

This is one of the most significant changes in the project.

Instead of a one-lane loop ramp, drivers heading to I-69 from eastbound I-465 will have a two-lane ramp that runs under I-465 and enters the left side of I-69.



Once on I-69, vehicles from eastbound I-465 won't be able to merge across to reach 82nd Street. Instead of doing this potentially dangerous merge, eastbound I-465 traffic will be able to reach 82nd Street using a loop ramp. The video shows that later.

This first clip of the video also shows how I-465 will be expanded to four lanes in each direction through the middle of the interchange.

## **Eastbound I-465 to southbound Binford Boulevard**

**0:53**

The new ramp from eastbound I-465 to southbound Binford Boulevard will break off the interstate with the new northbound I-69 ramp. As I-69 traffic goes left, Binford traffic will go right.

After that split, one lane will become three. This will provide needed extra space for vehicles to gather, as the ramp will lead to a new stoplight. That traffic signal will also control vehicles coming from southbound I-69 and 82nd Street.

Once through the traffic signal, drivers will reach southbound Binford Boulevard and will be able to access 75th Street via another intersection.

## **Northbound I-465 to northbound I-69**

**1:22**

Hoosiers who commute from downtown Indianapolis to Fishers, Geist, Noblesville or even areas farther north like Anderson and Muncie will appreciate a new third lane connecting northbound I-465 to northbound I-69.

The three lanes travel over traffic heading to 82nd Street from eastbound I-465 and northbound Binford Boulevard. A new lane will then break off to the right for access to 82nd Street.

The main three lanes from northbound I-465 will become I-69, joining to the right of vehicles from eastbound I-465 and Binford.

## **Northbound Binford Boulevard to northbound I-69**

**1:54**

As vehicles enter the interchange from northbound Binford Boulevard, two lanes will go to the left and one will go to the right.

The two left lanes will continue to I-69, and the right lane will provide access to westbound I-465 and 82nd Street. The westbound I-465 ramp will be a loop similar to what's there today. The ramp to 82nd Street will be new; it will run under vehicles coming from northbound I-465.

Like the current interchange, northbound Binford traffic going to I-69 will have two lanes under I-465. Unlike the current interchange, a barrier will prevent vehicles from eastbound I-465 merging into those lanes toward I-69.

Instead, vehicles from eastbound I-465 will be to the left of vehicles from Binford.

The new layout under I-465 will remove the current weave, where traffic exiting eastbound I-465 must merge across traffic trying to enter westbound I-465 between two loop ramps.

As with the current interchange, no ramp will connect northbound Binford to eastbound/southbound I-465. The nearest ramps for that are off Allisonville Road and Shadeland Avenue/56th Street.

## **Southbound I-69 to southbound I-465**

**2:20**

The long ramp will expand from two lanes to three and be moved slightly to make room for other interchange modifications.

It will still run under I-465 and over Binford Boulevard.

More lanes will be available where it meets southbound I-465.

## **Southbound I-69 to westbound I-465**

**3:00**

This two-lane ramp will largely stay the same, though it will meet an expanded I-465, which will have more lanes through the Allisonville Road intersection.

## **82nd Street to southbound I-69 and Binford Boulevard**

**3:32**

This is another big change.

Vehicles entering the interstate from 82nd Street will immediately split. One ramp will connect to southbound I-69 and from there have access to westbound and southbound I-465.

The other ramp will head to southbound Binford Boulevard. First it will come in to the left of another new ramp carrying vehicles from southbound I-69.

Which leads us to the next part of the video.

## **Southbound I-69 to southbound Binford Boulevard**

**4:02**

Combined traffic from 82nd Street and southbound I-69 will take a new two-lane route under I-465 before reaching the new stoplight, where it will add a third lane.

That traffic signal will also control vehicles from eastbound I-465. Once through the signal, drivers will reach southbound Binford and have access to 75th Street at another intersection.

This new interchange setup prevents a potentially dangerous merging point. In the current configuration, drivers from 82nd Street must merge left three lanes to reach southbound Binford at the same time that southbound I-69 traffic heading to I-465 merges to the right.

These new dedicated lanes for I-69 and 82nd Street traffic to reach Binford may force the relocation of several businesses along the interstate.

## **Eastbound I-465 to 82nd Street or westbound I-465**

**4:41**

Finally, the project will add a new dedicated route from eastbound I-465 to 82nd Street without the need to go on I-69 first.

It will use a slightly larger — but still one-lane — loop ramp than what is there today. After looping under I-465, vehicles will either go left to 82nd Street or right to go to westbound on I-465.

This also will remove a merge. Currently eastbound I-465 traffic going to 82nd Street enters I-69 and merges to the right across traffic entering from northbound I-465.

*Contact IndyStar transportation reporter Ethan May at [emay@indystar.com](mailto:emay@indystar.com) or 317-402-1058. Follow him on Twitter: @EthanMayJ.*

# Clear Path 465 (Interstate 465 & 69 Northeast)



## Project Overview

The proposed Clear Path 465 project includes added travel lanes on I-465 from the White River Bridge (approximately 2.4 miles west of I-69) to Fall Creek (approximately 2.15 miles south of I-69) on the northeast side of Indianapolis.

Portions of I-69 will be reconstructed between I-465 and 82nd Street (Exit 201) to accommodate a modified I-465 & I-69 interchange configuration.

## Public Hearing and Virtual Public Information Meeting

Virtual Information Meeting, Tuesday, October 13, 2020 at 5:30 p.m.

- **Virtual Meeting Link:** <https://bit.ly/30jBy2s> (<https://bit.ly/30jBy2s>)
- Meeting number (access code): 146 747 7257
- Meeting password (via internet): Clearpath465!
- **To Join by Phone:** (833)752-1090 (toll-free) or (720) 543-9770
  - Meeting password (via phones): 25327728

Public Hearing, Wednesday, October 14, 2020 at 4:30 p.m.

Fort Harrison Conference Center, 6002 N Post Road, Indianapolis, Indiana 46216

Presentations at 4:30 p.m. and 6:00 p.m. Doors open at 4:00 p.m.

*Social distancing guidelines will be followed*

## Project Documents

- [Public Notice Hearing \(/indot/files/ClearPath465\\_Public\\_Notice\\_Hearing\\_1400075.pdf\)](/indot/files/ClearPath465_Public_Notice_Hearing_1400075.pdf)
- [Environmental Assessment \(EA\) Text \(/indot/files/01\\_EA\\_Text\\_ClearPath465\\_1400075.pdf\)](/indot/files/01_EA_Text_ClearPath465_1400075.pdf)
- [Appendix A – INDOT Supporting Documentation \(/indot/files/02\\_EA\\_ApA\\_ClearPath465\\_1400075.pdf\)](/indot/files/02_EA_ApA_ClearPath465_1400075.pdf)
- [Appendix B – Graphics, Volume 1 \(/indot/files/03\\_EA\\_ApBvol1\\_ClearPath465\\_1400075.pdf\)](/indot/files/03_EA_ApBvol1_ClearPath465_1400075.pdf)
- [Appendix B – Graphics, Volume 2 \(plans 1 of 6\) \(/indot/files/04\\_EA\\_ApBvol2\\_ClearPath465\\_1400075.pdf\)](/indot/files/04_EA_ApBvol2_ClearPath465_1400075.pdf)
- [Appendix B – Graphics, Volume 3 \(plans 2 of 6\) \(/indot/files/05\\_EA\\_ApBvol3\\_ClearPath465\\_1400075.pdf\)](/indot/files/05_EA_ApBvol3_ClearPath465_1400075.pdf)
- [Appendix B – Graphics, Volume 4 \(plans 3 of 6\) \(/indot/files/06\\_EA\\_ApBvol4\\_ClearPath465\\_1400075.pdf\)](/indot/files/06_EA_ApBvol4_ClearPath465_1400075.pdf)
- [Appendix B – Graphics, Volume 5 \(plans 4 of 6\) \(/indot/files/07\\_EA\\_ApBvol5\\_ClearPath465\\_1400075.pdf\)](/indot/files/07_EA_ApBvol5_ClearPath465_1400075.pdf)
- [Appendix B – Graphics, Volume 6 \(plans 5 of 6\) \(/indot/files/08\\_EA\\_ApBvol6\\_ClearPath465\\_1400075.pdf\)](/indot/files/08_EA_ApBvol6_ClearPath465_1400075.pdf)
- [Appendix B – Graphics, Volume 7 \(plans 6 of 6\) \(/indot/files/09\\_EA\\_ApBvol7\\_ClearPath465\\_1400075.pdf\)](/indot/files/09_EA_ApBvol7_ClearPath465_1400075.pdf)
- [Appendix C – Agency Coordination \(/indot/files/10\\_EA\\_ApC\\_ClearPath465\\_1400075.pdf\)](/indot/files/10_EA_ApC_ClearPath465_1400075.pdf)
- [Appendix D – Section 106 of the National Historic Preservation Act \(/indot/files/11\\_EA\\_ApD\\_ClearPath465\\_1400075.pdf\)](/indot/files/11_EA_ApD_ClearPath465_1400075.pdf)
- [Appendix E – Red Flag Investigation and Hazardous Materials \(/indot/files/12\\_EA\\_ApE\\_ClearPath465\\_1400075.pdf\)](/indot/files/12_EA_ApE_ClearPath465_1400075.pdf)
- [Appendix F – Waters Resources \(/indot/files/13\\_EA\\_ApF\\_ClearPath465\\_1400075.pdf\)](/indot/files/13_EA_ApF_ClearPath465_1400075.pdf)
- [Appendix G – Public Involvement, Volume 1 \(/indot/files/14\\_EA\\_ApGvol1\\_ClearPath465\\_1400075.pdf\)](/indot/files/14_EA_ApGvol1_ClearPath465_1400075.pdf)
- [Appendix G – Public Involvement, Volume 2 \(/indot/files/15\\_EA\\_ApGvol2\\_ClearPath465\\_1400075.pdf\)](/indot/files/15_EA_ApGvol2_ClearPath465_1400075.pdf)
- [Appendix G – Public Involvement, Volume 3 \(/indot/files/16\\_EA\\_ApGvol3\\_ClearPath465\\_1400075.pdf\)](/indot/files/16_EA_ApGvol3_ClearPath465_1400075.pdf)
- [Appendix H – Air Quality \(/indot/files/17\\_EA\\_ApH\\_ClearPath465\\_1400075.pdf\)](/indot/files/17_EA_ApH_ClearPath465_1400075.pdf)
- [Appendix I – Noise \(/indot/files/18\\_EA\\_ApI\\_ClearPath465\\_1400075.pdf\)](/indot/files/18_EA_ApI_ClearPath465_1400075.pdf)
- [Appendix J – Additional Studies \(/indot/files/19\\_EA\\_ApJ\\_ClearPath465\\_1400075.pdf\)](/indot/files/19_EA_ApJ_ClearPath465_1400075.pdf)

## Public Comment Period: September 29, 2020 to October 29, 2020

Written comments may be submitted within the comment period in the following ways:

[Online Public Involvement Comment Form \(/indot/3659.htm\)](/indot/3659.htm)

[Public Involvement Comment Form \(Word Document\) \(/indot/files/Public%20Comment%20Form%20-%20Clear%20Path%20465.doc\)](/indot/files/Public%20Comment%20Form%20-%20Clear%20Path%20465.doc)

Email: [clearpath465@indot.in.gov](mailto:clearpath465@indot.in.gov) (<mailto:clearpath465@indot.in.gov>)

Verbal statements will be accepted during a public comment session at the October 14, 2020 Public Hearing for the official public record immediately following the formal presentation. Interested persons may also call INDOT's Toll Free Number: 855-INDOT4U (463-6848) (Please mention Clear Path 465).

## Project Maps and Alternatives

- Public Hearing Materials - October 2020
  - [Maps \(/indot/files/Clear%20Path%20465%20Maps.zip\)](/indot/files/Clear%20Path%20465%20Maps.zip)
  - [Presentation \(/indot/files/Clear%20Path%20Presentation%20Oct2020.pdf\)](/indot/files/Clear%20Path%20Presentation%20Oct2020.pdf)
  - [Handout \(/indot/files/Clear%20Path%20465%20Handout%20Oct2020.pdf\)](/indot/files/Clear%20Path%20465%20Handout%20Oct2020.pdf)
- [Project Overview \(/indot/files/Overview.pdf\)](/indot/files/Overview.pdf)
- [Alternatives \(/indot/files/Alternatives.pdf\)](/indot/files/Alternatives.pdf)
- [I-465 Mainline \(/indot/files/I465Mainline.pdf\)](/indot/files/I465Mainline.pdf)
- [I-69 South to I-465 Ramps \(/indot/files/69Sto465Ramps.pdf\)](/indot/files/69Sto465Ramps.pdf)
- [I-465 East to I-69 North/82<sup>nd</sup> St. \(/indot/files/465Eto69N.pdf\)](/indot/files/465Eto69N.pdf)
- [I-465 East to Binford South \(/indot/files/465EtoBinfordS.pdf\)](/indot/files/465EtoBinfordS.pdf)
- [I-465 North to I-69 North/82<sup>nd</sup> St. \(/indot/files/465Nto69N.pdf\)](/indot/files/465Nto69N.pdf)
- [Binford North to I-465 West \(/indot/files/BinfordNto465W.pdf\)](/indot/files/BinfordNto465W.pdf)
- [I-69 South/82<sup>nd</sup> St. to Binford South \(/indot/files/69StoBinfordS.pdf\)](/indot/files/69StoBinfordS.pdf)
- [East 71<sup>st</sup> Street Multi-Use Trail at I-465 \(/indot/4056.htm\)](/indot/4056.htm)

## Preliminary Project Schedule

- Late Summer / Early Fall 2018 – Receive Federal Highway Administration (FHWA) Operational Acceptance
- Summer 2018 – Start Kitchen Table Meetings with Adjacent Property Owners
- Fall 2018 – Start Transportation Management Plan (TMP) to discuss Maintenance of Traffic (MOT) with Stakeholders
- Late fall 2019 - Publish Draft Environmental Assessment (EA), hold public hearing
- Early 2020 - Publish Final EA
- Anticipated project construction: 2022-2024

## Noise Studies

The Indiana Department of Transportation (INDOT) continues development activities for project Clear Path 465.

Presently, the project team is evaluating environmental impact related to the project, including noise mitigation. As part of project Clear Path 465, noise barrier is proposed at six locations:

- East side of I-69, north of 82nd Street
- East side of I-69, south of 82nd Street
- North of 75th Street, along the I-465 northbound to I-69 northbound ramp
- North side of I-465, west of Allisonville Road
- South side of I-465, east of Allisonville Road
- West side of I-465, south of 75th Street

INDOT is hosted a noise abatement stakeholders meeting for residents and/or property owners along the east side of I-465 at/near 71st Street on Wednesday, August 7, 2019 at Heritage Christian High School (Fine Arts Building), 6401 East 75th Street, Indianapolis, Indiana 46250.

- [General Information Handout \(/indot/files/Clear%20Path%20Handout%20general%20info%2020190806.pdf\)](/indot/files/Clear%20Path%20Handout%20general%20info%2020190806.pdf)
- [Fact Sheet \(/indot/files/ClearPath%20Noise%20Meeting%20Fact%20Sheet%2020190807.pdf\)](/indot/files/ClearPath%20Noise%20Meeting%20Fact%20Sheet%2020190807.pdf)
- [Meeting Presentation \(/indot/files/ClearPath%20Noise%20Meeting%20Pres%2020190807.pdf\)](/indot/files/ClearPath%20Noise%20Meeting%20Pres%2020190807.pdf)
- [Meeting Exhibit Boards \(/indot/files/ClearPath%20Noise%20Meeting%20Exhibit%20Boards%2020190806.pdf\)](/indot/files/ClearPath%20Noise%20Meeting%20Exhibit%20Boards%2020190806.pdf)

## Public Involvement

An open house-style meeting was held to gather input from stakeholders such as local businesses, area residents, and commuters Wednesday, August 23, 2017. The purpose of the open house was to offer an opportunity to comment on the proposed project, including its purpose and need, and the range of alternatives under consideration.

Written comments can be submitted via email or mail using the Public Involvement Comment Forms. Written forms can be mailed to: [clearpath465@indot.in.gov](mailto:clearpath465@indot.in.gov) (<mailto:clearpath465@indot.in.gov>)

- [Community Advisory Committee Presentation \(/indot/files/CAC\\_Meeting\\_Presentation\\_ClearPath465\\_5.9.18.pdf\)](#) (May 2018)
- [Community Advisory Committee Presentation \(/indot/files/CAC\\_Meeting\\_Presentation\\_ClearPath465.pdf\)](#) (August 2017)
- [Public Open House Presentation \(/indot/files/PublicOpenHousePresentation\\_082317.pdf\)](#)
- [Public Involvement Comment Form \(http://www.in.gov/indot/3659.htm\)](http://www.in.gov/indot/3659.htm)
- [Public Involvement Comment Form \(Word Document\) \(/indot/files/Public%20Comment%20Form%20-%20Clear%20Path%20465.doc\)](#)

## Follow Us

Sign-up to receive Clear Path 465 project updates via email or text message (rates may apply) at [alerts.indot.in.gov](http://alerts.indot.in.gov) (<http://www.in.gov/indot/3217.htm>).

- [Facebook \(https://www.facebook.com/ClearPath465/\)](https://www.facebook.com/ClearPath465/)
- [Twitter \(https://twitter.com/ClearPath465\)](https://twitter.com/ClearPath465)

## Contact INDOT

INDOT Customer Service

**Phone:** 855-INDOT4U (463-6848) (tel:855-463-6848)

**Email:** [eastcentralin@indot.in.gov](mailto:eastcentralin@indot.in.gov) (<mailto:eastcentralin@indot.in.gov>)

<https://www.youtube.com/watch?v=kaOC6Qrf3K0&feature=youtu.be>

The image is a screenshot of a YouTube video player. The browser address bar shows the URL: [youtube.com/watch?v=kaOC6Qrf3K0&feature=youtu.be](https://www.youtube.com/watch?v=kaOC6Qrf3K0&feature=youtu.be). The YouTube logo and search bar are visible at the top. The video content is a 3D architectural rendering of a highway interchange. The main road is a multi-lane highway with several cars. A flyover structure crosses over the highway. To the right, there are modern buildings and a parking lot. A green sign on the highway indicates 'Exit 37B' and '82nd St'. A text overlay at the bottom of the video reads 'I-465 EB to Binford SB' next to the 'CLEAR PATH' logo. Below the video, the title 'Clearpath 465 Flyover2020 10 13 1' is displayed, along with 'Unlisted', '2,608 views', and the date 'Oct 16, 2020'. The video player controls show 12 likes, 1 comment, and options for share, save, and more.

Comment	Name	Date Received	Source	Category	Summary	Response
1	Michael R. Baldwin	10/7/2020	Email	Environmental Impacts / Aesthetics	I am a member of the Indianapolis/Marion County Tree Board. Would it be possible to obtain a map showing where these areas are and how they will be changed by the project? Is an EIS required, and will it be available to the public? Has an inventory been made of the trees that will be removed, and will it be available to the public? Is there a mitigation plan to replace the trees and wetlands that may need to be destroyed, and will it be available to the public? Would you consider working with KIB to develop and implement a landscape plan for this major Gateway to Indianapolis? It is very important that Indianapolis increase its tree canopy. Would it be possible for a Clear Path 465 representative to give a presentation on your tree mitigation plan to the Indianapolis/Marion County Tree Board late next year?	Tree impacts are described in the Terrestrial Habitat section of the Environmental Assessment (EA), which starts on Page 36 and is available from INDOT's website: <a href="https://www.in.gov/indot/files/01_EA_Text_ClearPath465_1400075.pdf">https://www.in.gov/indot/files/01_EA_Text_ClearPath465_1400075.pdf</a> . Tree impacts are shown on the figure on Appendix B-6, <a href="https://www.in.gov/indot/files/03_EA_ApBvol1_ClearPath465_1400075.pdf">https://www.in.gov/indot/files/03_EA_ApBvol1_ClearPath465_1400075.pdf</a> . An EIS is not required, as a Finding of No Significant Impact (FONSI) is anticipated. Stream and wetland mitigation is required, which will be obtained through the Indiana Department of Natural Resources (IDNR) Wetland Mitigation Program (IN SWMP, aka In-Lieu-Fee Program). Impacts to forested floodway were avoided, and impacts to suitable summer bat habitat were minimized; therefore, mitigation is not required by the applicable agencies. Aesthetics for the project are currently being designed. However, new right-of-way requirements were reduced as much as possible, with majority of the work occurring within existing right-of-way. The project will be adding pavement, etc. within the limited existing right-of-way, which limits/prohibits opportunities for planting. Furthermore, safety elements, such as sight distance, makes the opportunity for replanting unlikely.
2	Kelly Hartman	10/13/2020	Email	Noise / Business Impacts	Can you send me the Modified C satellite map that shows impact on 7830 Johnson Road (Mitchell & Lee, LLC)? Previously I was told that sound barriers would NOT impact our visual exposure - and I have NOT been notified about any other sound barrier meetings, and that Clear Path would only need to temporarily access to our property, but not be permanently impacted.	The noise barrier graphic from the noise barrier report that shows the location of noise barriers 2 and 3 can be found here: <a href="https://www.in.gov/indot/files/18_EA_Apl_ClearPath465_1400075.pdf">https://www.in.gov/indot/files/18_EA_Apl_ClearPath465_1400075.pdf</a> . Your parcel is located north of noise barrier 3 and south of noise barrier 2, and visibility should not be an issue with the noise barrier. The entire noise barrier report is located on the Clear Path 465 website <a href="https://www.in.gov/indot/3654.htm">https://www.in.gov/indot/3654.htm</a> under Appendix I. In regards to your second question about right-of-way, the impacts will not be permanent. The right-of-way is only for temporary access for construction.
3	Ethan May (Indy Star)	10/14/2020	Email	Preferred Alternative	Was the preferred alternative selected because it was a lot cheaper than the other options?	The project team studied all three Alternatives (A, B, C) to determine how each alternative performs with respect to satisfying the Purpose and Need, traffic operations, safety, geometry and driver expectancy, constructability, long term maintenance, environmental and utility impacts, and construction costs. Preliminary construction costs for Alternative C were slightly below construction costs for the other two alternatives, however preliminary costs for each alternative were within 4.5% of each other. Alternative C was the most desirable based on a quantitative and qualitative analysis of all the engineering and environmental factors. Modifications were made to Alternative C to mitigate the few challenges associated with the alternative, and this was selected as the Preferred Alternative. The Alternatives Analysis is included in Appendix A of the Environmental Assessment, which is available online at: <a href="https://www.in.gov/indot/3654.htm">https://www.in.gov/indot/3654.htm</a> . Attached are JPGs of the maps from last night's presentation. Please let us know if you have any additional questions.



Comment	Name	Date Received	Source	Category	Summary	Response
4	Mark Hawkins	10/14/2020	Email	Residential Impacts / Noise	My wife and I are in the process of closing on a house. Will the lane expansion trigger eminent domain on any of the property listed above? Will the expansion render the highway closer to the property listed above? Will the lane expansion result in more noise in and around the above area? Will the new sound barriers be taller or wider; in what manner will the current sound barriers be altered? Thank you. We would like to know this information as quickly as possible, since we are expected to close on this property. I appreciate your time and effort in responding to these questions.	No property will be acquired from this parcel. There will be an added travel lane on 465, which will be closer to the property. A noise analysis was completed for the project. Additional noise impacts were anticipated, which resulted in seven (7) noise barriers being proposed, including revising the barrier adjacent to this property. The noise barrier will be reconstructed. The average height is 13.9 feet. This will be similar to what is existing.
5	Jeff Stant	10/14/2020	Verbal Comment at Public Hearing	Environmental Impacts	The Indiana Forest Alliance is immediately concerned about potential impacts to Woolen Gardens Nature Preserve, which is a relatively old growth forest stand, Skiles Test Nature Park, and the Oliver Woods Nature Preserve. What are your mitigation measures for stream, forest, and bat habitat impacts? Are you planning on no construction activity during the maternity and roosting season? Are you going to be netting prior to the project activities so that you can document if you are taking roost trees and can do some habitat mitigation as a result? We would like to see that considering the endangered status of the northern long-eared bat and the Indiana bat. We'd also like to know if the little brown bat and tricolored bat were considered in the final assessments. We would like to ensure that IDNR mitigation requirements are met and that the floodway forest impacts are mitigated accordingly.	There will be no impacts to any of the nature preserves or public parks. Tree impacts are described in the Terrestrial Habitat section of the Environmental Assessment (EA), which starts on Page 36 and is available from INDOT's website: <a href="https://www.in.gov/indot/files/01_EA_Text_ClearPath465_1400075.pdf">https://www.in.gov/indot/files/01_EA_Text_ClearPath465_1400075.pdf</a> . Stream and wetland impacts will be mitigated through the Indiana Department of Natural Resources (IDNR) Wetland Mitigation Program (IN SWMP, aka In-Lieu-Fee Program). Impacts to forested floodway were avoided, and impacts to suitable and suitable summer bat habitat were minimized; therefore, mitigation is not required by the applicable agencies. Coordination with the U.S. Fish and Wildlife Service (USFWS) focused on threatened/endangered species. However, the Avoidance and Minimization Measures (AMMs) included as firm commitments, which included tree clearing restrictions, would also likely benefit other bat species.
6	Mike Kempf	10/14/2020	Verbal Comment at Public Hearing	Safety / Lighting / NB Binford to WB I-465 merge	The intersection at 75th and Binford is poorly lit making it extremely difficult to make a left hand turn onto 75th coming southbound on Binford after dark. The lighting will help, but there is also a need for a reflector or something that indicates the differentiation between eastbound and westbound traffic, because when you are making that left turn, it is very difficult to see what your mark is and avoid going into the wrong lane facing on-coming traffic. The northbound Binford ramp to westbound 465 does not have a long enough acceleration lane, and it is difficult to maximize the speed you need to merge into 465 traffic safely. The traffic is heavy and fast moving, making it difficult to both match their speed and merge over.	The reconstructed intersection at 75th and Binford Boulevard will have upgraded signage, and pavement markings. Upgraded lighting is under consideration. The northbound Binford Boulevard to westbound I-465 loop ramp and merge length will remain roughly the same as it is today. However, there will be an additional lane along I-465, which should improve merging conditions.
7	Mary Bookwalter	10/14/2020	Verbal Comment at Public Hearing	Environmental Impacts	Roughly 6 tons of carbon can be sequestered by an acre of forest. Will there be any carbon mitigation involved with this project? This is becoming increasingly important.	Tree clearing in the area has been minimized. Some of the forested area will be mitigated for forested wetlands and there will be some mitigation for stream impacts and riparian habitat. As a part of the EA, we looked at air quality analysis, and the biggest issue is capacity and commuters idling, so we are addressing the issues to keep people moving to help reduce the air impacts.

Comment	Name	Date Received	Source	Category	Summary	Response
8	Richard Vonnegut	10/14/2020	Verbal Comment at Public Hearing	Rails / Trails	I have three comments and then some questions. That area is "rail-banked", which means that it is reserved by Federal Authority for future railroad use and that is the primary element of saving that corridor. The secondary reason is to reserve it, in the short-run, as a bike and hike transportation route. The third element is to be able to use it as a hike and bike recreational use. You've talked about the Nickel Plate Trail, but I would like to know, what aspects of that corridor are being reserved? Namely we have two: For future railroad use. And I know that State law says no passenger train. But it could go back as a freight line, and in fact, that be the primary Federal matter. And there needs to be an orifice which is high and wide, the same right-of-way as the railroad. You have a noise wall that cuts across the Nickle Plate, and that some of the work would cut-off, bleed-over into the Nickel Plate right-of-way. My question is: what steps is INDOT doing to reserve, and preserve, the railroad ability and transportation ability of that line? How high are the bridges' clearance going to be? Who is responsible within INDOT for ensuring that railroad-ability is preserved?	The bridges and all the design geometry are set to accommodate a future rail line within the existing railroad right-of-way. The minimum vertical clearance over the railroad meets current standards for a railroad, and this project does not prohibit the construction of a future rail line inside the existing railroad right-of-way. The area will only require temporary right-of-way to get the work done and then it will go back to its current status (the billboards currently on railroad property will be removed).
9	Jay Thompson	10/14/2020	Verbal Comment at Public Hearing	Preferred Alternative / NB Binford to WB 465 merge / NB Binford to SB I-465	Are there still going to be three lanes or will there be four lanes going under Allisonville Road, because that is a major tie-in-point? Will the new Binford route go over I-465? Or is it going to go under, paralleling the current I-69 southbound? It would be logical to incorporate a provision to allow access onto 465 southbound at another location, because as of now, if you are between 71st Street and 75th Street your only choices are to go over to Allisonville Road or to go down Shadeland all the way to the collector-distributor at 56th Street and get on there. Or you have to go up to 82nd Street and turn around and come back down. It takes nearly ten minutes to access the interstate when you're right next to it. They just redid Shadeland Avenue, so that has made it better, but it backs-up heavily during afternoon rush hour.	Eastbound I-465 will have four lanes under Allisonville Road and westbound I-465 will have five lanes. The Binford Boulevard collector-distributor will go under I-465. The project team evaluated adding a ramp from northbound Binford Boulevard to southbound I-465 early in the design. However, there is insufficient existing right-of-way, and traffic studies demonstrated there are redundant access points for drivers in this area to get on southbound I-465, including the interchanges at I-465/Allisonville Road, I-69/82nd Street, and I-465/Shadeland/56th Street. Therefore, the preferred alternative does not include adding a ramp for northbound Binford Boulevard to southbound I-465.
10	Brian Erwood	10/15/2020	Website Form	Preferred Alternative / SB I-69 to SB Binford	I do not see the reason to create a problem to the traffic flow between Binford and I-69 as shown in the proposed drawings. Keeping the existing connection to Binford is common sense and practical. I like the existing "left" lane separation for traffic going south to Binford and the rest of traffic going "right" for East and West on 465. I would work on fixing the traffic flow onto 465 East and West as opposed to messing up the whole interchange to fix just the one problem with traffic flow onto 465. Binford's connection to I-69 is not a problem. Look at the capacity of the existing 465 and 69. Binford-69 connection is fine, and I drive it every day. Save us taxpayers some money and don't mess with a good thing with Binford and 69. Adding a traffic light off of 69 going south on Binford is not what we need on Binford. Less lights and less backups. The light at Binford and 75 going north is more of a problem... it needs to be an interchange at this location...not a light, something similar to Keystone and 37 North being upgraded. Also these additional traffic flow lanes are going to be a pain in the winter time with snow and ice. The more lanes you can keep on grade the better for colder climate like Indianapolis.	The Preferred Alternative improves I-465, I-69, the I-465/I-69 interchange, and access to Allisonville Road, 82nd Street and Binford Boulevard, all of which is needed to address the many traffic and safety problems throughout this corridor. One of the major problems on southbound I-69 is created by vehicles that enter southbound I-69 at 82nd Street and cross over all traffic heading to I-465 (creating a weave section) in order to exit on the left to Binford. The Preferred Alternative eliminates this problem by separating all interstate traffic from local traffic. Southbound I-69 traffic will still have easy access to Binford Boulevard via an exit ramp on the right just north of 82nd Street. The proposed signal at the intersection of southbound I-69 to southbound Binford Boulevard roadway and the eastbound I-465 to southbound Binford Boulevard ramp is necessary to safely provide full access to southbound Binford Boulevard and both directions of 75th Street. There are no plans at this time to convert the Binford Boulevard / 75th Street intersection into a grade-separated interchange.

Comment	Name	Date Received	Source	Category	Summary	Response
11	Eric Dreiman	10/15/2020	Website Form	Noise	I am writing to advocate for a sound barrier along Shadeland Avenue from Fall Creek Rd. to 71st St., as part of the impending renovations to the I-465 and I-69 interchanges. Noise from I-465 is already very noticeable. With the additional road improvements, the speed and volume of traffic will exacerbate this problem.	There is a proposed sound barrier, Noise Barrier 8, along the east side of I-465 within INDOT right-of-way at this location. There is no work proposed along Shadeland Avenue as part of this project. Please refer to <a href="https://www.in.gov/indot/files/18_EA_Apl_ClearPath465_1400075.pdf">https://www.in.gov/indot/files/18_EA_Apl_ClearPath465_1400075.pdf</a> , Appendix I-34 and I-35.
12	Dawn Koers	10/15/2020	Website Form	Noise	We live in East Avalon Hills on the Northeast side at 71st and Shadeland. The noise from 465 already travels to our neighborhood at an alarming level. It is difficult to even carry on conversations on our patios. The noise got worse when the barriers were installed on the west side of 465 - the noise simply was nonexistent prior to this and we have lived here for 19 years and are two blocks from the start of the neighborhood! We would never have bought in this neighborhood if it was a problem before. With the proposed expansion in our area, noise barriers will be essential to our quality of life and property values. I invite anyone to visit our neighborhood and our patio to experience this. It can even be heard when inside and windows are closed. Noise barriers must be included with this project and installed ASAP.	There is a proposed sound barrier, Noise Barrier 8, along the east side of I-465 within INDOT right-of-way at this location. There is no work proposed along Shadeland Avenue as part of this project. The timing of the noise barrier construction will be determined by the contractor. However, a noise barrier is typically installed after the roadway is constructed. Please refer to <a href="https://www.in.gov/indot/files/18_EA_Apl_ClearPath465_1400075.pdf">https://www.in.gov/indot/files/18_EA_Apl_ClearPath465_1400075.pdf</a> , Appendix I-33 to I-35.
13	J. Murray Clark	10/12/2020 to 10/21/2020	Email	Noise / Preferred Alternative / Business Impact	Can you share with us what the latest plans are for the area we are concerned with and met with previously about, namely I-465 north to the 82nd Street ramp? Mr. Unison and I were pleased to see the proposed location of Sound Barrier #3. Do you have an idea of timing vis-a-vis when this sound barrier location will be finalized? When you would expect that it would be built? Also, as you recall, we discussed the elevation of the relocated I-69 in front of the property at Castleton Outdoor Solutions. My recollection is that you were going to investigate that, along with what the shoulder treatment is expected to be (i.e. solid wall; guardrail). When does the public comment period end?	Thank you for your comment. The EA and preliminary plans can be found on <a href="https://www.in.gov/indot/3654.htm">https://www.in.gov/indot/3654.htm</a> . Note, you are looking for Station numbers: 1320+00 to 1324+00. The ramps will be up to approximately 10-20 feet above current grade near this business. Regarding timing, the contractor will determine phasing. Typically noise barriers are constructed near the end of activities. The public comment period for the Clear Path 465 project ends on October 29, 2020. There are several ways to comment on the project website or via email.
14	Terry J. Sorg	10/16/2020	Email	Business Impacts / Noise	I represent Lawn Pride, Inc., the business located at 7740 Johnson Road, which is north of proposed Noise Barrier #3. At this juncture, I am looking to reference design drawings that depict the cross-section (elevations and profile of proposed roadway and guardrail configuration) adjacent to 7740 Johnson Road (which is in the transition area of 465/I-69). I am also looking to reference the final location of Noise Barrier #3. If you could point me to the Appendix drawings online or email a copy of these drawings I would very much appreciate it.	Design plans are not final. We moved Noise Barrier 3 off the INDOT right-of-way. Preliminary design plans for Noise Barrier 3 will not be available until after summer 2021. The location of Noise Barrier 3 that comes off the right-of-way is located between Castleton Outdoor Solutions and Bayview Club Apartments.
15	Dave Blair	10/16/2020	Email	Lighting/ Safety / Preferred Alternative	Thank you for providing a way to talk back. The improvements planned for the 465/ I-69/ Binford intersection will be a great help. Just remember you are still dealing with drivers who have minds distracted and do not plan to merge off the highway UNTIL they are ALMOST past the turnoff. Most accidents occur due to errors merging on or off and slowing down too much to merge on to a faster lane. In the future it would help to have a BIGGER (Half page) colored Picture. Could not really see the colors on that little 2 inch pic. especially the yellow lines. More thru lanes will be a help. Be sure of the signage and quantity. Often not soon enough for drivers to know to change lanes. Apples to all :):)	Thank you for your comment. Electronic copies of posters and fliers are available on the project website <a href="http://www.in.gov/indot/3654.htm">www.in.gov/indot/3654.htm</a> . We agree proper signage is critical to the preferred alternative.

Comment	Name	Date Received	Source	Category	Summary	Response
16	Warner Young	10/16/2020	Website Form	Preferred Alternative / EB I-465 to NB I-69	I have a concern about the traffic headed eastbound on I-465 to north I-69. Your recent comments state that a two lane ramp will extend I-465 to northbound I-69. This seems to be adding in a built-in bottleneck. I-465 west of I-69 has five lanes and then four lanes. Dropping to two lanes in a short distance seems problematic. I would recommend at least three lanes for that ramp. I'm comparing this to I-70 eastbound to I-465 northbound on the east side. Why create a new bottleneck? This area has bottlenecks currently.	I-465 will always have at least four lanes in each direction through the project limits. Based on traffic volumes and future projections, the eastbound I-465 to northbound I-69 ramp only needs two lanes. We do not anticipate any new bottlenecks. The area currently has bottlenecks because the ramp from eastbound I-465 to northbound I-69 / 82nd Street is a one-lane, low-speed loop ramp.
17	Norman Melzer	10/16/2020	Website Form	Preferred Alternative / EB I-465 to NB I-69	I am concerned with your plan's impact on drivers from EB 465 to NB 69 to 82nd St. Already the intersection requires the driver to rapidly cross 2 lanes of busy I-69 traffic in order to exit at 82nd St. It reads as though your new plan will require that driver to rapidly cross SIX lanes of traffic to make the exit. Alternatives for the driver would be to continue on to 96th St and come back to 82nd, an additional 3 miles of travel, or exit at Allisonville Rd and drive through Castleton traffic, something that the highway traveler may be deliberately trying to avoid. Neither alternative has any appeal. Please reconsider the flyover ramp.	All eastbound I-465 traffic will be able to access 82nd Street by using the proposed loop ramp off I-465, which will allow motorists to use a barrier separated ramp to travel to 82nd Street. Traffic from eastbound I-465 will not have to cross any lanes of traffic on I-69 north of I-465 to access 82nd Street, and traveling up to 96th Street and back south to 82nd Street will not be necessary. The preferred alternative features a ramp providing a direct connection between eastbound I-465 and northbound I-69. The proposed ramp travels under I-465, but it accomplishes the same goals as a flyover ramp.
18	Bob G. Rex	10/17/2020	Website Form	Vendor Inquiry	Our company supplied transparent noise barriers to INDOT on B-38241-A Monon Trail Pedestrian Bridge. Could we be of assistance during the design stages of this project?	Coordination on the noise barrier design (material) is ongoing. Information on doing business with INDOT can be found on INDOT's website at <a href="https://www.in.gov/indot/2384.htm">https://www.in.gov/indot/2384.htm</a> .
19	Jacqui Sigg	10/20/2020	Email	Residential Impacts / Business Impacts	Our office is in receipt of the attached notice regarding the upcoming Clear Path 465 Project in proximity to several of our properties listed below. We understand that the improvements needed along I-465/I-69 may impact our properties. Can you please clarify which, if any, of our sites will be impacted? At this time are there plans available which show the proposed impacts to our properties? Will any right-of-way be required from the sites, and if so what is the timing for the acquisition?	There will be no impacts to the listed properties. Preliminary plans are available on the project website, <a href="https://www.in.gov/indot/3654.htm">in.gov/indot/3654.htm</a> . The building removal figure can be found in Appendix B, <a href="https://www.in.gov/indot/files/03_EA_ApBvol1_ClearPath465_1400075.pdf">https://www.in.gov/indot/files/03_EA_ApBvol1_ClearPath465_1400075.pdf</a> .
20	Mark Hawkins	10/22/2020	Email	Public Involvement	Can you tell me when this Notice of Public Hearing [in.gov] was distributed to residents impacted by the "Clear Path 465" project?	The notice of public hearing was sent to adjacent landowners and stakeholders for the Clear Path 465 Project on September 29, 2020. The landowners information for each parcel was derived from the Marion County Assessor's office. The address that you listed below is on our stakeholder list.

Comment	Name	Date Received	Source	Category	Summary	Response
21	Jamie Smock	10/23/2020	Email	Residential Impacts / Public Involvement	I left you a Voicemail earlier today and wanted to follow up by email if that is easier communication during a busy Friday. My client and I are trying to get a sense of disclosure on this item. It appears that notices would have been sent to owners affected by this including noise meetings/barriers, open house style public forums, etc. Were actual letters sent out? How were homeowners contacted regarding this project and when? If you can shed any light on this I greatly appreciate it and thank you for your time in advance.	Regarding 7403 Avalon Trail Road, Indianapolis; the project team sent out a public notice on September 29, 2020 to adjacent landowners including this property. The project team published the Clear Path 465 legal notice on September 30th and October 7th in the Indianapolis Star as well as October 2nd and 9th in the Indianapolis Recorder. A media release was also issued by INDOT on October 13th announcing the public hearing. The project team also provided a copy of the environmental assessment to the Indianapolis Public Library, Glendale and Nora branches. The Clear Path Environmental Assessment was released to the public on September 28th and the public comment period ends on October 29, 2020. A virtual public information presentation was offered on October 13th followed up with an in-person public hearing on October 14th. The project team had multiple touch points throughout the project's development, including an Open House August 23, 2017 (mailing to adjacent landowners) and a Noise Meeting on December 17, 2018 (mailing to adjacent landowners). If right-of-way is involved, there were multiple one-on-one meetings; based on the address you provided, the Project will stay within INDOT right-of-way. The noise barrier will be replaced within INDOT's right-of-way.
22	Michael T. Conley	10/26/2020	Website Form	Preferred Alternative / SB I-69 to WB I-465	I ask that you dedicate 2 lanes for SB I-69 ramp to WB I-465 and not have a shared lane for EB/WB I-465 from SB I-69. The current configuration causes a lot of confusion during the morning rush and it seems there are a lot of dangerous weaving incidents that don't involve a collision. Positive impacts from this would potentially be an improvement of safety by eliminating the decision making when approaching ramp split off, and increased capacity for having dedicated lanes for the obvious slow down/queuing location. I understand the difficulty/cost of constructing a new dedicated lane for the ramp and maintaining the flow of traffic during whatever phase of construction, but please consider an alternative to what is shown now, which is essentially a "Do-Nothing" approach to this vital part of the project.	The preferred alternative includes a shared ramp lane from southbound I-69 to I-465. There will be four lanes on I-69 that split into three lanes to southbound I-465 and two lanes to westbound I-465. The weaving of Binford Boulevard will be eliminated by the new configuration. Southbound I-69 will now exit north of 82nd Street on the right-hand side, and any traffic to Binford from 82nd Street will have their own dedicated lane. Traffic from 82nd Street to I-465 will still enter and merge onto I-69 just like any other entrance ramp and will only need to change one lane if their intent is to go to I-465 SB. No lane changes to go to I-465 WB. All of these changes will improve safety and capacity.
23	Karl J. Pfeffer, Jr.	10/27/2020	Email	Drainage / Residential	I live on Hythe Road adjacent to Blue Creek in the Devonshire VIII neighborhood near 71st Street and Shadeland Ave. I am very concerned about any additional storm water that may be added to Blue Creek as part of the Clear Path project. Recent projects in the area such as the widening of Shadeland Ave, widening of 75th Street and additional lanes on 456/I-69 interchange has added lots more storm water to Blue Creek. This has resulted in severe erosion along Blue Creek and property damage. Any new work as part of the Clear Path 465 project should NOT discharge any additional water into Blue Creek. I repeat; should NOT discharge any additional water into Blue Creek.	INDOT's stormwater system is independent of the local municipal stormwater systems. All of the stormwater within INDOT's right-of-way will be directed to INDOT's system. The project includes detention designs that will be developed within the interchange infields, along INDOT ditches, and inside INDOT storm sewer systems. Stormwater runoff that is inside INDOT project limits will be detained per INDOT requirements before it leaves INDOT property. The Blue Creek culvert that passes under I-465 will have the above mentioned ditch detention basins located along the inlet and outlet areas. The preferred alternative will be designed to control the rate of discharge to area streams such that it will be equal to or less than current discharge rates.
24	Julie Phealon	10/28/2020	Email	Drainage / Residential	Our property at 6856 East 65th street, along with several other surrounding properties, were impacted by the last expansion of 465. The attached pictures show the flooding. At the public meeting held in October we asked about drainage plans were instructed to submit this information to you. It is clear that the further expansion of 465 must include appropriate drainage planning. Please let us know if we can provide any further information. We look forward to hearing from you.	All storm water will be detained per INDOT requirements before it leaves INDOT right-of-way. All of the stormwater within INDOT's right-of-way will be directed to INDOT's stormwater system, which is independent of the local municipal stormwater systems. The project includes detention systems that will be developed within the interchange infields, along ditches, and inside INDOT storm sewer systems. The preferred alternative will be designed to control the rate of discharge to area streams such that it will be equal to or less than current discharge rates.

Comment	Name	Date Received	Source	Category	Summary	Response
25	Susan S. Bohr	10/29/2020	Email	Drainage / Residential	I have concerns on highway drainage through my property and the property of my neighbors. Attached are photos depicting some examples of the high water from the current interstate configuration. The additional interstate lanes increases the concrete footprint and reduces the surface area available for rainwater drainage and absorption. We and our neighbors are concerned with the new level of water and the impact flooding will have on our property and the surrounding neighbors. We would love to hear the detailed plan on how drainage issues will be addressed.	Storm water runoff that is within INDOT right-of-way will be detained per INDOT requirements and directed to INDOT's stormwater system, which is independent of the local municipal stormwater systems. The preferred alternative will be designed to control the rate of discharge to area streams such that it will be equal to or less than current discharge rates. The project includes detention systems that will be developed within the interchange infields, along ditches, and inside INDOT storm sewer systems.
26	Mark Flanary; Binford Redevelopment and Growth (BRAG)	10/29/2020	Email	Environmental Impacts / Preferred Alternative / NB Binford to SB I-465 / Signage / Intersection of Binford and 75th	We respectfully request that our tree canopy be given a higher priority for this project. Removing the tree canopy in the northeast corner of Indianapolis would result in the removal of 9 acres of forest, which would result in the loss of the substantial benefits trees provide, such as mitigating pollution and stormwater runoff, improving air quality, and preventing heat islands. Trees also promote improved psychological, social, and physical health. BRAG also encourages INDOT to consider putting an entrance ramp onto 465 South when heading north on Binford/69 just north of 75th St. as this is currently not an option for individuals wanting to get on I-465 South. If this is not possible, we encourage a sign be installed on I-465 East bound stating "No reentry onto I-465 south" at the Binford exit. 3. Lastly, we encourage INDOT to rethink the traffic flow at Binford and 75th St. This area quickly gets congested in the mornings and evenings with Dormakaba, Heritage Christian School, and local traffic.	As described in the EA, tree impacts were reduced as much as feasible. Mitigation will be required for impacts to streams and wetlands. Early in the design process the project team evaluated adding a ramp from northbound Binford Boulevard to southbound I-465. However, there is insufficient existing right-of-way and there are other access points for drivers in this area to get on southbound I-465, including the interchanges at I-465/Allisonville Road, I-69/82nd Street, and I-465/Shadeland/56th Street. Therefore, this movement was not included in the studied alternatives for this project. The addition of "no reentry sign" will be considered. The traffic flow at Binford/75th will be improved with the Clear Path project. The current proposed alternative includes a third northbound lane that directs you to westbound I-465 and to 82nd Street. The southbound thru movement also has a third lane that will carry traffic through the 75th Street Intersection and then merges beyond. Lastly, a new westbound right turn lane from 75th street to northbound I-69 is being added. All of these additional lanes will help traffic move through the intersection. One additional item is the included signal for the southbound I-69/Binford movement with the eastbound I-465 movement. This signal will reduce the weaving that motorists currently make to turn left onto 75th Street.
27	Bill McCallister	10/29/2020	Email	NB Binford to SB I-465	I served as a community Stakeholder on the Major Moves I-465/I-69 Project in 2012. At the public meetings for Major Moves I-465/I-69, the most common request from NE neighborhoods was for an on-ramp to be provided to SB I-465, noting that there was no direct on-ramp between Allisonville Road and 56th Street. It is still not being addressed with Clear Path 465. Taxpayers continue to rate the ramp high on their list of desired improvements. It doesn't provide a close by ramp for the interstate traffic to get back on their route after stopping for gas or to eat at local restaurants. I also was a Stakeholder on the Castleton Strategic Revitalization Plan that met throughout 2019. In addition to plans for trails, we talked about better automobile routes into Castleton to save the retail businesses there. We had discussions with City Planners about how to maybe restore some routes that were present before the Interstates were built cutting off residential neighborhoods from an easy 7 block drive to the location of the Castleton Mall. Some of these routes might duplicate the proposed improvements in the Clear Path 465 Plan to give a safer route to travel the new INDOT route from 82nd St. to Binford at 75th St.	The project team considered adding a ramp from northbound Binford Boulevard to southbound I-465 early in the project development process. However, there is not enough existing right-of-way to accommodate an additional ramp, and there are multiple access points for drivers in this area to get on southbound I-465, including the I-465/ Allisonville Road and I-465/ Shadeland/56th Street interchanges. Therefore, the preferred alternative does not include this movement. There has been ongoing coordination between the project team, Indianapolis DPW, and the Castleton Strategic Revitalization Plan team.

Comment	Name	Date Received	Source	Category	Summary	Response
28	Jim R. Sapp	7/1/2020* (received before official comment period)	Email	Preferred Alternative / Drainage	I support the Clear Path rebuild of I-465 and I-69. As I-69 comes west, how are you handling the storm water?	All storm water runoff that is inside INDOT property will be detained per INDOT requirements before it leaves INDOT right-of-way. The project will be designed to control the rate of discharge to area streams such that it will be equal to or less than current discharge rates. All of the stormwater within INDOT's right-of-way will be directed to INDOT's stormwater system. The project will not contribute or connect to local municipal stormwater systems. The preferred alternative includes detention designs that will be developed within the interchange infields, along INDOT ditches, and inside INDOT storm sewer systems.
29	Alexandria & Noah Thomas	7/22/2020* (received before official comment period)	Email	Safety / Noise	Please consider placing a sound barrier, purely for safety reasons, along the backside of our home sooner than 2022-2024. We opened our back door to find a CAR hardly 20 yards from our backdoor. A driver, who was evading police on E-465 lost control and went down the embankment and crashed. The trees and wilderness there are very much overgrown and were able to help slow down the momentum of the car (eventually resting up against a chain link fence). Now, if this happens again, and that was a car any larger, I'm terrified it's going to end up in someone's home! A semi rolling down that steep embankment isn't going to be stopped by some trees and a chain link fence. Now I've already contacted customer service and I understand that the barriers are being considered under the INDOT Clear Path proposal, however construction isn't scheduled to begin till between 2022-2024. What are our families supposed to do in the mean time?	The existing guardrail along this stretch of I-465 is for the protection of the bridge and is not long enough to protect errant vehicles from encroaching onto the right-of-way. The preferred alternative for I-465 includes concrete barrier along the outside edge of the roadway to prevent vehicles from leaving the roadway. Noise Barrier 6 will be mounted onto the back of the concrete barrier. The exact sequencing of construction will be determined by the selected contractor.

Indiana Department of Transportation

This is a response to your "Legal Notice of Public Hearing":

I am a member of the Indianapolis/Marion County Tree Board. I personally would like more information on how the wetlands, trees and streams will be effected by this project. Would it be possible to obtain a map showing where these areas are and how they will be changed by the project?

I have the following questions:

1. Is an Environmental Impact Statement required, and will it be available to the public?
2. Has an inventory been made of the trees that will be removed, and will it be available to the public?
3. Is there a mitigation plan to replace the trees and wetlands that may need to be destroyed, and will it be available to the public?
4. Would you consider working with KIB to develop and implement a landscape plan for this major Gateway to Indianapolis?

It is very important that Indianapolis increase its tree canopy. Between construction and the Emerald Ash Borer we are losing more trees than we can replace. Please do what you can to save or replace our natural resources.

Thank you,

Michael R. Baldwin

7130 N. Layman Ave.

P.S. Would it be possible for a Clear Path 465 representative to give a presentation on your tree mitigation plan to the Indianapolis/Marion County Tree Board perhaps late next year? Hopefully, we can meet in person.



**From:** Kelly Hartman <[KHartman@insightsonline.net](mailto:KHartman@insightsonline.net)>  
**Sent:** Tuesday, October 13, 2020 6:03 PM  
**To:** Lee, Alexander <[Alexander.Lee@parsons.com](mailto:Alexander.Lee@parsons.com)>  
**Subject:** [EXTERNAL] ClearPath465 inquiry

Can you send me the Modified C satellite map that shows impact on 7830 Johnson Road (Mitchell & Lee, LLC)? Previously I was told that sound barriers would NOT impact our visual exposure – and I have NOT been notified about any other sound barrier meetings....AND that Clearpath would only need to temporarily access to our property.....but not be permanently impacted – looking forward to hearing from you :D

## Kelly Hartman, MA

Insights Consulting, President & CEO  
[www.insightsonline.net](http://www.insightsonline.net) [[insightsonline.net](http://insightsonline.net)]

Outside the Box, Co-Founder, Board Member  
[www.otbonline.org](http://www.otbonline.org) [[otbonline.org](http://otbonline.org)]

Indiana Association of Behavioral Consultants, Professional Liaison  
[www.inabc.org](http://www.inabc.org) [[inabc.org](http://inabc.org)]

**From:** Duncan, Mallory <[MaDuncan@indot.IN.gov](mailto:MaDuncan@indot.IN.gov)>  
**Sent:** Wednesday, October 14, 2020 10:03 AM  
**To:** Perron, Mark <[Mark.Perron@parsons.com](mailto:Mark.Perron@parsons.com)>; Lee, Alexander <[Alexander.Lee@parsons.com](mailto:Alexander.Lee@parsons.com)>  
**Subject:** [EXTERNAL] Reporter question

Hello!

I thought last night went really well. I do have a couple media members coming tonight and I wanted to get materials ready and some questions answered for them before the meeting.

First, Ethan May from the Indy Star asked a question in the chat last night. He wondered if the reason we chose the preferred alternative was because it was a lot cheaper than the other options. Can we put together an answer for that? How much cheaper, why, etc. I'll craft it into a response and send it before the meeting.

Also, I'm anticipating reporters will ask for graphics that they will see on boards tonight. Do we have pdfs/jpgs of those maps/graphics?

Thanks!!

Mallory

Mallory Duncan  
*Communications Director*  
*Greenfield District*  
Office: 317-467-3479  
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[\[in.gov\]](#)

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**From:** Mark Hawkins <[mark.v.hawkins@gmail.com](mailto:mark.v.hawkins@gmail.com)>  
**Sent:** Wednesday, October 14, 2020 11:43 PM  
**To:** INDOT Clear Path 465 <[ClearPath465@indot.IN.gov](mailto:ClearPath465@indot.IN.gov)>; INDOT Greenfield Customer Service <[indotgreenfieldcustomerservice@indot.IN.gov](mailto:indotgreenfieldcustomerservice@indot.IN.gov)>  
**Subject:** 465 Project Questions

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Greetings,

My wife and I are in the process of closing on a house located just inside the NE corner of I-465. The address is 7403 Avalon Trail Road, Indianapolis, IN 46250. I have the following questions:

- 1) Will the lane expansion trigger eminent domain on any of the property listed above?
- 2) Will the expansion render the highway closer to the property listed above?
- 3) Will the lane expansion result in more noise in and around the above area?
- 4) Will the new sound barriers be taller or wider; in what manner will the current sound barriers be altered?

Thank you. We would like to know this information as quickly as possible, since we are expected to close on this property. I appreciate your time and effort in responding to these questions. From our perspective, we do not wish to close on this property without knowing the impact of the 465 lane expansion project.

Best,  
Mark

## Public Hearing Transcript

Clear Path 465, Des. 1400075

October 14, 2020

The Garrison Center, 5830 N. Post Road, Indianapolis, IN 46216

### Comment #5

I'm Jeff Stant the Executive Director of the Indiana Forest Alliance, we're an organization that is dedicated to the conservation of forests in Indiana and uh, I have more questions than comments at this point. We need to read the Environmental Assessment and we plan to offer comments before the October 29<sup>th</sup> deadline...uh we're immediately concerned about potential impacts to Woolen Gardens Nature Preserve, which is a relatively old growth forest stand along the banks of Fall Creek, Skiles Test Nature Park, and the Oliver Woods Nature Preserve. Also concerned about the woods that is immediately across 465 from Skiles Test Nature Preserve...and uh whether the project has an impact there? You mention 9,000 feet of streams being impacted, and the 20 acres of woods and up to 9 acres, I think, of suitable bat habitat. Wanting to understand exactly what your mitigation measures are for the northern long-eared bat and the Indiana bat. Are you planning on no construction activity during any of the maternity and roosting season? Are you actually going to be netting prior to the project activities to begin so that you document if you actually are taking roost trees and can do some habitat mitigation as a result? We would want to see that done considering the extreme plight of the northern long-eared bat, now which is 98 plus percent decline in the state according to winter hibernacula counts, and close to extinction as a species – 'cause of white nose syndrome- so every little bit of additional impact is like another nail in the coffin of that animal, and um, the Indiana bat is doing much better than that but is still in trouble because of white nose syndrome, and nationally endangered...and...as you know the US Fish and Wildlife Service is reassessing the threatened status of the northern long eared bat and their biologists are almost unanimous in their opinion that the status should be elevated to nationally Endangered. Two other bats might be using that habitat that are under species status assessment, the little brown bat and the tricolored bat, and you should be commenting on whether that is suitable habitat for them as well, they have also suffered precipitous declines in their population since the last.. the latest counts confirm that winter hibernacula for them in the state. So those bats are important well with what's happening in our forests and uh...and we 're going to want to see that.. particularly if you are going after a FONSI, that you show that you've done adequate assessment of the impacts to them. Uh.. I want to understand where the 20 acres of woods is that's going to be harmed here, can I ask you, is it right there on the southbound I-69 ramp to Binford Boulevard?

Is that ramp location that you are talking about is there any mature forest involved in that ramp that's going south from there?

So that sounds like you are going to do some mitigation, actual habitat mitigation, are you in any floodways with this?

OK I know they [IDNR] has some mitigation requirements and we want to make sure you're actually doing that for the floodway forest impact.. your mitigation if you do it on a tree for tree basis, for trees over 10-inches dbh or you can come up with the trees per acre... that's being destroyed of the 20 acres.. that you try to mitigate accordingly for that amount.

Thank you very much we'll submit our written comments.

**Comment #6**

My name is Mike Kempf I'm a resident at Scarborough Village, I don't have an affiliation really, I just have two questions/comments really. The first one is about the intersection of 75th and Binford and it's the lighting there and it is extremely difficult, after dark especially, to make a left hand turn there onto 75<sup>th</sup> coming southbound on Binford... at that intersection so that lighting needs to be improved there.

And my second comment is about northbound Binford to westbound 465 and as you make that sharp loop, you then go up and you're going uphill, and it's difficult to uh... maximize the speed that you need to blend-in safely. Will there be an additional lane there? I know the lane is pretty long there before you have to merge in with 69 traffic there are that intersection but anyway I don't know how you solve that quite frankly because you still have to go up to make that transition...

On the loop ramp, you can only go so fast on that and then suddenly you're faced with moving over, you're faced with that traffic coming over your left shoulder, from northbound transitioning to eastbound on 465.

You know at that lane, you get some pretty heavy traffic, fast moving traffic coming through there... I don't know if there some way you can encourage people to move left to open that up. I mean you could try to.... If you're a polite driver you could do that but quite often these people don't know you're coming on especially on interstate traffic, maybe people from out of state...

Is that an additional lane?

Well if you could take another look at that if you could maybe get people over somehow... you can't really start that lane there I guess because you have traffic coming north to take care of... anyway that's my concern. That's what I got. Thank you.

**Comment #7**

Thank you, good afternoon my name is Mary Bookwalter and I'm a resident of Indianapolis and a member of the Indiana Forest Alliance and Rachel's Network, a group of women, environmental women and political people. But I have a question, sorry to be ignorant on your EA, I just wanted to ask uh... Roughly 6 tons of carbon can be sequestered by an acre of forest, and I understand this being something, all things being equal, is there a Carbon mitigation involved in this? When you look at this anymore it is becoming increasingly important, every sliver of carbon sequestration is going to become more and more important. I didn't know if there's a mitigation for the forest.

Thank You

Specifically about a 120 tons of carbon sequestered in a year, is that looked at specifically or?

I appreciate that very much Thank you.

### Comment #8

I am Richard Vonnegut I am with the Hoosier Rails to Trails Council, and you mention the Nickle Plate Trail. I have three comments and then some questions. That area is "rail-banked" which means that it is reserved by Federal Authority for future railroad use and that is the primary element of saving that corridor. The secondary reason is to reserve it, in the short-run, as a bicycle... bike and hike transportation route. The third element is to be able to use it as a hike and bike recreational use. You've talked about the Nickel Plate Trail, but I would like to know, what aspects of that corridor are being reserved? Namely we have two: For future railroad use. And I know that State law says no passenger train. But it could go back as a freight line and in fact that be the primary Federal matter. And there needs to be an orifice which is high and wide, the same right-of-way as the railroad. You have a noise wall that cuts across the Nickle Plate and in that Part C... it looks like...that area there, that some of the work would cut-off, bleed-over into the Nickel Plate right-of-way. My question is: what steps is INDOT doing to reserve, and preserve, the railroad ability and transportation ability of that line?

How high are the bridges' clearance going to be?

And where the green line is, will that be rebuilt? Is that going to cut-over into the Nickel Plate trail forcing a bend in the railroad right-of-way?

On the lower parts, on the left part...there's a blue line that crosses the Nickle Plate....yes right there! And that shows crossing the Nickel Plate right there, what clearance will you give for bicycles, but also for a future railroad line?

Who is responsible for ensuring that railroad-ability is preserved? But who within INDOT is the one checking and the agent who is asking the questions and pursuing that particular quality of that line?

Thank you all that's my comment.

### Comment #9

My name is Jay Thompson, and.. just a couple of questions. I worked for five years or better in road survey, so I've got some experience at looking at stuff... and I've traveled this section for 45 years. [chuckle] ok? Anyway...My first question is...Are there, you mentioned increasing the number of lanes west, well, both eastbound and westbound at Allisonville Road... Are there still going to be three lanes or will there be four lanes going under Allisonville Road? 'cause that's a major tie-point.

They'll be five!?! Wonderful [chuckle] OK! Alright, another question that I have just from listening to the last comment... The new Binford route, it will go over 465? Or is going to go under paralleling the current 69 southbound? It'll go under? Ok...

Ok, ok that's fine. The other question that I have, and I actually formulated this that last time when they did this project 15 years ago [chuckle]... If you're... back in the early '70s, they made Binford a four lane road. Prior to that, it was not heavily traveled kind of thing ok... When they built the original interchange there was no provision for northbound Binford Boulevard to go to southbound 465. If you are sitting at, between 71<sup>st</sup> and 75<sup>th</sup> street now, your only choices are to over to Allisonville Road to go up to get on 465 southbound, or go over to Shadeland to go down Shadeland all the way to the collector-distributor at 56<sup>th</sup> Street and get on there. I...obviously, I don't see any provision for any change in that at this point. And that would be to me, a

very logical thing to do there's a whole lot of people and businesses et cetera in that area that really... Your only other choice is to go up to 82<sup>nd</sup> Street and turn around come back and you know...at any point you're taking basically 10 minutes to get to the interstate from where you can look at it and see it.

I'm sorry? Ok...I was thinking that... I was hoping I guess with this plan that they were going to put in some kind of a connection from northbound Binford to the ramp system there going to southbound 465...

Yeah, and... I'll grant you they just redid Shadeland Avenue so that has made it better but it backs-up, backs-up heavily during afternoon rush hour. Ok thank you.

#### Continuation of Comment #6

Again, it's Mike Kempf and I just want to clarify that lighting situation I talked about at 75<sup>th</sup> and [Binford] and the problem is, well it's the overhead lighting will of course help, but there needs to be some marker in the street, a reflector or something that indicates that differentiation between eastbound/westbound traffic because when you are making that left turn ...when it's dark at night it's very difficult to see what your mark is as you need to head to start and make that left turn so you don't end up on the wrong side facing traffic. That's just a clarification. Thank you.

From: noreply@formstack.com  
Sent: Thursday, October 15, 2020 4:04 PM  
To: INDOT Clear Path 465  
Subject: Clear Path 465 (Interstate 465 & 69 Northeast)

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### Formstack Submission For: **INDOT 3659**

Submitted at 10/15/20 4:03 PM

Name: Brian C Erwood

Address: 5630 Linwood Dr.  
Indianapolis, IN 46220

Phone Number  
(including area code): (317) 750-1276

E-mail Address: ncinwood@outlook.com

Comments :: I drive the Binford to I-69 daily. I do not see the reason to create a problem to the traffic flow between Binford and I-69 as shown in the proposed drawings. Keeping the existing connection to Binford is common sense and practical. I like the existing "left" lane separation for traffic going south to Binford and the rest of traffic going "right" for East and West on 465. I would work on fixing the traffic flow onto 465 East and West as opposed to messing up the whole interchange to fix just the one problem with traffic flow onto 465. Binford's connection to I-69 is not a problem. Look at the capacity of the existing 465 and 69. Binford-69 connection is fine and I drive it every day. Save us taxpayers some money and don't mess with a good thing with Binford and 69. Adding a traffic light off of 69 going south on Binford is not what we need on Binford. Less lights and less backups. The light at Binford and 75 going north is more of a problem....it needs to be an interexchange at this location....not a light, something similar to Keystone and 37 North being upgraded. Also these additional traffic flow lanes



are going to be a pain in the winter time with snow and ice. The more lanes you can keep on grade the better for colder climate like Indianapolis.

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Formstack, 11671 Lantern Road, Suite 300, Fishers, IN 46038

From: noreply@formstack.com  
Sent: Thursday, October 15, 2020 12:59 PM  
To: INDOT Clear Path 465  
Subject: Clear Path 465 (Interstate 465 & 69 Northeast)

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### Formstack Submission For: **INDOT 3659**

Submitted at 10/15/20 12:58 PM

Name:	Eric K Dreiman
Address:	Indianapolis Fire Department Indianapolis, IN 46202
Phone Number (including area code):	(317) 793-1838
E-mail Address:	eric.dreiman@indy.gov
Comments ::	I am writing to advocate for a sound barrier along Shadeland Avenue from Fallcreek Rd. to 71st St., as part of the impending renovations to the I-465 and I-69 interchanges. Noise from I-465 is already very noticeable. With the additional road improvements, the speed and volume of traffic will exacerbate this problem.

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Formstack, 11671 Lantern Road, Suite 300, Fishers, IN 46038

From: noreply@formstack.com  
Sent: Thursday, October 15, 2020 9:37 AM  
To: INDOT Clear Path 465  
Subject: Clear Path 465 (Interstate 465 & 69 Northeast)

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## Formstack Submission For: **INDOT 3659**

Submitted at 10/15/20 9:37 AM

Name: Dawn M Koers

Address: 6742 Kingman Drive  
Indianapolis, IN 46256

Phone Number  
(including area code): (317) 777-2784

E-mail Address: dawnkoers@att.net

Comments :: We live in East Avalon Hills on the Northeast side at 71st and Shadeland. The noise from 465 already travels to our neighborhood at an alarming level. It is difficult to even carry on conversations on our patios. The noise got worse when the barriers were installed on the west side of 465 - the noise simply was nonexistent prior to this and we have lived here for 19 years and are two blocks from the start of the neighborhood! We would never have bought in this neighborhood if it was a problem before. With the proposed expansion in our area noise barriers will be essential to our quality of life and property values. I invite anyone to visit our neighborhood and our patio to experience this. It can even be heard when inside and windows are closed. Noise barriers must be included with this project and installed ASAP.

Comment #13

---

**From:** Clark, J. Murray <murray.clark@faegredrinker.com>  
**Sent:** Wednesday, October 21, 2020 10:54 AM  
**To:** Lee, Alexander <Alexander.Lee@parsons.com>  
**Cc:** sales@castletonoutdoorsolutions.com  
**Subject:** [EXTERNAL] RE: I-465 I-69 Clear Path Project

Any progress? When does public comment period end?

**J. Murray Clark**

Partner

[murray.clark@faegredrinker.com](mailto:murray.clark@faegredrinker.com)

Connect: [vCard \[faegredrinker.com\]](#)

+1 317 237 1433 direct / +1 317 237 8533 fax

---

**Faegre Drinker Biddle & Reath LLP** [\[faegredrinker.com\]](#)

300 N. Meridian Street, Suite 2500  
Indianapolis, Indiana 46204, USA

Welcome to **Faegre Drinker Biddle & Reath LLP (Faegre Drinker)** - a new firm comprising the former

**Sent:** Thursday, October 15, 2020 4:59 PM

**To:** 'Lee, Alexander' <[Alexander.Lee@parsons.com](mailto:Alexander.Lee@parsons.com)>

**Cc:** Andrew Dietrick <[adietrick@indot.in.gov](mailto:adietrick@indot.in.gov)>; Clift, Wm. Todd <[WClift@indot.IN.gov](mailto:WClift@indot.IN.gov)>; Perron, Mark <[Mark.Perron@parsons.com](mailto:Mark.Perron@parsons.com)>; [rshi@indot.IN.gov](mailto:rshi@indot.IN.gov); 'sales@castletonoutdoorsolutions.com' <[sales@castletonoutdoorsolutions.com](mailto:sales@castletonoutdoorsolutions.com)>

**Subject:** RE: I-465 I-69 Clear Path Project

Alex

It was good seeing you and your crew at the Harrison Center yesterday. Mr. Unison and I were pleased to see the proposed location of Sound Barrier #3. Do you have an idea of timing vis a vis when this sound barrier location will be finalized? When you would expect that it would be built?

Also, as you recall we discussed the elevation of the relocated I 69 in front of the property at Castleton Outdoor Solutions. My recollection is that you were going to investigate that, along with what the shoulder treatment is expected to be (i.e. solid wall; guardrail).

Thanks as always for your kind and professional attention. We look forward to your thoughts.

**J. Murray Clark**

Partner

[murray.clark@faegredrinker.com](mailto:murray.clark@faegredrinker.com)

Connect: [vCard \[faegredrinker.com\]](#)

+1 317 237 1433 direct / +1 317 237 8533 fax

**Faegre Drinker Biddle & Reath LLP** [\[faegredrinker.com\]](#)

300 N. Meridian Street, Suite 2500  
Indianapolis, Indiana 46204, USA

Welcome to **Faegre Drinker Biddle & Reath LLP (Faegre Drinker)** - a new firm comprising the former Faegre Baker Daniels and Drinker Biddle & Reath. Our email addresses have changed with mine noted in the signature block. All phone and fax numbers remain the same. As a top 50 firm that draws on shared values and cultures, our new firm is *designed for clients*.

---

**From:** Clark, J. Murray <[murray.clark@faegredrinker.com](mailto:murray.clark@faegredrinker.com)>  
**Sent:** Monday, October 12, 2020 4:01 PM  
**To:** Clift, Wm. Todd <[WClift@indot.IN.gov](mailto:WClift@indot.IN.gov)>; 'Castleton Outdoor Solutions' <[sales@castletonoutdoorsolutions.com](mailto:sales@castletonoutdoorsolutions.com)>; Shi, Runfa <[rshi@indot.IN.gov](mailto:rshi@indot.IN.gov)>  
**Cc:** [sales@castletonoutdoorsolutions.com](mailto:sales@castletonoutdoorsolutions.com); Perron, Mark <[Mark.Perron@parsons.com](mailto:Mark.Perron@parsons.com)>; Dietrick, Andrew <[ADietrick@indot.IN.gov](mailto:ADietrick@indot.IN.gov)>  
**Subject:** RE: I-465 I-69 Clear Path Project

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All

I see there is a Public meeting on Wednesday to discuss the latest plans for Clear Path.

Can you share with us what the latest plans are for the area we are concerned with and met with previously about, namely I465 north to the 82<sup>nd</sup> Street ramp?

**J. Murray Clark**  
Partner

From: Terry Sorg <[tjsorg@bksattorneys.com](mailto:tjsorg@bksattorneys.com)>  
Sent: Friday, October 16, 2020 1:47 PM  
To: Shi, Runfa <[rshi@indot.IN.gov](mailto:rshi@indot.IN.gov)>  
Subject: RE: Clear Path 465 Project Noise Barrier #3 - 7710 and 7740 Johnson Road

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Mr. Runfa, thank you for taking my call today. As you recall, I represent Lawn Pride, Inc., the business located at 7740 Johnson Road which is north of proposed Noise Barrier #3. At this juncture, I am looking to reference design drawings that depict the cross-section (elevations and profile of proposed roadway and guardrail configuration) adjacent to 7740 Johnson Road (which is in the transition area of 465/I-69). I am also looking to reference the final location of Noise Barrier #3. If you could point me to the Appendix drawings online or email a copy of these drawings I would very much appreciate it.

Thank you kindly – Terry

Terrence J. Sorg  
Attorney at Law / Architect  
Brooks Koch & Sorg  
7165 Koldyke Drive  
Fishers, Indiana 46038  
Tele: 317-797-7114  
[tjsorg@bksattorneys.com](mailto:tjsorg@bksattorneys.com)

From: David Blair <dblair1939@comcast.net>  
Sent: Friday, October 16, 2020 12:19 PM  
To: INDOT Clear Path 465  
Subject: I465/I69

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Thank you for providing a way to talk back. Yes ! The improvements planned for the 465/ I69/ Binford intersection will be a great help. Just remember you are still dealing with drivers who have minds distracted and do not plan to merge off the hiway UNTIL they are ALMOST past the turnoff. Most accidents occur do to errors merging on or off and slowing down too much to merge on to a faster lane.

Great descriptive article. in the future it would help to have a BIGGER (Half page) colored Picture. Could not really see the colors on that little 2 inch pic. esp the yellow lines. More thru lanes will be a help. Be sure of the signage and quantity. Often not soon enough for drivers to know to change lanes.

Apples to all. :):)

Dave Blair

12026 Clubhouse Dr. Fishers In.



From: noreply@formstack.com  
Sent: Friday, October 16, 2020 3:05 PM  
To: INDOT Clear Path 465  
Subject: Clear Path 465 (Interstate 465 & 69 Northeast)

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### Formstack Submission For: **INDOT 3659**

Submitted at 10/16/20 3:05 PM

<b>Name:</b>	Warner A Young
<b>Address:</b>	8104 Foxchase Dr. Indianapolis, IN 46256
<b>Phone Number (including area code):</b>	(317) 842-7990
<b>E-mail Address:</b>	warneryoung@msn.com
<b>Comments ::</b>	<p>comment on the I465/I69 interchange rebuild. I have a concern about the traffic headed east bound on I465 to north I69. Your recent comments state that a two lane ramp will extend I465 to northbound I69. This seems to be adding in a built-in bottleneck. I465 west of I69 has five lanes and then four lanes. Dropping to two lanes in a short distance seems problematic. I would recommend at least three lanes for that ramp. I'm comparing this to I70 eastbound to I465 northbound on the east side.</p> <p>Why create a new bottleneck? This area has bottlenecks currently.</p> <p>Warner Young</p>

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From: noreply@formstack.com  
Sent: Friday, October 16, 2020 12:18 PM  
To: INDOT Clear Path 465  
Subject: Clear Path 465 (Interstate 465 & 69 Northeast)

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## Formstack Submission For: **INDOT 3659**

Submitted at 10/16/20 12:17 PM

Name: Norman R Melzer

Address: 7932 Springwater Ct.  
INDIANAPOLIS, IN 46256

Phone Number  
(including area code): (317) 513-4916

E-mail Address: normmelzer@gmail.com

Comments :: I am concerned with your plan's impact on drivers from EB 465 to NB 69 to 82nd St. Already the intersection requires the driver to rapidly cross 2 lanes of busy I-69 traffic in order to exit at 82nd St. It reads as though your new plan will require that driver to rapidly cross SIX lanes of traffic to make the exit. Alternatives for the driver would be to continue on to 96th St and come back to 82nd, an additional 3 miles of travel, or exit at Allisonville Rd and drive through Castleton traffic, something that the highway traveler may be deliberately trying to avoid. Neither alternative has any appeal. Please reconsider the flyover ramp.

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Formstack, 11671 Lantern Road, Suite 300, Fishers, IN 46038

**Formstack Submission For: [INDOT 3659](#) [[protect2.fireeye.com](#)]**

Submitted at 10/17/20 6:03 PM

Name: Rex G Bob

Address: 220 e golfview rd 220 E Golfview Rd  
ardmore, PA 19003

Phone Number  
(including area  
code): (610) 715-1969

E-mail Address: [Bob.Rex@transparentnoisebarriers.com](mailto:Bob.Rex@transparentnoisebarriers.com)

Comments :: Our company supplied transparent noise barriers to INDOT on B-38241-A Monon Trail Pedestrian Bridge. Could we be of assistance during the design stages of this project? I can send photos

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Formstack, 11671 Lantern Road, Suite 300, Fishers, IN 46038

From: Jacqui Sigg <[jsigg@realtyincome.com](mailto:jsigg@realtyincome.com)>  
 Sent: Tuesday, October 20, 2020 4:10 PM  
 To: INDOT Clear Path 465 <[ClearPath465@indot.IN.gov](mailto:ClearPath465@indot.IN.gov)>  
 Cc: Vanessa Colbran <[vcolbran@realtyincome.com](mailto:vcolbran@realtyincome.com)>; Jessica Lopes <[jlopes@realtyincome.com](mailto:jlopes@realtyincome.com)>  
 Subject: Inquiry Re. Clear Path 465 Interchange Modification Project - Multiple Properties - Marion County, IN (RI's: 1056, 2346, 6229, 6482)

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Dear Sir/Ma'am,

Our office is in receipt of the attached notice regarding the upcoming Clear Path 465 Project in proximity to several of our properties listed below.

Prop ID	Tenant Name	Address	City	County	State	Zip/Postcode
1056	Best Friends Pet Care	<a href="#">8224 Bash St</a>	Indianapolis	Marion	IN	46250
2346	Boston Market	<a href="#">7554 N Shadeland Ave</a>	Indianapolis	Marion	IN	46250
6229	BMO Harris Bank	<a href="#">7652 Shadeland Avenue</a>	Indianapolis	Marion	IN	46250
6482	KinderCare	<a href="#">6901 East 75th Street</a>	Indianapolis	Marion	IN	46250

We understand that the improvements needed along I-465/I-69 may impact our properties. Can you please clarify which, if any, of our sites will be impacted? At this time are there plans available which show the proposed impacts to our properties? Will any right of way be required from the sites, and if so what is the timing for the acquisition?

Any additional information you may have with respect to the project will be appreciated.

Thank you,

**Jacqui Sigg**

Assistant, Right of Way, Condemnations, & Real Estate  
Realty Income Corporation (NYSE "O")  
11995 El Camino Real | San Diego, CA 92130  
[www.realtyincome.com](http://www.realtyincome.com)  
(O) 858-284- 5235 (F) 858-724-3406



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Comment #20

From: Mark Hawkins <mark.v.hawkins@gmail.com>  
Sent: Thursday, October 22, 2020 5:02 PM  
To: Miller, Daniel J <Daniel.J.Miller@parsons.com>  
Cc: clearpath465@indot.in.gov  
Subject: [EXTERNAL] "Clear Path 465" Notice of Public Hearing

Mr. Miller,

Can you tell me when this [Notice of Public Hearing \[in.gov\]](#) was distributed to residents impacted by the "Clear Path 465" project? I'm specifically asking about the address of 7403 Avalon Trail Road, which is 237 feet from the center of the house to what appears to be INDOT's ROW. Thank you. If you need more information from me, please let me know.

Best,

Mark

**From:** Jamie Smock <[jamiesmock@yahoo.com](mailto:jamiesmock@yahoo.com)>  
**Sent:** Friday, October 23, 2020 10:41 AM  
**To:** Miller, Daniel J <[Daniel.J.Miller@parsons.com](mailto:Daniel.J.Miller@parsons.com)>  
**Subject:** [EXTERNAL] Public Notice - ClearPath 465 Project

Dan -

I left you a VoiceMail earlier today and wanted to follow up by email if that is easier communication during a busy Friday. My client and I are trying to get a sense of disclosure on this item. It appears that notices would have been sent to owners effected by this including noise meetings/barriers, open house style public forums, etc.

Were actual letters sent out? How were homeowners contacted regarding this project and when? If you can shed any light on this I greatly appreciate it and thank you for your time in advance.

Sincerely,

Jamie Smock, Realtor/Broker  
FC Tucker Company  
317.695.3369

t



**Formstack Submission For: [INDOT 3659 \[protect2.fireeye.com\]](#)**

Submitted at 10/26/20 11:14 AM

Name:	Michael T Conley
Address:	13945 Canonbury Way Fishers, IN 46037
Phone Number (including area code):	(812) 208-7783
E-mail Address:	<a href="mailto:miketconley86@gmail.com">miketconley86@gmail.com</a>
Comments ::	<p>I ask that you dedicate 2 lanes for SB I-69 ramp to WB I-465 and not have a shared lane for EB/WB I-465 from SB I-69. The current configuration causes a lot of confusion during the morning rush and it seems there are a lot of dangerous weaving incidents that don't involve a collision. Positive impacts from this would potentially be an improvement of safety by eliminating the decision making when approaching ramp split off, and increased capacity for having dedicated lanes for the obvious slow down/ queuing location. I understand the difficulty/cost of constructing a new dedicated lane for the ramp and maintaining the flow of traffic during whatever phase of construction, but please consider an alternative to what is shown now, which is essentially a " Do-Nothing" approach to this vital part of the project, thank you.</p>

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Formstack, 11671 Lantern Road, Suite 300, Fishers, IN 46038



Clear Path 465

I would like to register my comment on the Clear Path 465 – I-465/I-69 Interchange Modification and Added Travel Lanes project in Indianapolis, Marion County.

I live on Hythe Road adjacent to Blue Creek in the Devonshire VIII neighborhood near 71<sup>st</sup> Street and Shadeland Ave. I am very concerned about any additional storm water that may be added to Blue Creek as part of the Clear Path project.

Recent projects in the area such as the widening of Shadeland Ave, widening of 75<sup>th</sup> Street and additional lanes on 456/I69 interchange has added lots more storm water to Blue Creek. This has resulted in severe erosion along Blue Creek and property damage. I have spent over \$25,000 in foundation repairs to my house due to settlement. My three neighbors along Blue Creek have all spent money on foundation repairs. The culvert under Hythe Road by my house partially collapsed and had to be structurally repaired by the city. The electrical power has been knocked out twice due to power poles being washed out by the excessive torrent of water in Blue Creek during storms. At least three large trees have also been washed out, some falling on power lines and knocking out power and cable services.

Blue Creek is a small creek and was never intended to handle the amount of water being discharged into the creek. When it rains hard Blue Creek looks like the Colorado River in the Grand Canyon. Again this is causing severe erosion and property damage.

Any new work as part of the Clear Path 465 project should NOT discharge any additional water into Blue Creek. I repeat; should NOT discharge any additional water into Blue Creek.

Thank you.

Karl J. Pfeffer, Jr

6601 Hythe Road

Indianapolis, IN 46002

317-506-5200

Comment #24

From: Julie Phealon <phealonj@gmail.com>  
Sent: Wednesday, October 28, 2020 10:35 AM  
To: INDOT Clear Path 465  
Subject: 465 Clearpath: Drainage issues caused by the last expansion of 465 that have not been fixed

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Our property at 6856 East 65th street, along with several other surrounding properties, were impacted by the last expansion of 465. The attached pictures show the flooding.

At the public meeting held in October we asked about drainage plans were instructed to submit this information to you. It is clear that the further expansion of 465 must include appropriate drainage planning. Please let us know if we can provide any further information. We look forward to hearing from you.

Best regards,

Julie Phealon

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

From: Susan S Bohr <jac1@indy.net>  
Sent: Thursday, October 29, 2020 8:53 PM  
To: Lee, Alexander <Alexander.Lee@parsons.com>  
Subject: [EXTERNAL] Clear Path 465 Project - drainage

Mr. Lee

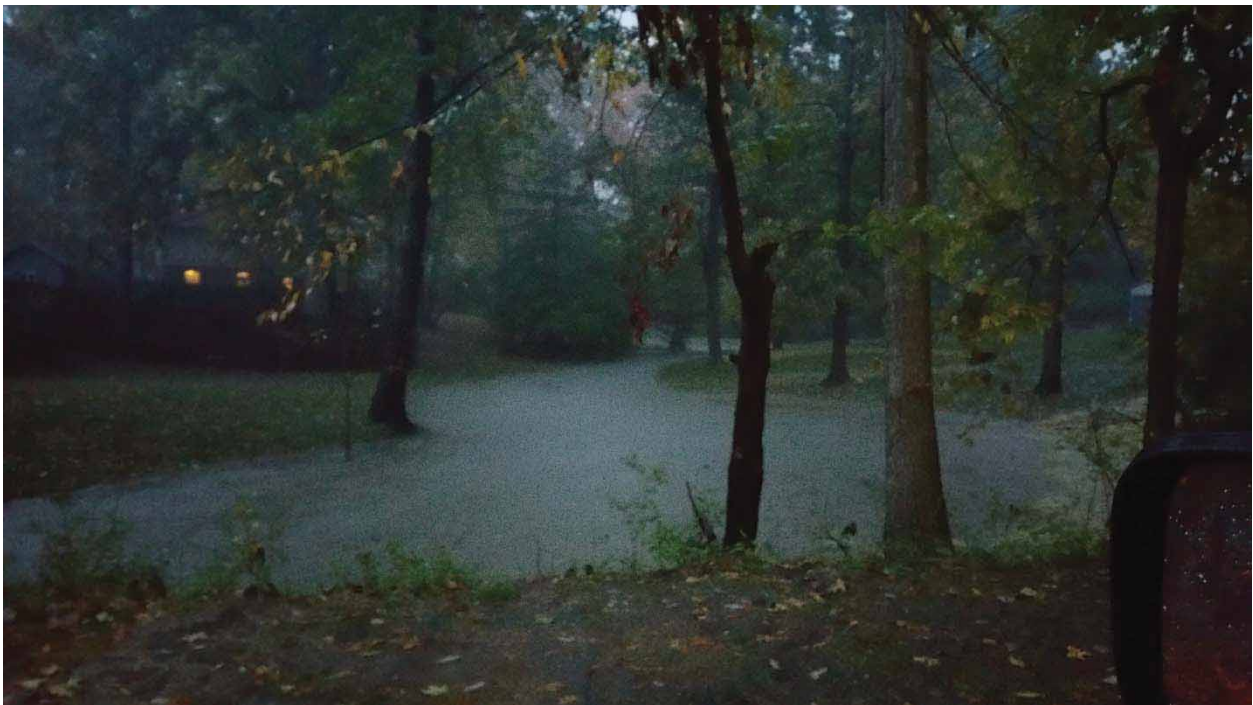
We spoke at the Clear Path 465 Project public hearing on October 14th. I expressed my concerns on highway drainage through my property and the property of my neighbors. Attached are photos depicting some examples of the high water from the current interstate configuration. The additional interstate lanes increases the concrete footprint and reduces the surface area available for rainwater drainage and absorption. We and our neighbors are concerned with the new level of water and impact flooding will have on our property and the surrounding neighbors. We would love to hear the detailed plan on how drainage issues will be addressed.

Thank you for your attention to this matter.

Sincerely,  
Susan Bohr  
6856 E 65th St  
Indianapolis, IN 46220  
317.500.5005







From: Mark Flanary <mark.flanary@comcast.net>  
Sent: Wednesday, October 28, 2020 9:31 PM  
To: INDOT Clear Path 465  
Subject: BRAG clearpath I465 project

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October 29, 2020

INDOT  
101 W Ohio St  
Suite 2121  
Indianapolis, IN 46204

Re: I-465 Clear Path - Public Comment

Dear Sir/Madam:

We are writing in regards to the ClearPath 465 project, which falls within the Binford Redevelopment and Growth (BRAG) catchment area. BRAG is a resident-led organization formed over 15 years ago to address neighborhood concerns in the Northeast corner of Indianapolis covering over 40 neighborhoods. As we understand the importance of this project, we have the following concerns:

1. BRAG recognizes the efforts INDOT will do to limit the impact of this project to the Indianapolis trees and wetlands. However, the current plan will result in the loss of approximately 20 acres of trees that can be seen as an attractive gateway to greater Indianapolis and would be impossible to replace. We respectfully request that our tree canopy be given a higher priority for this project. Removing the tree canopy in the northeast corner of Indianapolis would result in the removal of 9 acres of forest, which would result in the loss of the substantial benefits trees provide, such as mitigating pollution and stormwater runoff, improving air quality, and preventing heat islands. Trees also promote improved psychological, social, and physical health.
2. BRAG also encourages INDOT to consider putting an entrance ramp onto 465 South when heading north on Binford/69 just north of 75<sup>th</sup> St. as this is currently not an option for individuals wanting to get on I-465 South. If this is not possible, we encourage a sign be installed on I-465 East bound stating "No reentry onto I-465 south" at the Binford exit.

3. Lastly, we encourage INDOT to rethink the traffic flow at Binford and 75<sup>th</sup> St. This area quickly gets congested in the mornings and evenings with Dormakaba, Heritage Christian School, and local traffic.

\*Please acknowledge receipt of this correspondence by return email to [mark.flanary@comcast.net](mailto:mark.flanary@comcast.net)

Sincerely,

BRAG Board of Directors

Binford Redevelopment and Growth | BRAG



**BINFORD FARMER'S MARKET** 8AM - NOON  
EVERY SATURDAY | MAY - OCTOBER @ 65TH & BINFORD BLVD.



From: B MCCALLISTER <bmccallister@comcast.net>  
Sent: Thursday, October 29, 2020 3:01 PM  
To: INDOT Clear Path 465  
Subject: Clear Path 465/I/69 Coments

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I am a 41 year resident of Steinmeier Estates, 7300 N., halfway between Allisionville Rd. and Binford, I served as a community Stakeholder on the Major Moves I465/I69 Project in 2012. At Public meetings, I recall the most common request from the NE neighborhoods was for an on ramp to be provided to Southbound I465, noting that there was no direct on ramp between Allisionville Rd. and 56th St. The problem was not addressed in the final plan..

From everything I see in the Clear Path 465 approach, it is still not being addressed. Taxpayers continue rate the ramp high on their list of desired improvements . I would guess this interchange will be one of the most heavily traveled off-ramps of 2 Interstate Highways to a major artery to a city the size of Indianapolis, that doesn't provide a close by on ramp for the Interstate traffic to get back on their route after stopping for gas or to eat at local businesses.

It would not appear to me that it would be too difficult to run a ramp off of North Bound Binford through the empty lot that runs parallel just North of 75th St. I recognize I am not an up-to-date expert and that I have probably missed some meetings that might have explained why perhaps it isn't practical. I respectfully ask that you might be able to provide an additional meeting for us concerned taxpayers to be assured the plan that perhaps gets completed this time is the best possible.

I also was a Stakeholder on the Castleton Strategic Revitalization Plan that met throughout 2019. In addition to plans for Trails, we talked about better automobile routes into Castleton to save the the retail businesses there. We had discussions with City Planners about how to maybe restore some routes that where present before the Interstates were built cutting off residential neighborhoods from an easy 7 block drive to the location of the Castleton Mall Some of these routes might duplicate the proposed improvements in the Clear Path 465 Plan to give a safer route to travel the new INDOT route from 82nd St. to Binford at 75th St.

I kept thinking the Consulting firm leading the Castleton plan might have INDOT/Parsons into one of our meetings, but it never happened. Perhaps all the necessary meetings were held with DPW to discuss all the options. I would respectfully ask that perhaps this topic could be open for discussion, if there could be another public meeting.

Thank you for your consideration of this request and all of the work you have put into the Clear Path 465 Study.

Bill McCallister  
7330 Galloway Ave.  
Indianapolis, IN 46250

317-842-0155

From: Jim R Sapp <jsapp@esapp.com>  
Sent: Wednesday, July 1, 2020 12:35 PM  
To: INDOT Clear Path 465  
Subject: Clear path 465

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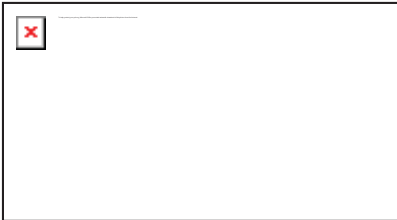
---

I support the Clear Path rebuild of I 465 and I 69 .

As I 69 comes west, how are you handling the storm water ?

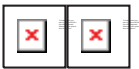
Please advise.

--  
**Jim R. Sapp**



8070 Castleton Road  
Indianapolis, IN 46250  
317-577-4995 ext 6  
[jsapp@esapp.com](mailto:jsapp@esapp.com)

[risecommercialdistrict.com](http://risecommercialdistrict.com)



From: Alexandria Thomas <alliespilker@gmail.com>  
Sent: Wednesday, July 22, 2020 1:42 PM  
To: INDOT Clear Path 465  
Subject: INDOT - Safety/Sound barrier request

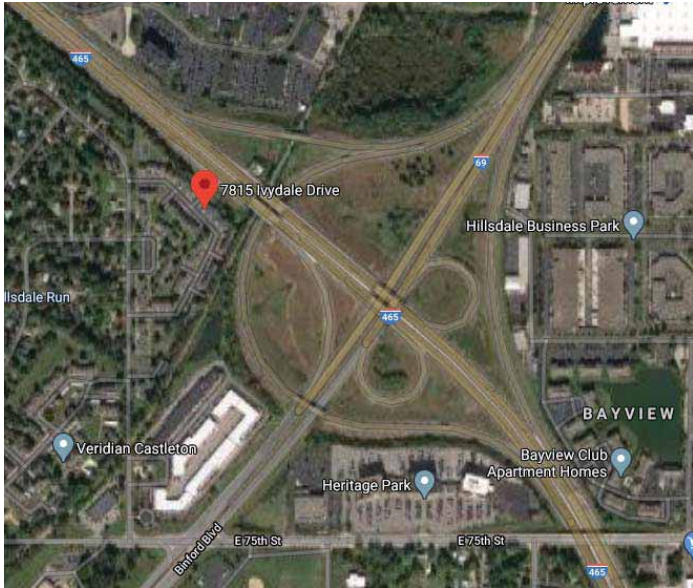
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To whoever it may concern,

Please consider placing a sound barrier, purely for safety reasons, along the backside of our home sooner than 2022-2024. We live in Veridian of Castleton Apartments (7815 Ivydale Dr. Apt B Indianapolis IN, 46250, see image below) which backs right up to E-465 coming up on the Binford/69N exits. The sudden safety concerns? We opened our back door to find a CAR hardly 20 yards from our backdoor. A driver, who was evading police on E-465 lost control and went down the embankment and crashed (bailing and creating a foot pursuit). Thank God it's Summer and the trees and wilderness there are very much overgrown and were able to help slow down the momentum of the car (eventually resting up against a chain link fence). Now, if this happens again, and that was a car any larger, I'm terrified it's going to end up in someone's home! A semi rolling down that steep embankment isn't going to be stopped by some trees and a chain link fence. Now I've already contacted customer service and I understand that the barriers are being considered under the INDOT Clear Path proposal, however construction isn't scheduled to begin till between 2022-2024. What are our families supposed to do in the mean time? Wait 4 years and pray another vehicle doesn't come flying down towards our homes? Please consider putting up some sort of temporary safety wall / barrier in the mean time before construction to simply increase our families safety.

Thank you!  
Alexandria & Noah Thomas  
317-513-0506  
7815 Ivydale Dr. Apt B  
Indianapolis IN, 46250



# Attachment C

## Resource Agency Correspondence

## Port, Juliet

---

From: Port, Juliet  
Sent: Wednesday, September 30, 2020 4:24 PM  
To: Anthony Ross; Anuradha Kumar; Brandon Miller; Christie Stanifer; cstanifer@dnr.IN.gov; Deborah Snyder; Debra Jenkins; Jerry Raynor; Joseph Galvan; Linda Broadfoot; Nicholas Chevance; Robin McWilliams-Munson; Ron Bales; Shaun Miller; Susan Branigin; Taylor Darrah; Todd Thompson; Virginia Laszewski  
Subject: Clear Path 465 Public Hearing Notice  
Attachments: ClearPath465\_Public\_Notice\_Hearing\_1400075.pdf

Re: Clear Path 465, Des. No. 1400075  
To: Resource Agency contacts

We are sending you the attached Notice of Public Hearing on behalf of the Indiana Department of Transportation (INDOT).

The public comment period for the Environmental Assessment (EA) began today, September 30, 2020, and will end on October 29, 2020. INDOT respectfully requests comments be submitted by October 29, 2020. Here is a link to the project website: <https://www.in.gov/indot/3654.htm>

In addition to the in-person Public Hearing (Wednesday, October 14, 2020, at the Fort Harrison Conference Center, 6002 N Post Road, Indianapolis, Indiana 46216), a virtual public information meeting will be conducted by the Clear Path 465 Project Team on Tuesday, October 13, 2020 at 5:30 pm. A link and instructions on how to attend the virtual meeting is provided below.

### **Virtual Information Meeting**, Tuesday, October 13, 2020 at 5:30 pm

Link: <https://bit.ly/30jBy2s>

Meeting number (access code): 146 747 7257

Meeting password (online): Clearpath465!

Meeting password (via phones): 25327728

#### **Join by phone**

+1 720 543 9770 United States Toll  
18337521090 United States Toll Free

#### **Join from a video system or application**

Dial [1467477257@parsons.webex.com](tel:1467477257)

You can also dial 173.243.2.68 and enter your meeting number.

#### **Join using Microsoft Lync or Microsoft Skype for Business**

Dial [1467477257.parsons@lync.webex.com](tel:1467477257)

Please let me know if you'd like us to mail you a hard copy, or flash-drive, of the EA document. As always, please do not hesitate to contact us with any questions or requests.

Thank you,

**Juliet Port, LPG**  
Principal Environmental Planner  
101 W Ohio, Suite 2121



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5  
77 WEST JACKSON BOULEVARD  
CHICAGO, IL 60604-3590

October 26, 2020

REPLY TO THE ATTENTION OF:  
Mail Code RM-19J

Robert Dirks  
Project Manager  
Federal Highway Administration – Indiana Division  
575 North Pennsylvania Street, Room 254  
Indianapolis, Indiana 46204  
[Robert.Dirks@dot.gov](mailto:Robert.Dirks@dot.gov)

Runfa Shi  
Project Manager  
Indiana Department of Transportation – Greenfield District  
100 North Senate Avenue, Room 642  
Indianapolis, Indiana 46204  
[rshi@indot.in.gov](mailto:rshi@indot.in.gov)

Re: Environmental Assessment – Clear Path 465 (I-465/I-69 Interchange Improvement Project with Added Travel Lanes), dated September 2020. (Des. No. 1400075)

Dear Mr. Dirks and Mr. Shi:

The U.S. Environmental Protection Agency (EPA) has reviewed the e-version of the above referenced Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) environmental assessment (EA) for the Clear Path 465 Project found at <https://www.in.gov/indot/3654.htm>. We are providing comments pursuant to our authorities under the National Environmental Policy Act (NEPA), Council on Environmental Quality regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act.

The project includes added travel lanes on I-465 from the White River Bridge (approximately 2.4 miles west of I-69) to Fall Creek Road (approximately 2.15 miles south of I-69). Additionally, portions of Binford Boulevard and I-69 will be reconstructed between East 71st Street, I-465, and East 86th Street to accommodate a modified I-465/I-69 interchange configuration. The purpose of the project is to improve overall traffic operation and improve safety. The EA identifies Alternative C Modified as the preferred alternative.

The EPA recognizes the importance of improving existing infrastructure while assuring environmental and public health protection. We appreciated the opportunity for early engagement in the environmental review process. EPA participated in the FHWA/INDOT November 14, 2017 resource agencies meeting (RAM)/conference call). We provided EA scoping comments in a letter dated January 9, 2018, and attended the October 13, 2020, virtual Clear Path 465 public information meeting.

The project will require approximately 14.076 acres of permanent right-of-way and 4.22 acres of temporary right-of-way, mostly from commercial properties and undeveloped land. A total of seven buildings will be acquired and demolished, and four businesses will be relocated. Natural resource impacts include 9,716 linear feet of streams, 6.09 acres of wetlands, and 20.49 acres of trees, 8.99 of which is considered “suitable summer habitat” for federally protected bat species. There is no adverse effect to cultural resources. The results of noise analyses recommended a total of seven noise barriers to mitigate noise impacts. Construction is tentatively scheduled to begin in 2022 and expected to last year-round through 2024.

**Clean Water Act (CWA) Section 404 / Stream and Wetland Mitigation:** INDOT intends to purchase credits from Indiana Department of Natural Resources (InDNR) in-lieu-fee program for stream and wetland impacts. The number of credits required by CWA Section 404 permits will be decided during permitting. Because the number of credits or credit-ratio methodology is not included in the EA, EPA cannot determine if the proposed mitigation would adequately compensate for the proposed aquatic resource impacts. Ideally, an estimate of the stream and wetland credits to be purchased would have been included in the EA, but EPA is encouraged that the impacts will be permitted via an individual CWA Section 404 permit as noted in EA *Section I – Permits Checklist*. The individual CWA Section 404 Public Notice will give the agency and the public another opportunity to review stream and wetland impacts and mitigation.

**INDOT Environmental Commitments:** EA *Section J - Environmental Commitments* lists twenty-four “Firm Commitments” (#s 1 through 24) that will be undertaken and eleven commitments (#s 25 through 35) that will be given “Further Consideration” by INDOT to mitigate environmental impacts.

EPA notes INDOT identified measures to protect wellhead protection areas (WHPA), aquifers and wells (Firm Commitments #s 12, 13, 14 and 15) as we recommended during scoping. In addition, we note Firm Commitment #21, in part, states INDOT will incorporate highway traffic noise consideration in on-going activities for public involvement in the highway program. EPA supports continued community engagement through project completion.

We also note INDOT will give Further Consideration to mitigation measures identified by the resource agencies, in part, concerning: 1) stormwater best management practices during construction and operation (Further Consideration Commitment #s 30, and 31 through 35); and, 2) use of native and pollinator-promoting species in landscape restoration (Further Consideration Commitment #s 27, 28 and 33).

Recommendations:

- EPA continues to recommend the project be designed and constructed, if feasible, to capture and treat roadway stormwater runoff and hazardous materials spills prior to discharging to Waters of the U.S.
  
- EPA urges FHWA/INDOT to establish construction materials hauling routes away from places where children live, learn, and play, to the extent feasible. Consider homes, schools, day care centers, and playgrounds. In addition to air quality benefits, careful routing may protect children from vehicle-pedestrian accidents.



EPA appreciates the opportunity to review the EA for the Clear Path 465 Project. If you have any questions regarding our comments, please contact Virginia Laszewski, of my staff, by phone: 312/886-7501 or by email: [laszewski.virginia@epa.gov](mailto:laszewski.virginia@epa.gov). Please provide us with an e-version of FHWA's final NEPA decision when available.

Sincerely,

**KENNETH WESTLAKE** Digitally signed by  
KENNETH WESTLAKE  
Date: 2020.10.26  
13:25:51 -05'00'

Kenneth A. Westlake  
Deputy Director, Tribal and Multi-media Programs Office  
Office of the Regional Administrator

cc (via email):

Deborah Snyder, U.S. Army Corps of Engineers, [Deborah.D.Snyder@usace.army.mil](mailto:Deborah.D.Snyder@usace.army.mil)

Robin McWilliams-Munson, U.S. Fish and Wildlife Service,

[Robin\\_McWilliams@fws.gov](mailto:Robin_McWilliams@fws.gov)

Randy Braun, Indiana Department of Environmental Management,

[rbraun@idem.IN.gov](mailto:rbraun@idem.IN.gov)

Jay Turner, Indiana Department of Environmental Management, [jturner2@idem.IN.gov](mailto:jturner2@idem.IN.gov)

Christie Stanifer, Indiana Department of Natural Resources, [cstanifer@dnr.IN.gov](mailto:cstanifer@dnr.IN.gov)

Parsons, (Consultants for INDOT):

Juliet Port, Senior Environmental Planner, [Juliet.Port@parsons.com](mailto:Juliet.Port@parsons.com)

Mark Perron, Project Manager, [Mark.Perron@parsons.com](mailto:Mark.Perron@parsons.com)

Daniel Miller, Project Manger/Environmental Sources Manager,

[Daniel.j.miller@parsons.com](mailto:Daniel.j.miller@parsons.com)

Melanie Burdick, U.S. EPA Region 5, Water Division, Watersheds and Wetlands,

[Burdick.Melanie@epa.gov](mailto:Burdick.Melanie@epa.gov)

Anthony Maietta, U.S. EPA Region 5, Air and Radiation Division,

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

**DNR #:** ER-20120-1

**Request Received:** September 30, 2020

**Requestor:** Parsons  
Juliet Port, LPG  
101 West Ohio Street, Suite 2121  
Indianapolis, IN 46204

**Project:** I-465/I-69 interchange modification and added travel lanes, Clear Path 465, Indianapolis; Des #1400075: Environmental Assessment (EA), public hearing notice

**County/Site info:** Marion

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:** This proposal may require the formal approval(s) 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, unless it qualifies under the INDOT and IDNR Memorandum of Understanding for Maintenance Activity Exemption, dated March 1997. Please include a copy of this letter with any permit application(s), if required.

**Natural Heritage Database:** The Natural Heritage Program's data have been checked. Fort Harrison State Park, and the Bluffs of Fall Creek Nature Preserve found with the park, are located within 1/2 mile east of the southernmost portion of the project. Also, the species and high quality natural communities below have been documented within 1/2 mile of the project area. The Division of Nature Preserves recommends that construction activity south of the Fall Creek Road bridge be confined as much as possible to prevent potential negative impacts to the nature preserve and the associated flora and fauna species.

A) COMMUNITIES (Bluffs of Fall Creek Nature Preserve):

1. Central Till Plain Dry-mesic Upland Forest
2. Central Till Plain Mesic Upland Forest (also Woolen's Garden Nature Preserve)

B) PLANT: Rose Turtlehead (*Chelone obliqua* var. *speciosa*), state watch list

C) BIRD: Bald Eagle (*Haliaeetus leucocephalus*), state special concern

D) MUSSELS:

1. Fall Creek (at Fort Harrison State Park):
  - a) Clubshell (*Pleurobema clava*), federally & state endangered
  - b) Snuffbox (*Epioblasma triquetra*), federally & state endangered
  - c) Kidneyshell (*Ptychobranchus fasciolaris*), state special concern
  - d) Little Spectaclecase (*Villosa lienosa*), state special concern
  - e) Wavyrayed Lampmussel (*Lampsilis fasciola*), state special concern
2. West Fork White River:
  - a) Clubshell (*Pleurobema clava*), federally & state endangered
  - b) Rabbitsfoot (*Quadrula cylindrica cylindrica*), fed. threatened & state endangered
  - c) Round Hickorynut (*Obovaria subrotunda*), state endangered
  - d) Kidneyshell (*Ptychobranchus fasciolaris*), state special concern

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**Fish & Wildlife Comments:** Both of the documented bald eagle nests are located more than 1000' from the project area, which is much greater than the minimum safe buffer zone of 660' proposed by the Bald and Golden Eagle Protection Act. Therefore, if the project maintains this buffer distance, then we do not foresee any impacts to the bald eagle as a result of this project. We also do not foresee any impacts to the mussel species above as a result of this project.

Based on information submitted and information presented at the Resource Agency Meeting on November 14, 2017, the Division of Fish and Wildlife (DFW) concurs that existing habitat features within the project area are likely low quality features related to existing infrastructure (roadside ditches, medians, vacant lots, etc.). However, the DFW would like to highlight the following issues as areas for potential improvement of existing conditions to reduce negative impacts to fish, wildlife, and/or botanical resource habitat:

1) Revegetation:

The DFW has a couple of new programs that may be able to offer cost-share and/or technical assistance for the revegetation of roadsides, medians, and areas between the various interchange elements:

a. CORRIDORS (Conservation On Rivers and Roadways Intended to Develop Opportunities for Resources and Species) is a program that provides technical and financial assistance to private landowners along public rights-of-way and to municipalities to establish wildlife and pollinator habitats in the following priority areas: All State Wildlife Action Plan (SWAP) Conservation Opportunity Areas (COAs), areas adjacent to water, areas within all mapped 100-year floodplains, and areas adjacent to all state highways and interstates. Partners include the Indiana DFW, USDA Natural Resources Conservation Service (NRCS), the Indiana Department of Transportation (INDOT), and Pheasants Forever/Quail Forever. Funding comes from USDA-EQIP, Indiana Gamebird Habitat Stamp sales, and INDOT right-of way maintenance funds. Visit the following website for more information:  
<https://www.in.gov/dnr/fishwild/9405.htm>.

b. Urban Wildlife Habitat Cost Share Program: To participate in this program, the project must exist within an identified urban priority habitat area (greater Indianapolis, greater Fort Wayne, South Bend/Mishawaka/Elkhart regions (region map: <https://www.in.gov/dnr/fishwild/2716.htm>). The program reimburses a portion of the expenses incurred by an entity for developing urban wildlife habitat as specified in a management plan. Projects must have at least one other partner as a financial contributor. The program will reimburse expenditures for habitat development projects based on DFW Habitat Development Reimbursement Rates. Annual cap limits apply to financial agreements. Habitat improvements developed through this program must be maintained as specified in the management plan for a minimum of three years.

2) Lighting:

Most transportation corridor designers and municipalities are trending toward LED lighting. Certain types of LED lighting can have negative impacts on both human and wildlife health and safety. Scientific evidence suggests that artificial light at night has negative and deadly effects on many organisms including amphibians, birds, mammals, insects and plants (<https://www.darksky.org/light-pollution/wildlife/>). A June 2016 American Medical Association (AMA) report, "Human and Environmental Effects of Light Emitting Diode Community Lighting," concluded that "white LED street lighting patterns may contribute to the risk of chronic disease in the populations of cities in which they have been installed."

The International Dark-Sky Association has developed recommendations (<https://www.darksky.org/our-work/lighting/lighting-for-citizens/led-guide/>) for

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communities choosing LED lighting systems that will aid in the selection of lighting that is energy and cost efficient, yet ensures safety and security, protects wildlife, and promotes the goal of reducing light pollution:

- Always choose fully shielded fixtures that emit no light upward.
- Use "warm-white" or filtered LEDs (CCT < 3,000 K; S/P ratio < 1.2) to minimize harmful blue light emission.
- Look for products with adaptive controls like dimmers, timers, and motion sensors.
- Consider dimming or turning off lights during non-peak overnight hours.
- Avoid the temptation to over-light because of the higher luminous efficiency of LEDs.
- Only light the exact space and in the amount required for particular tasks.

**3) Drainage & Stormwater Management:**

The DFW recommends considering a more sustainable approach to stormwater management in general. The traditional model of stormwater management aims to drain urban runoff as quickly as possible with the help of channels and pipes, which increases peak flows and costs of stormwater management. This type of solution only transfers flood problems from one section of the basin to another section. A more sustainable approach aims to rebuild the natural water cycle by using storage techniques (retention basins, constructed wetlands, raingardens, etc.), recharging groundwater using infiltration techniques (infiltration basins or trenches, pervious pavement, etc.), and reusing runoff for irrigation elsewhere in the basin. The following link gives a good overview of traditional and sustainable stormwater management systems and their pros and cons:

<http://www.sswm.info/content/stormwater-management>.

**4) Stream Crossing Replacement/Modification:**

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 OHWM 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, channel width, and water velocities during low-flow conditions that are approximate to those in the natural stream channel.

Any 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 DFW 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 for fish and wildlife passage:

<http://www.fs.fed.us/wildlifecrossings/library/>,

[https://roadeology.ucdavis.edu/files/content/projects/DOT-FHWA\\_Wildlife\\_Crossing\\_Structures\\_Handbook.pdf](https://roadeology.ucdavis.edu/files/content/projects/DOT-FHWA_Wildlife_Crossing_Structures_Handbook.pdf), [https://www.fs.fed.us/biology/nsaec/fishxing/aop\\_pdfs.html](https://www.fs.fed.us/biology/nsaec/fishxing/aop_pdfs.html),

<https://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf>.

**5) 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

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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 (erosion control blankets and/or turf reinforcement mats that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles), 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 or flowline elevation unless specifically designed and installed for grade control and aquatic organism passage. This is to prevent obstructions to the movement of aquatic organisms upstream and downstream.

6) Riparian & Urban Tree Habitat:

If tree removal is needed, the Division of Fish & Wildlife recommends avoiding removing urban trees to the greatest extent possible and replacing trees that must be removed. Street trees are important to fish and wildlife resources in urban areas. Indiana's street trees also provide millions of dollars of tangible benefits to Indiana communities by their presence in the urban environment. Their shade and beauty contribute to the quality of life. They provide significant increases in real estate values, create attractive settings for commercial businesses, and improve community neighborhood appeal. Trees decrease energy consumption by providing shade and acting as windbreaks. They reduce water treatment costs and impede soil erosion by slowing the runoff of stormwater. Trees also cool the air temperature, cleanse pollutants from the air, and produce oxygen while absorbing carbon dioxide. Trees are an integral component of the urban environment. Proactively managing and maintaining a street tree population will ultimately maximize the benefits afforded by their aesthetic and ecological functions. The following links give a good overview of the benefits of a street tree program and how to select the right species to avoid the negative impacts of non-native invasive species such as the common and popular Bradford pear: <https://www.in.gov/dnr/forestry/3605.htm> > Community & Urban Forestry > Tree Species Lists.

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 Habitat Mitigation guidelines (and plant lists) can be found online at: <http://iac.iga.in.gov/iac/20200527-IR-312200284NRA.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) or by using the 1:1

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replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however.

**7) Noise Barriers:**

The DFW recommends further exploration of the purpose and need for the use of prefabricated concrete panel noise walls. Many studies have indicated that concrete panel noise walls are only marginally effective at blocking sound waves and can create negative impacts such as reflecting rather than absorbing sound waves thereby amplifying noise levels under certain conditions. Other negative impacts of noise walls have been identified that affect both humans and the surrounding environment. For wildlife, roads in general present physical barriers to animals, dividing populations and causing deaths (both human and wildlife) through collisions with vehicles. Long vertical barriers such as noise walls have been found to exacerbate these problems, particularly for smaller animals, by concentrating wildlife movement near the ends of the walls. Noise walls can also affect wildlife communication, migration, and reproductive success. Noise barriers should be situated such that they do not impact existing travel corridors to bridges or culverts under the roadway or funnel wildlife to areas that could create wildlife/vehicle conflicts that are less favorable for wildlife when compared to current conditions. Alternatives to prefabricated concrete panel noise walls and/or additional noise management measures include Eco Sound Barrier, vegetated earthen berms, continuous reinforced concrete pavement, "Next Generation" pavement grooving, and jointless concrete bridges.

**8) Wetland Habitat:**

Due to the presence or potential presence of wetland habitat 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.

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

1. Revegetate all bare and disturbed areas that are not currently mowed and maintained 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; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in currently mowed areas only. A native herbaceous seed mixture must include at least 5 species of grasses and sedges and 5 species of wildflowers.
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 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
6. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
7. Do not use broken concrete as riprap.

**THIS IS NOT A PERMIT**

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8. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
9. Minimize the movement of resuspended bottom sediment from the immediate project area.
10. Do not deposit or allow demolition/construction materials or debris to fall or otherwise enter the waterway.
11. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
12. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

**Contact Staff:**

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

*Christie L. Stanifer*

**Date:** October 29, 2020

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



# United States Department of the Interior Fish and Wildlife Service



Bloomington Field Office (ES)  
620 South Walker Street  
Bloomington, IN 47403-2121  
Phone: (812) 334-4261 Fax: (812) 334-4273

October 29, 2020

Mr. Dan Miller  
Parsons  
101 West Ohio Street, Suite 2121  
Indianapolis, Indiana 46204

RE: DES# 1400075 - Clear Path 465 - I-465/I-69 Interchange Modification and Added Travel Lanes project in Indianapolis, Marion County Environmental Assessment

Dear Mr. Miller:

The U.S. Fish and Wildlife Service (FWS) has reviewed the Environmental Assessment (EA) for the aforementioned project and is providing the following comments. These comments 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 the information provided in the EA, the Indiana Department of Transportation (INDOT) funded, in part, by the Federal Highway Administration (FHWA) has proposed to construct the I-465/I-69 Interchange Modification and Added Travel Lanes project (named Clear Path 465) in Marion County, Indiana. The proposed project consists of an I-465/I-69 interchange modification and construction of added travel lanes on the northeast side of Indianapolis. It begins along I-465 approximately 2.2 miles south of I-69 at the I-465 bridge over Fall Creek Road, continues through the I-69 interchange, and terminates approximately 2.4 miles west of I-69 at the White River Bridge. In the southwest, the project begins 0.8 mile south of the 75th Street/Binford Boulevard intersection and travels north along I-69 terminating approximately 1.4 miles north of I-465. Alternative C Modified is the preferred alternative.

This project will require approximately 14.076 acres of permanent right-of-way and 4.222 acres of temporary right-of-way, mostly from commercial properties and undeveloped land. A total of seven buildings will be acquired and demolished, and four businesses will be relocated. Natural resource impacts include 9,716 linear feet of streams, 6.090 acres of wetlands, and 20.49 acres of trees, 8.99 of which is considered "suitable summer habitat" for federally protected bat species. There is no adverse effect to cultural resources. The results of noise analyses recommended a total of seven noise barriers to mitigate noise impacts. Construction is tentatively scheduled to begin in 2022 and expected to last year-round through 2024.



The project area consists mostly of previously disturbed right-of-way within a suburban area. Adjacent land use generally consists of a mixture of commercial, residential, and some wooded parcels. Forest impact areas include a 16.3-acre wooded tract located adjacent to the northwest loop of the current I-465/I-69 interchange, where a new ramp is proposed. Approximately 8.59 acres of land is proposed for project development at this parcel (6.66 acres of trees). The western project terminus is located at the West Fork White River bridge. This area has a wooded riparian floodway, but impacts have been largely avoided as a result of narrowed construction limits and the use of mechanically stabilized earth walls. The southern terminus is located near Fall Creek Road, adjacent to the Skiles Test Nature Preserve to the west. Tree impacts in the southern area total 2.2 acres and will remain within the right of way and almost entirely within 100 feet of exiting I-465. Most other tree clearing will occur within 100 feet of the roadway at various locations in the project corridor including near drainage ways and fencerows.

Our office provided early coordination comments for this project on April 16, 2019, including concurrence of a “Not likely to adversely affect” determination for the Indiana bat and northern long-eared bat. In addition to threatened and endangered species information, we also included general comments and recommendations to minimize and avoid impacts to natural resources. Those recommendations are incorporated by reference.

### 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 records of both species in Marion County, including several records near Fort Benjamin Harrison.

There is suitable summer habitat for **both** of these species present in several areas 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 INDOT has agreed that tree-clearing will be avoided during the period **April 1 - September 30**.

Should additional information on listed or proposed species or their critical habitat become available, or if new information reveals impacts that were not previously considered, consultation with the Service should be reinitiated to assess whether the determinations are still valid.

### Document-Specific Comments

Page 38 lists several freshwater mussel species as occurring in Fall Creek and the White River in Marion County. Of those species, there are several that are federally listed as endangered or threatened [clubshell (*Pleurobema clava*), snuffbox (*Epioblasma triquetra*), and rabbitsfoot (*Quadrula cylindrica cylindrica*)], and one species [round hickorynut (*Obovaria subrotunda*)] that was recently proposed to be listed as threatened with a rule issued under section 4(d) of the Endangered Species Act of 1973 (as amended). The Service considers these species extirpated in Marion County and therefore did not consult on them.

Page 39, seventh bullet point, and page 62, item 10, imply that formal consultation under Section 7 of the Endangered Species Act of 1973 (as amended) has occurred for this project and that some level of “incidental take” for the Indiana bat was established. This project was determined to “not likely adversely affect” the Indiana bat and northern long-eared bat per our consultation letter dated April 16, 2019 and no “take” is anticipated to occur. Furthermore, a “Reinitiation Notice” is not relevant since the project did not undergo a formal consultation. Please revise or remove the first two sentences from these items.

The Service appreciates the on-going coordination that has occurred on this project and the ability to work with INDOT and its consultants to select a preferred alternative with the least amount of impacts to the Indiana bat, northern long-eared bat and other natural resources. INDOT has proposed numerous measures to avoid and minimize impacts due to project construction, including seasonal tree-clearing restrictions and lighting mitigation for the Indiana bat and northern long-eared bat, as well as various best management practices to reduce erosion, sedimentation, turbidity, and pollution of streams and adjacent habitat.

The Service strongly encourages INDOT to consider preservation and reforestation of adjacent and nearby habitat in order to help conserve and recover the federally listed Indiana bat and northern long-eared bat and to compensate for the larger forested parcels that were cleared.

Permits under Section 404 of the Clean Water Act will be needed for the proposed project. Our recommendations to the U.S. Army Corps of Engineers for permit conditions would be consistent with our comments here.

If project plans change such that additional fish and wildlife habitat may be affected, please recoordinate with our office as soon as possible. If you have any questions about our recommendations, please contact Robin McWilliams Munson at robin\_mcwilliams@fws.gov.

Sincerely yours,

SCOTT PRUITT Digitally signed by SCOTT PRUITT  
Date: 2020.10.29 14:31:46 -04'00'

Scott E. Pruitt  
Field Supervisor

cc: Christie Stanifer, Indiana Division of Fish and Wildlife, Indianapolis, IN  
Deborah Snyder, U.S. Army Corps of Engineers, Indianapolis, IN  
Randy Braun, Indiana Department of Environmental Management, Indianapolis, IN  
Juliet Port, Parson, Indianapolis, IN  
Virginia Laszewski, U.S. EPA, Chicago, IL  
Robert Dirks, Federal Highway Administration, Indiana Div., Indianapolis, IN

# Attachment D

## Section 106 Documentation

**FEDERAL HIGHWAY ADMINISTRATION'S  
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND  
SECTION 106 FINDINGS AND DETERMINATIONS**

**AREA OF POTENTIAL EFFECT  
ELIGIBILITY DETERMINATIONS  
EFFECT FINDING**

**CLEAR PATH 465: I-465/I-69 INTERCHANGE MODIFICATION WITH ADDED TRAVEL LANES  
IN LAWRENCE AND WASHINGTON TOWNSHIPS, CITY OF INDIANAPOLIS,  
MARION COUNTY, INDIANA  
DES. NO.: 1400075**

**AREA OF POTENTIAL EFFECTS**

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

The area of potential effects ("APE") for aboveground resources extended approximately 1,000 feet from the undertaking to include those properties that may experience an auditory, visual, or direct impact. The APE for archaeology was the project footprint. (See Appendix A: Maps & Site Plan.)

**ELIGIBILITY DETERMINATIONS**

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

Eight resources within the APE are listed in, or eligible for listing in, the National Register of Historic Places (NRHP): the Indianapolis Park and Boulevard System Historic District (NR-1711), Castleton Depot [Indiana Historic Sites and Structures Inventory (IHSSI): 097-206-00010] at 6725 East Eighty-Second Street, George Metsker House (IHSSI: 097-206-05002) at 8855 North River Road, Test House (WA 3) at 6930 East Seventy-First Street, Devonshire Historic District, Avalon Hills Historic District, Roland Park Historic District, and Ivy Hills Historic District.

**Indianapolis Park and Boulevard System Historic District** - The Indianapolis Park and Boulevard System Historic District is a collection of 164 Contributing and 101 Non-Contributing buildings, sites, structures, and objects creating 3,400 acres of parks, golf courses, boulevards, parkways, and bridges across the City of Indianapolis. The district was listed in the NRHP in 2003 under Criterion A for its association with landscape architecture and other aspects of community history and under Criterion C for its design merits. The period of significance is 1873 to 1952.

**Castleton Depot** - The Castleton Depot was constructed as part of the Lake Erie & Western Railroad on the Michigan City-Indianapolis line. The Depot utilized the line's standard plan and was one of eight constructed in Indiana. It is eligible for listing in the NRHP under Criterion C as a well preserved example of its type and as the last surviving depot in the state that utilized the Lake Erie & Western Railroad standard plan. The period of significance is circa 1905, the approximate date of construction.

**George Metsker House** - The George Metsker House (circa 1855) is a Greek Revival-style house located on a bluff above the White River. The property also contains a smoke house (circa 1920). It is eligible for inclusion in the NRHP under Criterion A, in the area of Exploration/Settlement for its association with George Metsker, an early Euro-American settler to Washington Township. It is also eligible for inclusion in the NRHP under Criterion C as an example of Greek Revival architecture in Washington Township. The period of significance is circa 1855 to 1920 and includes the periods of construction for the house and smoke house.

**Test House** - The Test House is a Styled Ranch constructed in 1945 at the northwest corner of East Seventy-First Street and Shadeland Avenue. It is eligible under Criterion C as an excellent example of its type. The period of significance is the approximate date of construction, circa 1945.

**Devonshire Historic District** - Devonshire Historic District is a subdivision of approximately 1,200 lots developed in nine sections by the American Fletcher National Bank & Trust and Indiana National Bank of Indianapolis. It is eligible under Criterion A as an example of mid-twentieth century community development and planning and also under Criterion C for representing a well-planned custom development. The period of significance is circa 1955 to circa 1972.

**Avalon Hills Historic District** - Avalon Hills contains roughly 300 lots developed in ten sections by the Fidelity Trust Company & People's Bank & Trust, People's Bank & Trust, Avalon Hills, Inc. with president F.C. Tucker Jr., and College Life Insurance Company of America. It is eligible under Criterion A as an example of mid-twentieth century community development and planning and also under Criterion C for representing a well-planned custom development that demonstrates exceptional integration of natural features into its design. The period of significance is recommended as circa 1955 to circa 1970.

**Roland Park Historic District** - Roland Park is a ninety-two-parcel development platted in 1954 in a single section by Joseph R. and Frances S. Ryan with Everett J. and Hazel E. Thompson. Roland Park is recommended eligible for listing in the NRHP under Criteria A and C with significance in the areas of Community Planning and Development and Architecture. The period of significance is from 1954 to circa 1960.

**Ivy Hills Historic District** - Ivy Hills contains about six hundred lots, platted in sixteen sections between 1956 and 1969 primarily by James E. Murphy and developed by Murphy with William B. Schmoll and Elbert Arnold. Homes within the subdivision range in date from the mid-1950s through circa 1979. Ivy Hills Historic District is recommended eligible for listing in the NRHP under Criteria A and C with significance in the areas of Community Planning and Development and Architecture. The period of significance is recommended as circa 1956 to circa 1972.

## **EFFECT FINDING**

**Indianapolis Park and Boulevard System Historic District - No Adverse Effect**

**Castleton Depot - No Adverse Effect**

**George Metsker House - No Effect**

**Test House - No Adverse Effect**

**Devonshire Historic District - No Adverse Effect**

**Avalon Hills Historic District - No Adverse Effect**

**Roland Park Historic District - No Adverse Effect**

**Ivy Hills Historic District - No Adverse Effect**

The Indiana Department of Transportation (INDOT), acting on behalf of the Federal Highway Administration (FHWA) has determined a "No Adverse Effect" finding is appropriate for this undertaking. INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

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

**Indianapolis Park and Boulevard System Historic District** - This undertaking will not convert property from the Indianapolis Park and Boulevard System Historic District, a Section 4(f) historic property, to a transportation use. INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for the Indianapolis Park and Boulevard System Historic District.

**Castleton Depot** - This undertaking will not convert property from the Castleton Depot, a Section 4(f) historic property, to a transportation use. INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for the Castleton Depot.

**George Metsker House** – This undertaking will not convert property from the George Metsker House, a Section 4(f) historic property, to a transportation use. INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Effect"; therefore, no Section 4(f) evaluation is required for the George Metsker House.

**Test House** – This undertaking will not convert property from the Test House, a Section 4(f) historic property, to a transportation use. INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for the Test House.

**Devonshire Historic District** – This undertaking will not convert property from the Devonshire Historic District, a Section 4(f) historic property, to a transportation use. INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for the Devonshire Historic District.

**Avalon Hills Historic District** – This undertaking will not convert property from the Avalon Hills Historic District, a Section 4(f) historic property, to a transportation use. INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for the Avalon Hills Historic District.

**Roland Park Historic District** – This undertaking will not convert property from the Roland Park Historic District, a Section 4(f) historic property, to a transportation use. INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for the Roland Park Historic District.

**Ivy Hills Historic District** – This undertaking will not convert property from the Ivy Hills Historic District, a Section 4(f) historic property, to a transportation use. INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for the Ivy Hills Historic District.

*Anuradha V. Kumar*

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Anuradha V. Kumar, for FHWA  
Manager  
INDOT Cultural Resources

04/03/2019

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Approved Date



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](mailto:dhpa@dnr.IN.gov) · [www.IN.gov/dnr/historic](http://www.IN.gov/dnr/historic)



May 1, 2019

Linda Weintraut, Ph.D.  
President  
Weintraut & 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 April 3, 2019, finding, with supporting documentation, of No Adverse Effect for Clear Path  
465: 1-465/I-69 Interchange Modification with Added Travel Lanes in Lawrence and Washington  
Townships, City of Indianapolis, Marion County, Indiana (Des. No. 1400075; DHPA No. 21753)

Dear Dr. Weintraut:

Pursuant to the National Environmental Policy Act of 1969, as amended (42 U.S.C. §4321, *et seq.*), Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. §306108), with implementing regulations at 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 finding and documentation, which we received on April 8, 2019, under your April 3 review request submittal form.

We previously have commented, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, that we concur with the opinion of the archaeologist, as expressed in the Phase Ia archaeological records check and field reconnaissance survey report (Goldbach, 10/2018), that archaeological site 12-Ma-1031 (which was identified during these archaeological investigations) does not appear eligible for inclusion in the National Register of Historic Places (“NRHP”), and that no further investigations appear necessary at this location.

Additionally, as previously indicated, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we concur that archaeological site 12-Ma-0944 (the former location of the Wright-Gentry-Whitesell Cemetery, and which was resurveyed during these archaeological investigations), has been completely excavated, removed, and destroyed by the previous archaeological investigations, that it does not appear eligible for inclusion in the NRHP, and that no further investigations appear necessary at this location.

Furthermore, as previously indicated, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, there is insufficient information regarding archaeological sites 12-Ma-0062 and 12-Ma-0080 (both of which were resurveyed during these archaeological investigations, and portions of both of which lie within the proposed project area) to determine whether they are eligible for inclusion in the NRHP. However, we concur with the opinion of the archaeologist, as expressed in the archaeological report, that the portions of sites 12-Ma-0062 and 12-Ma-0080 that lie within the proposed project area do not appear to contain significant archaeological deposits, and that no

further archaeological investigations are necessary in those areas. The portions of archaeological sites 12-Ma-0062 and 12-Ma-0080 outside the proposed project area must either be avoided or subjected to further archaeological investigations. Additionally, those areas of the sites should be clearly marked so that they are avoided by all ground-disturbing project activities. If avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to the INDNR-DHPA for review and comment. Any further archaeological investigations must be done in accordance with the "Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation" (48 F.R. 44716).

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 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 the finding that the NRHP-listed Indianapolis Park and Boulevard System (a historic district) and the NRHP-eligible Castleton Depot, George Metsker House, Test House, Devonshire Historic District, Avalon Hills Historic District, Roland Park Historic District, and Ivy Hills Historic District are the only above-ground historic properties within this project's area of potential effects.

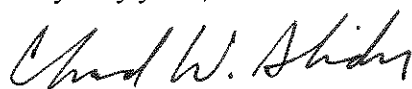
We also agree that this project will have no effect on the George Metsker House and that it will not adversely affect the Indianapolis Park and Boulevard System, Castleton Depot, Test House, Devonshire Historic District, Avalon Hills Historic District, Roland Park Historic District, and Ivy Hills Historic District.

Accordingly, we agree with INDOT's April 3, 2019, Section 106 finding, on behalf of FHWA, of No Adverse Effect for this federal undertaking as a whole.

The Indiana SHPO staff's structures reviewer for this project is John Carr, and the archaeological reviewer is Wade T. Tharp. However, if you have a question about our comments or about the review process, we ask that you initially direct your question to a staff member of the INDOT Cultural Resources Office who has been assigned to this project.

If there is any future correspondence regarding Clear Path 465 in Marion County (Des. No. 1400075), please continue to refer to DHPA No. 21753.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:JLC:jlc

emc: Michelle Allen, FHWA  
Robert Dirks, PE, FHWA  
Anuradha Kumar, INDOT  
Susan Branigin, INDOT  
Anthony Ross, Ph.D., INDOT  
Shaun Miller, INDOT  
Patrick Carpenter, INDOT  
Shirley Clark, INDOT  
Joann Wooldridge, INDOT Project Manager  
Juliet Port, LPG, Parsons  
Daniel Miller, Parsons  
Linda Weintraut, Ph.D., Weintraut & Associates, Inc.  
Bethany Natali, Weintraut & Associates, Inc.  
Mo McReynolds, City of Indianapolis



Linda Weintraut, Ph.D.

May 1, 2019

Page 2

Greg McMullen, Ivy Hills

Sam Burgess, Indiana Landmarks, Central Regional Office

Beth McCord, INDNR-DHPA

Chad Slider, INDNR-DHPA

Wade T. Tharp, INDNR-DHPA

John Carr, INDNR-DHPA

**FEDERAL HIGHWAY ADMINISTRATION'S  
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND  
SECTION 106 FINDINGS AND DETERMINATIONS  
EFFECT FINDING  
CLEAR PATH 465: I-465/I-69 INTERCHANGE MODIFICATION WITH ADDED TRAVEL LANES  
IN LAWRENCE AND WASHINGTON TOWNSHIPS, CITY OF INDIANAPOLIS,  
MARION COUNTY, INDIANA  
DES. NO.: 1400075**

Exceprts

**AREA OF POTENTIAL EFFECTS**

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

The area of potential effects ("APE") for aboveground resources extended approximately 1,000 feet from the undertaking to include those properties that may experience an auditory, visual, or direct impact. The APE for archaeology was the project footprint. (See Appendix B: Exhibits & Plans.)

**ELIGIBILITY DETERMINATIONS**

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

Eight resources within the APE are listed in, or eligible for listing in, the National Register of Historic Places (NRHP): the Indianapolis Park and Boulevard System Historic District (NR-1711), Castleton Depot [Indiana Historic Sites and Structures Inventory (IHSSI): 097-206-00010] at 6725 East Eighty-Second Street, George Metsker House (IHSSI: 097-206-05002) at 8855 North River Road, Test House (WA 3) at 6930 East Seventy-First Street, Devonshire Historic District, Avalon Hills Historic District, Roland Park Historic District, and Ivy Hills Historic District.

**Indianapolis Park and Boulevard System Historic District** - The Indianapolis Park and Boulevard System Historic District is a collection of 164 Contributing and 101 Non-Contributing buildings, sites, structures, and objects creating 3,400 acres of parks, golf courses, boulevards, parkways, and bridges across the City of Indianapolis. The district was listed in the NRHP in 2003 under Criterion A for its association with landscape architecture and other aspects of community history and under Criterion C for its design merits. The period of significance is 1873 to 1952.

**Castleton Depot** - The Castleton Depot was constructed as part of the Lake Erie & Western Railroad on the Michigan City-Indianapolis line. The Depot utilized the line's standard plan and was one of eight constructed in Indiana. It is eligible for listing in the NRHP under Criterion C as a well preserved example of its type and as the last surviving depot in the state that utilized the Lake Erie & Western Railroad standard plan. The period of significance is circa 1905, the approximate date of construction.

**George Metsker House** - The George Metsker House (circa 1855) is a Greek Revival-style house located on a bluff above the White River. The property also contains a smoke house (circa 1920). It is eligible for inclusion in the NRHP under Criterion A, in the area of Exploration/Settlement for its association with George Metsker, an early Euro-American settler to Washington Township. It is also eligible for inclusion in the NRHP under Criterion C as an example of Greek Revival architecture in Washington Township. The period of significance is circa 1855 to 1920 and includes the periods of construction for the house and smoke house.

**Test House** - The Test House is a Styled Ranch constructed in 1945 at the northwest corner of East Seventy-First Street and Shadeland Avenue. It is eligible under Criterion C as an excellent example of its type. The period of significance is the approximate date of construction, circa 1945.

**Devonshire Historic District** - Devonshire Historic District is a subdivision of approximately 1,200 lots developed in nine sections by the American Fletcher National Bank & Trust and Indiana National Bank of Indianapolis. It is eligible under Criterion A as an example of mid-twentieth century community development and planning and also under Criterion C for representing a well-planned custom development. The period of significance is circa 1955 to circa 1972.

**Avalon Hills Historic District** - Avalon Hills contains roughly 300 lots developed in ten sections by the Fidelity Trust Company & People's Bank & Trust, People's Bank & Trust, Avalon Hills, Inc. with president F.C. Tucker Jr., and College Life Insurance Company of America. It is eligible under Criterion A as an example of mid-twentieth century community development and planning and also under Criterion C for representing a well-planned custom development that demonstrates exceptional integration of natural features into its design. The period of significance is recommended as circa 1955 to circa 1970.

**Roland Park Historic District** - Roland Park is a ninety-two-parcel development platted in 1954 in a single section by Joseph R. and Frances S. Ryan with Everett J. and Hazel E. Thompson. Roland Park is recommended eligible for listing in the NRHP under Criteria A and C with significance in the areas of Community Planning and Development and Architecture. The period of significance is from 1954 to circa 1960.

**Ivy Hills Historic District** - Ivy Hills contains about six hundred lots, platted in sixteen sections between 1956 and 1969 primarily by James E. Murphy and developed by Murphy with William B. Schmoll and Elbert Arnold. Homes within the subdivision range in date from the mid-1950s through circa 1979. Ivy Hills Historic District is recommended eligible for listing in the NRHP under Criteria A and C with significance in the areas of Community Planning and Development and Architecture. The period of significance is recommended as circa 1956 to circa 1972.

#### **EFFECT FINDING**

**Indianapolis Park and Boulevard System Historic District - No Adverse Effect**

**Castleton Depot - No Adverse Effect**

**George Metsker House - No Effect**

**Test House - No Adverse Effect**

**Devonshire Historic District - No Adverse Effect**

**Avalon Hills Historic District - No Adverse Effect**

**Roland Park Historic District - No Adverse Effect**

**Ivy Hills 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 "No Adverse Effect" is appropriate for this undertaking. INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect for the Test House and the project's overall effect finding.

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

**Indianapolis Park and Boulevard System Historic District** - This undertaking will not convert property from the Indianapolis Park and Boulevard System Historic District, a Section 4(f) historic property, to a transportation use. INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for the Indianapolis Park and Boulevard System Historic District.

**Castleton Depot** – This undertaking will not convert property from the Castleton Depot, a Section 4(f) historic property, to a transportation use. INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for the Castleton Depot.

**George Metsker House** – This undertaking will not convert property from the George Metsker House, a Section 4(f) historic property, to a transportation use. INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Effect"; therefore, no Section 4(f) evaluation is required for the George Metsker House.

**Test House** – This undertaking will not convert property from the Test House, a Section 4(f) historic property, to a transportation use. INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for the Test House.

**Devonshire Historic District** – This undertaking will not convert property from the Devonshire Historic District, a Section 4(f) historic property, to a transportation use. INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for the Devonshire Historic District.

**Avalon Hills Historic District** – This undertaking will not convert property from the Avalon Hills Historic District, a Section 4(f) historic property, to a transportation use. INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for the Avalon Hills Historic District.

**Roland Park Historic District** – This undertaking will not convert property from the Roland Park Historic District, a Section 4(f) historic property, to a transportation use. INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for the Roland Park Historic District.

**Ivy Hills Historic District** – This undertaking will not convert property from the Ivy Hills Historic District, a Section 4(f) historic property, to a transportation use. INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for the Ivy Hills Historic District.

*Anuradha Kumar V.*

Anuradha V. Kumar, for FHWA  
Manager  
INDOT Cultural Resources

02/27/2020

Approved Date



March 26, 2020

Linda Weintraut, Ph.D.  
President  
Weintraut & 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 finding, February 27, 2020, finding, with supporting documentation, of “No Adverse Effect” for the proposed Clear Path 465 (I-465/I-69 Interchange Modification with Added Travel Lanes in Lawrence and Washington townships, Indianapolis, Marion County, Indiana, as modified by inclusion of a noise barrier near the Test House, west of the East 71<sup>st</sup> Street and Shadeland Avenue intersection (Des. No. 1400075; DHPA No. 21753)

Dear Dr. Weintraut:

Pursuant to the National Environmental Policy Act of 1969, as amended (42 U.S.C. §4321, *et seq.*), Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), with implementing regulations at 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 INDOT’s February 27, 2020, letter enclosing the finding and the addendum 36 C.F.R. § 800.11(e) documentation, which we received on March 2.

As we previously have said, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, that we concur with the opinion of the archaeologist, as expressed in the Phase Ia archaeological records check and field reconnaissance survey report (Goldbach, 10/2018), that archaeological site 12-Ma-1031 (which was identified during these archaeological investigations) does not appear eligible for inclusion in the National Register of Historic Places (“NRHP”), and that no further investigations appear necessary at this location.

Additionally, as previously indicated, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we concur that archaeological site 12-Ma-0944 (the former location of the Wright-Gentry-Whitesell Cemetery, which was resurveyed during these archaeological investigations) has been completely excavated, removed, and destroyed by the previous archaeological investigations, that it does not appear eligible for inclusion in the NRH, and that no further investigations appear necessary at this location.

Furthermore, as previously indicated, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, there is insufficient information regarding archaeological sites 12-Ma-0062 and 12-Ma-0080 (both of which were resurveyed during these archaeological investigations, and portions of both of which lie within the

proposed project area) to determine whether they are eligible for inclusion in the NRHP. However, we concur with the opinion of the archaeologist, as expressed in the archaeological report, that the portions of sites 12-Ma-0062 and 12-Ma-0080 that lie within the proposed project area do not appear to contain significant archaeological deposits, and that no further archaeological investigations are necessary in those areas. The portions of archaeological sites 12-Ma-0062 and 12-Ma-0080 outside the proposed project area must either be avoided or subjected to further archaeological investigations. Additionally, those areas of the sites should be clearly marked so that they are avoided by all ground-disturbing project activities. If avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to the INDNR-DHPA for review and comment. Any further archaeological investigations must be done in accordance with the "Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation" (48 F.R. 44716).

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 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 the February 27, 2020, finding that the NRHP-listed Indianapolis Park and Boulevard System (a historic district) and the NRHP-eligible Castleton Depot, George Metsker House, Test House, Devonshire Historic District, Avalon Hills Historic District, Roland Park Historic District, and Ivy Hills Historic District are the only above-ground historic properties within this project's area of potential effects.

**We also agree that the inclusion in the project of a noise barrier along I-465 near the Test House and the East 71<sup>st</sup> Street and Shadeland Avenue intersection will not have an adverse effect on the Test House.**

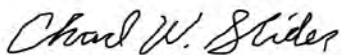
We agree, further, that this project, as a whole, will have no effect on the George Metsker House and that it will not adversely affect the Indianapolis Park and Boulevard System, Castleton Depot, Test House, Devonshire Historic District, Avalon Hills Historic District, Roland Park Historic District, and Ivy Hills Historic District.

**Accordingly, we concur with INDOT's February 27, 2020, Section 106 finding, on behalf of FHWA, of No Adverse Effect for Clear Path 465 (I-465/I-69 Interchange Modification with Added Travel Lanes) in Lawrence and Washington townships, Indianapolis, Marion County, Indiana.**

The Indiana SHPO staff's structures reviewers for this project are John Carr and Chad Slider, and the archaeological reviewer is Wade T. Tharp. However, if you have a question about our comments or about the review process, we ask that you initially direct your question to a staff member of the INDOT Cultural Resources Office who has been assigned to this project.

If there is any future correspondence regarding Clear Path 465 in Marion County (Des. No. 1400075), please continue to refer to DHPA No. 21753.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:JLC:jlc

emc: Michelle Allen, FHWA  
Robert Dirks, PE, FHWA  
Anuradha Kumar, INDOT  
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Bethany Natali, Weintraut & Associates, Inc.  
Mo McReynolds, City of Indianapolis  
Greg McMullen, Ivy Hills  
Mark Dollase, Indiana Landmarks, Central Regional Office  
Joshua Biggs, Indiana Landmarks, Central Regional Office  
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Wade T. Tharp, INDNR-DHPA  
Danielle Kauffmann, INDNR-DHPA  
John Carr, INDNR-DHPA

# Attachment E

## Environmental Commitments



## Environmental Commitments

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### FIRM COMMITMENTS:

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT District)
2. 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. (INDOT ESD)
3. 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. (USFWS)
4. Tree Removal AMM 1 - All phases/aspects of the project (e.g., temporary work areas, alignments) will be modified, to the extent practicable, to avoid tree removal in excess of what is required to implement the project safely. (USFWS)
5. Tree Removal AMM 2 - All tree removal activities will be restricted to when Indiana bats and northern long-eared bats are not likely to be present (e.g., the inactive season) October 1 – March 30. (USFWS)
6. Tree Removal AMM 3 - Tree removal will be limited to that specified in project plans and ensure that contractors will understand clearing limits and how they are marked in the field (e.g., bright colored flagging/fencing will be installed prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)
7. Lighting AMM 1 - All temporary lighting will be directed away from suitable habitat during the active season. (USFWS)
8. Lighting AMM 2 – When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, the goal is to be as close to 0 for all three ratings with a priority of “uplight” of 0 and “backlight” as low as practicable. (USFWS)
9. Site Specific AMM 1 -The interior of commercial structures will be inspected for evidence of bats prior to demolition. Bridge and culvert structures will be re-inspected for the presence of bats at least 24 months prior to any work to the structure or roadway above/below the structure. If bat activity or signs of frequent bat activity (e.g., guano stains) are observed, further coordination with USFWS will occur. (USFWS)
10. The portions of the archaeological sites [12MA0062 and 12MA0080] outside the proposed project area must either be avoided or subjected to further archaeological investigations. Additionally, those areas of the sites should be clearly marked so that they are avoided by all ground-disturbing activities. If avoidance is not feasible, then a plan for subsurface archaeological investigations must be submitted to IDNR-DHPA for review and comment. (IDNR-DHPA)
11. The City of Carmel Wellhead Protection Area (WHPA) will be labeled “Wellhead Protection Area” on project plans and contractors will be aware of the presence of a WHPA. During construction, the beginning and end of the sensitive area will be marked with signs stating, “Wellhead Protection Area”, or similar. (INDOT)
12. The Storm Water Pollution Prevention Plan (SWPPP) and associated spill response plan will include communication protocols to ensure proper and timely notification of nearby public drinking water supplies in the event of a spill. This includes the WHPA and the Park Castlewood Industrial Park community public water supply well. (INDOT)

13. During geotechnical investigations, INDOT's *Aquifer Protection Guidelines* will be followed to ensure boreholes are properly closed in a manner that is protective of groundwater. (INDOT)
14. Contractor staging, loading, and cleanup activities should avoid the WHPA. Waste containers and hazardous materials/petroleum products, such as dumpsters or fueling tanks, must be stored outside the sensitive area. (INDOT)
15. Temporary closure of the East 71st Street Multi-Use trail will not exceed one year. Temporary cribbing (scaffolding) will be used, when safely feasible, to allow the trail to remain open during construction activities. The trail will be fully restored in at least as good condition, with the added enhancement of a barrier beneath the bridges to separate pedestrians from motorists. (INDOT)
16. The temporary occupancy of the future Nickel Plate Trail (rails-to-trails project) will be short in duration (less than two years), and there will be no permanent change in ownership of the land. (INDOT)
17. INDOT will accommodate the Nickel Plate Trail (rails-to-trails project) by providing space for a future 10-foot wide asphalt path along the former rail alignment within the project area. The land will be fully restored to at least as good as that which existed prior to the project. Further coordination with Indy Parks and DPW will occur to avoid construction conflicts between the Clear Path 465 project and the rails-to-trails project. Depending on the timing of both projects, it is possible the portion of the rails-to-trails project within the construction limits of the Clear Path 465 project would be constructed by the Clear Path 465 project. If this results in a change of scope for the Clear Path 465 project, the INDOT ESD and the INDOT District Environmental Section will be contacted immediately. (INDOT)
18. The project will not impact the proposed plan by the City of Indianapolis to extend the sidewalks on 75th Street between Kitley Avenue and Binford Boulevard. (INDOT)
19. A re-evaluation of the noise analysis will occur during final design. The final decision on the installation of any abatement measure(s) will be made upon the completion of the final design and public involvement process. The viewpoints of the benefited residents and property owners will be sought and will be considered in determining the reasonableness of highway traffic noise abatement measures for proposed highway construction projects. INDOT will incorporate highway traffic noise consideration in on-going activities for public involvement in the highway program. INDOT is required to and will incorporate all reasonable and feasible noise abatement. (INDOT)
20. During construction, access to Community North Hospital must remain open to all emergency vehicles. (INDOT)
21. Tractor-trailer access to Wheaton Van Lines will remain open during construction. (INDOT)
22. Temporary closure of the existing sidewalk along Castleton Road (in front of Wheaton Van Lines) will be limited to one year or less (INDOT).
23. Further coordination with Hampton Inn regarding the relocation of lighting poles will occur. (INDOT)

#### **FURTHER CONSIDERATION:**

24. A new replacement, or rehabbed structure, and any bank stabilization under the structure, will not create conditions that are less favorable for wildlife passage under the structure compared to current conditions. IDNR-DFW 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/>. (IDNR-DFW)
25. Riprap or other hard bank stabilization materials will be used only at the toe of the side slopes 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 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. (IDNR-DFW)
26. CORRIDORS (Conservation On Rivers and Roadways Intended to Develop Opportunities for Resources and Species) is a program that provides technical and financial assistance to private landowners along public rights-of-way and to municipalities to establish wildlife and pollinator habitats in the following priority areas: All State Wildlife Action Plan (SWAP) Conservation Opportunity Areas (COAs), areas adjacent to water, areas within all mapped 100-year floodplains, and areas adjacent to all state highways and interstates. Partners include the Indiana DFW, USDA Natural Resources Conservation Service (NRCS), the Indiana Department of Transportation (INDOT), and Pheasants Forever/Quail Forever. Funding comes from USDA-EQIP, Indiana Gamebird Habitat Stamp sales, and INDOT right-of way maintenance funds. Visit the following website for more information: <https://www.in.gov/dnr/fishwild/9405.htm>. The new Urban Wildlife Program has potential cost-share and technical assistance available for native plantings and other urban habitat projects. You may contact the South Urban Biologist, Megan Dillon, at Atterbury Fish & Wildlife Area, 7970 S Rowe Street, Edinburgh, IN 46124, (812) 526-4891, [mdillon@dnr.IN.gov](mailto:mdillon@dnr.IN.gov), for information regarding assistance with establishment of pollinator habitat, trees and shrubs, native plugs, wetland habitat, rain gardens, nuisance Canada goose mitigation, and/or educational signage that could enhance the project area. (IDNR-DFW)
27. Most transportation corridor designers and municipalities are trending toward LED lighting. Certain types of LED lighting can have negative impacts on both human and wildlife health and safety. Scientific evidence suggests that artificial light at night has negative and deadly effects on many organisms including amphibians, birds, mammals, insects and plants (<https://www.darksky.org/light-pollution/wildlife/>). A June 2016 American Medical Association (AMA) report, "Human and Environmental Effects of \Light Emitting Diode Community Lighting," concluded that "white LED street lighting patterns may contribute to the risk of chronic disease in the populations of cities in which they have been installed." The International Dark-Sky Association has developed recommendations (<https://www.darksky.org/our-work/lighting/lighting-for-citizens/led-guide/>) for communities choosing LED lighting systems that will aid in the selection of lighting that is energy and cost efficient, yet ensures safety and security, protects wildlife, and promotes the goal of reducing light pollution: - Always choose fully shielded fixtures that emit no light upward. - Use "warm-white" or filtered LEDs (CCT < 3,000 K; S/P ratio < 1.2) to minimize harmful blue light emission. - Look for products with adaptive controls like dimmers, timers, and motion sensors. - Consider dimming or turning off lights during non-peak overnight hours. - Avoid the temptation to over-light because of the higher luminous efficiency of LEDs. - Only light the exact space and in the amount required for particular tasks. (IDNR-DFW)
28. The DFW recommends considering a more sustainable approach to stormwater management in general. The traditional model of stormwater management aims to drain urban runoff as quickly as possible with the help of channels and pipes, which increases peak flows and costs of stormwater management. This type of solution only transfers flood problems from one section of the basin to another section. A more sustainable approach aims to rebuild the natural water cycle by using storage techniques (retention basins, constructed wetlands, raingardens, etc.), recharging groundwater using infiltration techniques (infiltration basins or trenches, pervious pavement, etc.), and reusing runoff for irrigation elsewhere in the basin. The following link gives a good overview of traditional and sustainable stormwater management systems and their pros and cons: <http://www.sswm.info/content/stormwater-management>. (IDNR-DFW)
29. Implement stormwater management best practices, for information see: [http://www.epa.gov/greeningepa/stormwater/best\\_practices.htm](http://www.epa.gov/greeningepa/stormwater/best_practices.htm). (USEPA)
30. Due to surface water quality issues, we recommend stormwater from roadway surfaces not be discharged directly to Waters of the US. Rather, stormwater should be channeled toward green infrastructure, such

as bioswales, that would allow first flush road pollutants to be captured prior to the discharge to surface waters, particularly those surface waters that connect to drinking water intakes. (USEPA)

31. Consider using pollinator promoting plants and/or plant seed mixtures for reclaiming disturbed areas associated with construction/modification activities. (USEPA)
32. The project must comply with the City of Indianapolis Storm Water Design and Construction Manual including Chapter 700 Stormwater Quality and Chapter 600 Erosion and Sediment Control. (DPW)
33. Projects within the 100-year floodplain must submit plan information to the Department of Business and Neighborhood Services for a FLD permit. If this project is within a 100-year floodplain, please refer to design memo no. 2017.11. (DPW)
34. Urban Wildlife Habitat Cost Share Program: To participate in this program, the project must exist within an identified urban priority habitat area (greater Indianapolis, greater Fort Wayne, South Bend/Mishawaka/Elkhart regions (region map: <https://www.in.gov/dnr/fishwild/2716.htm>). The program reimburses a portion of the expenses incurred by an entity for developing urban wildlife habitat as specified in a management plan. Projects must have at least one other partner as a financial contributor. The program will reimburse expenditures for habitat development projects based on DFW Habitat Development Reimbursement Rates. Annual cap limits apply to financial agreements. Habitat improvements developed through this program must be maintained as specified in the management plan for a minimum of three years. (IDNR-DFW)
35. If tree removal is needed, the Division of Fish & Wildlife recommends avoiding removing urban trees to the greatest extent possible and replacing trees that must be removed. Street trees are important to fish and wildlife resources in urban areas. Indiana's street trees also provide millions of dollars of tangible benefits to Indiana communities by their presence in the urban environment. Their shade and beauty contribute to the quality of life. They provide significant increases in real estate values, create attractive settings for commercial businesses, and improve community neighborhood appeal. Trees decrease energy consumption by providing shade and acting as windbreaks. They reduce water treatment costs and impede soil erosion by slowing the runoff of stormwater. Trees also cool the air temperature, cleanse pollutants from the air, and produce oxygen while absorbing carbon dioxide. Trees are an integral component of the urban environment. Proactively managing and maintaining a street tree population will ultimately maximize the benefits afforded by their aesthetic and ecological functions. The following links give a good overview of the benefits of a street tree program and how to select the right species to avoid the negative impacts of non-native invasive species such as the common and popular Bradford pear: <https://www.in.gov/dnr/forestry/3605.htm> > Community & Urban Forestry > Tree Species Lists. (IDNR-DFW)
36. 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-inch dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however. (IDNR-DFW)
37. Further explore the purpose and need for the use of prefabricated concrete panel noise walls. Many studies have indicated that concrete panel noise walls are only marginally effective at blocking sound waves and can create negative impacts such as reflecting rather than absorbing sound waves thereby

amplifying noise levels under certain conditions. Other negative impacts of noise walls have been identified that affect both humans and the surrounding environment. For wildlife, roads in general present physical barriers to animals, dividing populations and causing deaths (both human and wildlife) through collisions with vehicles. Long vertical barriers such as noise walls have been found to exacerbate these problems, particularly for smaller animals, by concentrating wildlife movement near the ends of the walls. Noise walls can also affect wildlife communication, migration, and reproductive success. Noise barriers should be situated such that they do not impact existing travel corridors to bridges or culverts under the roadway or funnel wildlife to areas that could create wildlife/vehicle conflicts that are less favorable for wildlife when compared to current conditions. Alternatives to prefabricated concrete panel noise walls and/or additional noise management measures include Eco Sound Barrier, vegetated earthen berms, continuous reinforced concrete pavement, "Next Generation" pavement grooving, and jointless concrete bridges. (IDNR-DFW)

38. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30. (IDNR-DFW)
39. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pump-arounds. (IDNR-DFW)
40. Use minimum average 6-inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR-DFW)
41. Consider preservation and reforestation of adjacent and nearby habitat in order to help conserve and recover the federally listed Indiana bat and northern long-eared bat and to compensate for the larger forested parcels that were cleared. (USFWS)
42. The project should be designed and constructed, if feasible, to capture and treat roadway stormwater runoff and hazardous materials spills prior to discharging to Waters of the U.S. (USEPA)
43. Establish construction materials hauling routes away from places where children live, learn, and play, to the extent feasible. Consider homes, schools, day care centers, and playgrounds. In addition to air quality benefits, careful routing may protect children from vehicle-pedestrian accidents. (USEPA)