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American Structure Point
(Governmental Unit)
Boone County, Indiana

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Date: April 9, 2024

Title: Legal Advertising Clerk

Public Notice
Des. No. 2200176

The Indiana Department of Transportation (INDOT) is planning to undertake the I-65 and US 52 Interchange Improvement Project (Des. No. 2200176), funded in part by the Federal Highway Administration. The project is located at the I-65/US 52 interchange in Boone County, Indiana. The study area for the proposed project extends approximately 1.72 miles north and 0.45 mile south along I-65 from the I-65/US 52 interchange and is generally bound by US 52 to the west, approximately 0.60 mile west of I-65, and SR 39 to the east, approximately 1.40 miles east of I-65.

Under the preferred alternative, the proposed project would involve relocate the existing I-65/US 52 interchange to County Road (CR) 300 North (N), but would be offset approximately 0.28 mile north of existing CR 300 N. Under this conceptual alternative, US 52 would be realigned to travel in an east/west direction to the interchange. East of the interchange, CR 300 N would be realigned beginning east of Witt Road and extend west on new alignment to the relocated I-65/US 52 interchange. A connection would be made to the remaining portion of US 52 south of the new alignment and this remaining portion of US 52 would terminate south of CR 250 N, prior to reaching I-65. Stormwater detention ponds (dry ponds) would be utilized as required within the interchange infields to meet the appropriate detention requirements. The existing I-65/US 52 interchange ramps would be removed including the ramp from northbound Lafayette Avenue to I-65 northbound. The Lafayette Avenue to I-65 northbound ramp would be removed because it would be too close to the proposed I-65 northbound exit ramp, which would cause potential conflicts between merging and diverging traffic. Although this access point would be removed, a new improved access point would be provided from CR 300 N that would allow vehicles access to northbound and southbound I-65, as well as westbound US 52. Additionally, Lafayette Avenue traffic would still be able to utilize the I-65 and SR 32 interchange that is approximately 1.25 miles south of the existing

continued next column

Lafayette Avenue to I-65 northbound entrance ramp. Approximately 67 acres of permanent right-of-way acquisition is anticipated. One (1) relocation of a residential property along Witt Road is anticipated.

Properties listed in or eligible for the National Register of Historic Places (NRHP) located within the Area of Potential Effects (APE) include Bridge No.: 052-06-03142 (NBI No.: 19160) carrying US 52 over Prairie Creek and Bridge No.: 052-06-03141 A (NBI No.: 019150) carrying US 52 over Prairie Creek. The proposed action impacts properties listed in or eligible for the NRHP. The Indiana Department of Transportation (INDOT), on behalf of the FHWA, has issued a "No Adverse Effect" finding for the project because the project will not diminish the integrity of the characteristics that qualify the historic properties within the APE for inclusion in the NRHP. In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(2), the documentation specified in 36 CFR 800.11(e) is available for inspection in the office of American Structurepoint, Inc. Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at http://erms12c.indot.in.gov/Section106Documents. This documentation serves as the basis for the "No Adverse Effect" finding. The views of the public on this effect finding are being sought. Please reply with any comments to Ms. Sarah Everhart, American Structurepoint, Inc., 9025 River Road, Suite 200, Indianapolis, IN 46240, Ph. (317) 547-5580, Fax (317) 543-0270, severhart@structurepoint.com, no later than May 9, 2024.

In accordance with the "Americans with Disabilities Act", if you have a disability for which INDOT needs to provide accessibility to the document(s) such as interpreters or readers, please contact Mr. Arshad Ahmed, INDOT Crawfordsville District, Ph. (765)361-5258, arahmed@indot.in.gov.

TLR-248 4/9 hspaxlp 1878598

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov ·

May 2, 2024

Sarah J. Everhart
Environmental Project Manager
9025 River Road, Suite 200
Indianapolis, Indiana 46240

State Agency: Indiana Department of Transportation ("INDOT"),
Federal Agency: Federal Highway Administration, Indiana Division ("FHWA")

Re: DUAL REVIEW: Indiana Department of Transportation's finding of "no historic properties affected," on behalf of the Federal Highway Administration, for the I-65 and US 52 Interchange Improvement Project (Des. No. 2200176; DHPA No. 29439)

Dear Ms. Everhart:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108); implementing regulations at 36 C.F.R. Part 800; the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding that Implementation of the Federal Aid Highway Program In the State of Indiana" ("Indiana Minor Projects PA"); and also pursuant to Indiana Code 14-21-1-18 and 312 Indiana Administrative Code ("IAC") 20-4, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your April 3, 2024, submission which enclosed INDOT's finding, and supporting documentation, received by our office April 3, 2024, for this project proposed for locations at Center Township, Boone County, Indiana.

For the benefit of the Indiana Historic Preservation Review Board ("Review Board") and recipients of a copy of this letter who are not Section 106 consulting parties, please be aware that a copy of this effects letter can be found online at https://erms12c.indot.in.gov/Section106Documents/. From there, search by this project's designation number: 2200176.

As previously stated, the area of potential effects ("APE") proposed in the HPSR appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur for the proposed preferred alternative. If another alternative is selected in the future, please provide that information to our office so that we may re-evaluate the APE based on that information.

Additionally, as previously stated, for the purposes of the Section 106 review of this undertaking and based on the information provided in the HPSR, we agree that the only above-ground historic properties within the APE eligible for inclusion in the National Register of Historic Places ("NRHP") are Bridge No. 052-06-03142 (NBI No. 19160) carrying US 52 over Prairie Creek, and Bridge No. 052-3141A (NBI No. 019150) carrying US 52 over Prairie Creek. We note that both Bridge No. 052-06-03142 (NBI No. 19160) and Bridge No. 052-3141A (NBI No. 019150) were evaluated as being eligible for inclusion in the NRHP under Criterion A as having a direct and important association with a significant transportation route or is located at an important crossing and for inclusion as "Select" bridges in the Indiana Historic Bridge Inventory. Specifically, the significant transportation route mentioned is US 52. These crossings were built for US 52 and represents Indiana State Highway Commission ("ISHC") pre-World War II development of the U.S. Highway system. Furthermore, both bridges retain the historic integrity necessary to convey their historical significance.

Furthermore, we previously agreed with the conclusions in the HPSR regarding the ineligibility of the remaining historic aged properties surveyed within the APE for inclusion in the NRHP. However, if another consulting party disagrees with any of the conclusions in the HPSR, then further consultation would be necessary.

As previously indicated, in regard to archaeological resources, based on the submitted information and the documentation available to the staff of the Indiana SHPO, there is insufficient information regarding archaeological sites 12-Bo-0616 and 12-Bo-0656—both of which were identified during the archaeological investigations—to determine whether they are eligible for inclusion in the NRHP. However, we concur with the opinions of the archaeologist, as expressed in the Phase Ia archaeological field reconnaissance survey report (Arnold, 02/2024), that the portions of sites 12-Bo-0616 and 12-Bo-0656 that lie within the proposed project area do not appear to contain significant archaeological deposits, and that no further archaeological investigations appear necessary at these portions of the proposed project area. The portions of these sites that lie outside the proposed project area must either be avoided or subjected to further archaeological investigations. Additionally, those areas of these 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 Division of Historic Preservation and Archaeology ("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).

Additionally, as previously indicated, in regard to archaeological resources, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we concur with the opinions of the archaeologist, as expressed in the archaeological report, that archaeological sites 12-Bo-0615, 12-Bo-0617, 12-Bo-0621, 12-Bo-0625, 12-Bo-0626, 12-Bo-0630, 12-Bo-0640, 12-Bo-0645, 12-Bo-0650, 12-Bo-0652, 12-Bo-0653, 12-Bo-0655, 12-Bo-0660, 12-Bo-0661, 12-Bo-0662, 12-Bo-0667, 12-Bo-0689, 12-Bo-0696, and 12-Bo-0703—all of which were identified during the archaeological investigations—do not appear eligible for inclusion in the NRHP, and that no further archaeological investigations appear necessary at the proposed project area.

Furthermore, as previously indicated, in regard to archaeological resources, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we concur with the opinions of the archaeologist, as expressed in archaeological report, that archaeological site 12-Bo-0639, Beck Cemetery (CR-06-1 in the State of Indiana DNR-DHPA SHAARD system database), does not appear eligible for inclusion in the NRHP. We note that, although project-related ground-disturbing activities are not proposed for Beck Cemetery (CR-06-1) itself, they may be necessary for areas within 100 feet, or immediately adjacent to, the cemetery. If ground disturbing activities are proposed for any areas within 100 feet of this cemetery, please be aware of the cemetery development plan requirements in Indiana Code 14-21-1-26.5 (http://iga.in.gov/legislative/laws/2016/ic/titles/014/articles/021/chapters/001/#section-26.5). The aforementioned cemetery must be avoided by all project activities, and provisions of relevant state statutes regarding cemeteries (including IC 14-21-1 and IC 23-14) must be adhered to. Please also be aware of Indiana Code 23-14-44-1 and Indiana Code 23-14-44-2, regarding restrictions on roads and utility construction in cemeteries.

Previously, we acknowledged receipt of the Cemetery Development Plan for Beck Cemetery (CR-06-1) as Appendix B of the Phase Ia archaeological field reconnaissance survey report (Arnold, 02/2024), and we provided our comments regarding that plan.

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 Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology 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 Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

Accordingly, we concur with INDOT's April 2, 2024, Section 106 finding of "No Adverse Effect" on behalf of FHWA for this federal undertaking.

Furthermore, since there will be no adverse impact to Bridge No. 052-06-03142 (NBI No. 19160) carrying US 52 over Prairie Creek, and Bridge No. 052-3141A (NBI No. 019150) carrying US 52 over Prairie Creek, we have determined, pursuant to 312 IAC 20-4-11.5(f), that with a finding of "No Adverse Effect" under 36 C.F.R. 800, a certificate of approval from the Review Board is not necessary. Accordingly, this letter serves as a director's letter of clearance.

Pursuant to 312 IAC 20-4-11(g), within fifteen (15) days after this determination, an interested person may request a member of the Review Board to provide public hearing and review under 312 IAC 2-3. The designated member shall issue a determination whether an application for a certificate of approval must be filed. If the designated member determines that an

application must be filed, then the division shall place the completed application on the agenda of the Review Board's next meeting. If the designated member determines that an application for a certificate of approval is not required, then the division director's letter of clearance is affirmed. A determination under this subsection is not affected until the later of the following:

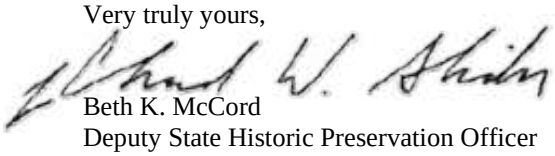
(1) fifteen (15) days after issuance of the determination; or

(2) the day resulting from a notice given under 312 IAC 2-3-7(d).

If you have questions regarding our dual review of the aforementioned project, please contact DNR-DHPA. Questions about archaeological issues should be directed to Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.in.gov. Questions about historic buildings or structures should be directed to Toni Lynn Giffin at (317) 233-2803 or tgiffin@dnr.IN.gov.

In all future correspondence regarding the dual review of this I-65 and US 52 interchange improvement project located in Center Township, Boone County, Indiana (Des. No. 2200176), please refer to DHPA No. 29439.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer
Director, Division of Historic Preservation and Archaeology

BKM:TLG:WTT:wtt

EMC to federal and state agency or consultant staff members:
Kari Carmany-George, Federal Highway Administration
Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Sarah J. Everhart, American Structurepoint, Inc.
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

EMC to Indiana Historic Preservation Review Board Members:
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Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Chandler Lighty, Review Board
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Ryan Mueller, Deputy Director, Indiana DNR, and Chairman, Review Board
Anne Shaw, Review Board
April Sievert, Ph.D., Review Board

EMC to potentially interested persons:
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Tony Dillon, Historic Hoosier Bridges
Nathan Holth, historicbridges.org
Boone County Historian
Boone County Historical Society
Boone County Commissioners
Boone County Highway Department
Derek Warren, Lebanon Historic Preservation Commission
Ralph W. Stark Heritage Center
Kevin Krulik, City of Lebanon, Engineer
Anna Gremling, Indianapolis Metropolitan Planning Organization
Matt Gentry, Mayor, City of Lebanon
Mark Dollase, Indiana Landmarks Central Regional Office

Cemetery Development Plan:
I-65 and US 52 Interchange Improvement Project from US 52 to SR 39 in Center and Washington Townships, Boone County, Indiana (INDOT Des. No.: 2200176)

Prepared for:

American Structurepoint, Inc. &

The Indiana Department of Transportation/Federal Highway Administration

Prepared by:

Weintraut & Associates, inc.

Principal Investigator: Craig Arnold, M.A.

Author: Aaron Kidwell, B.A.

P.O. Box 5034 | Zionsville, Indiana | (317)733-9770 | (carnold@weintrautinc.com)

December 2023

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Cemetery Development Plans Near Burial Grounds (Ic 14-21-1-26.5)

Project Name: Interstate (I)-65 and United States Highway (US) 52 Interchange Improv ment Project from US 52 to State Road (SR) 39 in Center and Washington Township Boone County, Indiana (INDOT Des. No.: 2200176).

Firm conducting the project/Contact name: American Structurepoint, Inc. (Structurepoint)/Sarah Everhart

The overall nature and timeframe of the project: The Indiana Department of Transportation(INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with an I-65 and US 52 Interchange Improvement Project (Des. No.:2200176). The survey area lies within Center and Washington Townships, Boone County, Indiana. The project area is primarily located at the I-65 and US 52 interchange and includes the existing alignment of County Road (CR) 300 North (N) from US 52 to SR 39 in Center Township, Boone County, Indiana.

The preliminary preferred alternative would relocate the existing I-65 and US 52 interchange to 0.28-mile (mi) north of the current CR 300 N alignment (Figure 1). In addition, US 52 would be realigned to travel in an east and west direction to the interchange. East of the interchange, CR 300 N would be realigned beginning east of Witt Road and extend to the west on a new alignment to the relocated I-65 and US 52 interchange. A connection would be made to an existing portion of US 52 south of the new alignment, and this existing portion of US 52 would terminate south of CR 250 N, prior to reaching I-65. Stormwater detention ponds (dry ponds) would be utilized as required within the interchange infields to meet the appropriate detention requirements.

The existing I-65 and US 52 interchange ramps at the south end of the project area would be removed including the ramp from northbound Lafayette Avenue to I-65 northbound (Figures 2 to 4). The Lafayette Avenue to I-65 northbound ramp would be removed because it would be too close to the proposed I-65 northbound exit ramp, which would cause potential conflicts between merging and diverging traffic. Although this access point would be removed, a new access point would be provided from CR 300 N that would allow vehicles access to northbound and southbound I-65, as well as westbound US 52. Additionally, Lafayette Avenue traffic would still be able to utilize the I-65 and SR 32 interchange that is approximately 1.25 mi south of

the existing Lafayette Avenue to the I-65 northbound entrance ramp. The preliminary preferred alternative is anticipated to require 67.1 acres of right-of-way (R/W) acquisition and one relocation (3250 N 150 West [W] Witt Road).

A Phase Ia archaeological investigation was undertaken to meet requirements of Section 106 of the National Historic Preservation Act (Advisory Council on Historic Preservation [ACHP] 1966) that requires Federal agencies take into account the effects of their undertakings on historic properties (Code of Federal Regulations [CFR] 2016). At the request of Structurepoint, Weintraut and Associates, Inc. (W&A) conducted an archaeological records check and Phase Ia field reconnaissance for this project (see Figures 2 to 4) (Arnold 2023). The project area encompasses the entire boundary of the Beck Cemetery. The cemetery is designated as a "Contributing" resource in the Indiana Historic Sites and Structures Inventory (IHSSI), Boone County survey number 011-269-25016, and in the county Cemetery Registry (Cemetery Record [CR]-06-1) (Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology [IDNR/DHPA] 2023). It should be noted the IHSSI number entered within the Cemetery Registry contains a typographical error [011-349-25016]; if correct this would place it within the Lebanon topographic quadrangle map rather than the correct Hazelrigg topographic map location.

The location for the project by section, township, range, county, and address:

The project area lies to the northwest of the City of Lebanon in Center and Washington Townships of Boone County, Indiana on the United States Geological Survey (USGS) 7.5-Minute series Hazelrigg and Lebanon, Indiana, topographic quadrangle maps in Sections 9, 13, 14, 15, 16, 22, 23, 24, and 26, Township 19 North, Range 1 West (see Figures 2 and 3).

The Beck Cemetery is on the east side of US 52, approximately 0.21 mi northwest of the US 52 and CR 300 N intersection. It is bounded by US 52 to the west/southwest; an agricultural field to the south/southeast; wooded stream and wetland to the east/northeast; and a residential property to the north/northwest (Figures 4 and 5). The cemetery is entirely encompassed by the greater project area, it being specifically located in the NE ¼ of the NE ¼ of the SE ¼ of the SW ¼, and the W ½ of the NW ¼ of the SW ¼ of the SE ¼ of Section 15, Township 19 North, Range 1 West.

Any prior disturbance of the area:

The north and east boundaries of the cemetery are sloped hillsides that terminate at

a wooded intermittent stream. The west to southwest boundary of the cemetery is the US 52 road corridor. A drainage ditch and an overhead power line run parallel to the road the entire length of the cemetery boundary (Figures 6, 7, 13, and 26 to 28). A portion of the road ditch along the cemetery is at a steeply angled grade and one overhead power line pole is located within the cemetery boundary. Additionally, the residential properties to the northwest were flagged by Indiana 811 for the presence of buried fiber optic lines, a water line, and a natural gas pipeline along the east side of US 52. None of these utilities were flagged within the cemetery boundary, however. The south/southeast boundary of the cemetery is delineated by an agricultural field in active tillage. Additional agricultural fields are located further to the east and north, beyond the wooded stream and residential properties.

A statement of whether federal or state funds or licenses are involved in the project:

This INDOT project (Des. No.:2200176) is utilizing federal funding from the FHWA.

Map showing the location of the cemetery in relation to the project:

Construction details for activities within 100 feet of the cemetery:

Appendix A includes a construction plan sheet that shows the construction limits between the existing R/W and cemetery boundary. The western boundary of Beck Cemetery fronts 250 linear feet (ft) of the northbound US 52 travel lanes (see Figures 2 to 5). The pavement from shoulder to shoulder for US 52, including the grassed median, is approximately 100 ft in width. No construction work is anticipated on the northbound US 52 travel lanes adjacent to the cemetery. Pavement markings on the northbound travel lanes will potentially be updated in accordance with plans for the Maintenance of Traffic (MOT). The present US 52 northbound lanes north of a residential driveway having a physical address of 3150 N US 52 will be removed and a dead-end will be created. The southbound US 52 travel lanes will be removed from CR 300 N to approximately 0.47 mi north of CR 300 N. Once the southbound travel lanes are completely removed to CR 300 N, the northbound travel lanes will only allow access to the houses northwest (3245 N US 52) and southwest (3150 N US 52) of the cemetery.

Reference to nearby landmarks: Beck Cemetery is located in a rural setting northwest of Lebanon, Indiana. The cemetery is situated on a hilltop terrace adjacent to US 52, approximately 0.21 mi northwest of the current US 52 and CR 300 N intersection. There is currently no parking or direct access into the cemetery proper, rather the

grassy median of US 52 is utilized for visitation and cemetery maintenance and upkeep activities. The I-65 and US 52 interchange is approximately 1.25 mi to the southeast. The CR 300 N overpass over I-65 is approximately 0.75 mi to the east/southeast. The CR 300 N and SR 39 intersection is approximately 2.15 mi to the east. Lastly, the Trophy Club golf course is approximately 0.87 mi northwest of the cemetery, also on the east side of US 52.

Location of the cemetery and project area on the appropriate United States Geological Survey 7.5' quadrangle map:
The Beck Cemetery (CR-06-1) is located in the W ½ of the NW ¼ of the SW ¼ of the SE ¼, and the NE ¼ of the NE ¼ of the SE ¼ of the SW ¼ of Section 15 (anchored NE corner), Township 19 North, Range 1 West, on the USGS 7.5'-series Hazelrigg, Indiana, topographic quadrangle map.

The greater project area is located on portions of two adjoining topographic quadrangle maps. As shown on the USGS 7.5'-series Hazelrigg, Indiana, quadrangle map, the survey area is located in portions of Sections 9, 14, 15, 22, and 23 in Township 19 North, Range 1 West. As shown on the USGS 7.5'-series Lebanon, Indiana, quadrangle map, the survey area is located in portions of Sections 13, 14, 23, 24, and 26 in Township 19 North, Range 1 West.

FIGURE 1. CONCEPTUAL PREFERRED ALTERNATIVE AS DEPICTED ON A 2018 AND 2021 AERIAL IMAGE.

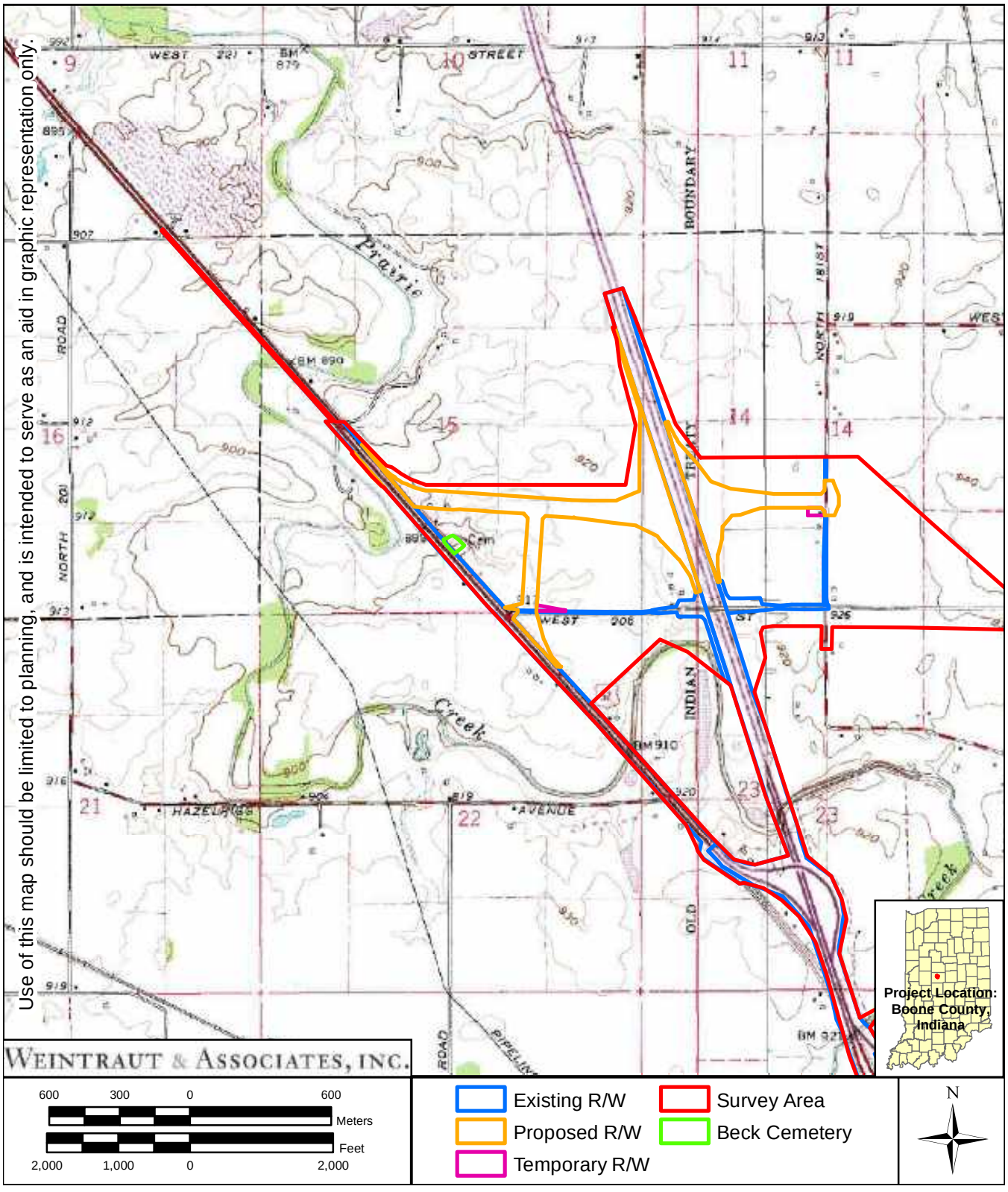

FIGURE 2. PORTIONS OF THE USGS 7.5'-SERIES HAZELRIGG AND LEBANON, INDIANA, TOPOGRAPHIC QUADRANGLE MAPS SHOWING THE LOCATION OF THE CEMETERY IN RELATION TO THE WESTERN SURVEY AREA.

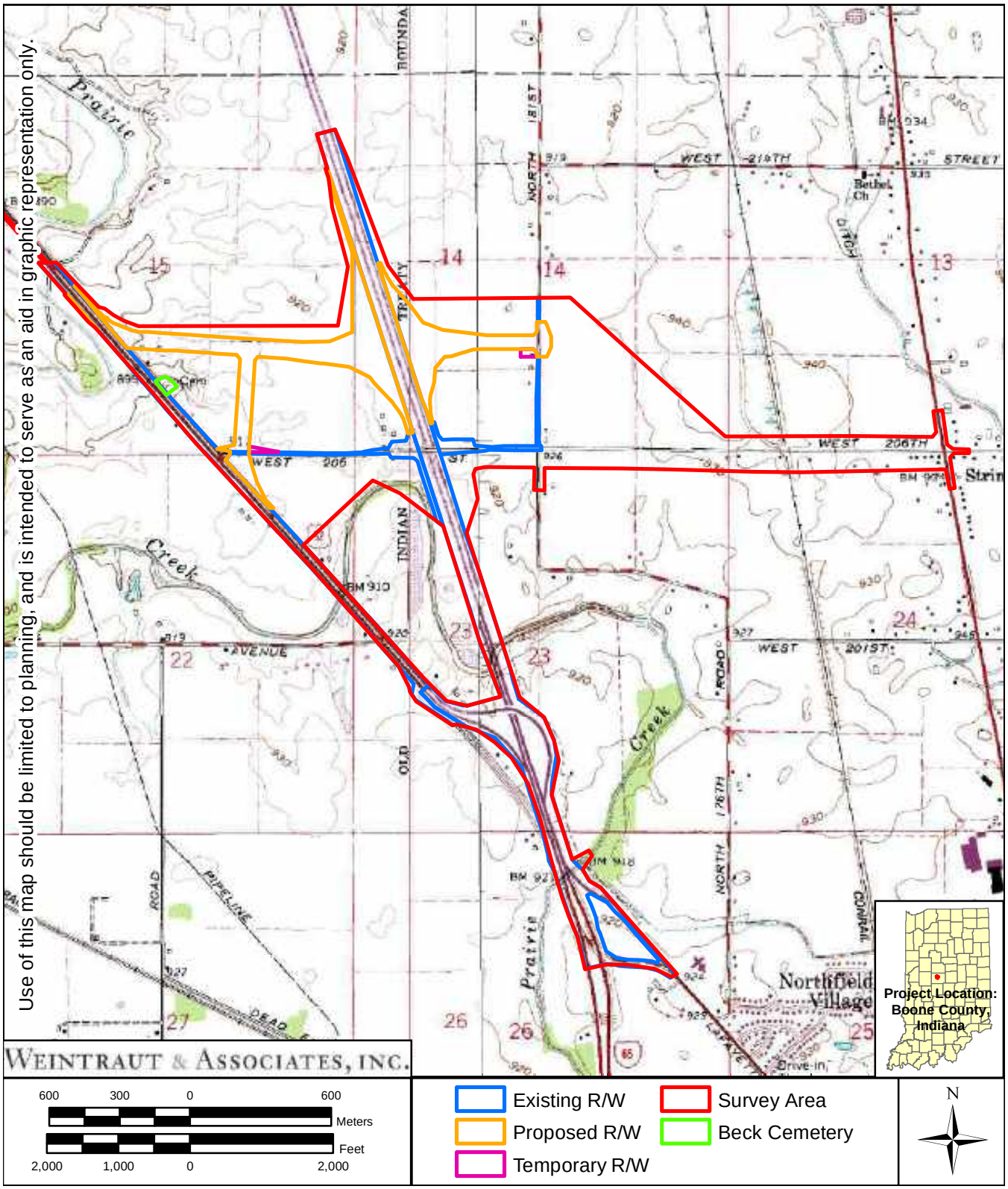

FIGURE 3. PORTIONS OF THE USGS 7.5'-SERIES HAZELRIGG AND LEBANON, INDIANA, TOPOGRAPHIC QUADRANGLE MAPS SHOWING THE LOCATION OF THE CEMETERY WITHIN THE GREATER SURVEY AREA.

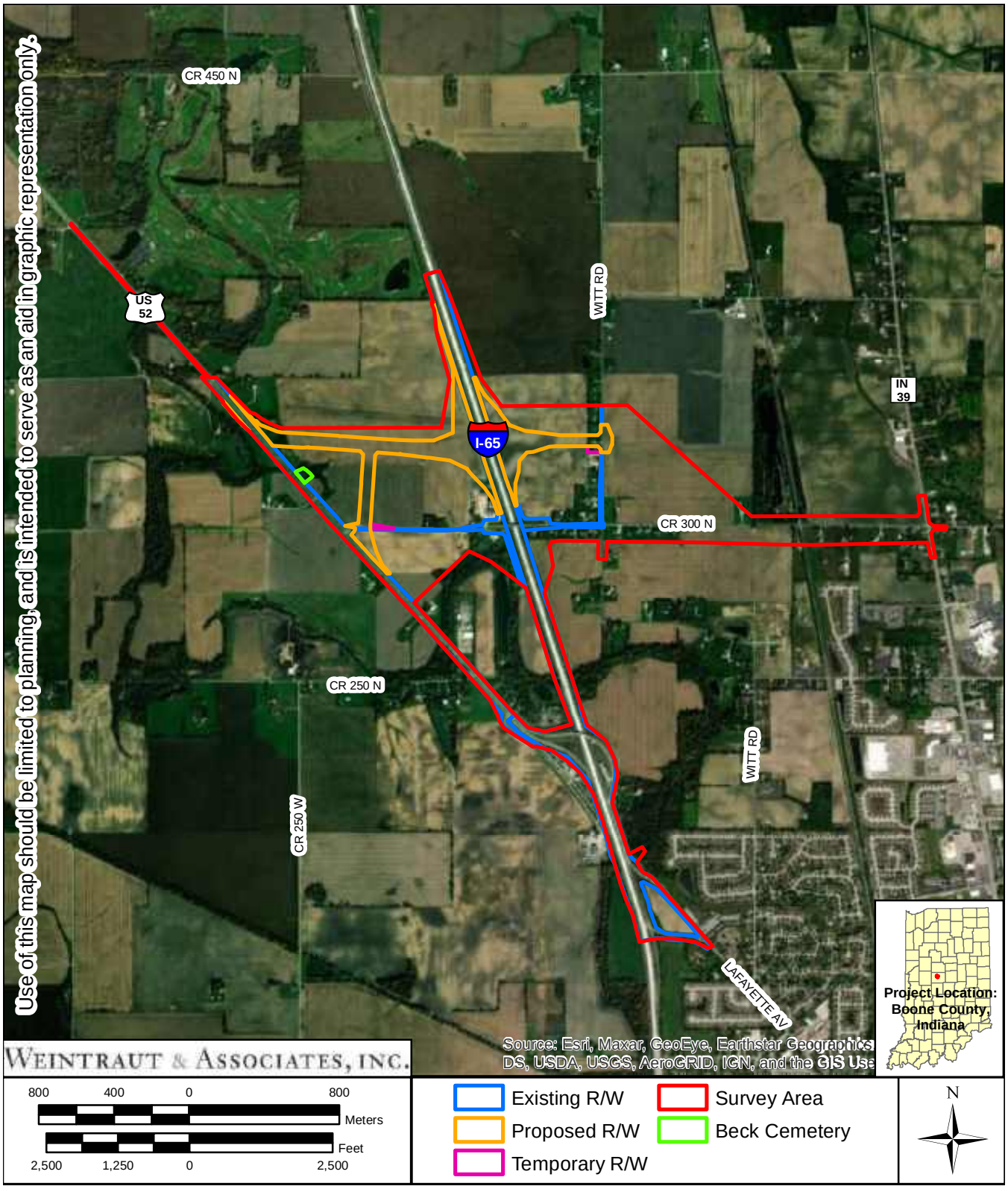

FIGURE 4. SURVEY AREA AND THE BECK CEMETERY AS SHOWN ON PORTIONS OF A 2018 AND 2021 AERIAL PHOTOGRAPHS.

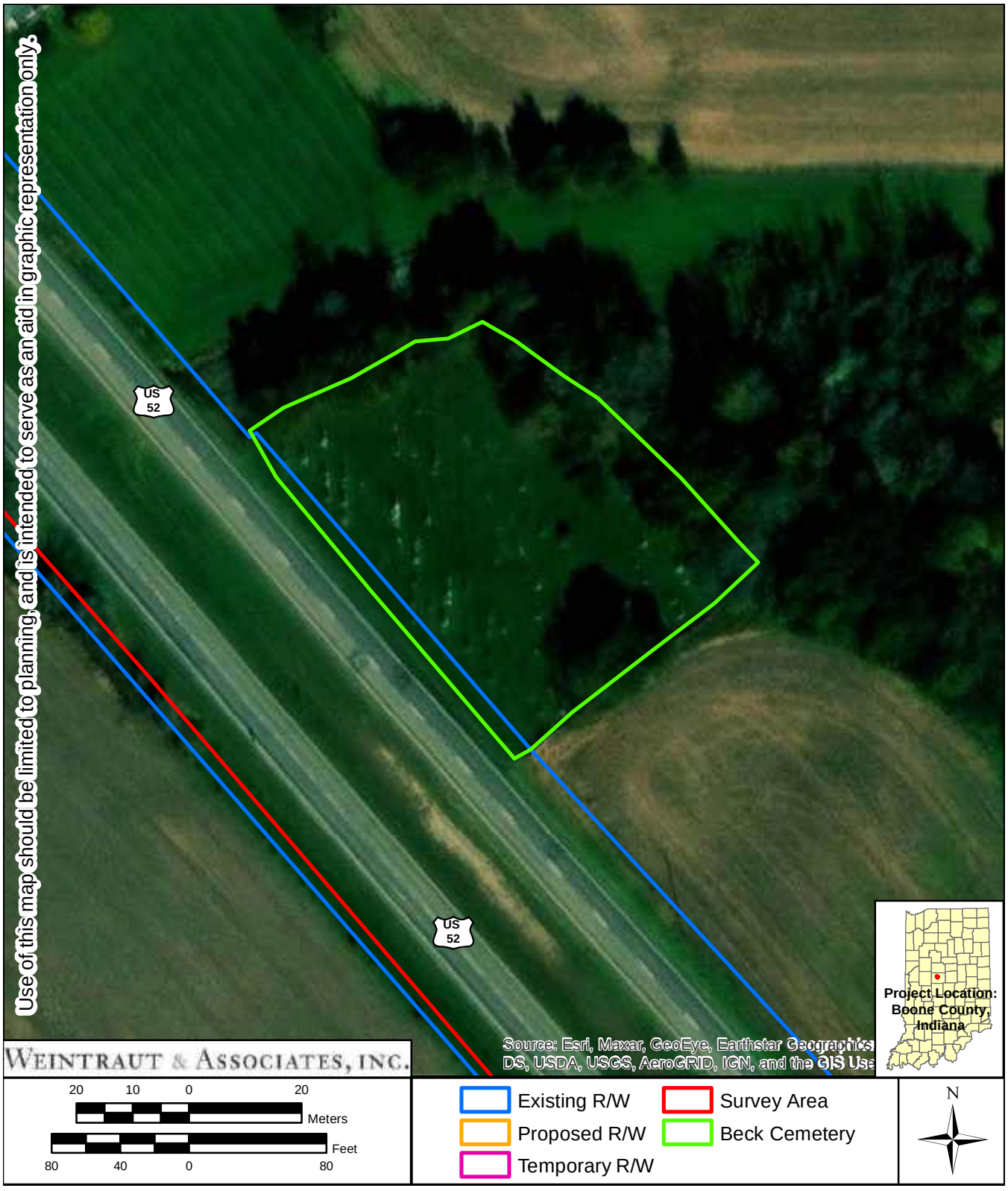

FIGURE 5. LOCATION OF CEMETERY RELATIVE TO THE EXISTING R/W AND WITHIN THE SURVEY AREA, AS SHOWN ON A 2021 AERIAL PHOTOGRAPH.

FIGURE 6. RELATIONSHIP OF THE BECK CEMETERY TO A DITCH ADJACENT TO THE NORTHBOUND LANE OF US 52, VIEW TO THE SOUTHEAST.

FIGURE 7. RELATIONSHIP OF BECK CEMETERY TO A DITCH ADJACENT TO THE NORTHBOUND LANE OF US 52, VIEW TO THE NORTHWEST.

A description of the cemetery sufficient to evaluate the likely impact of the project, including:

Any name of the cemetery: Beck Cemetery (CR-06-1) (IDNR/DHPA 2023)

The dates of use: AD 1836-1963 (IDNR/DHPA 2023)

Historical documentation and information: Indiana State Historic Architectural and Archaeological Research Database (SHAARD) records indicate that the cemetery contains at least 200 stones or markers and was used as a burial ground between 1836 and 1963 (IDNR/DHPA 2023). The IHSSI County Survey was compiled in 1981 and the Cemetery Registry was completed in 1982 (IDNR/DHPA 2023). During the W&A Phase 1a field reconnaissance in 2022 and 2023, it was noted that the earliest interment date is circa 1834, while the most recent interment date is circa 1983 (Appendix B; Arnold 2023).

The earliest identified recorded burial in Beck Cemetery is an infant, Dorothy Kersey, interred in 1834 (Appendix B; Find a Grave 2023j). Irene Beck Bateman was interred in 1983 and is the most recent burial recorded in the cemetery (Appendix B; Find a Grave 2023k). There were many duplicate headstones within Beck Cemetery, with the original headstone usually located near a more recent replacement headstone. However, some headstones were too weathered to gather any information during the W&A reconnaissance.

Surnames of individuals interred here include, but are not limited to: Allen, Anderson, Beck, Fall, Hazelrigg, Henry, Kersey, Reese, Shulse, and Witt (Appendix B; Find a Grave 2023a). Grouped burials include those associated with Baptists and war veterans (IDNR/DHPA 2023). Figures 6 through 14 are representative views of the cemetery at the time of recording during 2023 fieldwork.

Boone County was organized in 1830 by the Indiana legislature with Jamestown being the original choice for the county seat (Historic Landmarks Foundation of Indiana [HLFI] 1982:xvi). However, the legislature would pass an act requiring the county seat be located within two miles of the county center (HLFI 1982:xvi; Lusk 2022:26-27). Therefore, the more centrally located town of Lebanon was chosen in 1831 by three of the county commissioners on land owned by George Kinnard and James Drake (Harden and Spahr 1887:37-38; HLFI 1982:xvi). Subsequent to Drake's survey of the Indianapolis and Lafayette State Road in 1829, George Kinnard and James Drake purchased centrally situated land due to its central location within the county (Harden and Spahr 1887:109; Lusk 2022:32-33; U.S.

FIGURE 8. OVERVIEW OF THE BECK CEMETERY, VIEW NORTHWEST.

FIGURE 9. OVERVIEW OF BECK CEMETERY, VIEW TO THE WEST.

FIGURE 10. OVERVIEW OF BECK CEMETERY, VIEW TO THE SOUTH.

FIGURE 11. OVERVIEW FROM THE CENTER OF BECK CEMETERY, VIEW TO THE EAST.

FIGURE 12. OVERVIEW FROM THE CENTER OF BECK CEMETERY, VIEW TO THE NORTH.

FIGURE 13. OVERVIEW FROM THE CENTER OF BECK CEMETERY, VIEW TO THE WEST.

FIGURE 14. OVERVIEW FROM THE CENTER OF BECK CEMETERY, VIEW TO THE SOUTH.

General Land Office (GLO) 1831a, 1831b). Specific to the cemetery grounds, the land patent records from the U.S. GLO (1832, 1833) indicate that Ezra Glore bought the E ½ of the SW ¼ of Section 15 in 1832, and Michael Witt bought the W ½ of the SE ¼ of Section 15 in 1833. Neither individual is buried in Beck Cemetery, but at least three individuals bearing the Witt surname are interred in the cemetery (Appendix B; Find A Grave 2023a).

The western boundary of the cemetery consists of the US 52 road corridor. This US route has ties to the early development and transportation history of the county. Surveyed in 1829 by George Kinnard, the Indianapolis and Lafayette State Road entered the county by Royalton and bee-lined to the northwest through Lebanon and Thorntown to Lafayette (Crist 1914:97,117,135; Grey 2016a; Harden and Spahr 1887:11). In the 1850s, laws were enacted to encourage private companies to build macadamized or gravel roads in Indiana; many state roads were improved and upgraded to gravel roads under this incentive (Grey 2016a; INDOT 2023; Lusk 2022:34). The Lebanon and Royalton Company as well as the Lebanon and Sugar Creek Gravel Company were organized in 1857, and they would eventually turn their roads over to the county as part of the free gravel road system in 1884 (Harden and Spahr 1887;133).

These gravel companies most likely updated the Indianapolis and Lafayette State Road in Boone County to a gravel road, and it is possible the Lebanon and Sugar Creek Gravel Company may have done work near the Beck Cemetery, as Sugar Creek is located to the northwest and Lebanon to the southeast.

Eventually, the Indianapolis to Lafayette State Road would be numbered by the Indiana State Highway Commission between 1917 and 1919 before eventually being enumerated as US 52 in 1926 through the US Numbered Highway System (Grey 2016a; INDOT 2023; Simpson 2020a; Weingroff 2017, 2023). Additional changes brought on through the US Highway System would be manifest through paved roadways, expanded roadways, and updated routes with bypasses. By 1936, US 52 would be rerouted to avoid Thorntown (Grey 2016b; Martin 1936). By 1953, the section of highway north of Lebanon was enlarged to four travel lanes and connected to a new bypass around Lebanon (USGS 1953). Construction for the Lebanon Bypass was started in 1948 and was finished by 1963 (Simpson 2020b; USGS 1963). The bypass was eventually integrated into the interstate system by the late 1960s as I-65 would be built to replace US 52, albeit with a more northerly direction (Grey 2016b; Simpson 2020b).

The earliest map of Boone and Clinton Counties (Cowles & Titus 1865) depicts two separate Beck properties encompassing the cemetery, and the Indianapolis and Lafayette State Road traversing portions of Section 15 previously owned by the earlier mentioned Ezra Glore and Michael Witt. John F. [Ferguson] Beck and Judith Beck (J & J Beck) are listed as the owners of the land bounding the northern limits of the cemetery in 1865, and there are two landmark squares, indicating residential structures, to the northwest of the cemetery (Cowles & Titus 1865). George Beck (G. Beck) is listed as an owner of the land surrounding all but the north boundary of the cemetery in 1865, and there is a single landmark square south of the cemetery, southwest of the Indianapolis and Lafayette State Road (Cowles & Titus 1865).

John Ferguson Beck was born in North Carolina around 1799, and temporarily settled in Union County, Indiana in 1811 (Find a Grave 2023b; Harden and Spahr 1887:240). Mr. Beck married Judith Chenault around 1820, and they then removed to Boone County in 1836, after the earliest interments in the Beck Cemetery had already occurred (Appendix B; Find a Grave 2023j; Harden and Spahr 1887:240). In total, John and Judith Beck would have 13 children (Find a Grave 2023b; Harden and Spahr 1887:240-241). Judith Beck died

in 1875 and John Ferguson Beck died in 1876; both were interred in Beck Cemetery (Harden and Spahr 1887:240). John and Judith were members of the Regular Baptist Church, and their shared gravestone in Beck Cemetery is engraved "Here Lies Two Old Baptist" (Figures 15 to 17; Harden and Spahr 1887:240).

FIGURE 15. JOHN FERGUSON BECK AND JUDITH BECK'S GRAVESTONE, VIEW EAST.

FIGURE 16. JUDITH BECK'S GRAVESTONE, VIEW TO THE SOUTH.

FIGURE 17. JOHN FERGUSON BECK'S GRAVESTONE, VIEW TO THE NORTH.

George Beck was one of John and Judith Beck's children. He was born in Boone County in 1838 after John and Judith arrival (Find a Grave 2023c; Harden and Spahr 1887:240-241). Mr. George Beck would marry Araminta Minerva Phillips in 1856 and together they would have eight children (Figures 18 and 19; Ancestry.com 1910; Find a Grave 2023c). The occupation of George Beck was a farmer, and the occupation of Araminta Beck was a housekeeper (Ancestry.com 1860, 1870, 1880, 1900, 1910). Araminta died in 1912 and George died in 1913, both being interred in Beck Cemetery (Appendix B; Find a Grave 2023c). As depicted on the 1865 plat map (Cowles and Titus 1865), the property owned by John and Judith Beck may have been their original homesteading site when they originally moved to the county in 1836, and if so, then likely the birthplace of George Beck. Therefore, George Beck would have spent his entire life near Beck Cemetery as he is listed as the landowner of the same property along the southern boundary of the cemetery from 1865 until 1910 (Cowles & Titus 1865; George A. Ogle & Company 1904; Kingman Brothers 1878; *Lebanon Daily Reporter* 1910).

There is one Revolutionary War veteran buried in Beck Cemetery. John Kersey, born in 1764 in Virginia, enlisted in Private Colonel Daniel Boone's Virginia Regiment during the American War for Independence (Appendix B; Find a Grave 2023d). The local Daughters of the American Revolution (DAR) chapter applied for a new headstone in 1965, and they list Mr. Kersey's date of service from about September 1780 to the end of November 1782 (Ancestry.com 1965). Daniel Boone is considered a legendary figure of the early American West, but it appears that most of his time during Mr. Kersey's service was spent as a representative in the Virginia Legislature from 1780 to 1782 (American Battlefield Trust 2023a; Kleber 1992:97). Regardless, Boone did help lead about 180 troops at the Battle of Blue Licks in Kentucky in August of 1782 (American Battlefield Trust 2023b; Harrison and Klotter 1997:44-45; Kleber 1992:92-93). This battle, fought after the surrender of the British forces at Yorktown to General George Washington in 1781, resulted in the Kentucky militia being quickly defeated by a coalition of British and Native American forces (American Battlefield Trust 2023b; Harrison and Klotter 1997:44-45; Kleber 1992:92-93).

Thomas Kersey, a son of John Kersey, is listed as being born in Nicholas County, Kentucky in 1802 (Harden and Spahr 1887:314). The Licking River flows through the northern portion of Nicholas County, and the Battle of Blue Licks was fought along the river at the present-day border of

FIGURE 18. GEORGE AND ARAMINTA BECK'S GRAVESTONE, VIEW TO THE EAST.

FIGURE 19. GEORGE AND ARAMINTA BECK'S GRAVESTONE, VIEW TO THE WEST.

Nicholas and Roberston Counties. Thomas Kersey apparently moved to Boone County, Indiana, in 1831 and become a farmer on 80 acres of land located between Hazelrigg and Lebanon (Harden and Spahr 1887:314). Therefore, John Kersey likely moved to Boone County in or after 1831, before dying in 1852 (Figure 20). Senior Kersey, his son Thomas Kersey, and many of their descendants are buried in Beck Cemetery (Appendix B; Find a Grave 2023d; Harden and Spahr 1887:315).

FIGURE 20. JOHN KERSEY'S GRAVESTONE, VIEW TO THE EAST.

Several Civil War Veterans are buried in Beck Cemetery. Matthew D. Reese (1844 - 1865) served in Company F of the 40th Indiana Infantry Regiment from October 1861 until June 1865 when he succumbed to smallpox in Nashville, Tennessee (Figure 21; Find a Grave 2023e; Indiana Archives and Records Administration [IARA] 2023a). Joseph Reese (1848 - 1925) is the younger brother of Matthew D. Reese and served in Company B of the 154th Indiana Infantry Regiment from March 1865 until being

FIGURE 21. MATTHEW D. REESE'S GRAVESTONE, VIEW TO THE EAST.

mustered out at Stevenson Station, Virginia, in August 1865 (Figure 22; Find a Grave 2023f, 2023g; IARA 2023b). Sergeant Peter Cox (1840 - 1916) served in Company G of the 15th Indiana Infantry Regiment from June 1861 until being mustered out in June 1864 (Figure 23; Find a Grave 2023h; Indiana Adjutant General's Office 1865b:301; IARA 2023c). During the Western Theatre Chattanooga Campaign, the 15th Indiana

FIGURE 22. JOSEPH AND MARY L. REESE'S GRAVESTONE, VIEW TO THE EAST.

FIGURE 23. SERGEANT PETER COX'S GRAVESTONE, VIEW TO THE EAST.

Infantry Regiment participated in the Battle of Missionary Ridge, which saw the loss of over 60% of their regiment, including their color bearer, George Lovell Banks, who was eventually awarded the Medal of Honor for planting the first flag on a Confederate rifle pit during the battle (Congressional Medal of Honor Society 2023; Indiana Adjutant General's Office 1865a:130; Indiana War Memorial 2023). William Henry (1841 - 1931) served in Company G of the 116th Indiana Infantry Regiment from August 1863 until March of 1864 (Figure 24; Find a Grave 2023i; IARA 2023d). After the war, Mr. Henry was a farmer in Center Township, and was active in the Boone Masonic Lodge No. 9, and the Rich Mountain Post of the Grand Army of the Republic (G.A.R.) (Bowen & Company 1895:329-330).

Also noted within the cemetery is a pile of discarded headstones and there are depressional areas absent of headstones (Figures 25 and 26). Beck Cemetery has many ties to the early settlement and development of Boone County. Many early settlers of Boone County and their descendants are interred in Beck Cemetery.

Historic maps and atlases from 1865 (Cowles & Titus), 1878 (Kingman Brothers), 1904 (George A. Ogle & Company),

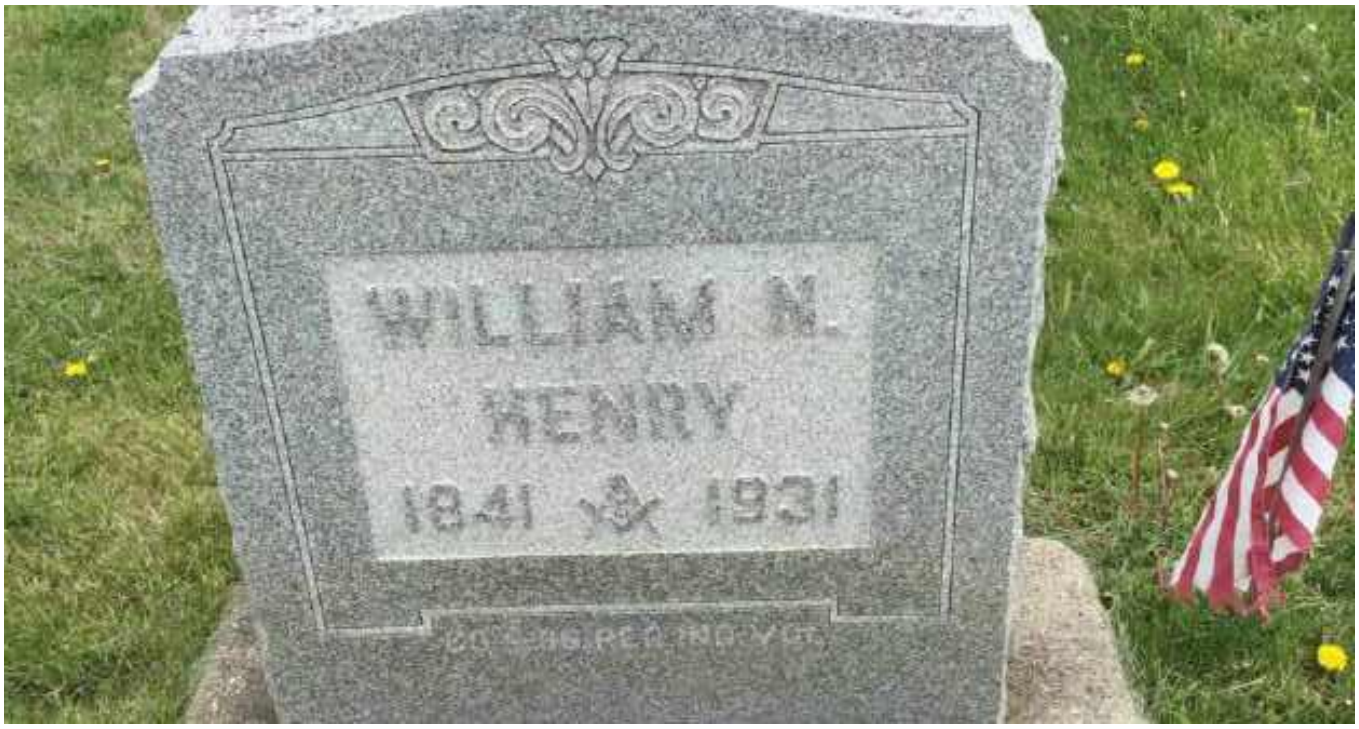

FIGURE 24. WILLIAM HENRY'S GRAVESTONE, VIEW TO THE EAST.

FIGURE 25. PILE OF ROCKS AND CUT GRAVESTONE PIECES WITHIN CEMETERY BOUNDARY.

1910 (*Lebanon Daily Reporter*), 1936 (Martin), and a 1961 topographic map (USGS) show the cemetery location as it relates to roadways, in particular US 52/Indianapolis and Lafayette State Road. Figure 30 depicts the current cemetery boundary as it relates to the 1865 Map of Boone and Clinton Counties, Indiana (Cowles & Titus 1865). Figures 26 to 28 are representative views of the relationship between US 52 and Beck Cemetery.

Precise boundaries that reference nearby landmarks: The cemetery is situated on a small hill terrace overlooking a wooded unnamed, intermittent drainage of Prairie Creek in rural Boone County. The main channel of the Prairie Creek drainage is 670 ft to the west. The cemetery is delineated on three sides by a fence line composed of wooden posts, fencing and cattle panels, with a single strand of barbed wire stretched between posts. The fence defines the cemetery limits from the adjacent agricultural field and hill slopes. As noted during the 2023 W&A investigation, the fence is in a moderately poor condition due to rotted fence posts combined with the encroaching understory of the wooded hillsides.

FIGURE 26. UNMARKED DEPRESSION WITHIN CEMETERY BOUNDARY, VIEW TO THE EAST.

FIGURE 27. OVERVIEW OF BECK CEMETERY AND US 52, VIEW TO THE NORTH.

FIGURE 28. OVERVIEW OF BECK CEMETERY ALONG US 52, VIEW TO THE SOUTHEAST.

FIGURE 29. OVERVIEW OF BECK CEMETERY ALONG US 52, VIEW TO THE NORTHWEST.

An agricultural field borders the cemetery to the southeast. Additional agricultural fields are located 190 ft to the east, 100 ft to the north, and 140 ft to the west/southwest. A residential property across the unnamed tributary is located to the north and northwest of the cemetery. The driveway for a house is located 350 ft to the northwest. Another residential property across US 52 and an agricultural field is located 400 ft to the southwest.

The west/southwest boundary of the cemetery is the northwest/southeast oriented US 52 road corridor. The cemetery extends approximately 250 linear ft, fronting US 52.

Lafayette is 30 mi northwest of the Beck Cemetery, and Lebanon is 3.7 mi to the southeast. Beck Cemetery is located 0.21 mi to the northwest of the US 52 and CR 300 N intersection, 1.25 mi northwest of the current I-65 and US 52 interchange, and 1.73 mi southeast of the US 52 and CR 450 N intersection.

The current physical condition of the cemetery: According to the IHSSI, the cemetery is in "fair" condition (IDNR/DHPA 2023). During the W&A investigations in 2022 and 2023, it was noted to be in good condition and well maintained.

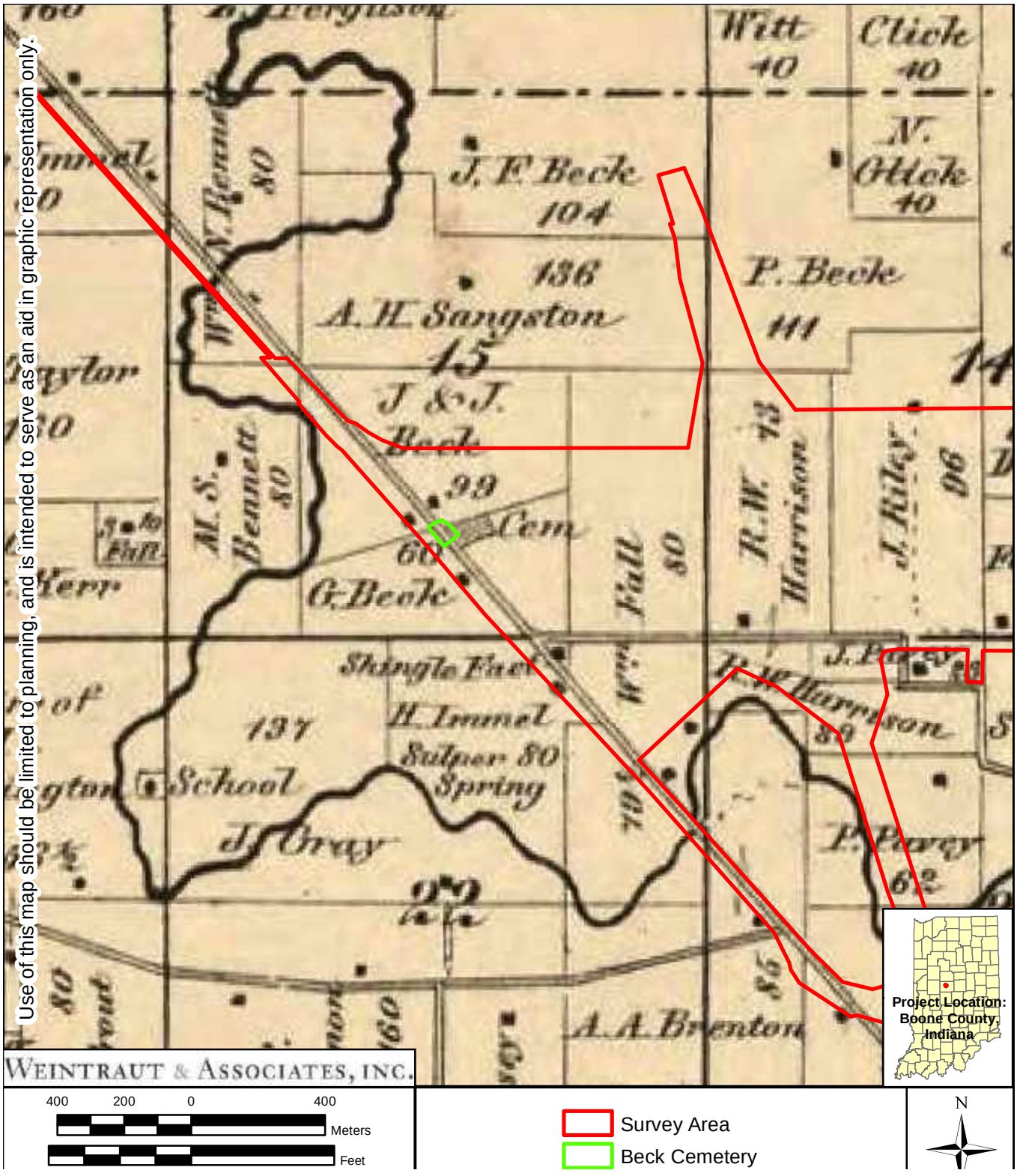

FIGURE 30. CURRENT CEMETERY BOUNDARY PLOTTED ON AN 1865 MAP OF BOONE AND CLINTON COUNTIES, INDIANA (COWLES & TITUS 1865).

A description of the grounds adjacent to and within 100 feet of the cemetery including

• *The nature, depth, and degree of previous disturbances*: A moderate number of previous disturbances are documented adjacent to, and within, 30 meters (m) (100 ft) of the cemetery. The primary notable disturbance near the cemetery is the US 52 road corridor, utilities, and farming activities. The history of US 52 dates to the 1830s with the Indianapolis and Lafayette State Road and was discussed in depth in the Historical Documentation and Information Section. An overhead powerline is present within the cemetery boundary, extending along the cemetery fronting US 52. Additionally, the residential properties northwest of the cemetery was flagged by Indiana 811 for underground fiber optic lines, and water and natural gas pipelines along US 52. However, none of these flags were visible in the roadside ditch bordering the cemetery. Lastly, there are agricultural fields in all directions of the cemetery. The fields to the east, north, and southeast were recently tilled with exposure to rainfall prior to the start of the W&A investigation in late April 2023.

• *A description of soils, by types, that are present, including an explanation of how they would be disturbed, graded, modified, removed, or otherwise treated.* The soil association for the subject area is identified as the Treaty-Crosby association (Indiana Geographic Information Office [IGIO] 2023). Specific soil types within the cemetery are Eel and Beckville soils, 0-2% slopes, occasionally flooded for very brief durations (EdeAW), the Miami-Rainsville complex, 2-6% slopes, eroded (XfuB2), and a Miami-Rainsville complex, 6-12% slopes, eroded (XfuC2).

It is anticipated that the proposed undertaking will remove the existing southbound US 52 travel lanes that are located within 30 m (100 ft) of the cemetery following the completion of the proposed I-65 and US 52 interchange.

• *A description of every structure*. There are no structures on the cemetery grounds. A fence surrounds the cemetery on its north, south, and east boundaries; the area fronting US 52 is open. There is a single concrete fence post with wrought iron brackets located on the road ditch slope near the agricultural field to the southeast. Overhead power poles are located along the cemetery boundary with US 52. A box culvert under US 52 is located within 30 m (100 ft) of the northwest corner of the cemetery limits.

• *A description of the activities anticipated to erect, alter, or repair a structure*. The southbound US 52 travel lane will be removed following the completion of the proposed

I-65 and US 52 interchange. No other structures will be erected, altered, or repaired within or near the cemetery during this project. See attached construction plans in Appendix A.

- *Areas that would contain new construction and footprints of the proposed construction areas*. See attached construction plans in Appendix A.

- *Clear recent photographs of the cemetery and grounds adjacent to and within 100 feet of the cemetery*. See the attached photographs in Figures 6, 7, 13, and 27 to 29.

Recommendations

The proposed project includes improvements to the I-65 and US 52 interchange, which will result in the relocation of the interchange north of its current configuration. The need for the proposed project is evidenced by the lack of access due to the partial US 52 interchange that only provides I-65 northbound to US 52 northbound access and US 52 southbound to I-65 southbound access. I-65 traffic must utilize the SR 47 and SR 32 interchanges to reach the areas east and west of I-65 near the US 52 interchange, as well as utilizing less direct rural routes which include graveled county roads, resulting in increased travel times. Additionally, increased traffic congestion is predicted due to an anticipated 7,000-acre research and innovation park being currently developed east and west of I-65, north of Lebanon, that is projected to be a large traffic generator.

The purpose of the proposed project is to provide improved mobility and direct access to the areas north of Lebanon, to the east and west of I-65, including future planned land uses. Additionally, the purpose of the proposed project is to reduce future traffic congestion that is expected as a result of the anticipated economic development in the immediate area.

As currently designed, the current project will not cause impacts to the delineated grounds of Beck Cemetery. No groundwork is anticipated on the northbound US 52 travel lanes adjacent to the cemetery. However, the southbound US 52 travel lanes will be removed following the completion of the new I-65 and US 52 interchange. A grassy median and the northbound travel lanes are between Beck Cemetery and the proposed construction to remove the southbound travel lanes. Following the removal of the

southbound travel lanes, the northbound travel lanes will remain and be converted to an access road for houses to the northwest and southwest of the cemetery.

Construction work should be contained within the construction limits as designated, or currently planned. No ground disturbing activities should be conducted beyond the designated construction limits or cemetery boundary. If changes to the existing construction plans are implemented, or if work is necessary beyond the existing designated construction limits, then these impacts will need to be evaluated.

These recommendations are made with the understanding that if any previously unidentified intact archaeological deposits or human remains are uncovered during construction, demolition, or earthmoving activities, work within the area will stop and the Indiana Department of Natural Resources-Department of Historic Preservation and Archaeology (IDNR-DHPA) will be notified of the discovery within two (2) business days as required by Indiana Code 14-21-1-27 and -29.

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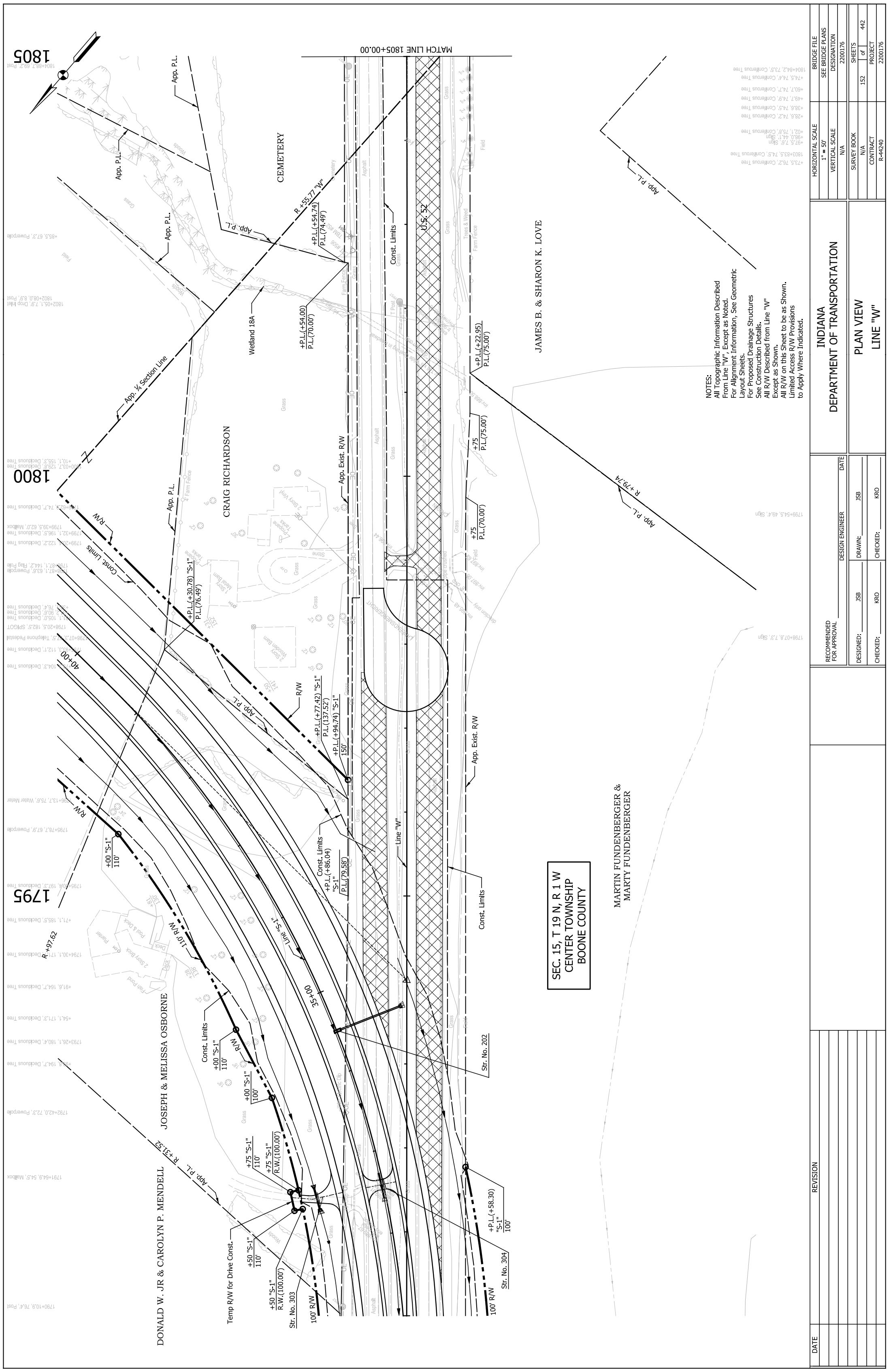
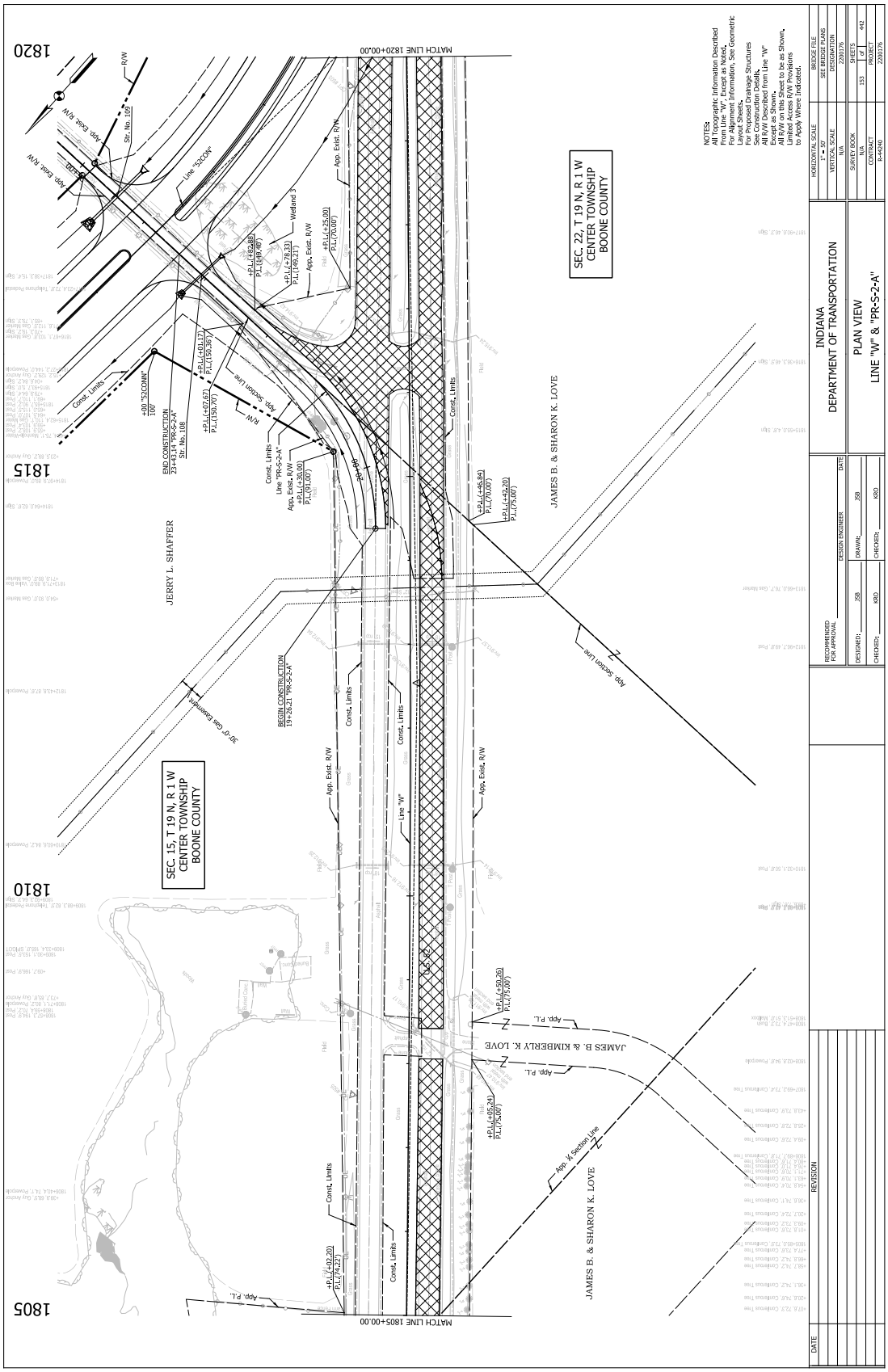
List of Appendices

Appendix A. Construction Plans

Appendix B. Headstone Information

Appendix A. Construction Plans


NOTES:
All Topographic Information Described From Line "W", Except as Noted.
For Alignment Information, See Geometric Layout Sheets.
For Proposed Drainage Structures See Construction Details.
All R/W Described from Line "W" Except as Shown.
All R/W on this Sheet to be as Shown.
Limited Access R/W Provisions to Apply Where Indicated.
INDIANA
DEPARTMENT OF TRANSPORTATION
PLAN VIEW
LINE "W"
SEC. 15, T 19 N, R 1 W
CENTER TOWNSHIP
BOONE COUNTY
MATCH LINE 1805+00.00
CEMETERY
CRAIG RICHARDSON
JAMES B. & SHARON K. LOVE
MARTIN FUNDENBERGER &
MARTY FUNDENBERGER
JOSEPH & MELISSA OSBORNE
DONALD W. JR & CAROLYN P. MENDELL
U.S. 52
1805
1800
1795


INDIANA
DEPARTMENT OF TRANSPORTATION
PLAN VIEW
LINE "W" & "PR-S-2-A"
NOTES:
All Topographic Information Described From Line "W", Except as Noted.
For Alignment Information, See Geometric Layout Sheets.
For Proposed Drainage Structures See Construction Details.
All R/W Described from Line "W" Except as Shown.
All R/W Monuments Shall Be Set to be as Shown, Limited Access R/W Provisions to Apply Where Indicated.
SEC. 15, T 19 N, R 1 W
CENTER TOWNSHIP
BOONE COUNTY
SEC. 22, T 19 N, R 1 W
CENTER TOWNSHIP
BOONE COUNTY
JERRY L. SHAFFER
JAMES B. & SHARON K. LOVE
JAMES B. & KIMBERLY K. LOVE
BEGIN CONSTRUCTION
19+26.21 "PR-S-2-A"
END CONSTRUCTION
23+43.14 "PR-S-2-A"
Str. No. 169
MATCH LINE 1820+00.00
MATCH LINE 1805+00.00
Line "SCONN"
Wetland 2
Const. Limits
App. Exist. R/W
App. Exist. Easements
App. Section Line
App. P.L.
Line "W"
1820
1815
1810
1805

Appendix B. Headstone Information

Appendix was removed to reduce file size and can be made available upon request.

DES 2200176 Environmental Assessment

Appendix E: Red Flag and Hazardous Materials

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (855) 463-6848
(855) INDOT4U

Eric Holcomb, Governor
Michael Smith, Commissioner

Date: January 23, 2024

To: Site Assessment & Management (SAM)
Environmental Policy Office - Environmental Services Division (ESD)
Indiana Department of Transportation (INDOT)
100 N Senate Avenue, Room N758-ES
Indianapolis, IN 46204

From: Sarah J. Everhart
American Structurepoint, Inc.
9025 River Road, Suite 200
Indianapolis, IN
severhart@structurepoint.com

Re: RED FLAG INVESTIGATION
DES #2200176, State Project
Interchange Improvement
I-65 and US 52 Interchange
Boone County, Indiana

PROJECT DESCRIPTION

The proposed undertaking is located at the I-65/US 52 Interchange in Lebanon, Boone County, Indiana. An RFI was previously approved for this project on August 5, 2022; however, the original RFI utilized the project's study area since a preliminary preferred alternative had not been determined at that time. Since then, a preliminary preferred alternative has been determined and a new RFI is being generated due to the refined area. The project area is centered along I-65 and extends along I-65, US 52, and W CR 300 N. Along I-65, the project area begins at the existing I-65 and Lafayette Avenue patrial interchange and extends north for approximately 2.15 miles. Along US 52, the project area beings at the existing I-65 and US 52 partial interchange and extends northwest for approximately 2.17 miles. Along W CR 300 N, the project area begins at the intersection of US 52 and W CR 300 N and extends east for approximately 1.94 miles to the intersection of W CR 300 N and SR 39.

The proposed project would relocate the existing I-65/US 52 interchange to CR 300 N, but would be offset approximately 0.28 mile north of existing CR 300 N. Under this conceptual alternative, US 52 would be realigned to travel in an east/west direction to the interchange. East of the interchange, CR 300 N would be realigned beginning east of Witt Road and extend west on new alignment to the relocated I-65/US 52 interchange. A connection would be made to the remaining portion of US 52 south of the new alignment and this remaining portion of US 52 would terminate south of CR 250 N, prior to reaching I-65. Stormwater detention ponds (dry ponds) would be utilized as required within the interchange infields to meet the appropriate detention requirements. The existing I-65/US 52 interchange ramps would be removed including the ramp from northbound Lafayette Avenue to I-65 northbound. The existing I65-142-05571 BSBL would be widened to accommodate the entrance ramp for the new interchange. No widening to I65-142-05571 BNBL will occur. No work will occur to the structure of the existing I65-141-03143; however, some pavement on top of the bridge will be removed.

Bridge Work Included in Project: Yes ☒ No ☐ Structure #(s): I65-142-05571 BSBL and BNBL and I65-141-03143 C

If this is a bridge project, is the bridge Historical? Yes ☐ No ☒ , Select ☐ Non-Select ☐

(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report).

Culvert Work Included in Project: Yes ☐ No ☒ Structure #(s) _____

Proposed right of way: Temporary ☐ # Acres _____ Permanent ☒ # Acres _approx. 67 acres_, Not Applicable ☐

Type and proposed depth of excavation: Excavation to a maximum depth of 6-feet is anticipated. Excavation at the existing interchange will be approximately 2-feet for the removal of the existing pavement. Excavation for the median crossovers will be approximately 2-feet.

Maintenance of traffic (MOT): MOT will consist of phased construction that will maintain at least one lane in each direction. Median crossovers will be utilized along US 52 to maintain traffic flow.

Work in waterway: Yes ☒ No ☐ Below ordinary high water mark: Yes ☒ No ☐

State Project: ☒ LPA: ☐

Any other factors influencing recommendations: N/A

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:

Religious Facilities	**N/A**	Recreational Facilities	**2**
Airports[1]	**N/A**	Pipelines	**5**
Cemeteries	**1**	Railroads	**1**
Hospitals	**1**	Trails	**N/A**
Schools	**N/A**	Managed Lands	**N/A**

[1]In order to complete the required airport review, a review of public-use airports within 3.8 miles (20,000 feet) is required.

Explanation:

Cemeteries: One (1) cemetery is located within the 0.5 mile search radius. Beck Cemetery is located within the project area along US 52 approximately 0.20 mile north of CR 300 N. A Cemetery Development Plan may be required since this project is within 100 feet of the cemetery. Coordination with INDOT Cultural Resources will occur.

Hospitals: One (1) hospital is located within the 0.5 mile search radius. Witham Health Services is located approximately 0.17 mile south of the project area's eastern terminus. No impact is expected.

Recreational Facilities: Two (2) recreational facilities are located within the 0.5 mile search radius. The nearest facility, The Trophy Club, is located adjacent to the project area along US 52. Coordination with The Trophy Club will occur.

Pipelines: Five (5) pipeline segments are located within the 0.5 mile search radius. Three (3) pipeline segments cross the project area. Coordination with INDOT Utilities and Railroads should occur.

Railroads: One (1) railroad segment is located within the 0.5 mile search radius. The railroad segment, CSX RR, crosses the project area. Standard coordination will occur with INDOT Utilities and Railroads by the Project Management Team or their consultant no later than the Ready for Contracts (RFC) date.

WATER RESOURCES TABLE AND SUMMARY

Water Resources Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	**N/A**	Canal Routes - Historic	**N/A**
Karst Springs	**N/A**	NWI - Wetlands	**54**
Canal Structures – Historic	**N/A**	Lakes	**25**
NPS NRI Listed	**N/A**	Floodplain - DFIRM	**53**
NWI-Lines	**N/A**	Cave Entrance Density	**N/A**
IDEM 303d Listed Streams and Lakes (Impaired)	**1**	Sinkhole Areas	**N/A**
Rivers and Streams	**98**	Sinking-Stream Basins	**N/A**

If unmapped water features are identified that might impact the project area, direct coordination with INDOT ESD Ecology and Waterway Permitting will occur.

Explanation:

IDEM 303d Listed Streams and Lakes (Impaired): One (1) 303d Listed Stream segment is located within the 0.5 mile search radius. The 303d Listed Stream segment, Spring Creek, is located 0.05 mile northeast of the project area. No impact is expected.

Rivers and Streams: Ninety-eight (98) stream segments are located within the 0.5 mile search radius. Seventeen (17) stream segments, associated with Prairie Creek, are located within the project area. A Waters of the US Report is recommended based on mapped features, and coordination with INDOT ESD Ecology and Waterway Permitting will occur.

NWI-Wetlands: Fifty-four (54) wetland polygons are located within the 0.5 mile search radius. Two (2) wetland polygons are located within the project area. A Waters of the US Report is recommended based on mapped features, and coordination with INDOT ESD Ecology and Waterway Permitting will occur.

Lakes: Twenty-five (25) lake polygons are located within the 0.5 mile search radius. One (1) lake polygon is located within the project area. A Waters of the US Report is recommended based on mapped features, and coordination with INDOT ESD Ecology and Waterway Permitting will occur.

Floodplain: Fifty-three (53) floodplain polygons are located within the 0.5 mile search radius. The project is located within nine (9) of the floodplain polygons. Coordination with INDOT ESD Ecology and Waterway Permitting will occur.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

Mining/Mineral Exploration Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Petroleum Wells	**N/A**	Mineral Resources	**N/A**
Mines – Surface	**N/A**	Mines – Underground	**N/A**

Explanation: No mining and mineral exploration resources were identified within the 0.5 mile search radius.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	**N/A**	Manufactured Gas Plant Sites	**N/A**
RCRA Generator/ TSD	**1**	Open Dump Waste Sites	**N/A**
RCRA Corrective Action Sites	**N/A**	Restricted Waste Sites	**N/A**
State Cleanup Sites	**N/A**	Waste Transfer Stations	**N/A**
Septage Waste Sites	**N/A**	Tire Waste Sites	**N/A**
Underground Storage Tank (UST) Sites	**2**	Confined Feeding Operations (CFO)	**N/A**
Voluntary Remediation Program	**N/A**	Brownfields	**1**
Construction Demolition Waste	**N/A**	Institutional Controls	**1**
Solid Waste Landfill	**1***	NPDES Facilities	**14**
Infectious/Medical Waste Sites	**N/A**	NPDES Pipe Locations	**N/A**
Leaking Underground Storage (LUST) Sites	**2**	Notice of Contamination Sites	**N/A**

Unless otherwise noted, site specific details presented in this section were obtained from documents reviewed on the Indiana Department of Environmental Management (IDEM) Virtual File Cabinet (VFC).

Explanation:

RCRA: One (1) RCRA Generator/TSD site is located within the 0.5 mile search radius. The site, Bos Diesel Repair (now Zores Towing), AI ID 982 and 7495, 2115 Frontage Road, is located adjacent to the project area. On June 9 and August 16, 2005, a representative of IDEM conducted an inspection due to a compliant, and violations were observed. The complaint investigation revealed that the facility is an out of business auto salvage yard, and numerous vehicles and semi-trailers were located on site. One 55-gallon container was noted outside near the south side of the property, and one semi-trailer contained numerous 5-gallon and 55-gallon containers with unknown material stored inside them. The IDEM adopted an Agreed Order on May 21, 2007 with stipulations to properly remove all waste form the site. According to a Hazardous Waste Handler Identified Form submitted to the IDEM on March 24, 2015, the site no longer generates hazardous waste. No further information was found regarding this site. Although part of the site is located within the project area, the construction limits for the project will remain within existing right-of-way and construction in this area will be restricted to 2-feet of excavation for the removal of existing pavement. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Analysis for RCRA metals will be necessary if waste disposal occurs. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

UST: Two (2) UST sites are located within the 0.5 mile search radius. The nearest site, Lebanon Street Department, AI ID 5400, 1301 Lafayette Avenue, is mapped 0.21 mile south of the project area, but it located 0.40 mile south of the project area. No impact is expected.

Solid Waste Landfill: There is one (1) closed landfill located within the 0.5 mile search radius. The landfill, Old Lebanon Landfill, AI ID 5974, US 52 and CR 450 N, is located adjacent to the project area along US 52. However, this area of the project remains within the median and travel lanes of US 52 where median crossovers would be built as part of the MOT. The landfill was operated as a sanitary landfill that accepted post-consumer residential product wastes, post-consumer

commercial wastes, and construction/demolition wastes. The landfill was closed and cover was completed in 1987. Various investigations, including test pits and contaminant testing, have been completed for this site to verify the extents of waste. A deed notation was recorded for the site on September 29, 2015 to inform further title searches that the site is a closed landfill and included a map with the limits of the landfill. Since excavation will remain within the median and is limited to 2-feet in this area, no impact is expected; however, since the property is being redeveloped into a bike park, coordination with the Lebanon City Engineer is recommended.

LUST: Two (2) LUST sites are located within the 0.5 mile search radius. One (1) LUST site, INDOT Frankfort Lebanon Unit, AI ID 2142, 2637 N US 52, is located adjacent to the project area along US 52 approximately 0.49 mile south of CR 300 N. IDEM issued a No Further Action (NFA) Determination for the site on September 19, 2007; however, residual contamination remains on-site in the vicinity of the UST cavity. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

Brownfields: One (1) Brownfields site is located within the 0.5 mile search radius. The site, County Rock Pile 4070450, AI ID 7281, Indianapolis Avenue and I-65, is located approximately 0.49 mile south of the project area. No impact is expected.

Institutional Control: One (1) institutional control polygon is located within the 0.5 mile search radius. Old Lebanon Landfill, AI ID 5974, US 52 and CR 450 N, is located adjacent to the project area along US 52. However, this area of the project remains within the median and travel lanes of US 52 where median crossovers would be built as part of the MOT. A deed notation was recorded for the site on September 29, 2015 to inform further title searches that the site is a closed landfill and included a map with the limits of the landfill. See additional details regarding the landfill in the Solid Waste Landfill section above. No impact is expected; however, since the property is being redeveloped into a bike park, coordination with the Lebanon City Engineer is recommended.

NPDES Facilities: Fourteen (14) NPDES facilities are located within the 0.5 mile search radius. Four (4) NPDES facilities are locate within or adjacent to the project area:

- Lebanon Landfill Cap Improvements Mass Earthwork & Drainage, Permit ID INRA09614, 4005 N US 52, is located adjacent to the project area. The permit is for discharge associated with construction activities and is effective until August 11, 2026. Coordination with the City of Lebanon will occur.

- INDOT DES 1802967 I-65 from SR 32 to SR 47, Permit ID INRA06060, I-65 and SR 32 5.76 MI NW, is located within the project area. The permit is for discharge associated with construction activities and will expire on August 24, 2025. Coordination with INDOT will occur.

- INDOT US 52 Interchange Ramp Reconstruction Des 1500160 Contract RS 38770, Permit ID INRA02957, I-65 and US 52, is located within the project area. The permit was for discharge associated with construction activities and expired on November 17, 2020. No impact is expected.

- Venis Trucking Building, Permit ID INRA00999, 1900 Frontage Road, is located adjacent to the project area. The permit was for discharge associated with construction activities and expired on March 12, 2023. No impact is expected.

ECOLOGICAL INFORMATION SUMMARY

The Boone County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is provided at https://www.in.gov/dnr/nature/preserves/

files/np_boone.pdf. A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The project area is located in a rural area surrounded by farm fields and some residential properties. The June 1, 2021 inspection reports for Bridges # I65-142-05571 BSBL and BNBL state that no evidence of bats was seen or heard under the bridges. The June 1, 2021 inspection report for Bridge # I65-141-03143 C contains no information about whether bats are present or absent on the bridge. Additional investigation to confirm the presence or absence of bats on the bridges will be necessary. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

RECOMMENDATIONS SECTION

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

INFRASTRUCTURE:

Cemeteries: Beck Cemetery is located within the project area along US 52 approximately 0.20 mile north of CR 300 N. A Cemetery Development Plan may be required since this project is within 100 feet of the cemetery. Coordination with INDOT Cultural Resources will occur.

Recreational Facilities: The Trophy Club is located adjacent to the project area along US 52. Coordination with The Trophy Club will occur.

Pipelines: Three (3) pipeline segments cross the project area. Coordination with INDOT Utilities and Railroads should occur.

Railroads: The railroad segment, CSX RR, crosses the project area. Standard coordination will occur with INDOT Utilities and Railroads by the Project Management Team or their consultant no later than the RFC date.

WATER RESOURCES:

A Waters of the US Report is recommended based on the presence of mapped features, and coordination with INDOT ESD Ecology and Waterway Permitting will occur for the following features:

- Seventeen (17) stream segments, associated with Prairie Creek, are located within the project area
- Two (2) wetland polygons are located within the project area
- One (1) lake polygon is located within the project area
- The project area is located within nine (9) floodplain polygons (coordination only)

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS:

RCRA: Bos Diesel Repair (now Zores Towing), AI ID 982, 2115 Frontage Road, is located adjacent to the project area. On June 9 and August 16, 2005, a representative of IDEM conducted an inspection due to a compliant, and violations were observed. The complaint investigation revealed that the facility is an out of business auto salvage yard, and numerous vehicles and semi-trailers were located on site. One 55-gallon container was noted outside near the south side of the property, and one semi-trailer contained numerous 5-gallon and 55-gallon containers with unknown material stored

inside them. The IDEM adopted an Agreed Order on May 21, 2007 with stipulations to properly remove all waste form the site. According to a Hazardous Waste Handler Identified Form submitted to the IDEM on March 24, 2015, the site no longer generates hazardous waste. No further information was found regarding this site. Although part of the site is located within the project area, the construction limits for the project will remain within existing right-of-way and construction in this area will be restricted to 2-feet of excavation for the removal of existing pavement. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Analysis for RCRA metals will be necessary if waste disposal occurs. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

Solid Waste Landfill/Institutional Control: One (1) closed landfill, Old Lebanon Landfill, AI ID 5974, US 52 and CR 450 N, is located adjacent to the project area along US 52. However, this area of the project remains within the median and travel lanes of US 52 where median crossovers would be built as part of the MOT. The landfill was operated as a sanitary landfill that accepted post-consumer residential product wastes, post-consumer commercial wastes, and construction/demolition wastes. The landfill was closed and cover was completed in 1987. Various investigations, including test pits and contaminant testing, have been completed for this site to verify the extents of waste. A deed notation was recorded for the site on September 29, 2015 to inform further title searches that the site is a closed landfill and included a map with the limits of the landfill. Since excavation will remain within the median and is limited to 2-feet in this area, no impact is expected; however, since the property is being redeveloped into a bike park, coordination with the Lebanon City Engineer is recommended.

LUST: INDOT Frankfort Lebanon Unit, AI ID 2142, 2637 N US 52, is located adjacent to the project area along US 52 approximately 0.49 mile south of CR 300 N. IDEM issued a No Further Action (NFA) Determination for the site on September 19, 2007; however, residual contamination remains on-site in the vicinity of the UST cavity. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

NPDES Facilities:

- Lebanon Landfill Cap Improvements Mass Earthwork & Drainage, Permit ID INRA09614, 4005 N US 52, is located adjacent to the project area. The permit is for discharge associated with construction activities and is effective until August 11, 2026. Coordination with the City of Lebanon will occur.

- INDOT DES 1802967 I-65 from SR 32 to SR 47, Permit ID INRA06060, I-65 and SR 32 5.76 MI NW, is located within the project area. The permit is for discharge associated with construction activities and will expire on August 24, 2025. Coordination with INDOT will occur.

ECOLOGICAL INFORMATION: Coordination with USFWS and IDNR will occur. Additional investigation to confirm the presence or absence of bats on the bridges will be necessary. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent “Using the USFWS’s IPaC System for Listed Bat Consultation for INDOT Projects”

INDOT ESD concurrence: Peter Washburn Digitally signed by Peter Washburn Date: 2024.01.23 14:04:27 -05'00' _____(Signature)

Prepared by:
Sarah J. Everhart, CHMM
Environmental Project Manager

American Structurepoint, Inc.

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

SITE LOCATION: YES

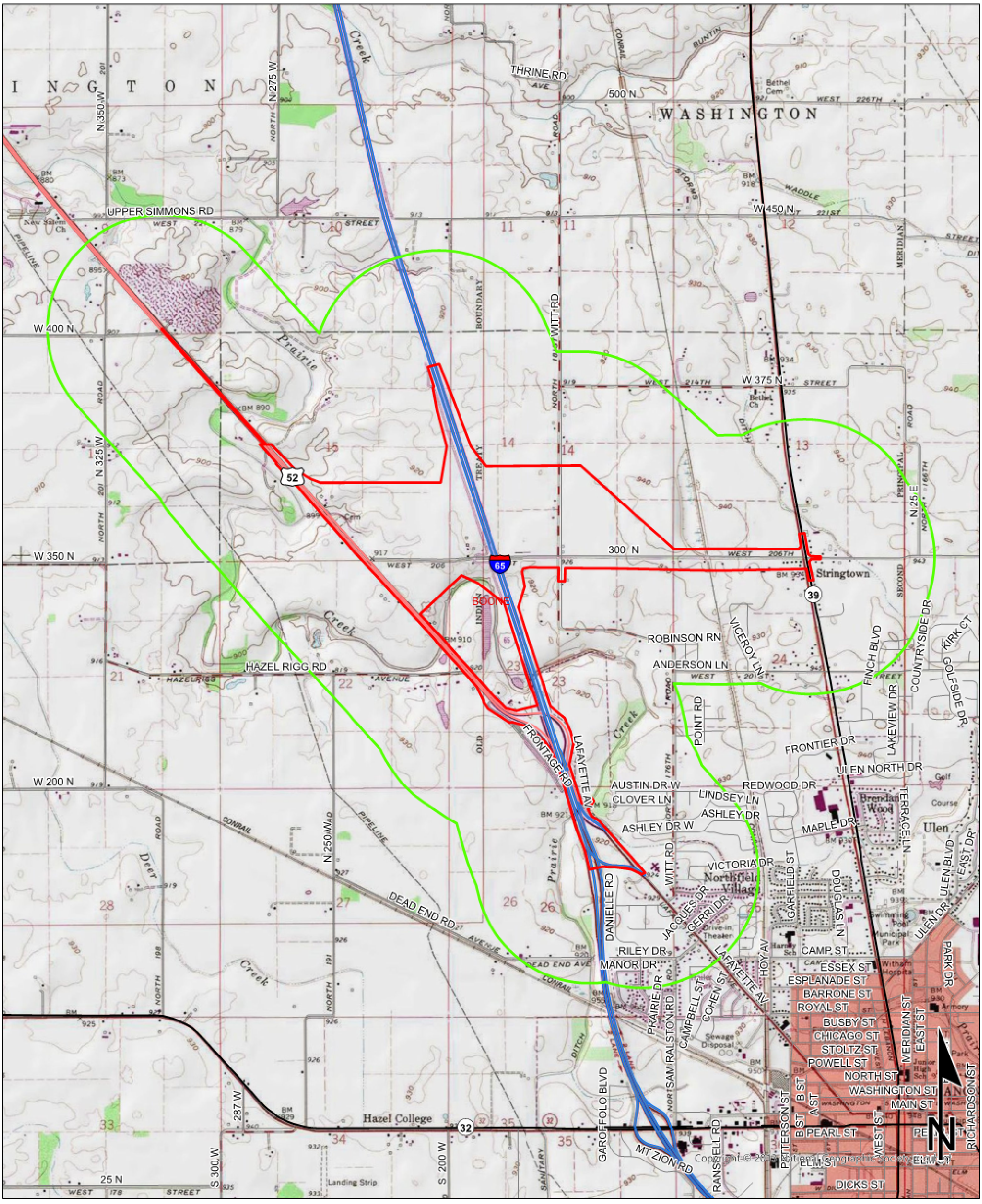
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Site Location
I-65 and US 52 Interchange
Des. No. 2200176, Interchange Improvement
Boone County, Indiana



0 0.28 0.55 1.1 Miles

Sources:

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

Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

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

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

LEBANON AND HAZELRIGG QUADRANGLES INDIANA 7.5 MINUTE SERIES

Red Flag Investigation - Infrastructure
I-65 and US 52 Interchange
Des. No. 2200176, Interchange Improvement
Boone County, Indiana

0 0.28 0.55 1.1 Miles

Sources:

Non Orthophotography

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

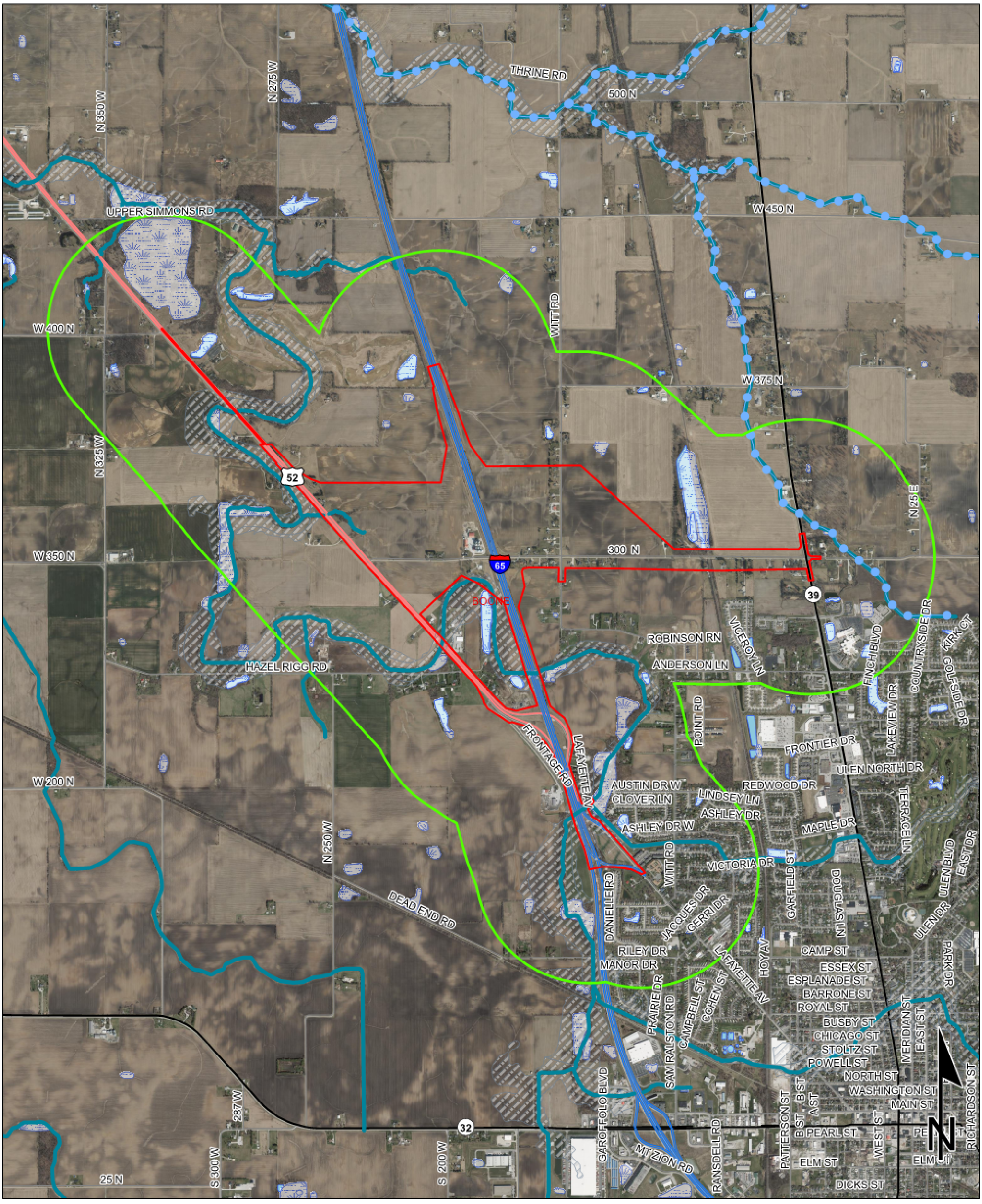
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

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

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

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

Red Flag Investigation - Water Resources
I-65 and US 52 Interchange
Des. No. 2200176, Interchange Improvement
Boone County, Indiana



0 0.28 0.55 1.1 Miles

Sources:

Non Orthophotography

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

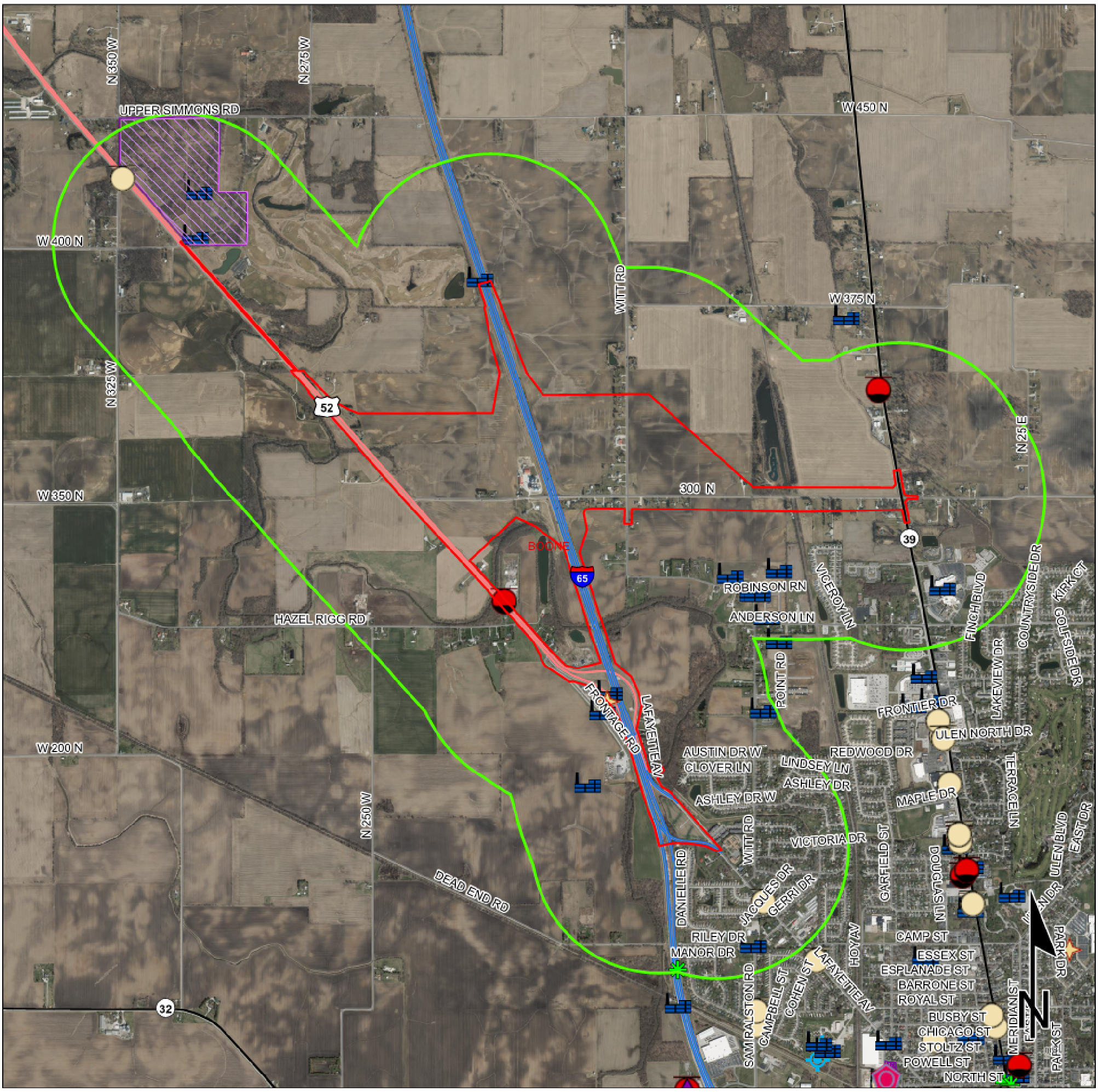
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

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

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

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

Red Flag Investigation - Hazardous Material Concerns
I-65 and US 52 Interchange
Des. No. 2200176, Interchange Improvement
Boone County, Indiana



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

0 0.28 0.55 1.1 Miles

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

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

DES 2200176 Environmental Assessment

Appendix F: Water Resources and Ecological Information

APPROVED
Justus McGill
3.4.24

WETLAND DELINEATION AND WATERS REPORT

I-65 AND US 52 INTERCHANGE IMPROVEMENT
DES. NO. 2200176
LEBANON, BOONE COUNTY, INDIANA
40.068142/-86.496276 (I-65 and US 52)
40.083048/-86.502444 (I-65 and W CR 300 N)

Prepared for:

INDIANA DEPARTMENT OF TRANSPORTATION
CRAWFORDSVILLE DISTRICT
41 WEST 300 NORTH
CRAWFORDSVILLE, INDIANA 47933

Prepared by:

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(317) 547-5580

February 15, 2024

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Appendix E – Approved Jurisdictional Determination (I-65 Added Travel Lanes; Des No 1802967)

1.0 Introduction

American Structurepoint, Inc. was contracted by the Indiana Department of Transportation (INDOT) Crawfordsville District to perform a wetland delineation and waters investigation on the Interstate 65 (I-65) and US 52 Interchange Improvement project.

Dates of Field Reconnaissance: July 20, 2022, July 26-27, 2022, October 10, 2022, November 22, 2022, April 19, 2023 and April 25, 2023

Although the October and November 2022 site visits were conducted late in the growing season, vegetation was determined to be present and identifiable within the investigated area. Soil temperatures were checked during the November 22, 2022 and confirmed to be higher than 41° F at a depth of 1 foot.

Project Location:

Latitude/Longitude	40.068142/ -86.496276 (I-65 and US 52) 40.083048/ -86.502444 (I-65 and W CR 300 N)	
Hazelrigg and Lebanon, Indiana 7.5 Minute Quadrangle		
Section(s)	**Township**	**Range**
13, 14, 15, 16, 22, 23, 24, 26	19 N	1 W

Project Description: The proposed project will relocate the existing I-65 and US 52 partial interchange through the construction of a new interchange along I-65 north of West (W) County Road (CR) 300 North (N). The interchange relocation work will include the removal of the existing I-65 and US 52 partial interchange and may include improvements at the existing intersection of US 52 and W CR 300 N.

The investigated area is centered along I-65 and covers land along I-65, US 52, and W CR 300 N. Along I-65, the investigated area begins at the existing I-65 and Lafayette Avenue partial interchange and extends north for approximately 2.15 miles. Along US 52, the investigated area begins at the existing I-65 and US 52 partial interchange partial interchange and extends northwest for approximately 2.17 miles. Along W CR 300 N, the investigated area begins at the intersection of US 52 and W CR 300 N and extends east for approximately 1.94 miles to the intersection of W CR 300 N and State Road (SR) 39.

The investigated area for the undertaking was set based on preliminary coordination with the project designers, INDOT Crawfordsville District, and the project scope as understood prior field investigation and set to encompass all proposed work and areas needed for access. The location and approximate boundaries of the investigated area can be seen in the attached maps and aerial photographs (Appendix A).

The proposed project is located in Land Resource Region (LRR) M, as recognized by the US Department of Agriculture. As such, this wetland delineation was conducted in accordance with the *Corps of Engineers Wetland Delineation Manual* (Environmental Laboratory, 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region* (U.S. Army Corps of Engineers, 2010).

2.0 Site Characterization – Records Review

2.1 USGS Topographic Mapping

The topographic map depicts the investigated area as primarily cleared land (white), with forested corridors (green) along mapped streams. An active railroad is mapped crossing W CR 300 N near the eastern termini of the investigated area.

Two streams are depicted within the investigated area and are described in the table below:

Stream Name	Type	Location	Flow Direction	Field Verified
Prairie Creek (Crossing #1)	PER	Intersection of I-65 NB and the I-65 NB entrance ramp from Lafayette Avenue	Northeast	Yes, Prairie Creek (Photos 9-10, 82, 86-87)
Prairie Creek (Crossing #2)	PER	North of I-65 and US 52 partial interchange	Southwest	Yes, Prairie Creek (Photos 634-635)
Prairie Creek (Crossing #3)	PER	Southwest quadrant of the W CR 300 N crossing over I-65	Northwest	Yes, Prairie Creek (Photos 167-168)
Prairie Creek (Crossing #4)	PER	US 52 between the I-65 and US 52 partial interchange and the intersection of US 52 and W CR 300 N	Southwest	Yes, Prairie Creek (Photos 656, 658)
Prairie Creek (Crossing #5)	PER	US 52 between W CR 300 N and W CR 400 N	East	Yes, Prairie Creek (No photos)
Unnamed Tributary (UNT) to Prairie Creek	INT	East of the intersection of I-65 NB and the I-65 NB entrance ramp from Lafayette Avenue	Northwest	Yes, UNT 3 to Prairie Creek (Photos 82-84)

One wetland and one pond are mapped adjacent to the investigated area and described in the table below:

Resource Type	Location	Field Verified
Pond	Approximately 0.15 mile southwest of the W CR 300 N crossing over I-65	Yes, field verified outside the limits of the investigated area (Photos 169-170)
Wetland	Northwest quadrant of the railroad crossing over W CR 300 N	Yes, field verified as Wetland 6. A pond was also verified outside the limits of the investigated area at this location (Photo 387-390, 395)

2.2 National Wetlands Inventory (NWI) Mapping

The NWI Mapping was reviewed for the investigated area. Two mapped wetlands are located within the investigated area and one mapped wetland is located adjacent to the investigated area. See the below NWI table for more details:

NWI Summary		
Mapped NWI	**Location**	**Field Verified**
Palustrine, Forested, Broad-leaved Deciduous, Temporarily Flooded (PFO1A)	Approximately 0.06 mile northeast of the intersection I-65 NB and I-65 NB entrance ramp from Lafayette Avenue	No, local topography was steeply sloped along the north and south banks of Prairie Creek. Upland vegetation was noted within the forested riparian corridor (Photos 79, 81)
Palustrine, Unconsolidated Bottom, Intermittently Exposed, Excavated (PUBGx)	Approximately 0.15 mile southwest of the W CR 300 N crossing over I-65	Yes, field verified outside the limits of the investigated area (Photos 169-170)
Palustrine, Emergent, Persistent, Seasonally Flooded (PEM1C)	Northwest quadrant of the railroad crossing over W CR 300 N	Yes, field verified as Wetland 6. A pond was also verified outside the limits of the investigated area at this location (Photo 387-390, 395)

2.3 County Soil Survey

The *NRCS Soil Survey Geographic Database (SSURGO)* was reviewed to determine soil classification within the investigated area. Soil types mapped within the investigated area include:

Soil Map Unit Summary

Map Unit Name	Map Unit Symbol	NRCS Hydric Soil Category	SSURGO Hydric Rating by Map Unit
Crosby silt loam, fine-loamy subsoil, 0 to 2 percent slopes	CudA	Predominantly non-hydric	2
Cyclone silty clay loam, 0 to 2 percent slopes	CxdA	Predominantly hydric	83
Eel and Beckville soils, 0 to 2 percent slopes, occasionally flooded, very brief duration	EdeAW	Predominantly non-hydric	3
Fincastle silt loam, tipton till plain, 0 to 2 percent slopes	FdbA	Predominantly non-hydric	15
Mahalasville silty clay loam, 0 to 2 percent slopes	MamA	Predominantly hydric	98
Miami clay loam, 6 to 12 percent slopes, severely eroded	MmoC3	Non-hydric	0
Miami silt loam, 2 to 6 percent slopes, eroded	MnpB2	Predominantly non-hydric	5

Map Unit Name	Map Unit Symbol	NRCS Hydric Soil Category	SSURGO Hydric Rating by Map Unit
Miami silt loam, 6 to 12 percent slopes, eroded	MnpC2	Predominantly non-hydric	5
Miami silt loam, 12 to 18 percent slopes, eroded	MnpD2	Non-hydric	0
Ockley silt loam, 0 to 2 percent slopes	ObxA	Non-hydric	0
Ockley silt loam, 2 to 6 percent slopes, eroded	ObxB2	Predominantly non-hydric	5
Sloan silty clay loam, 0 to 1 percent slopes, occasionally flooded, very brief duration	SocAW	Predominantly hydric	94
Treaty silty clay loam, 0 to 1 percent slopes	ThrA	Predominantly hydric	95
Udorthents, loamy	Uby	Non-hydric	0
Williamstown-Crosby silt loams, 2 to 4 percent slopes	WofB	Predominately non-hydric	5
Whitaker silt loam, 0 to 2 percent slopes	WtaA	Predominantly non-hydric	5
Miami-Rainsville complex, 2 to 6 percent slopes, eroded	XfuB2	Predominantly non-hydric	1
Miami-Rainsville complex, 6 to 12 percent slopes, eroded	XfuC2	Predominantly non-hydric	1
Fincastle-Urban land complex, 0 to 2 percent slopes	YfuA	Predominantly non-hydric	5
Treaty-Urban land complex, 0 to 1 percent slopes	YmyA	Partially hydric	49

2.4 Aerial Photography

Aerial photography from 2021 shows land use within the investigated area as predominately agricultural field and residential properties. Forested corridors are present along Prairie Creek, which is shown flowing through the investigated area at five locations as noted on the USGS Topographic mapping. A channelized ditch is also visible along the eastern boundary (Lafayette Avenue) near the southern termini of the investigated area. This ditch enters the investigated area immediately south of Prairie Creek and was field verified as UNT 3 to Prairie Creek during the July 2022 site investigations. A forested corridor is also visible

along the east side of US 52 approximately 0.14 mile north of W CR 300 N. This corridor was field verified as a riparian buffer along UNT 8 to Prairie Creek during the April 19, 2023 site investigation. Land within the right-of-way (ROW) along both sides of I-65, the median between the I-65 NB and SB travel lanes, and within the infields of the I-65 partial interchanges with US 52 and Lafayette Avenue appears to be mowed grass. The 2021 aerial photography shows the investigated area as it appeared during the 2022 and 2023 site investigations, with the exception of the median between the I-65 NB and SB travel lanes, which was noted to be paved as part of the I-65 Added Travel Lanes (ATL) project (Des No Des No 1802967). The I-65 ATL project was under active construction during the 2022 and 2023 site investigations.

2.5 Floodways and Floodplains

The Indiana Department of Natural Resources (IDNR) Floodplain Analysis and Regulatory Assessment (FARA) mapping (https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e) was reviewed for the investigated area. There is one floodplain, associated with Prairie Creek, which crosses the investigation area at five locations corresponding to the crossings of Prairie Creek detailed in Section 2.1 above.

2.6 National Hydrography Dataset (NHD) Flow Lines

Twenty-six USGS NHD classified flow lines are located within the investigated area. Please note that unclassified flow lines are also present within the investigated area. See the below NHD Summary table for more details on the location and field status of the NHD classified flow lines:

NHD Summary

NHD Flow line Name	Location	Field Verified
Connector	Crossing the I-65 NB entrance ramp from Lafayette Avenue (Figure 4, Map 1)	Yes, culvert CLV-006-0.11 (Photos 101-102)
Canal/Ditch	Begins between I-65 NB entrance ramp from Lafayette Avenue and Windhaven Lane and extends north along east side of I-65 NB exit ramp to US 52, then crosses under roadway to west side of I-65 NB exit ramp to US 52 (Figure 4, Map 1)	Yes, Roadside Ditch (RSD) 16, 6 and 7. Wetland 1, EF 1, Wetland M, culvert CLV-006-141.85, and Wetland N were delineated along this feature (Photos 66, 67-70, 73-78, 88-91, 99-100)
Connector	Crossing I-65 NB and SB at intersection of I-65 NB and I-65 NB entrance ramp from Lafayette Ave (Figure 4, Map 1)	Yes, INDOT Bridge I65-141-03143 carrying I-65 over Prairie Creek (Photos 10, 87)
Stream	Crossing I-65 NB and SB at intersection of I-65 NB and I-65 NB entrance ramp from Lafayette Ave (Figure 4, Map 1)	Yes, Prairie Creek-Crossing 1 (Photos 9-10, 82, 86-87)
Stream	East of the intersection of I-65 NB and the I-65 NB entrance ramp from Lafayette Avenue (Figure 4, Map 1)	Yes, UNT 3 to Prairie Creek (Photos 82-84)

NHD Flow line Name	Location	Field Verified
Canal/Ditch	Begins north of Prairie Creek along west side of I-65 SB and extends north to intersection of I-65 SB and I-65 SB entrance ramp from US 52 (Figure 4, Map 1)	Yes, RSD 2. Wetland BK was delineated along this feature (Photos 12-16)
Canal/Ditch	West of I-65 SB within infield of the I-65 and US 53 interchange (Figure 4, Map 1)	Yes, RSD 3. Wetlands BH-1 and BH-2 were delineated along this feature (Photos 22-25, 27-37)
Connector	West of I-65 SB, crossing I-65 NB exit ramp to US 52 from infield of I-65 and US 52 interchange (Figure 4, Map 1)	Yes, culvert CLV-006-79.14 (Photos 31-32, 55-56)
Canal/Ditch	North of I-65 NB exit ramp to US 52 along west side of I-65 SB (Figure 4, Map 1-2)	Yes, RSD 5. Wetland BF was delineated within this feature (Photos 54-57, 631-633)
Stream	Crossing I-65 NB and SB north of the I-65 NB exit ramp to US 52 (Figure 4, Map 2)	Yes, Prairie Creek-Crossing 2 (Photos 634-635)
Canal/Ditch	East side of I-65 NB beginning approximately 0.25 mile north of W CR 300 N and extending south to Prairie Creek (Figure 4, Maps 2 and 4)	Yes, RSD 34 and 80. Wetlands P, Q, R, and S were delineated along this feature (Photos 589-597, 599-600, 605-611)
Connector	East of I-65 NB crossing W CR 300 N (Figure 4, Map 2)	Yes, culvert CLV-10760 (Photos 316, 589)
Stream	Southwest quadrant of the W CR 300 N Bridge over I-65 (Figure 4, Map 2)	Yes, Prairie Creek-Crossing 3 (Photos 167-168)
Canal/Ditch	West of I-65 SB beginning approximately 0.25 mile north of W CR 300 N and extending south to approximately 0.18 mile south of W CR 300 N then turning west and exiting investigated area (Figure 4, Maps 2 and 4)	Yes, RSD 30 and 17. Wetland BD and UNT 7 to Prairie Creek were delineated along this feature (Photos 145-148, 150-155, 279-282)
Connector	West of I-65 SB crossing W CR 300 N (Figure 4, Map 2)	Yes, culvert CLV-50389 (Photos 155, 279)
Canal/Ditch	West of I-65 SB ROW beginning approximately 0.11 mile north of W CR 300 N and extending south to approximately 0.04 mile north of W CR 300 N then turning east to I-65 SB ROW (Figure 4, Map 2)	Yes, RSD 31-32, unnumbered culvert and EF 3 were delineated along this feature (Photos 273-277)
Connector	Crossing US 52 south of Hazelrigg Rd (Figure 4, Map 2)	Yes, culvert CLV-83802 (Photos 643-645)
Stream	Crossing US 52 between Hazelrigg Rd and W CR 300 N (Figure 4, Map 2)	Yes, Prairie Creek-Crossing 4 (Photos 656 and 658)

NHD Flow line Name	Location	Field Verified
Connector	Crossing US 52 approximately 0.12 mile northwest of W CR 300 N (Figure 4, Map 2)	Yes, culvert CLV-052-006-66.25 (Photos 225, 238-240)
Connector	Crossing US 52 approximately 0.27 mile northwest of W CR 300 N (Figure 4, Map 4)	Yes, culvert CV 052-006-7789 (Photos 662 and 706)
Stream	East of US 52 and northwest of W CR 300 N (Figure 4, Map 4)	Yes, UNT 8 to Prairie Creek (Photos 662, 705-707, 741-742, 754-755, 756)
Connector	Crossing US 52 approximately 0.52 mile northwest of W CR 300 N (Figure 4, Map 3)	Yes, culvert CV 052-006-77.60 (Photos 668, 692-694)
Stream	Crossing US 52 approximately 0.87 mile northwest of W CR 300 N (Figure 4, Map 3)	Yes, Prairie Creek–Crossing 5 (No photos)
Canal/Ditch	Crossing W CR 300 N approximately 0.42 mile west of SR 39 (Figure 4, Map 5)	Yes, RSD 46 and 66. Wetland 6 was partially delineated along this feature (Photos 398-399, 487-489)
Canal/Ditch	West of SR 39 beginning approximately 0.05 mile north of W CR 300 N and extending north beyond investigated area (Figure 4, Map 5)	Yes, RSD 48. Wetland 7 was delineated along this feature (Photos 417, 424-425)
Canal/Ditch	East of SR 39 crossing W CR 300 N (Figure 4, Map 5)	Yes, RSD 49-51 and 55-56. Wetlands 8 and 9 were delineated along this feature (Photos 426-431, 444-447, 450-451, 455-457)

2.7 Legal Drain

The Boone County Surveyors Office Geographic Information System (GIS) (http://50.73.115.85/boone/map.phtml) was accessed on September 9, 2022 by American Structurepoint, Inc. staff. Two Boone County Legal Drain are mapped within the investigated area. The first legal drain is located within the agricultural field in the northeast quadrant of the intersection of W CR 300 N and I-65. Wetland 4 and Drainage Swale (DS) 6 were identified along this legal drain. The second legal drain in located within the agricultural field in the northwest quadrant of the intersection of W CR 300 N and SR 39. No resources were identified along this feature.

2.8 12-Digit Hydrologic Unit Code

The USGS 12-Digit Hydrologic Unit Code (HUC) mapping was reviewed for the investigated area. The investigated area is located within the Deer Creek-Prairie Creek (0512011004040) and Spring Creek-Sugar Creek (051201100108) 12-Digits HUCs.

2.9 U.S. Army Corps of Engineers Approved Jurisdictional Determinations

Portions of the I-65 and US 52 Interchange project (Des No 2200176) were included in a previous wetland delineation and waters investigation for the I-65 Added Travel Lanes (ATL) project (Des No 1802967), which was being actively constructed during the 2022 and 2023 field investigations. Impacts to regulated wetlands

caused by the I-65 ATL project were permitted through a Section 404 Regional General Permit (RGP) (LRL-2020-639-scm) issued November 17, 2020 and a Section 401 Water Quality Certification (2020-640-06-JBT-A) issued October 16, 2020 and modified January 6, 2021. The jurisdictional status for water resources identified by the I-65 ATL wetland delineation and waters investigation was evaluated through an Approved Jurisdictional Determination (AJD) issued by the U.S. Army Corps of Engineers on October 9, 2020 and a Waters of the State (WOS) Determination issued by the Indiana Department of Environmental Management (IDEM) on October 21, 2020.

Twenty-eight wetlands and two streams included in the AJD and WOS Determination for the I-65 ATL project are located within the limits of the investigation area for the I-65 and US 52 Interchange Improvement Project. Therefore, field verification of these resources was conducted during the 2022 and 2023 site investigations and any modification to these features was noted. A map showing the current investigation area, the I-65 ATL investigation area, and previously delineated resources is included in Appendix A (Figure 5). A copy of the AJD can be found in Appendix E.

Since the issuance of the AJD, federal agencies have halted implementation of the Navigable Waters Protection Rule (NWPR) and returned to an interpretation of "waters of the US" consistent with the pre-2015 regulatory regime. Since the NWPR was utilized for the AJD associated with the I-65 ATL project, the jurisdictional determinations made for the previously delineated water resources within the limits of the investigated area for the current undertaking have been re-evaluated to conform with the pre-2015 regulatory regime. More information on the previously delineated features can be found in the table below.

Des No 1802967 – I-65 Added Travel Lanes			
Latitude and Longitude: 40.137636/-86.522641 **Location:** I-65 from 0.82 mile north of SR 32 to 0.60 mile north of SR 47, Boone County, Indiana			
Corps I.D./AJD Approval Date/Expiration Date: LRL 2020-639-scm/Approved 10/09/2020/Expires 10/09/2025			
IDEM I.D./Waters of the State Determination Date: 2020-640-06-JBT-A/Approved 10/21/2022			
Delineated Resource Name	**2020 Jurisdictional Determination**	**2022 Field Verification**	**2023 Likely Jurisdiction**
Wetland BD	Isolated Water of the State	Present	Water of the US
Wetland BE	Isolated Water of the State	Present	Water of the US
Wetland BF	Isolated Water of the State	Present	Water of the US
Wetland BG	Isolated Water of the State	Present	Water of the US
Wetland BH-1	Isolated Water of the State	Present	Water of the US
Wetland BH-2	Isolated Water of the State	Present	Water of the US
Wetland BI	Isolated Water of the State	Present	Water of the US
Wetland BJ	Isolated Water of the State	Not present, confirmed to be impacted as previously permitted (Photo 60)	N/A
Wetland BK	Isolated Water of the State	Present	Water of the US
Wetland BL	Isolated Water of the State	Not present, confirmed to be impacted as previously permitted (Photo 60)	N/A

Delineated Resource Name	2020 Jurisdictional Determination	2022 Field Verification	2023 Likely Jurisdiction
Wetland BM	Isolated Water of the State	Not present, confirmed to be impacted as previously permitted (Photos 110-111)	N/A
Wetland BN	Isolated Water of the State	Present	Water of the US
Wetland BO	Isolated Water of the State	Not present, confirmed to be impacted as previously permitted (Photo 109)	N/A
Wetland BY	Isolated Water of the State	Not present, confirmed to be impacted as previously permitted (Photos 776-778)	N/A
Wetland K-1	Isolated Water of the State	Present	Water of the US
Wetland K-2	Isolated Water of the State	Present	Water of the US
Wetland L-1	Isolated Water of the State	Present	Water of the US
Wetland L-2	Isolated Water of the State	Present	Water of the US
Wetland M	Isolated Water of the State	Present	Water of the US
Wetland N	Isolated Water of the State	Present	Water of the US
Wetland O	Isolated Water of the State	Present	Water of the US
Wetland P	Isolated Water of the State	Present	Water of the US
Wetland Q	Isolated Water of the State	Present	Water of the US
Wetland R	Isolated Water of the State	Present	Water of the US
Wetland S	Isolated Water of the State	Present	Water of the US
Wetland T	Isolated Water of the State	Present	Water of the US
Wetland U	Isolated Water of the State	Present	Water of the US
Wetland V	Isolated Water of the State	Present	Water of the US
Prairie Creek	Water of the US	Present	Water of the US
UNT 3 to Prairie Creek	Water of the US	Present	Water of the US

3.0 Field Reconnaissance

The I-65 and US 52 Interchange Improvement project was examined for the presence of wetlands and waters of the U.S. on the site on July 20, 2022, July 26-27, 2022, October 10, 2022, November 22, 2022, April 19, 2023 and April 25, 2023. Although the October and November 2022 site visits were conducted late in the growing season, vegetation was determined to be present and identifiable within the investigated area. Soil temperatures were checked during the November 22, 2022 and confirmed to be higher than 41° F at a depth of 1 foot. Data points were strategically placed to identify appropriate boundaries of delineated wetlands and to determine the presence or absence of jurisdictional wetlands and waters of the U.S. A total of 45 wetlands totaling 4.759 acre (15,839 linear feet) and 4 streams totaling 2,903 linear feet (1.106 acre) were identified within the investigated area. Of this, 23 wetlands (Wetlands BD, BE, BF, BG, BH-1, BH-2, BI, BK, BN, K-1, K-2, L-1, L-2, M, N, O, P, Q, R, S, T, U, and V) totaling 2.759 acre (13,632 linear feet) and two streams (Prairie Creek Crossings #1-2 and UNT 3 to Prairie Creek) totaling 979 linear feet (0.443 acre) were previously

delineated as part of the I-65 ATL project (Des No 1802967). The remaining 22 wetlands (Wetlands 1-7, 8a-8d, 9a-9b, 10-17, 18a-18b, 19-21) totaling 2.030 acre (2,207 linear feet) and 3 streams (Prairie Creek Crossings #3-5, UNT 7 to Prairie Creek, and UNT 8 to Prairie Creek) totaling 1,924 linear feet (0.663 acre) were newly identified as part of the 2022 and 2023 site investigations. Data sheets and a map indicating the location of data points associated with newly delineated features are included in the appendix.

3.1 Previously Delineated Wetlands (I-65 ATL; Des No 1802967)

3.1.1 Wetland BD

Wetland BD is an emergent wetland located within roadside ditch (RSD) 30 along the southbound lanes of I-65. The wetland begins approximately 0.02 mile north of W CR 300 N and extends north for approximately 1,141 linear feet within RSD 30. Wetland BD was previously delineated for 0.267 acre (1,141 linear feet) as part of the I-65 ATL project (Des No 1802967) and was confirmed present and unmodified during the July 2022 site reconnaissance. Wetland BD would be considered Palustrine, Emergent, Seasonally Flooded/Saturated (PEME) under the Cowardin Classification System, and was classified as a poor quality wetland due to its association with a roadside ditch used for drainage. Wetland BD drains south within the roadside ditch to Wetland BE, which as stated in Section 3.1.2 below, eventually drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland BD would be considered a water of the U.S.

3.1.2 Wetland BE

Wetland BE is an emergent wetland located within RSD 17 along the southbound lanes of I-65. The wetland begins approximately 0.18 mile north of Prairie Creek and extends north for approximately 34 linear feet within RSD 17. Wetland BE was previously delineated for 0.012 acre (34 linear feet) as part of the I-65 ATL project (Des No 1802967) and was confirmed present and unmodified during the July 2022 site reconnaissance. Wetland BE would be considered PEME under the Cowardin Classification System, and was classified as a poor quality wetland due to its association with a roadside ditch used for drainage. Wetland BE drains south within the roadside ditch to Prairie Creek, which drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland BE would be considered a water of the U.S.

3.1.3 Wetland BF

Wetland BF is an emergent wetland located within RSD 5 along the southbound lanes of I-65, north of the I-65 NB exit ramp to US 52. The wetland begins approximately 0.03 mile north of the I-65 and US 52 interchange and extends east for approximately 259 linear feet within RSD 5 along the I-65 NB exit ramp to US 52. The wetland then turns north and extends an additional 186 linear feet along the I-65 SB travel lanes. Wetland BF was previously delineated for 0.133 acre (445 linear feet) as part of the I-65 ATL project (Des No 1802967) and was confirmed present and unmodified during the July 2022 site reconnaissance. Riprap was noted to be installed at the outlet of culvert CLV-006-142.1 within the wetland. Wetland BF would be considered PEME under the Cowardin Classification System, and was classified as a poor quality wetland due to its association with a roadside ditch used for drainage. Wetland BF drains north within the roadside ditch to Prairie Creek, which drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland BF would be considered a water of the U.S.

3.1.4 Wetland BG

Wetland BG is an emergent wetland located within RSD 5 along the I-65 NB exit ramp to US 52. The wetland begins approximately 0.14 mile west of the I-65 SB travel lanes and extends north and west for

approximately 63 linear feet within RSD 5. Wetland BG was previously delineated for 0.006 acre (63 linear feet) as part of the I-65 ATL project (Des No 1802967) and was confirmed present and unmodified during the July 2022 site reconnaissance. Wetland BG would be considered PEME under the Cowardin Classification System, and was classified as a poor quality wetland due to its association with a roadside ditch used for drainage. Wetland BG drains east within the roadside ditch to Wetland BF, which as stated in Section 3.1.3 above, eventually drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland BG would be considered a water of the U.S.

3.1.5 Wetland BH-1

Wetland BH-1 is a forested wetland located west of the I-65 SB travel lanes within RSD 3 in the infield of the I-65 and US 52 interchange. Wetland BH-1 was previously delineated for 0.170 acre (350 linear feet) as part of the I-65 ATL project (Des No 1802967). However, during the July 2022 site reconnaissance, it was determined that the western portion of Wetland BH-1 was comprised entirely of herbaceous vegetation (Photos 33-34) and should therefore be included with emergent Wetland BH-2 (See Section 3.1.6 below). Therefore, the western boundary of Wetland BH-1 was reassessed during the July 2022 site investigation and the size of Wetland BH-1 has been decreased to 0.080 acre (64 linear feet).

Wetland BH-1 is located approximately 0.05 mile west of the I-65 SB travel lanes and extends approximately 64 linear feet east within RSD 3. The wetland is situated between the emergent portions of Wetland BH-2, which extend east and west within the roadside ditch from Wetland BH-1. The wetland receives drainage from Wetland BH-2 and the surrounding roadways. Wetland BH-1 is drained by culvert CLV-006-142.1, which conveys drainage north under the I-65 NB exit ramp to US 52 to Wetland BF, which as stated in Section 3.1.3 above, eventually drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland BH-1 would be considered a water of the U.S.

Data Point (DP) 40 was collected to document the forested portion of the reassessed western boundary between Wetland BH-1 and BH-2. The dominant vegetation consisted of *Salix nigra* [black willow; OBL] within the tree stratum; *Salix nigra* [black willow; OBL] and *Sambucus nigra* [black elderberry; FAC] within the sapling/shrub stratum; and *Leersia oryzoides* [rice cutgrass; OBL] and *Typha angustifolia* [narrow-leafed cattail; OBL] within the herbaceous stratum. Hydrologic indicators included Geomorphic Position (D2) and passing the FAC-Neutral Test (D5). Hydric soil indicators included Depleted Below Dark Surface (A11) and Depleted Matrix (F3). Wetland BH-1 would be considered Palustrine, Forested, Broad-Leaved Deciduous, Seasonally Flooded/Saturated (PFO1E) under the Cowardin Classification System. Wetland BH-1 appears to be associated with the roadway surface drainage system constructed within mapped hydric soil and exhibits dominant hydrophytic vegetation confined to the ditchline. Wetland BH-1 appears to be associated with a roadside ditch used for drainage, and is therefore considered poor quality. A continuous defined bed and bank or ordinary highwater mark (OHWM) were not observed during the site reconnaissance. For reference to field data collected for this wetland, see DP 40 included in the Appendix C.

3.1.6 Wetland BH-2

Wetland BH-2 is an emergent wetland located west of the I-65 SB travel lanes within RSD 3 in the infield of the I-65 and US 52 interchange. Wetland BH-2 was previously delineated for 0.255 acre (445 linear feet) as part of the I-65 ATL project (Des No 1802967). However, during the July 2022 site reconnaissance, it was determined that the western portion of Wetland BH-1 (depicted as forested vegetation in the I-65 ATL delineation report) was comprised entirely of herbaceous vegetation (Photos 33-34) and should therefore

be included within emergent Wetland BH-2. Therefore, the western boundary of Wetland BH-2 was reassessed during the July 2022 site investigation and the size of Wetland BH-2 has been increased to 0.345 acre (732 linear feet). The eastern portion of Wetland BH-2 was confirmed to be present as documented in the I-65 ATL delineated report.

Wetland BH-2 is separated into two areas, which extend east and west within RSD 3 from Wetland BH-1. The western portion of Wetland BH-2 begins approximately 0.10 mile west of the I-65 SB travel lanes and extends east for approximately 287 linear feet to Wetland BH-1. The eastern portion of Wetland BH-2 begins approximately 0.03 mile west of the I-65 SB travel lanes and extends east for 136 linear feet then south for 309 linear feet within RSD 3. Wetland BH-2 receives drainage from the surrounding roadways. Both portions of Wetland BH-2 drain to Wetland BH-1, which as stated in Section 3.1.5 above, eventually drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland BH-2 would be considered a water of the U.S.

DP 41 was collected to document the emergent portion of the reassessed western boundary between Wetland BH-1 and BH-2. The dominant vegetation consisted of *Poa pratensis* [Kentucky bluegrass; FAC] and *Carex vulpinoidea* [fox sedge; FACW] within the herbaceous stratum. Hydrologic indicators included Geomorphic Position (D2) and passing the FAC-Neutral Test (D5). Hydric soil indicators included Redox Dark Surface (F6). Wetland BH-2 would be considered PEME under the Cowardin Classification System. Wetland BH-2 appears to be associated with the roadway surface drainage system constructed within mapped hydric soil and exhibits dominant hydrophytic vegetation confined to the ditchline. Wetland BH-2 appears to be associated with a roadside ditch used for drainage, and is therefore considered poor quality. A continuous defined bed and bank or OHWM were not observed during the site reconnaissance. For reference to field data collected for this wetland, see DP 41 included in the Appendix C.

3.1.7 Wetland BI

Wetland BI is an emergent wetland located within RSD 2 along the I-65 SB entrance ramp from US 52. The wetland begins approximately 0.04 mile west of the I-65 SB travel lanes and extends northwest for approximately 535 linear feet within RSD 2. Wetland BI was previously delineated for 0.083 acre (535 linear feet) as part of the I-65 ATL project (Des No 1802967) and was confirmed present and unmodified during the July 2022 site reconnaissance. Wetland BI would be considered PEME under the Cowardin Classification System, and was classified as a poor quality wetland due to its association with a roadside ditch used for drainage. Wetland BI drains southeast within the roadside ditch to Wetland BK, which as stated in Section 3.1.8 below, eventually drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland BI would be considered a water of the U.S.

3.1.8 Wetland BK

Wetland BK is an emergent wetland located within RSD 2 ditch along the I-65 SB travel lanes. The wetland begins approximately 0.28 mile south of the I-65 SB entrance ramp from US 52 and extends north for approximately 1,513 linear feet within RSD 2. Wetland BK was previously delineated for 0.136 acre (1,513 linear feet) as part of the I-65 ATL project (Des No 1802967) and was confirmed present and unmodified during the July 2022 site reconnaissance. Wetland BK would be considered PEME under the Cowardin Classification System, and was classified as a poor quality wetland due to its association with a roadside ditch used for drainage. Wetland BK drains south to Prairie Creek, which drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland BK would be considered a water of the U.S.

3.1.9 Wetland BN

Wetland BN is an emergent wetland located within RSD 1 along the I-65 SB travel lanes. The wetland begins approximately 0.19 mile south of the I-65 SB exit ramp to Lafayette Avenue and extends north for approximately 1,782 linear feet within RSD 1. Wetland BN was previously delineated for 0.158 acre (1,782 linear feet) as part of the I-65 ATL project (Des No 1802967) and was confirmed present and unmodified during the July 2022 site reconnaissance. However, only 0.111 acre (1,203 linear feet) of the wetland is within the limits of the current investigation area. Wetland BN would be considered PEME under the Cowardin Classification System, and was classified as a poor quality wetland due to its association with a roadside ditch used for drainage. Wetland BN drains north to Prairie Creek, which drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland BN would be considered a water of the U.S.

3.1.10 Wetland K-1

Wetland K-1 is a forested wetland located within RSD 11 along the south side of the I-65 SB exit ramp to Lafayette Avenue. The wetland begins approximately 0.01 mile east of the I-65 NB travel lanes and extends east for approximately 211 linear feet within RSD 11. Wetland K-1 was previously delineated for 0.013 acre (211 linear feet) as part of the I-65 ATL project (Des No 1802967) and was confirmed present and unmodified during the July 2022 site reconnaissance. Wetland K-1 would be considered PFO1E under the Cowardin Classification System, and was classified as a poor quality wetland due to its association with a roadside ditch used for drainage. Wetland K-1 drains north to Wetland L-2, which as stated in Section 3.1.13 below, eventually drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland K-1 would be considered a water of the U.S.

3.1.11 Wetland K-2

Wetland K-2 is an emergent wetland located within RSD 11 along the south side of the I-65 SB exit ramp to Lafayette Avenue. The wetland begins approximately 0.04 mile east of the I-65 NB travel lanes and extends east for approximately 582 linear feet within RSD 11. Wetland K-2 was previously delineated for 0.047 acre (582 linear feet) as part of the I-65 ATL project (Des No 1802967) and was confirmed present and unmodified during the July 2022 site reconnaissance. Wetland K-2 would be considered PEME under the Cowardin Classification System, and was classified as a poor quality wetland due to its association with a roadside ditch used for drainage. Wetland K-2 drains west to Wetland K-1, which as stated in section 3.1.10 above, eventually drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland K-2 would be considered a water of the U.S.

3.1.12 Wetland L-1

Wetland L-1 is a forested wetland located within RSD 9 along the I-65 NB travel lanes. The wetland begins immediately north the I-65 SB exit ramp to Lafayette Avenue and extends north for approximately 432 linear feet within RSD 9. Wetland L-1 was previously delineated for 0.027 acre (432 linear feet) as part of the I-65 ATL project (Des No 1802967) and was confirmed present and unmodified during the July 2022 site reconnaissance. . Wetland L-1 would be considered PFO1E under the Cowardin Classification System, and was classified as a poor quality wetland due to its association with a roadside ditch used for drainage. Wetland L-1 drains north to Wetland L-2, which as stated in section 3.1.13 below, eventually drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland L-1 would be considered a water of the U.S.

3.1.13 Wetland L-2

Wetland L-2 is an emergent wetland located within RSD 9 and RSD 10 along the I-65 NB travel lanes and the I-65 SB exit ramp to Lafayette Avenue. The emergent wetland is separated into two parts by the forested Wetland L-1. The southern portion of this wetland begins approximately 0.1 mile west of Lafayette Avenue and extends west for 716 linear feet within RSD 10. The northern portion of this wetland begins 0.08 mile north of the I-65 SB exit ramp to Lafayette Avenue and extends north for 662 linear feet within RSD 9. Wetland L-2 was previously delineated for 0.119 acre (1,378 linear feet) as part of the I-65 ATL project (Des No 1802967) and was confirmed present and unmodified during the July 2022 site reconnaissance. . Wetland L-2 would be considered PEME under the Cowardin Classification System, and was classified as a poor quality wetland due to its association with a roadside ditch used for drainage. Wetland L-2 drains east to culvert CLV-006-0.11, which conveys drainage under the I-65 NB entrance ramp from Lafayette Avenue to Wetland 1, which as stated in section 3.2.1 below, eventually drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland L-2 would be considered a water of the U.S.

3.1.14 Wetland M

Wetland M is an emergent wetland located within RSD 6 along the I-65 NB travel lanes. The wetland begins approximately 0.02 mile north of INDOT Bridge I65-141-03143 and extends north for approximately 1,027 linear feet within RSD 6. Wetland M was previously delineated for 0.127 acre (1,027 linear feet) as part of the I-65 ATL project (Des No 1802967) and was confirmed present and unmodified during the July 2022 site reconnaissance.. Wetland M would be considered PEME under the Cowardin Classification System, and was classified as a poor quality wetland due to its association with a roadside ditch used for drainage. Wetland M drains south to Prairie Creek, which drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland M would be considered a water of the U.S.

3.1.15 Wetland N

Wetland N is an emergent wetland located east of the I-65 NB travel lanes within RSD 7 in the infield of the I-65 and US 52 interchange. A gravel access drive bisects the eastern portion of Wetland N. Drainage is conveyed beneath the gravel drive through an unnumbered culvert. The wetland begins approximately 0.02 mile north of the I-65 NB exit ramp to US 52 and extends north for 742 linear feet along the I-65 NB travel lanes and 450 linear feet along the I-65 NB exit ramp to US 52. Wetland N was previously delineated for 0.374 acre (1,192 linear feet) as part of the I-65 ATL project (Des No 1802967) and was confirmed present and unmodified during the July 2022 site reconnaissance.. Wetland N would be considered PEME under the Cowardin Classification System, and was classified as a poor quality wetland due to its association with a roadside ditch used for drainage. Wetland N drains south to culvert CLV-006-141.85, which conveys drainage east beneath the I-65 NB exit ramp to US 52 to Wetland M, which as stated in Section 3.1.14 above, eventually drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland N would be considered a water of the U.S.

3.1.16 Wetland O

Wetland O is an emergent wetland located within RSD 6 along the I-65 NB travel lanes. The wetland begins approximately 0.12 mile north of US 52 and extends north for 139 linear feet within RSD 6. Wetland O was previously delineated for 0.033 acre (139 linear feet) as part of the I-65 ATL project (Des No 1802967) and was confirmed present and unmodified during the November 2022 site reconnaissance. Wetland O would be considered PEME under the Cowardin Classification System, and was classified as a poor quality wetland due to its association with a roadside ditch used for drainage. Wetland O drains north along the roadside

ditch to Prairie Creek, which drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland O would be considered a water of the U.S.

3.1.17 Wetland P

Wetland P is an emergent wetland located within RSD 80 along the I-65 NB travel lanes. The wetland begins approximately 0.30 mile south of W CR 300 N and extends north for 56 linear feet within RSD 80. Wetland P was previously delineated for 0.023 acre (56 linear feet) as part of the I-65 ATL project (Des No 1802967) and was confirmed present and unmodified during the July 2022 site reconnaissance. Wetland P would be considered PEME under the Cowardin Classification System, and was classified as a poor quality wetland due to its association with a roadside ditch used for drainage. Wetland P drains south along the roadside ditch to Prairie Creek, which drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland P would be considered a water of the U.S.

3.1.18 Wetland Q

Wetland Q is an emergent wetland located within RSD 80 along the I-65 NB travel lanes. The wetland begins approximately 0.10 mile south of W CR 300 N and extends north for 140 linear feet within RSD 80. Wetland Q was previously delineated for 0.031 acre (140 linear feet) as part of the I-65 ATL project (Des No 1802967) and was confirmed present and unmodified during the July 2022 site reconnaissance. Wetland Q would be considered PEME under the Cowardin Classification System, and was classified as a poor quality wetland due to its association with a roadside ditch used for drainage. Wetland Q drains south along the roadside ditch to Wetland P, which as stated in Section 3.1.17 above, eventually drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland Q would be considered a water of the U.S.

3.1.19 Wetland R

Wetland R is an emergent wetland located within RSD 80 along the I-65 NB travel lanes. The wetland begins approximately 0.06 mile south of W CR 300 N and extends north for 262 linear feet within RSD 80. Wetland R was previously delineated for 0.062 acre (262 linear feet) as part of the I-65 ATL project (Des No 1802967) and was confirmed present and unmodified during the July 2022 site reconnaissance. Wetland R would be considered PEME under the Cowardin Classification System, and was classified as a poor quality wetland due to its association with a roadside ditch used for drainage. Wetland R drains south along the roadside ditch to Wetland Q, which as stated in Section 3.1.18 above, eventually drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland R would be considered a water of the U.S.

3.1.20 Wetland S

Wetland S is an emergent wetland located within RSD 34 ditch along the I-65 NB travel lanes. The wetland begins approximately 0.01 mile north of W CR 300 N and extends north for 1,308 linear feet within RSD 34. Wetland S was previously delineated for 0.428 acre (1,308 linear feet) as part of the I-65 ATL project (Des No 1802967) and was confirmed present and unmodified during the July 2022 site reconnaissance. Wetland S would be considered PEME under the Cowardin Classification System, and was classified as a poor quality wetland due to its association with a roadside ditch used for drainage. Wetland S drains south along the roadside ditch to Wetland R, which as stated in Section 3.1.19 above, eventually drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland S would be considered a water of the U.S.

3.1.21 Wetland T

Wetland T is an emergent wetland located within RSD 34 along the I-65 NB travel lanes. The wetland begins approximately 0.45 mile north of W CR 300 N and extends north for 424 linear feet within RSD 34. Wetland T was previously delineated for 0.084 acre (424 linear feet) as part of the I-65 ATL project (Des No 1802967) and was confirmed present and unmodified during the July 2022 site reconnaissance.. Wetland T would be considered PEME under the Cowardin Classification System, and was classified as a poor quality wetland due to its association with a roadside ditch used for drainage. Wetland T drains south along the roadside ditch to Wetland S, which as stated in Section 3.1.20 above, eventually drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland T would be considered a water of the U.S.

3.1.22 Wetland U

Wetland U is an emergent wetland located within RSD 34 along the I-65 NB travel lanes. The wetland begins approximately 0.60 mile north of W CR 300 N and extends north for 373 linear feet within RSD 34. Wetland U was previously delineated for 0.074 acre (373 linear feet) as part of the I-65 ATL project (Des No 1802967) and was confirmed present and unmodified during the July 2022 site reconnaissance. Wetland U would be considered PEME under the Cowardin Classification System, and was classified as a poor quality wetland due to its association with a roadside ditch used for drainage. Wetland U drains south along the roadside ditch to Wetland T, which as stated in Section 3.1.21 above, eventually drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland U would be considered a water of the U.S.

3.1.23 Wetland V

Wetland V is an emergent wetland located within RSD 34 along the I-65 NB travel lanes. The wetland begins approximately 0.81 mile north of W CR 300 N and extends north for 378 linear feet before exiting the investigated area. Wetland V was previously delineated for 0.135 acre (523 linear feet) as part of the I-65 ATL project (Des No 1802967) and was confirmed present and unmodified during the April 2023 site reconnaissance. However, only 0.114 acre (378 linear feet) of the wetland is within the limits of the current investigation area. Wetland V would be considered PEME under the Cowardin Classification System, and was classified as a poor quality wetland due to its association with a roadside ditch used for drainage. Wetland V drains south along the roadside ditch to Wetland U, which as stated in Section 3.1.22 above, eventually drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland U would be considered a water of the U.S.

Table 1 – Wetland Data Points Summary

Data Point	Photos	Lat/ Long	Water Resource	Hydrophytic Vegetation	Hydric Soils	Wetland Hydrology	Within a Wetland
40	27-30	40.072564/ -86.499469	Wetland BH-1	Yes	Yes	Yes	Yes
41	33-36	40.072614/ -86.499272	Wetland BH-2 (western portion)	Yes	Yes	Yes	Yes

Table 2 – Aquatic Resources Summary: Previously Delineated Wetlands (I-65 ATL; Des No 1802967)

Delineated Resource	Photos	Lat/ Long	Type	Quality	Likely Jurisdiction	Total	
						Acres	Linear Feet
Wetland BD	276, 279-282	40.085362/ -86.503890	PEME	Poor	Water of the US	0.267	1,141
Wetland BE	140-141	40.078189/ -86.500846	PEME	Poor	Water of the US	0.012	34
Wetland BF	54-57	40.073990/ -86.499098	PEME	Poor	Water of the US	0.133	445
Wetland BG	51-52	40.073363/ -86.501564	PEME	Poor	Water of the US	0.006	63
Wetland BH-1	21,27-30, 37	40.072564/ -86.499469	PFO1E	Poor	Water of the US	0.080	64
Wetland BH-2	21-25, 33-37	40.072614/ -86.499272	PEME	Poor	Water of the US	0.345	732
Wetland BI	18-20	40.072111/ -86.499380	PEME	Poor	Water of the US	0.083	535
Wetland BK	12-17	40.070022/ -86.497455	PEME	Poor	Water of the US	0.136	1,513
Wetland BN	3-7	40.065733/ -86.495670	PEME	Poor	Water of the US	0.111	1,203
Wetland K-1	117-118	40.063380/ -86.493591	PFO1E	Poor	Water of the US	0.013	211
Wetland K-2	121-123	40.063185/ -86.491732	PEME	Poor	Water of the US	0.047	582
Wetland L-1	107-108	40.063714/ -86.493818	PFO1E	Poor	Water of the US	0.027	432
Wetland L-2	102-106, 112-115	40.065651/ -86.494737	PEME	Poor	Water of the US	0.119	1,378
Wetland M	74-78	40.067241/ -86.495417	PEME	Poor	Water of the US	0.127	1,027
Wetland N	64-70	40.070208/ -86.496667	PEME	Poor	Water of the US	0.374	1,192
Wetland O	638-639	40.074712/ -86.498530	PEME	Poor	Water of the US	0.033	139
Wetland P	607-608	40.078603/ -86.500228	PEME	Poor	Water of the US	0.023	56

Delineated Resource	Photos	Lat/ Long	Type	Quality	Likely Jurisdiction	Total	
						Acres	Linear Feet
Wetland Q	595-596	40.081811/ -86.501532	PEME	Poor	Water of the US	0.031	140
Wetland R	588-592	40.082462/ -86.501806	PEME	Poor	Water of the US	0.062	262
Wetland S	301-302, 312-316	40.083852/ -86.502395	PEME	Poor	Water of the US	0.428	1,308
Wetland T	293-295	40.089525/ -86.504750	PEME	Poor	Water of the US	0.084	424
Wetland U	289-290	40.091796/ -86.505654	PEME	Poor	Water of the US	0.074	373
Wetland V	781-783	40.094361/ -86.506704	PEME	Poor	Water of the US	0.114	378
Total						**2.729**	**13,632**

3.2 Wetlands

3.2.1 Wetland 1

Wetland 1 is a forested wetland located within a poorly drained section of RSD 16 between the I-65 NB entrance ramp from Lafayette Avenue and Windhaven Lane. The wetland begins approximately 0.03 mile south of Prairie Creek and extends northwest for approximately 102 linear feet within RSD 16. Wetland 1 receives drainage from culvert CLV 006-0.11, which conveys drainage from Wetland L-2 under the I-65 NB entrance ramp from Lafayette Avenue. Wetland 1 drains northwest to Erosional Feature (EF) 1, which drains to Prairie Creek, which drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland 1 would be considered a water of the U.S.

The dominant vegetation consisted of *Fraxinus pennsylvanica* [green ash; FACW] within the tree stratum. No dominant plants were present within the sapling/shrub or herbaceous strata. Hydrologic indicators included Water Marks (B1), Drift Deposits (B3), Sparsely Vegetated Concave Surface (B8), Water-Stained Leaves (B9), Surface Soil Cracks (B6), Geomorphic Position (D2), and passing the FAC-Neutral Test (D5). Hydric soil indicators included Redox Dark Surface (F6). Restrictive riprap was present at 10 inches below the ground surface, which prevented the collection of a full depth soil profile. Multiple attempts were made to collect a full depth soil profile, however, restrictive riprap appeared to be ubiquitous throughout the wetland. Wetland 1 would be considered PFO1A under the Cowardin Classification System. Wetland 1 is 0.010 acre (102 linear feet) and wholly contained within the investigated area. Wetland 1 appears to be associated with the roadway surface drainage system constructed within mapped hydric soil and exhibits dominant hydrophytic vegetation confined to the ditchline. Wetland 1 appears to be associated with a roadside ditch used for drainage, and is therefore considered poor quality. A continuous defined bed and bank or OHWM were not observed during the site reconnaissance. For reference to field data collected for

this wetland, see DP 1 included in the Appendix C. DP 2 included in Appendix C is representative of the upland areas surrounding Wetland 1.

DP 2 possessed the vegetation, but lacked the hydric soils and hydrology to be determined a wetland. The dominant vegetation in the upland consisted of *Morus alba* [white mulberry; FAC], *Juglans nigra* [black walnut; FACU], and *Acer negundo* [boxelder; FAC] within the tree stratum; *Lonicera maackii* [Amur honeysuckle; UPL] within the sapling/shrub stratum; *Carex blanda* [eastern woodland sedge; FAC] and *Geum aleppicum* [yellow avens; FACW] within the herbaceous stratum; and *Toxicodendron radicans* [poison ivy, FAC] within the woody vines stratum. No hydrology or hydric soil indicators were present. The local topography was convex and sloped towards the roadside ditch and Prairie Creek, which prevents the ponding of water.

3.2.2 Wetland 2

Wetland 2 is a farmed emergent wetland located south of W CR 300 N approximately 0.34 mile east of US 52. The wetland is located within a low-lying area of the agricultural field that collects water from the adjacent roadway and surrounding agricultural landscape. The wetland drains east along topographic contours to EF 2, which drains to Prairie Creek, which drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland 2 would be considered a water of the U.S.

The dominant vegetation consisted of *Glycine max* [soybean; UPL] within the herbaceous stratum. Hydrologic indicators included Algal Mat (B4), Surface Soil Cracks (B6), Stunted/Stressed Vegetation (D1), and Geomorphic Position (D2). Hydric soil indicators included Depleted Below Dark Surface (A11) and Depleted Matrix (F3). Wetland 2 is located within an actively farmed agricultural field where vegetation is annually disturbed and managed through farming practices. No hydrophytic vegetation was noted within the wetland. However, indicators of wetland hydrology and hydric soils were present and the wetland was positioned in a low-lying area of the landscape that is likely to collect or concentrate water. Therefore, the approach to identify Problematic Hydrophytic Vegetation within managed plant communities detailed in *Section 5: Difficult Wetland Situations in the Midwest Region* of the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region (Version 2.0)* was utilized. Based on this approach, it was determined that vegetation within Wetland 2 would qualify as Problematic Hydrophytic Vegetation. Therefore, the wetland determination was based on the indicators of hydric soil and wetland hydrology observed at DP 4.

Wetland 2 would be considered Palustrine, Emergent, Seasonally Flooded/Saturated, Farmed (PEMEf) under the Cowardin Classification System. Wetland 2 is 0.047 acre and wholly contained within the investigated area. Wetland 2 would be considered a poor quality wetland due to routine disturbance associated with agricultural practices. For reference to field data collected for this wetland, see DP 4 included in the Appendix C. DP 5 included in Appendix C is representative of the upland areas surrounding Wetland 2.

DP 5 did not have the vegetation, soils, or hydrology to be determined a wetland. The dominant vegetation in the upland consisted of *Glycine max* [soybean; UPL] and *Amaranthus retroflexus* [red root; FACU] within the herbaceous stratum. No indicators of wetland hydrology or hydric soils were present.

3.2.3 Wetland 3

Wetland 3 is a farmed emergent wetland located south of W CR 300 N approximately 0.03 mile east of US 52. The wetland is located within a low-lying area of the agricultural field that collects water from the

adjacent roadway and surrounding agricultural landscape. The wetland drains north along topographic contours to an unnumbered culvert, which conveys drainage under W CR 300 N to drainage swale (DS 3). Drainage within DS 3 is conveyed north to DS 4, which conveys water northeast beyond the limits of the investigated area and eventually empties into an unnamed tributary to Prairie Creek, which drains to Prairie Creek, which drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland 3 would be considered a water of the U.S.

The dominant vegetation consisted of *Glycine max* [soybean; UPL] within the herbaceous stratum. Hydrologic indicators included Drift Deposits (B3), Surface Soil Cracks (B6), and Geomorphic Position (D2). Hydric soil indicators included Redox Dark Surface (F6). DP 6 was collected within an actively farmed agricultural field where vegetation is annually disturbed and managed through farming practices. Although some hydrophytic vegetation [*Cyperus esculentus* (yellow-nut sedge); FACW] was noted at DP 6, the criteria for hydrophytic vegetation was not met. However, as described in Section 3.2.2 above, vegetation within Wetland 3 was determined to qualify as Problematic Hydrophytic Vegetation. Therefore, the wetland determination was based on the indicators of hydric soil and wetland hydrology observed at DP 6.

Wetland 3 would be considered PEMEf under the Cowardin Classification System. Wetland 3 is 0.171 acre and wholly contained within the investigated area. Wetland 3 would be considered a poor quality wetland due to routine disturbance associated with agricultural practices. For reference to field data collected for this wetland, see DP 6 included in the Appendix C. DP 7 included in Appendix C is representative of the upland areas surrounding Wetland 3.

DP 7 did not have the vegetation, soils, or hydrology to be determined a wetland. The dominant vegetation in the upland consisted of *Schedonorus arundinaceus* [tall fescue; FACU] and *Setaria pumila* [yellow foxtail; FAC] within the herbaceous stratum. No indicators of wetland hydrology or hydric soils were present.

3.2.4 Wetland 4

Wetland 4 is a farmed emergent wetland located within the agricultural field east the I-65 NB travel lanes approximately 0.25 mile north of W CR 300 N. The wetland is located within a poorly drained section of DS 6 that conveys drainage from the surrounding agricultural landscape. The wetland drains west to Wetland S, which as stated in Section 3.1.19 above, eventually drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland 4 would be considered a water of the U.S.

The dominant vegetation consisted of *Persicaria lapathifolia* [dockleaf smartweed; FACW] within the herbaceous stratum. Hydrologic indicators included Drift Deposits (B3), Algal Mat (B4), Surface Soil Cracks (B6), Stunted/Stressed Vegetation (D1), Geomorphic Position (D2), and passing the FAC-Neutral Test (D5). Hydric soil indicators included Depleted Below Dark Surface (A11) and Depleted Matrix (F3). Wetland 4 would be considered PEMEf under the Cowardin Classification System. Wetland 4 is 0.735 acre and wholly contained within the investigated area. Wetland 4 would be considered a poor quality wetland due to routine disturbance associated with agricultural practices. For reference to field data collected for this wetland, see DP 10 included in the Appendix C. DP 11 included in Appendix C is representative of the upland areas surrounding Wetland 4.

DP 11 possessed the vegetation, but lacked the hydric soils and hydrology to be determined a wetland. The dominant vegetation in the upland consisted of *Morus alba* [white mulberry; FAC] within the tree and sapling/shrub stratum; and *Glycine max* [soybean; UPL] within the herbaceous stratum. No hydrology or

hydric soil indicators were present. The local topography was convex and sloped towards Wetland 4 within the farmed drainage swale.

3.2.5 Wetland 5

Wetland 5 is a farmed emergent wetland located north of W CR 300 N approximately 0.12 mile east of Witt Road. The wetland is located in a low-lying area at the inlet of an unnumbered culvert that collects water from the adjacent roadway and surrounding agricultural landscape. Drainage from Wetland 5 is conveyed south under W CR 300 N via the culvert to the roadside ditch along the south side of W CR 300 N, which conveys drainage west to Wetland 10, which as stated in Section 3.2.10 below, eventually drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland 5 would be considered a water of the U.S.

The dominant vegetation consisted of *Echinochloa crus-galli* [barnyard grass; FACW], *Glycine max* [soybean; UPL], and *Cyperus esculentus* [yellow nutsedge; FACW] within the herbaceous stratum. Hydrologic indicators included Drift Deposits (B3), Surface Soil Cracks (B6), and passing the FAC-Neutral Test (D5). Hydric soil indicators included Thick Dark Surface (A12). Wetland 5 would be considered PEMEf under the Cowardin Classification System. Wetland 5 is 0.005 acre and wholly contained within the investigated area. Wetland 5 would be considered a poor quality wetland due to routine disturbance associated with agricultural practices. For reference to field data collected for this wetland, see DP 13 included in the Appendix C. DP 14 included in Appendix C is representative of the upland areas surrounding Wetland 5.

DP 14 possessed the vegetation, but lacked the hydric soils and hydrology to be determined a wetland. The dominant vegetation in the upland consisted of *Poa pratensis* [Kentucky bluegrass; FAC] within the herbaceous stratum. No hydrology or hydric soil indicators were present. The local topography was convex and sloped towards Wetland 5 and the culvert inlet which conveys drainage south under W CR 300 N.

3.2.6 Wetland 6

Wetland 6 is a scrub-shrub wetland located north of W CR 300 N along the west side of an active railroad track. The wetland is situated along the southern bank of a pond that was field verified to be located outside the limits of the investigated area. This pond is associated with a mapped NWI wetland (PEM1C), and appears to supply drainage to Wetland 6. Wetland 6 drains to RSD 46 that conveys the water south along the western side of the railroad track. Drainage within the ditch is conveyed beneath W CR 300 N via an unnumbered culvert to RSD 66 which continues south beyond the limits of the investigated area. Based on aerial photography and the NHD unclassified flow line mapping, water within the RSD 66 appears to drain generally southwest along topographic contours towards Prairie Creek, which drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland 6 would be considered a water of the U.S.

The dominant vegetation consisted of *Cephalanthus occidentalis* [buttonbush; OBL] within the sapling/shrub stratum; *Bidens cernua* [nodding burr-marigold; OBL] and *Lysimachia nummularia* [creeping jenny; FACW] within herbaceous stratum; and *Parthenocissus quinquefolia* [Virginia creeper; FACU] and *Vitus labrusca* [fox grape; FACU] within the woody vine stratum. Although the wetland included some trees, this was not a dominant component of the absolute cover of the wetland. Hydrologic indicators included Saturation at 10 inches below the ground surface (A3), Sediment Deposits (B2), Water Stained Leaves (B9), Geomorphic Position (D2), and passing the FAC-Neutral Test (D5). Hydric soil indicators included Depleted Below Dark Surface (A11) and Depleted Matrix (F3). Wetland 6 would be considered Palustrine, Scrub-shrub, Broad-Leaved Deciduous, Seasonally Flooded/Saturated (PSS1E) under the Cowardin Classification System.

Wetland 6 is 0.117 acre and extends north beyond the investigated area. Wetland 6 would be considered an average quality wetland due to moderate species diversity and the presence of higher quality shrub species such as *Cephalanthus occidentalis* (buttonbush) and *Viburnum acerifolium* (maple-leaf arrowwood viburnum). The quality of the wetland was diminished due to the retention of drainage derived predominately from the surrounding agricultural landscape. For reference to field data collected for this wetland, see DP 16 included in the Appendix C. DP 17 included in Appendix C is representative of the upland areas surrounding Wetland 6.

DP 17 possessed the vegetation, but lacked the hydric soils and hydrology to be determined a wetland. The dominant vegetation in the upland consisted of *Acer saccharinum* [silver maple; FAC], *Juglans nigra* [black walnut; FACU], and *Celtis occidentalis* [American sycamore; FAC] within the tree stratum; *Lonicera maackii* [Amur honeysuckle; UPL] and *Celtis occidentalis* [American sycamore; FAC] within the sapling/shrub stratum; *Carex davisii* [Davis' sedge; FAC] and *Geum canadense* [white avens; FAC] within the herbaceous stratum; and *Parthenocissus quinquefolia* [Virginia creeper, FACU] within the woody vines stratum. No hydrology or hydric soil indicators were present. The local topography was convex and sloped towards the roadside ditch and Prairie Creek, which prevents the ponding of water.

3.2.7 Wetland 7

Wetland 7 is an emergent wetland located within a poorly drained section of RSD 48 in the northwest quadrant of the intersection of W CR 300 N and SR 39. The wetland begins approximately 0.04 mile west of SR 39 and extends east for approximately 187 linear feet within RSD 48 before turning north and continuing for an additional 423 linear feet. The wetland receives drainage from the adjacent roadways and surrounding agricultural landscape. The wetland drains north along RSD 48, which outlets to Storms Ditch, which drains to Spring Creek, which drains to Sugar Creek, a TNW. Therefore, is it anticipated that Wetland 7 would be considered a water of the U.S.

The dominant vegetation consisted of *Echinochloa crus-galli* [barnyard grass; FACW] within the herbaceous stratum. Hydrologic indicators included Drainage Patterns (B10), Geomorphic Position (D2), and passing the FAC-Neutral Test (D5). Hydric soil indicators included Depleted Below Dark Surface (A11) and Depleted Matrix (F3). Wetland 7 would be considered PEME under the Cowardin Classification System. Wetland 7 is 0.067 acre (610 linear feet) and wholly contained within the investigated area. Wetland 7 appears to be associated with the roadway surface drainage system constructed within mapped hydric soils and exhibits dominant hydrophytic vegetation confined to the ditchline. Wetland 7 appears to be associated with a roadside ditch used for drainage, and would therefore be considered poor quality. A continuous defined bed and bank or OHWM were not observed during the site reconnaissance. For reference to field data collected for this wetland, see DP 18 included in the Appendix C. DP 19 included in Appendix C is representative of the upland areas surrounding Wetland 7.

DP 19 did not have the vegetation, soils, or hydrology to be determined a wetland. The dominant vegetation in the upland consisted of *Schedonorus arundinaceus* [tall fescue; FACU] within the herbaceous stratum. No hydrology or hydric soil indicators were present. The local topography was flat. However, drainage is directed towards Wetland 7 within the roadside ditch due to its lower position within the landscape.

3.2.8 Wetland 8a – Wetland 8d

Wetlands 8a-8d are emergent wetlands located within poorly drained sections of the roadside ditches in the northeast quadrant of the intersection of W CR 300 N and SR 39. The wetlands were delineated within open sections of the roadside ditches that are separated by a series of driveways, which allow access to the adjacent residential properties. The individual segments of Wetlands 8a-d are hydrologically connected by small culverts that maintain drainage beneath the driveways. Wetland 8d begins approximately 0.05 mile east of SR 39 and extends west for approximately 90 linear feet within the RSD 52 before terminating at a driveway culvert that conveys drainage to Wetland 8c. Wetland 8c begins approximately 0.02 mile east of SR 39 and extends west for approximately 110 linear feet within RSD 51 before turning north and continuing for an additional 172 linear feet within RSD 51 and terminating at a driveway culvert that conveys drainage to Wetland 8b. Wetland 8b begins approximately 0.04 mile north of W CR 300 N and extends for approximately 120 linear feet within RSD 50 before terminating at a driveway culvert that conveys drainage to Wetland 8a. Wetland 8a begins approximately 0.07 mile north of W CR 300 N and extends for approximately 116 linear feet within RSD 49 before terminating at a drive culvert, which conveys drainage beyond the limits of the investigated area. Wetlands 8a-d receive drainage from the adjacent roadways and surrounding residential lawns. The wetlands also receive drainage from Wetland 9a via CLV-039-006-00.61, which conveys drainage north under W CR 300 N. Wetland 8a drains north along a roadside ditch, which outlets to Storms Ditch, which as stated in Section 3.2.7 above, eventually drains to Sugar Creek, a TNW. Therefore, is it anticipated that Wetlands 8a-d would be considered waters of the U.S.

Wetlands 8a-d displayed consistent hydrophytic vegetation and hydrology indicators. Therefore, one data point, DP 20, was determined to be sufficient to represent each wetland segment. The dominant vegetation consisted of *Agrostis gigantea* [redtop; FACW] within the herbaceous stratum. Hydrologic indicators included Algal Mat (B4), Geomorphic Position (D2), and passing the FAC-Neutral Test (D5). Hydric soil indicators included Depleted Below Dark Surface (A11) and Depleted Matrix (F3). Wetlands 8a-d would be considered PEME under the Cowardin Classification System. Wetland 8a is 0.013 acre (116 linear feet), Wetland 8b is 0.011 acre (120 linear feet), Wetland 8c is 0.020 acre (282 linear feet), and Wetland 8d is 0.004 acre (90 linear feet). Wetlands 8a-d are wholly contained within the investigated area. These wetlands appear to be associated with the roadway surface drainage system constructed within mapped hydric soils and exhibit dominant hydrophytic vegetation confined to the ditchline. Wetlands 8a-d appear to be associated with roadside ditches used for drainage, and would therefore be considered poor quality. A continuous defined bed and bank or OHWM within the roadside ditches was not observed during the site reconnaissance. For reference to field data collected for these wetlands, see DP 20 included in the Appendix C. DP 21 included in Appendix C is representative of the upland areas surrounding Wetlands 8a-d.

DP 21 did not have the vegetation, soils, or hydrology to be determined a wetland. The dominant vegetation in the upland consisted of *Lolium perenne* [perennial ryegrass; FACU] and *Schedonorus arundinaceus* [tall fescue; FACU] within the herbaceous stratum. No hydrology or hydric soil indicators were present. The local topography was convex and sloped towards Wetlands 8a-d within the roadside ditches that convey drainage along W CR 300 N and SR 39.

3.2.9 Wetland 9a and Wetland 9b

Wetlands 9a-b are emergent wetlands located within poorly drained sections of the roadside ditches in the southeast quadrant of the intersection of W CR 300 N and SR 39. The wetlands were delineated within open sections of the roadside ditches that are separated by a driveway, which allows access to the adjacent

residential property. The individual segments of Wetlands 9a-b are hydrologically connected by a small culvert that maintains drainage beneath the driveway. Wetland 9b begins approximately 0.09 mile south of W CR 300 N and extends north for approximately 110 linear feet within RSD 56 before terminating at the driveway culvert which conveys drainage to Wetland 9a. Wetland 9a begins approximately 0.07 mile south of W CR 300 N and extends north for approximately 176 linear feet within RSD 55 before terminating within RSD 55. Wetlands 9a-b receive drainage from the adjacent roadway and surrounding residential lawns and agricultural fields. Wetland 9a drains north along the roadside ditch to CLV-039-006-00.61, which conveys drainage north under W CR 300 N to Wetland 8c, which as stated in Section 3.2.8 above, eventually drains to Sugar Creek, a TNW. Therefore, is it anticipated that Wetlands 9a-b would be considered waters of the U.S.

Wetlands 9a-b displayed consistent hydrophytic vegetation and hydrology indicators. Therefore, one data point, DP 22, was determined to be sufficient to represent both wetland segments. The dominant vegetation consisted of *Typha angustifolia* [narrow-leaf cattail; OBL], *Carex vulpinoidea* [fox sedge; FACW], and *Ludwigia palustris* [marsh primrose-willow; OBL] within the herbaceous stratum. Although the wetland included sapling/shrubs [Fraxinus pennsylvanica (green ash); FACW; 3% cover] this was not a dominant component of the absolute cover of the wetland. Hydrologic indicators included Geomorphic Position (D2), and passing the FAC-Neutral Test (D5). Hydric soil indicators included Redox Dark Surface (F6). Wetland 9 would be considered PEME under the Cowardin Classification System. Wetland 9a is 0.055 acre (176 linear feet) and Wetland 9b is 0.044 acre (110 linear feet). Both wetlands are wholly contained within the investigated area. Wetlands 9a-b appear to be associated with the roadway surface drainage system constructed within mapped hydric soils and exhibits dominant hydrophytic vegetation confined to the ditchline. Wetland 9a-b appear to be associated with roadside ditches used for drainage, and would therefore be considered poor quality. A continuous defined bed and bank or OHWM within the roadside ditches was not observed during the site reconnaissance. For reference to field data collected for this wetland, see DP 22 included in the Appendix C. DP 23 included in Appendix C is representative of the upland areas surrounding Wetland 9.

DP 23 possessed the hydric soils, but lacked the vegetation and hydrology to be determined a wetland. The dominant vegetation in the upland consisted of *Schedonorus arundinaceus* [tall fescue; FACU] and *Poa pratensis* [Kentucky bluegrass; FAC] within the herbaceous stratum. Although the location of DP 23 was geomorphic (D2), no other hydrologic indicators were noted. Therefore, the area does not have wetland hydrology. Hydric soil indicators included Depleted Below Dark Surface (A11) and Redox Dark Surface (F6). DP 23 was taken within a portion of the roadside ditch where the gradient increases and drainage is directed north towards CLV-039-006-00.61 thus limiting the potential for prolonged hydrology.

3.2.10 Wetland 10

Wetland 10 is an emergent wetland located within a poorly drained section of RSD 74 in the southeast quadrant of the intersection of W CR 300 N and Witt Road. The wetland begins approximately 0.04 mile east of Witt Road and extends for approximately 167 linear feet within RSD 74. Wetland 10 receives drainage from Wetland 5, the adjacent roadway, and surrounding residential lawns and agricultural fields. Wetland 10 drains west along RSD 74 to an unnumbered culvert which conveys drainage under Witt Rd. Drainage continues west within RSD 75 – RSD 76 to Wetland 13, which as stated in Section 3.2.13 below, eventually drains to Sugar Creek, a TNW. Therefore, is it anticipated that Wetland 10 would be considered a water of the U.S.

The dominant vegetation consisted of *Echinochloa crus-galli* [barnyard grass; FACW] and *Poa pratensis* [Kentucky bluegrass; FAC] within the herbaceous stratum. Hydrologic indicators included Geomorphic Position (D2), and passing the FAC-Neutral Test (D5). Hydric soil indicators included Depleted Below Dark Surface (A11). Wetland 10 would be considered PEME under the Cowardin Classification System. Wetland 10 is 0.017 acre (167 linear feet) and wholly contained within the investigated area. Wetland 10 appears to be associated with the roadway surface drainage system constructed within mapped upland soils and exhibits dominant hydrophytic vegetation confined to the ditchline. Wetland 10 appears to be associated with a roadside ditch used for drainage, and would therefore be considered poor quality. A continuous defined bed and bank or OHWM were not observed during the site reconnaissance. For reference to field data collected for this wetland, see DP 26 included in the Appendix C. DP 27 included in Appendix C is representative of the upland areas surrounding Wetland 10.

DP 27 possessed the hydric soils, but lacked the vegetation and hydrology to be determined a wetland. The dominant vegetation in the upland consisted of *Schedonorus arundinaceus* [tall fescue; FACU] and *Poa pratensis* [Kentucky bluegrass; FAC] within the herbaceous stratum. Although the location of DP 27 was geomorphic (D2), no other hydrologic indicators were noted. Therefore, the area does not have wetland hydrology. Hydric soil indicators included Depleted Below Dark Surface (A11). DP 27 was taken within a portion of the roadside ditch with sufficient gradient to limit the potential for prolonged hydrology.

3.2.11 Wetland 11

Wetland 11 is a farmed emergent wetland located east of Witt Road approximately 0.08 mile south of W CR 300 N. The wetland is located in a low-lying area at the inlet of an unnumbered culvert that collects water from the adjacent roadway and surrounding agricultural landscape via DS 9. Drainage from Wetland 11 is conveyed west under Witt Road via the culvert to Wetland 12, which as stated in Section 3.2.12 below, eventually drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland 11 would be considered a water of the U.S.

The dominant vegetation consisted of *Echinochloa crus-galli* [barnyard grass; FACW] and *Amaranthus retroflexus* [redroot; FACU] within the herbaceous stratum. Hydrologic indicators included High Water Table at 10 inches below the ground surface (A2), Saturation at the ground surface (A3), Drift Deposits (B3), and Geomorphic Position (D2). Hydric soil indicators included Depleted Below Dark Surface (A11) and Redox Dark Surface (F6). Wetland 11 would be considered PEMEf under the Cowardin Classification System. Wetland 11 is 0.045 acre and wholly contained within the investigated area. Wetland 11 would be considered a poor quality wetland due to routine disturbance associated with agricultural practices. For reference to field data collected for this wetland, see DP 28 included in the Appendix C. DP 29 included in Appendix C is representative of the upland areas surrounding Wetland 11.

DP 29 did not have the vegetation, soils, or hydrology to be determined a wetland. The dominant vegetation in the upland consisted of *Euphorbia agraria* [urban spurge; UPL] and *Amaranthus retroflexus* [redroot; FACU] within the herbaceous stratum. No hydrology or hydric soil indicators were present. The local topography was convex and sloped towards Wetland 11 and the culvert inlet that conveys drainage under Witt Road to Wetland 12.

3.2.12 Wetland 12

Wetland 12 is a farmed emergent wetland located west of Witt Road approximately 0.08 mile south of W CR 300 N. The wetland is located in a low-lying area at the outlet of an unnumbered culvert that collects water from Wetland 11, the adjacent roadway, and surrounding agricultural landscape. Drainage from Wetland 12 is conveyed southwest via DS 10 and eventually drains to the roadside ditch along the I-65 NB travel lanes. Drainage within the ditch continues south along the roadway and drains to Prairie Creek, which drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland 12 would be considered a water of the U.S.

The dominant vegetation consisted of *Amaranthus retroflexus* [redroot; FACW] within the herbaceous stratum. Hydrologic indicators included High Water Table at 10 inches below the ground surface (A2), Saturation at 8 inches below ground surface (A3), Drift Deposits (B3), Sparsely Vegetated Concave Surface (B8), and Geomorphic Position (D2). Hydric soil indicators included Depleted Below Dark Surface (A11). DP 6 was collected within an actively farmed agricultural field where vegetation is annually disturbed and managed through farming practices. No hydrophytic vegetation was present within the wetland. However, as described in Section 3.2.2 above, vegetation within Wetland 12 was determined to qualify as Problematic Hydrophytic Vegetation. Therefore, the wetland determination was based on the indicators of hydric soil and wetland hydrology observed at DP 6.

Wetland 12 would be considered PEMEf under the Cowardin Classification System. Wetland 12 is 0.002 acre and wholly contained within the investigated area. Wetland 12 would be considered a poor quality wetland due to routine disturbance associated with agricultural practices. For reference to field data collected for this wetland, see DP 30 included in the Appendix C. DP 31 included in Appendix C is representative of the upland areas surrounding Wetland 12.

DP 31 did not have the vegetation, soils, or hydrology to be determined a wetland. The dominant vegetation in the upland consisted of *Schedonorus arundinaceus* [tall fescue; FACU] and *Setaria pumila* [yellow foxtail; FAC] within the herbaceous stratum. No hydrology or hydric soil indicators were present. The local topography was convex and sloped towards Wetland 12 and the farmed swale that conveys drainage away from Wetland 12.

3.2.13 Wetland 13

Wetland 13 is an emergent wetland located within a poorly drained section of RSD 76 located south of W CR 300 N. The wetland begins approximately 0.06 mile west of Witt Rd and extends west for approximately 71 linear feet within RSD 76. The wetland receives drainage from Wetland 5, Wetland 10, the adjacent roadway, and surrounding residential lawns and agricultural fields. Wetland 13 drains west along RSD 76 – RSD 78 to Wetland 14, which as stated in Section 3.2.14 below, eventually drains to Sugar Creek, a TNW. Therefore, is it anticipated that Wetland 13 would be considered a water of the U.S.

The dominant vegetation consisted of *Eleocharis palustris* [creeping spike rush; OBL] and *Poa pratensis* [Kentucky bluegrass; FAC] within the herbaceous stratum. Hydrologic indicators included Geomorphic Position (D2) and passing the FAC-Neutral Test (D5). Hydric soil indicators included Depleted Below Dark Surface (A11) and Redox Dark Surface (F6). Wetland 13 would be considered PEME under the Cowardin Classification System. Wetland 13 is 0.008 acre (71 linear feet) and wholly contained within the investigated area. Wetland 13 appears to be associated with the roadway surface drainage system constructed within

mapped hydric soils and exhibits dominant hydrophytic vegetation confined to the ditchline. Wetland 13 appears to be associated with a roadside ditch used for drainage, and would therefore be considered poor quality. A continuous defined bed and bank or OHWM were not observed during the site reconnaissance. For reference to field data collected for this wetland, see DP 32 included in the Appendix C. DP 33 included in Appendix C is representative of the upland areas surrounding Wetland 13.

DP 33 possessed the hydric soils, but lacked the vegetation and hydrology to be determined a wetland. The dominant vegetation in the upland consisted of *Schedonorus arundinaceus* [tall fescue; FACU] and *Poa pratensis* [Kentucky bluegrass; FAC] within the herbaceous stratum. Although the location of DP 33 was geomorphic (D2), no other hydrologic indicators were noted. Therefore, the area does not have wetland hydrology. Hydric soil indicators included Depleted Below Dark Surface (A11). DP 33 was taken within a portion of the roadside ditch with sufficient gradient to limit the potential for prolonged hydrology.

3.2.14 Wetland 14

Wetland 14 is an emergent wetland located within a poorly drained section of the RSD 78 south of W CR 300 N. The wetland begins approximately 0.14 mile west of Witt Road and extends west for approximately 65 linear feet west within the RSD 78. The wetland receives drainage from Wetland 5, Wetland 10, Wetland 13, the adjacent roadway, and surrounding residential lawns and agricultural fields. Wetland 14 drains west along RSD 78 to Wetland 15, which as stated in Section 3.2.15 below, eventually drains to Sugar Creek, a TNW. Therefore, is it anticipated that Wetland 14 would be considered a water of the U.S.

The dominant vegetation consisted of *Typha angustifolia* [narrow-leaf cattail; OBL] within the herbaceous stratum. Hydrologic indicators included Water Stained Leaves (B9), Surface Soil Cracks (B6), Geomorphic Position (D2), and passing the FAC-Neutral Test (D5). Hydric soil indicators included Redox Dark Surface (F6). Wetland 14 would be considered PEME under the Cowardin Classification System. Wetland 14 is 0.007 acre (65 linear feet) and wholly contained within the investigated area. Wetland 14 appears to be associated with the roadway surface drainage system constructed within mapped hydric soils and exhibits dominant hydrophytic vegetation confined to the ditchline. Wetland 14 appears to be associated with a roadside ditch used for drainage, and would therefore be considered poor quality. A continuous defined bed and bank or OHWM were not observed during the site reconnaissance. For reference to field data collected for this wetland, see DP 34 included in the Appendix C. DP 35 included in Appendix C is representative of the upland areas surrounding Wetland 14.

DP 35 possessed the hydric soils, but lacked the vegetation and hydrology to be determined a wetland. The dominant vegetation in the upland consisted of *Schedonorus arundinaceus* [tall fescue; FACU] within the herbaceous stratum. Although the location of DP 35 was geomorphic (D2), no other hydrologic indicators were noted. Therefore, the area does not have wetland hydrology. Hydric soil indicators included Redox Dark Surface (F6). DP 35 was taken within a portion of the roadside ditch with sufficient gradient to limit the potential for prolonged hydrology.

3.2.15 Wetland 15

Wetland 15 is an emergent wetland located within a poorly drained section of RSD 79 in the southeast quadrant of W CR 300 N and I-65. The wetland begins approximately 0.07 mile east of I-65 NB and extends west for approximately 298 linear feet within RSD 79. The wetland receives drainage from Wetland 5, Wetland 10, Wetland 13, Wetland 14 the adjacent roadway, and surrounding residential lawns and

agricultural field. Wetland 15 drains west to EF 4, which drains to Wetland R, which as stated in Section 3.1.18 above, eventually drains to Sugar Creek, a TNW. Therefore, is it anticipated that Wetland 15 would be considered a water of the U.S.

The dominant vegetation consisted of *Leersia oryzoides* [rice cutgrass; OBL] within the herbaceous stratum. Hydrologic indicators included Drainage Patterns (B10), Geomorphic Position (D2), and passing the FAC-Neutral Test (D5). Hydric soil indicators included Depleted Below Dark Surface (A11). Wetland 15 would be considered PEME under the Cowardin Classification System. Wetland 15 is 0.034 acre (298 linear feet) and wholly contained within the investigated area. Wetland 15 appears to be associated with the roadway surface drainage system constructed within mapped hydric soils and exhibits dominant hydrophytic vegetation confined to the ditchline. Wetland 15 appears to be associated with a roadside ditch used for drainage, and would therefore be considered poor quality. A continuous defined bed and bank or OHWM were not observed during the site reconnaissance. For reference to field data collected for this wetland, see DP 36 included in the Appendix C. DP 37 included in Appendix C is representative of the upland areas surrounding Wetland 15.

DP 37 did not have the vegetation, soils, or hydrology to be determined a wetland. The dominant vegetation in the upland consisted of *Solidago altissima* [tall goldenrod; FACU] and *Bromus inermis* [smooth brome; FACU] within the herbaceous stratum. No hydric soil indicators were present. Although the location of DP 37 was geomorphic (D2), no other hydrologic indicators were noted. Therefore, the area does not have wetland hydrology. DP 37 was taken within a portion of the roadside ditch with sufficient gradient to limit the potential for prolonged hydrology.

3.2.16 Wetland 16

Wetland 16 is a farmed emergent wetland located south of W CR 300 N approximately 0.03 mile east of US 52. The wetland is located within a flat area of the agricultural field that appears to collect water from the adjacent roadway and surrounding agricultural landscape. The wetland is drained by an agricultural field tile, which likely conveys drainage to Prairie Creek, which drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland 16 would be considered a water of the U.S.

The dominant vegetation consisted of *Zea mays* [corn; UPL] within the herbaceous stratum. Hydrologic indicators included Drift Deposits (B3) and Algal Mat (B4). Hydric soil indicators included Redox Dark Surface (F6). DP 42 was collected within an actively farmed agricultural field where vegetation is annually disturbed and managed through farming practices. Although some hydrophytic vegetation [*Echinochloa crus-galli* (barnyard grass; FACW) and *Packera glabella* (butterweed; FACW)] was noted at DP 42, the criteria for hydrophytic vegetation was not met. However, as described in Section 3.2.2 above, vegetation within Wetland 16 was determined to qualify as Problematic Hydrophytic Vegetation. Therefore, the wetland determination was based on the indicators of hydric soil and wetland hydrology observed at DP 42.

Wetland 16 would be considered PEMEf under the Cowardin Classification System. Wetland 16 is 0.056 acre and wholly contained within the investigated area. Wetland 16 would be considered a poor quality wetland due to routine disturbance associated with agricultural practices. For reference to field data collected for this wetland, see DP 42 included in the Appendix C. DP 43 included in Appendix C is representative of the upland areas surrounding Wetland 16.

DP 43 did not have the vegetation, soils, or hydrology to be determined a wetland. The dominant vegetation in the upland consisted of *Zea mays* [corn; UPL] within the herbaceous stratum. No indicators of wetland hydrology or hydric soils were present.

3.2.17 Wetland 17

Wetland 17 is an emergent wetland located west of US 52 approximately 0.51 mile northwest of W CR 300 N. The wetland is located at the outlet of culvert CV 052-006-77.60 and appears to collect water from the adjacent roadway, EF 8, EF 9 and the surrounding agricultural landscape. The wetland drains southwest to Prairie Creek, which drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland 17 would be considered a water of the U.S.

The dominant vegetation consisted of *Carex vulpinoidea* [fox sedge; FACW], *Persicaria pensylvanica* [Pennsylvania smartweed; FACW] and *Echinochloa crus-galli* [barnyard grass; FACW] within the herbaceous stratum. Hydrologic indicators included Surface Water at 3 inches (A1), High Water Table at Surface (A2), Saturation at surface (A3), Algal Mat or Crust (B4), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Below Dark Surface (A11). Wetland 17 would be considered PEME under the Cowardin Classification System. Wetland 17 is 0.009 acre and extends southwest beyond the investigated area. Wetland 17 would be considered a poor quality wetland due to receiving drainage from the roadway and surrounding agricultural landscape, as well as routine disturbance from agricultural practices as evidenced by tire ruts from farming equipment accessing the adjacent fields. For reference to field data collected for this wetland, see DP 54 included in the Appendix C. DP 55, included in Appendix C, is representative of the upland areas surrounding Wetland 17.

DP 55 did not have the vegetation, soils, or hydrology to be determined a wetland. The dominant vegetation in the upland consisted of *Setaria viridis* [green foxtail; UPL] and *Ambrosia artemisiifolia* (annual ragweed; FACU) within the herbaceous stratum. No indicators of wetland hydrology or hydric soils were present.

3.2.18 Wetland 18a

Wetland 18a is an emergent wetland located east of US 52 approximately 0.24 mile northwest of W CR 300 N. The wetland is located is a flat area along the flow path of UNT 8 to Prairie Creek where the stream loses a defined bed and bank and continuous OHWM. Wetland 18a receives drainage from UNT 8 to Prairie Creek, Wetland 18b, Wetland 19 and the surrounding agricultural landscape. The wetland drains west to UNT 8 to Prairie Creek, which as stated in Section 3.4.2 below, eventually drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland 18a would be considered a water of the U.S.

The dominant vegetation consisted of *Phalaris arundinacea* [reed canary grass; FACW], and *Typha angustifolia* [narrowleaf cattail; OBL] within the herbaceous stratum. Hydrologic indicators included Saturation at surface (A3), Geomorphic Position (D2), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Wetland 18a would be considered PEME under the Cowardin Classification System. Wetland 18a is 0.148 acre and wholly contained within the investigated area. Wetland 18a would be considered a poor quality wetland due to receiving drainage from the surrounding agricultural landscape, and dominance by invasive vegetation. For reference to field data collected for this wetland, see DP 50 included in the Appendix C. DP 51, included in Appendix C, is representative of the upland areas surrounding Wetland 18a.

DP 51 possessed hydric soils and wetland hydrology, but lacked the vegetation to be determined a wetland. The dominant vegetation in the upland consisted of *Schedonorus arundinaceus* [tall fescue; FACU] and *Poa pratensis* [Kentucky bluegrass; FAC] within the herbaceous stratum. Hydrology indicators included Saturation at surface (A3). Hydric soil indicators included Depleted Matrix (F3).

3.2.19 Wetland 18b

Wetland 18b is a forested wetland located east of US 52 approximately 0.24 mile northwest of W CR 300 N. The wetland is located in a flat area within the floodplain of UNT 8 to Prairie Creek. Wetland 18b receives drainage from UNT 8 to Prairie Creek, Wetland 20 via EF 10, and the surrounding agricultural landscape. The wetland drains west to Wetland 18a, which as stated in Section 3.2.18 above, eventually drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland 18b would be considered a water of the U.S.

The dominant vegetation consisted of *Acer negundo* [boxelder; FAC] within the tree stratum, *Acer negundo* [boxelder; FAC] and *Sambucus canadensis* [elderberry; FAC] within the sapling/shrub stratum, and *Glyceria striata* [fowl manna grass; OBL] within the herbaceous stratum. Hydrologic indicators included Surface Water at 1 inch (A1), High Water Table at surface (A2), Saturation at surface (A3), Crayfish Burrows (C8), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Matrix (F3). Wetland 18b would be considered PFO1A under the Cowardin Classification System. Wetland 18b is 0.095 acre and wholly contained within the investigated area. Wetland 18b would be considered an average quality wetland due to fair species diversity and lack of invasive vegetation. The overall quality of the wetland is diminished due to receiving drainage from the surrounding agricultural landscape. For reference to field data collected for this wetland, see DP 48 included in the Appendix C. DP 49, included in Appendix C, is representative of the upland areas surrounding Wetland 18b.

DP 49 did not have the vegetation, soils, or hydrology to be determined a wetland. The dominant vegetation in the upland consisted of *Morus alba* [white mulberry; FAC] and *Acer negundo* [boxelder; FAC] within the tree stratum, *Lonicera maackii* [bush honeysuckle; UPL] and *Acer negundo* [boxelder; FAC] within the sapling/shrub stratum, and *Poa pratensis* [Kentucky bluegrass; FAC] and *Solidago altissima* [tall goldenrod; FACU] within the herbaceous stratum. No indicators of wetland hydrology or hydric soils were present.

3.2.20 Wetland 19

Wetland 19 is an emergent wetland located east of US 52 approximately 0.21 mile northwest of W CR 300 N. The wetland is located in a flat area along the east bank of UNT 8 to Prairie Creek. Wetland 19 receives drainage from UNT 8 to Prairie Creek and the surrounding agricultural landscape. The wetland drains west to UNT 8 to Prairie Creek, which as stated in Section 3.4.2 below, eventually drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland 19 would be considered a water of the U.S.

The dominant vegetation consisted of *Poa pratensis* [Kentucky bluegrass; FAC], and *Solidago gigantea* [giant goldenrod; FACW] within the herbaceous stratum. Hydrologic indicators included High Water Table at 8 inches (A2), Saturation at 5 inches (A3), Geomorphic Position (D2), and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Below Dark Surface (A11) and Depleted Matrix (F3). Wetland 19 would be considered PEME under the Cowardin Classification System. Wetland 19 is 0.023 acre and wholly contained within the investigated area. Wetland 19 would be considered an average quality wetland due to dominance by native species and location within the floodplain of UNT 8 to Prairie Creek. The overall quality of the wetland is diminished due to receiving drainage primarily from the surrounding agricultural landscape. For

reference to field data collected for this wetland, see DP 46 included in the Appendix C. DP 47, included in Appendix C, is representative of the upland areas surrounding Wetland 19.

DP 47 did not have the vegetation, soils, or hydrology to be determined a wetland. The dominant vegetation in the upland consisted of *Poa pratensis* [Kentucky bluegrass; FAC] and *Solidago altissima* [tall goldenrod; FACU] within the herbaceous stratum. No indicators of wetland hydrology or hydric soils were present.

3.2.21 Wetland 20

Wetland 20 is a farmed emergent wetland located east of US 52 approximately 0.22 mile northwest of W CR 300 N. The wetland is located within a poorly drained portion of DS 15 that appears to collect water from the surrounding agricultural landscape. The wetland is drained by EF 10, which conveys drainage to Wetland 18b, which as stated in Section 3.2.19 above, eventually drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland 20 would be considered a water of the U.S.

The dominant vegetation consisted of *Conium maculatum* [poison hemlock; FACW] and *Echinochloa crus-galli* [barnyard grass; FACW] within the herbaceous stratum. Hydrologic indicators included Drift Deposits (B3) and FAC-Neutral Test (D5). Hydric soil indicators included Depleted Below Dark Surface (A11) and Depleted Matrix (F3). Wetland 20 would be considered PEMEf under the Cowardin Classification System. Wetland 20 is 0.226 acre and wholly contained within the investigated area. Wetland 20 would be considered a poor quality wetland due to routine disturbance associated with agricultural practices. For reference to field data collected for this wetland, see DP 52 included in the Appendix C. DP 53 included in Appendix C is representative of the upland areas surrounding Wetland 20.

DP 53 did not have the vegetation, soils, or hydrology to be determined a wetland. No vegetation was present at DP 53. No indicators of wetland hydrology or hydric soils were present.

3.2.22 Wetland 21

Wetland 21 is an emergent wetland located west of Witt Road approximately 0.29 mile north of W CR 300 N. The wetland is located in a depression within a residential yard that appears to collect drainage from the surrounding residential and agricultural landscape. The wetland drains south to DS 6, which conveys drainage west to Wetland 4, which as stated in Section 3.2.4 above, eventually drains to Sugar Creek, a TNW. Therefore, it is anticipated that Wetland 21 would be considered a water of the U.S.

The dominant vegetation consisted of *Polygonum aviculare* [prostrate knotweed; FAC] within the herbaceous stratum. Hydrologic indicators included Sparsely Vegetated Concave Surface (B8) and Surface Soil Cracks (B6). Hydric soil indicators included Depleted Below Dark Surface (A11), Depleted Matrix (F3), and Redox Dark Surface (F6). Wetland 21 would be considered PEME under the Cowardin Classification System. Wetland 21 is 0.006 acre and wholly contained within the investigated area. Wetland 21 would be considered a poor quality wetland due to regular disturbance by mowing and receipt of water primarily from the surrounding agricultural landscape. For reference to field data collected for this wetland, see DP 56 included in the Appendix C. DP 57, included in Appendix C, is representative of the upland areas surrounding Wetland 21.

DP 57 did not have the vegetation, soils, or hydrology to be determined a wetland. The dominant vegetation in the upland consisted of *Poa pratensis* [Kentucky bluegrass; FAC] and *Trifolium repens* [white clover; FACU] within the herbaceous stratum. No indicators of wetland hydrology or hydric soils were present.

Table 3 – Wetland Data Points Summary

Data Point	Photos	Lat/ Long	Water Resource	Hydrophytic Vegetation	Hydric Soils	Wetland Hydrology	Within a Wetland
1	90-94	40.066733/ -86.494911	Wetland 1	Yes	Yes	Yes	Yes
2	95-98	40.066749/ -86.494887	Upland of Wetland 1	Yes	No	No	No
4	179-182	40.082643/ -86.506267	Wetland 2	No*	Yes	Yes	Yes
5	183-186	40.082686/ -86.506257	Upland of Wetland 2	No	No	No	No
6	190-194	40.082830/ -86.512202	Wetland 3	No*	Yes	Yes	Yes
7	195-198	40.082885/ -86.512253	Upland of Wetland 3	No	No	No	No
10	303-307	40.086573/ -86.503374	Wetland 4	Yes	Yes	Yes	Yes
11	308-311	40.086500/ -86.503350	Upland of Wetland 4	Yes	No	No	No
13	361-364	40.083105/ -86.494680	Wetland 5	Yes	Yes	Yes	Yes
14	365-368	40.083093/ -86.494745	Upland of Wetland 5	Yes	No	No	No
16	387-390	40.083362/ -86.484930	Wetland 6	Yes	Yes	Yes	Yes
17	391-394	40.083318/ -86.484943	Upland of Wetland 6	Yes	No	No	No
18	416-419	40.083019/ -86.476784	Wetland 7	Yes	Yes	Yes	Yes
19	420-423	40.083004/ -86.476822	Upland of Wetland 7	No	No	No	No
20	430-434	40.083131/ -86.476516	Wetland 8a-d	Yes	Yes	Yes	Yes
21	435-438	40.083128/ -86.476476	Upland of Wetland 8a-d	No	No	No	No

Data Point	Photos	Lat/ Long	Water Resource	Hydrophytic Vegetation	Hydric Soils	Wetland Hydrology	Within a Wetland
22	450-453	40.082254/ -86.476319	Wetland 9a-b	Yes	Yes	Yes	Yes
23	446-449	40.082323/ -86.476345	Upland of Wetland 9a-b	No	Yes	No	No
26	518-521	40.082973/ -86.496204	Wetland 10	Yes	Yes	Yes	Yes
27	514-517	40.082971/ -86.496159	Upland of Wetland 10	No	Yes	No	No
28	524-528	40.081940/ -86.496873	Wetland 11	Yes	Yes	Yes	Yes
29	529-532	40.081896/ -86.496877	Upland of Wetland 11	No	No	No	No
30	539-542	40.081940/ -86.497012	Wetland 12	No*	Yes	Yes	Yes
31	535-538	40.081893/ -86.497003	Upland of Wetland 12	No	No	No	No
32	548-551	40.082993/ -86.498081	Wetland 13	Yes	Yes	Yes	Yes
33	552-556	40.082989/ -86.498310	Upland of Wetland 13	No	Yes	No	No
34	564-567	40.082980/ -86.499665	Wetland 14	Yes	Yes	Yes	Yes
35	560-563	40.082974/ -86.499631	Upland of Wetland 14	No	Yes	No	No
36	579-582	40.082876/ -86.501713	Wetland 15	Yes	Yes	Yes	Yes
37	583-586	40.082875/ -86.501776	Upland of Wetland 15	No	No	No	No
42	622-625	40.080657/ -86.509591	Wetland 16	No*	Yes	Yes	Yes
43	626-629	40.080546/ -86.509520	Upland of Wetland 16	No	No	No	No
46	743-747	40.085484/ -86.514426	Wetland 19	Yes	Yes	Yes	Yes

Data Point	Photos	Lat/ Long	Water Resource	Hydrophytic Vegetation	Hydric Soils	Wetland Hydrology	Within a Wetland
47	748-751	40.085435/ -86.514406	Upland of Wetland 19	No	No	No	No
48	718-722	40.085835/ -86.514890	Wetland 18b	Yes	Yes	Yes	Yes
49	723-726	40.085788/ -86.514830	Upland of Wetland 18b	No	No	No	No
50	709-713	40.085911/ -86.515302	Wetland 18a	Yes	Yes	Yes	Yes
51	714-717	40.085958/ -86.515313	Upland of Wetland 18a	No	Yes	Yes	No
52	730-733	40.086138/ -86.513831	Wetland 20	Yes	Yes	Yes	Yes
53	734-736	40.086156/ -86.513938	Upland of Wetland 20	No	No	No	No
54	667-670	40.088302/ -86.519609	Wetland 17	Yes	Yes	Yes	Yes
55	671-674	40.088320/ -86.519623	Upland of Wetland 17	No	No	No	No
56	797-800	40.087261/ -86.497820	Wetland 21	Yes	Yes	Yes	Yes
57	801-804	40.087246/ -86.497824	Upland of Wetland 21	No	No	No	No

*Data point was taken within an actively farmed agricultural field where vegetation is annually disturbed and managed through farming practices. Although the criteria for hydrophytic vegetation was not met, vegetation was determined to qualify as Problematic Hydrophytic Vegetation. Therefore, the wetland determination was based on the indicators of hydric soil and wetland hydrology.

Table 4 – Aquatic Resources Summary: Wetlands

Delineated Resource	Photos	Lat/ Long	Type	Quality	Likely Jurisdiction	Total	
						Acres	Linear Feet
Wetland 1	90-94, 99	40.066733/ -86.494911	PFO1E	Poor	Water of the US	0.010	102
Wetland 2	179-182	40.082643/ -86.506267	PEMEf	Poor	Water of the US	0.047	N/A
Wetland 3	190-194	40.082830/ -86.512202	PEMEf	Poor	Water of the US	0.171	N/A

Delineated Resource	Photos	Lat/ Long	Type	Quality	Likely Jurisdiction	Total	
						Acres	Linear Feet
Wetland 4	179-182	40.086573/ -86.503374	PEMEf	Poor	Water of the US	0.735	N/A
Wetland 5	361-364	40.083105/ -86.494680	PEMEf	Poor	Water of the US	0.005	N/A
Wetland 6	387-390, 395, 399	40.083318/ -86.484943	PSS1E	Average	Water of the US	0.117	N/A
Wetland 7	413-419	40.083019/ -86.476784	PEME	Poor	Water of the US	0.067	610
Wetland 8a	426-427	40.084067/ -86.476737	PEME	Poor	Water of the US	0.013	116
Wetland 8b	428-429	40.083653/ -86.476650	PEME	Poor	Water of the US	0.011	120
Wetland 8c	430-434, 439	40.083131/ -86.476516	PEME	Poor	Water of the US	0.020	282
Wetland 8d	440-441	40.082884/ -86.475609	PEME	Poor	Water of the US	0.004	90
Wetland 9a	450-454	40.082254/ -86.476319	PEME	Poor	Water of the US	0.055	176
Wetland 9b	455-456, 458	40.081533, -86.476144	PEME	Poor	Water of the US	0.099	110
Wetland 10	518-521	40.082973/ -86.496204	PEME	Poor	Water of the US	0.017	167
Wetland 11	524-528	40.081940/ -86.496873	PEMEf	Poor	Water of the US	0.045	N/A
Wetland 12	539-542	40.081940/ -86.497012	PEMEf	Poor	Water of the US	0.002	N/A
Wetland 13	548-551	40.082993/ -86.498081	PEME	Poor	Water of the US	0.008	71
Wetland 14	564-567	40.082980/ -86.499665	PEME	Poor	Water of the US	0.007	65
Wetland 15	577, 579-582	40.082876/ -86.501713	PEME	Poor	Water of the US	0.034	298
Wetland 16	621-625	40.080657/ -86.509591	PEME	Poor	Water of the US	0.056	N/A
Wetland 17	667-670	40.088302/ -86.519609	PEME	Poor	Water of the US	0.009	N/A
Wetland 18a	708-713, 741	40.085911/ -86.515302	PEME	Poor	Water of the US	0.148	N/A

Delineated Resource	Photos	Lat/ Long	Type	Quality	Likely Jurisdiction	Total	
						Acres	Linear Feet
Wetland 18b	718-722	40.085835/ -86.514890	PFO1A	Average	Water of the US	0.095	N/A
Wetland 19	743-747	40.085484/ -86.514426	PEME	Average	Water of the US	0.023	N/A
Wetland 20	730-733	40.086138/ -86.513831	PEMEf	Poor	Water of the US	0.226	N/A
Wetland 21	797-800	40.087261/ -86.497820	PEME	Poor	Water of the US	0.006	N/A
Total						**2.030**	**2,207**

3.3 Previously Delineated Streams (I-65 ATL; Des No 1802967)

3.3.1 Prairie Creek

Prairie Creek was previously delineated for a total of 4,446 linear feet (2.19 acre) across three separate crossings as part of the I-65 ATL project (Des No 1802967). During the 2022 and 2023 site reconnaissance, two of the three crossings of Prairie Creek previously delineated were noted to cross the investigated area (Crossings #1-2 described below) and were delineated for a total of 949 linear feet (0.435 acre) within the investigated area. Three additional crossings (Crossing #3-5) of Prairie Creek were delineated within the investigated area during the 2022 and 2023 field reconnaissance and are discussed in Section 3.4.1. Prairie Creek drains to Sugar Creek, a TNW. Therefore, it is anticipated that Prairie Creek would be considered a jurisdictional water of the US as documented in the AJD for the I-65 ATL project (Des No 1802967).

Crossing #1:

The stream initially enters the western boundary of the investigated area approximately 0.01 mile west of INDOT Bridge I65-141-03143 and flows northeast for approximately 629 linear feet (0.289 acre) beneath INDOT Bridge I65-141-03143 and Boone County Bridge 06-00001 before exiting the eastern boundary of the investigated area. This crossing was previously evaluated as part of the I-65 ATL project (Des No 1802967) and it was noted that there were no changes to the stream since the previous delineation. Stream Stats (https://water.usgs.gov/osw/streamstats/) reports the upstream drainage area of Prairie Creek at Crossing #1 as approximately 23.268 square miles The OHWM at this crossing was confirmed to be 20 feet wide by 1 foot deep, and the flow regime appeared to be perennial.

Crossing #2:

Prairie Creek re-enters the eastern boundary of the investigated area approximately 0.18 mile north of INDOT Bridge I65-141-05570C and flows west for approximately 320 linear feet (0.146 acre) beneath INDOT Bridges I65-142-05571 BNBL and BSBL before exiting the western boundary of the investigated area. This crossing was previously evaluated as part of the I-65 ATL project (Des No 1802967). It was noted that new riprap had been placed along the spill slopes of the bridge as permitted by the I-65 ATL project. Stream Stats (https://water.usgs.gov/osw/streamstats/) reports the upstream drainage area of Prairie Creek at Crossing

#2 as approximately 27.854 square miles. The OHWM at this crossing was confirmed to be 20 feet wide by 1.5 feet deep, and the flow regime appeared to be perennial.

3.3.2 UNT 3 Prairie Creek

UNT 3 to Prairie Creek enters the investigated area approximately 0.02 mile east of Boone County Bridge 06-00001. The stream flows north for approximately 30 linear feet before draining into Prairie Creek. UNT 3 to Prairie Creek was previously delineated for a total of 30 linear feet (0.008 acre) as part of the I-65 ATL project (Des No 1802967). This stream was confirmed during the July 2022 site reconnaissance and noted to be unmodified since the previous delineation. UNT 3 to Prairie Creek drains to Prairie Creek, which drains to Sugar Creek, a TNW. Therefore, it is anticipated that UNT 3 to Prairie Creek would be considered a jurisdictional water of the US as documented in the AJD for the I-65 ATL project (Des No 1802967).

Table 5 – Aquatic Resources Summary: Previously Delineated Streams (I-65 ATL; Des No 1802967)

Delineated Resource	Photos	Lat/ Long	OHWM Width	OHWM Depth	USGS Blue Line & Type	Riffle/Pool Presence	Quality	Substrate	Likely Jurisdiction	Total Linear Feet	Total Acres
Prairie Creek Crossing #1	9-10, 82, 86-87	40.063180/ -86.496901	20 ft	1 ft	Yes, PER	No/ No	Average	Silt, Sand, Cobble	Water of the US	629	0.289
Prairie Creek Crossing #2	634 - 635	40.075696/ -86.499081	20 ft	1.5 ft	Yes, PER	Yes/ Yes	Average	Silt, Sand, Cobble	Water of the US	320	0.146
UNT 3 to Prairie Creek	147 - 148	40.067163/ -86.494634	11 ft	0.25 ft	Yes, INT	No/ No	Poor	Cobble, Gravel, Silt, Sand	Water of the US	30	0.008
Total										**979**	**0.443**

3.4 Drainage Features, Streams, and Other Potential "Waters of the U.S."

3.4.1 Prairie Creek

As noted in Section 3.3.1 above, two separate crossings of Prairie Creek (Crossings #1-2) within the investigated area were previously delineated as part of the I-65 ATL project (Des No 1802967). During the 2022 and 2023 site reconnaissance, Prairie Creek was noted to cross the investigated area at an additional three crossings (Crossings #3-5 described below), which were delineated for a total of 925 linear feet (0.622 acre) within the investigated area. Prairie Creek drains to Sugar Creek, a TNW. Therefore, it is anticipated

that Prairie Creek would be considered a jurisdictional water of the US as documented in the AJD for the I-65 ATL project (Des No 1802967).

Crossing #3:
Prairie Creek re-enters the southwestern boundary of the investigated area west of the I-65 SB travel lanes approximately 0.16 mile south of W CR 300 N. The stream flows north then west for approximately 695 linear feet (0.462 acre) before exiting the southwestern boundary of the investigated area. This segment of Prairie Creek was not included as part of the I-65 ATL project (Des No 1802967). Therefore, a new stream assessment was completed for this crossing (SAP 2). Prairie Creek displayed good channel stability and low bank erosion. Substrate was comprised of 60% gravel, 15% sand, 8% silt, 7% cobble, 5% boulder, and 5% hardpan. The stream had moderate amounts of diverse instream cover, which included overhanging vegetation, large woody debris, root mats, and boulders. Both banks of Prairie Creek were bordered by a narrow forested riparian buffer, which separates the stream from the surrounding agricultural fields and residential lawns. Stream flow was noted to be comprised of slow moving shallow water with sparse riffle areas (5%) present between long stretches of glide (95%). The OHWM of Prairie Creek at the assessment location was 29 feet wide by 1 foot deep. Stream Stats (https://water.usgs.gov/osw/streamstats/) reports the upstream drainage area of Prairie Creek at SAP 2 as approximately 28.366 square miles. Prairie Creek would be considered an average stream due to the presence of diverse substrate and instream cover. However, the overall quality of the stream is diminished due to its location within a watershed heavily utilized for agricultural production. Prairie Creek would be classified as Riverine, Lower Perennial, Unconsolidated Bottom, Cobble-Gravel (R2UB1) using the Cowardin Classification System at this location.

Crossing #4:
Prairie Creek re-enters the northeastern boundary of the investigated area east of US 52 approximately 0.15 mile north of Hazelrigg Road. The stream flows southwest for approximately 195 linear feet (0.134 acre) beneath INDOT Bridge 052-06-03142 before exiting the southwestern boundary of the investigated area. This segment of Prairie Creek was not included as part of the I-65 ATL project (Des No 1802967). However, the character of the stream at this location was noted to be consistent with SAP 2. Therefore, a stream assessment was not completed at this crossing. Stream Stats (https://water.usgs.gov/osw/streamstats/) reports the upstream drainage area of Prairie Creek at Crossing #4 as approximately 28.475 square miles. The OHWM of Prairie Creek at this crossing was 32 feet wide by 1 foot deep and the flow regime appeared to be perennial.

Crossing #5:
Prairie Creek re-enters the western boundary of the investigated area as it crosses under US 52 approximately 0.87 mile northwest of W CR 300 N. The stream flows east for approximately 35 linear feet (0.026 acre) beneath INDOT Bridge 052-06-03141 A before exiting the eastern boundary of the investigated area. This segment of Prairie Creek was not included as part of the I-65 ATL project (Des No 1802967). Stream Stats (https://water.usgs.gov/osw/streamstats/) reports the upstream drainage area of Prairie Creek at Crossing #5 as approximately 31.244 square miles. This portion of the investigated area is limited to the median between the US 52 EB and WB travel lanes, which is comprised of mowed grass on INDOT Bridge 052-06-03141 A. Therefore, the stream could not be evaluated at this location. Work within the median at this location would be limited to temporary pavement to construct cross-overs for maintenance of traffic during construction. No bridge work or work within the stream will occur at this location.

3.4.2 UNT 7 to Prairie Creek

UNT 7 to Prairie Creek enters the investigated area 0.19 mile south of W CR 300 N at the outlet of an unnumbered culvert located outside the I-65 ROW. The stream derives flow from drainage conveyed north and south within the roadside ditches along I-65, which is captured by the unnumbered culvert and conveyed west beneath a private access drive to a concrete lined channel. The stream flows west from the culvert outlet for approximately 46 linear feet (0.008 acre) before exiting the western boundary of the investigated area. The stream is not depicted on the USGS Topographic Map, but is depicted on the as a canal/ditch on the NHD Flow line Map. Stream Stats (https://water.usgs.gov/osw/streamstats/) reports the upstream drainage area of UNT 7 to Prairie Creek as approximately 0.232 square miles. UNT 7 to Prairie Creek was flowing during field investigation on July 27, 2022 and stream flow appeared to be intermittent. UNT 7 drains west to Prairie Creek, which drains to Sugar Creek, a TNW. Therefore, it is anticipated that UNT 7 to Prairie Creek would be considered a jurisdictional water of the U.S.

A stream assessment (SAP 1) was completed downstream and outside of the zone of influence of the unnumbered culvert. UNT 7 to Prairie Creek was noted to have a concrete lined channel with 100% artificial riprap substrate. The stream was highly channelized, and had moderate amounts of overhanging vegetation and riprap providing instream cover. Stream flow was noted to be 100% glide with no riffle or pool complexes present. Both streambanks were vegetated with herbaceous and scrub-shrub vegetation, however no riparian buffer was present along the top of the stream banks. The OHWM of UNT 7 to Prairie Creek at the assessment location was 7.5 feet wide by 0.5 feet deep. UNT 7 to Prairie Creek would be considered a poor quality stream due to severe channelization caused by the concrete lined channel, presence of artificial substrate, and lack of a riparian buffer to separate the stream from the surrounding mowed grass lawn and agricultural fields. UNT 7 to Prairie Creek would be classified as Riverine, Intermittent, Streambed, Rubble (R4SB2) using the Cowardin Classification System.

3.4.3 UNT 8 to Prairie Creek

UNT 8 to Prairie Creek begins at the outlet of an agricultural drainage tile located east of US 52 approximately 0.13 mile north of W CR 300 N. The stream receives drainage from the tile, Wetland 19, Wetland 18a, Wetland 18b and the surrounding agricultural landscape. The stream flows northwest from the tile for approximately 715 linear feet (0.079 acre) before flowing into Wetland 18a. The portion of the flow path of UNT 8 to Prairie Creek within Wetland 18a was inspected and determined to lack a defined bed and bank and continuous OHWM due to a loss of gradient. The stream regains definition at the western termini of Wetland 18a where the slope of the landscape increases. UNT 8 to Prairie Creek flows west from Wetland 18a for an additional 238 linear feet (0.026 acre) before exiting the western boundary of the investigated area. The stream is not depicted on the USGS Topographic Map, but is depicted on the as a stream on the NHD Flow line Map. Stream Stats (https://water.usgs.gov/osw/streamstats/) reports the upstream drainage area of UNT 8 to Prairie Creek as approximately 0.096 square miles. UNT 8 to Prairie Creek was flowing during field investigation on April 19, 2023 and stream flow appeared to be intermittent. UNT 8 to Prairie Creek drains west to Prairie Creek, which drains to Sugar Creek, a TNW. Therefore, it is anticipated that UNT 8 to Prairie Creek would be considered a jurisdictional water of the U.S.

UNT 8 to Prairie Creek is conveyed west under US 52 via culvert CV 052-006-7789. A stream assessment (SAP 3) was completed upstream and outside of the zone of influence of the culvert. UNT 8 to Prairie Creek was noted to have 100% silt substrate. The stream was fairly sinuous and had moderate amounts of overhanging vegetation and undercut banks providing instream cover. Stream flow was noted to be 100% glide with no

riffle or pool complexes present. Both streambanks were vegetated with herbaceous vegetation, and the stream was situated within a forested corridor which provides a riparian buffer to separate the stream from the surrounding agricultural fields. The OHWM of UNT 8 to Prairie Creek at the assessment location was 4.8 feet wide by 1.5 feet deep. UNT 8 to Prairie Creek would be considered a poor quality stream poor substrate diversity, lack of diverse instream cover, and receipt of drainage primarily from agricultural field tiles. UNT 8 to Prairie Creek would be classified as Riverine, Intermittent, Streambed, Mud (R4SB5) using the Cowardin Classification System.

Table 6 – Aquatic Resources Summary: Streams

Delineated Resource	Photos	Lat/ Long	OHWM Width	OHWM Depth	USGS Blue Line & Type	Riffle/Pool Presence	Quality	Substrate	Likely Jurisdiction	Total Linear Feet	Total Acres
Prairie Creek Crossing #3	167-168	40.081435/ -86.503284	29 ft	1 ft	Yes, PER	Yes/ No	Average	Gravel, Sand, Silt, Cobble, Boulder, Hardpan	Water of the US	695	0.462
Prairie Creek Crossing #4	656-658	40.077757/ -86.506822	32 ft	1 ft	Yes, PER	Yes/ No	Average	Gravel, Sand, Silt, Cobble, Boulder, Hardpan	Water of the US	195	0.134
Prairie Creek Crossing #5	N/A	40.092396/ -86.523915	N/A	N/A	N/A	N/A	N/A	N/A	Water of the US	35	0.026
UNT 7 to Prairie Creek	147-148	40.080375/ -86.502157	7.5 ft	0.5 ft	No, INT	No/ No	Poor	Concrete, Riprap	Water of the US	46	0.008
UNT 8 to Prairie Creek	662, 705-707, 741-742, 754-755	40.084862/ -86.514104	4.8 ft	1.5 ft	No, INT	No/ No	Poor	Silt	Water of the US	953	0.033
Total										**1,924**	**0.663**

3.5 Other Features

3.5.1 Erosional Feature (EF) 1

EF 1 was mapped between the I-65 NB entrance ramp from Lafayette Avenue and Windhaven Lane. EF 1 begins at the northern boundary of Wetland 1 and conveys drainage northwest for approximately 37 linear feet from Wetland 1 to Prairie Creek. This feature appears to be formed as the gradient of the roadside ditch increases down the south bank of Prairie Creek causing drainage from Wetland 1 to cut an erosional path along the stream bank. EF 1 lacked a defined bed and bank and continuous OHWM. Therefore, this feature is not presumed to be a jurisdictional water of the U.S.

3.5.2 EF 2

EF 2 was mapped south of W CR 300 N approximately 0.14 mile west of the I-65 SB travel lanes. EF 2 begins at the outlet of a field drainage tile and conveys drainage south for approximately 216 linear feet before draining to a subsurface tile, which conveys the drainage to EF 5. This feature appears to be formed as drainage from adjacent agricultural field exits the field tile and cuts an erosional path as it flows downhill towards Prairie Creek. EF 2 lacked a defined bed and bank and continuous OHWM. Therefore, this feature is not presumed to be a jurisdictional water of the U.S.

3.5.3 EF 3

EF 3 was mapped north of W CR 300 N approximately 0.01 mile west of the I-65 SB travel lanes. EF 3 begins at the outlet of an unnumbered culvert that conveys drainage from the adjacent residential property towards the I-65 SB ROW. EF 3 and conveys drainage from the culvert east for approximately 41 linear feet before draining into Wetland BD within the roadside ditch along the I-65 SB travel lanes. This feature appears to be formed as drainage from adjacent residential property exits the culvert outlet and cuts an erosional path as it flows downhill towards the roadside ditch. EF 3 lacked a defined bed and bank and continuous OHWM. Therefore, this feature is not presumed to be a jurisdictional water of the U.S.

3.5.4 EF 4

EF 4 was mapped south of W CR 300 N approximately 0.01 mile east of the I-65 NB travel lanes. EF 4 begins at the western end of Wetland 15 and continues west for approximately 61 linear feet before draining to Wetland R. EF 4 appears to be formed as the gradient of the roadside ditch increased and drainage from Wetland 15 cuts an erosional path as it flows downhill towards Wetland R. EF 4 lacked a defined bed and bank and continuous OHWM. Therefore, this feature is not presumed to be a jurisdictional water of the U.S.

3.5.5 EF 5

EF 5 was mapped south of W CR 300 N approximately 0.12 mile west of the I-65 SB travel lanes. EF 5 begins at the outlet of the subsurface tile that conveys drainage from EF 2, and continues south for approximately 57 linear feet before draining to Prairie Creek. This feature appears to be formed as drainage from the tile cuts an erosional path along the north bank of Prairie Creek. EF 5 lacked a defined bed and bank and continuous OHWM. Therefore, this feature is not presumed to be a jurisdictional water of the U.S.

3.5.6 EF 6

EF 6 was mapped west of US 52 approximately 0.33 mile northwest of the W CR 300 N. EF 6 begins at the outlet of CLV-83548 and continues west for approximately 29 linear feet before exiting the investigated area. This feature appears to be formed as drainage from the culvert cuts an erosional path down the roadway

sideslope. EF 6 lacked a defined bed and bank and continuous OHWM. Therefore, this feature is not presumed to be a jurisdictional water of the U.S.

3.5.7 EF 7

EF 7 was mapped east of US 52 approximately 0.56 mile northwest of the W CR 300 N. EF 7 begins along the roadway side slope and continues east for approximately 6 linear feet splitting north and south within RSD 90 (approximately 17 linear feet). This feature appears to be formed as drainage from the culvert cuts an erosional path down the roadway sideslope and drains into the roadside ditch. No culvert was observed at this location. EF 7 lacked a defined bed and bank and continuous OHWM. Therefore, this feature is not presumed to be a jurisdictional water of the U.S.

3.5.8 EF 8

EF 8 was mapped east of US 52 approximately 0.51 mile northwest of the W CR 300 N. EF 8 begins at the border of an agricultural field and continues for approximately 50 to the inlet of culvert CV 052-006-77.60. This features appears to be formed as drainage from the adjacent agricultural field cuts an erosional path down a hillslope towards the culvert inlet. EF 8 lacked a defined bed and bank and continuous OHWM. Therefore, this feature is not presumed to be a jurisdictional water of the U.S.

3.5.9 EF 9

EF 9 was mapped east of US 52 approximately 0.51 mile northwest of the W CR 300 N. EF 9 begins within RSD 89 and continues for approximately 50 linear feet to the inlet of CV 052-006-77.60. This feature appears to be formed as drainage from RSD 89 cuts an erosional path towards the culvert inlet. EF 9 lacked a defined bed and bank and continuous OHWM. Therefore, this feature is not presumed to be a jurisdictional water of the U.S.

3.5.10 EF 10

EF 10 was mapped east of US 52 approximately 0.25 mile northwest of the W CR 300 N. EF 10 begins at the southern termini of Wetland 20 and continues west for approximately 142 linear feet before draining into Wetland 18b. This feature appears to form as drainage from Wetland 20 cuts an erosional path as it flows down a hillslope toward Wetland 18b. EF 10 lacked a defined bed and bank and continuous OHWM. Therefore, this feature is not presumed to be a jurisdictional water of the U.S.

Table 7 – Other Features Summary Table: Erosional Features

Erosional Feature	Photos	Lat/Long	Total Linear Feet
EF 1	88-89	40.066851/ -86.495014	37
EF 2	174-175	40.082016/ -86.504958	216
EF 3	276-277	40.083657/ -86.503191	41
EF 4	587	40.082859/ -86.501836	61
EF 5	612-613	40.081723/ -86.504395	57
EF 6	663-664	40.086271/ -86.517305	29
EF 7	690	40.089037/ -86.519792	23
EF 8	693	40.088558/ -86.519183	50
EF 9	694	40.088495/ -86.519202	50
EF 10	727-729	40.085853/ -86.514358	142
Total			**706**

3.5.11 Roadside Ditches

Surface drainage systems (constructed roadside ditches) are present along both sides of I-65 NB and SB, W CR 300 N, US 52 NB and SB, Witt Road, and SR 39. Roadside ditches are also present within the median between the US 52 EB and WB travel lanes. A total of 97 roadside ditches (RSD 1 – RSD 97) were identified for approximately 43,458 linear feet within the limits of the investigated area. Poorly drained sections of the roadside ditches that displayed hydrophytic vegetation, hydric soils, and wetland hydrology were delineated as wetlands (see Section 3.2 above). Portions of RSD 1 – RSD 97 that were not delineated as wetlands were inspected and determined to not exhibit a defined bed and bank or a continuous OWHM. Therefore, these portions of the roadside ditches are not presumed to be jurisdictional waters of the U.S. The total non-wetland linear feet of the roadside ditches are listed below and broken out by segments for those roadside ditches that contain wetlands.

Table 8 – Other Features Summary Table: Roadside Ditches

Roadside Ditch	Photos	Segment Limits	Lat/Long	Total Non-Wetland Linear Feet
RSD 1	3-8	N/A	40.066322/-86.495961	71
RSD 2	11-20, 39-42, 45	From Prairie Creek north to Wetland BK	40.066685/-86.496182	146
		From Wetland BK north to Wetland BI	40.071371/-86.498273	453
		From Wetland BI north to end of ditch	40.072955/-86.501693	769
RSD 3	22-25, 27-37	N/A	40.072795/-86.500701	294
RSD 4	46-47	N/A	40.073098/-86.502404	794
RSD 5	48-57, 631-633	From Prairie Creek south to Wetland BF	40.074749/-86.499483	591
		From Wetland BF west to Wetland BG	40.073136/-86.500627	472
		From Wetland BG west to end of ditch	40.073667/-86.502024	321

Roadside Ditch	Photos	Segment Limits	Lat/Long	Total Non-Wetland Linear Feet
RSD 6	61-62, 71-78, 637-640	From Prairie Creek north to Wetland M	40.067084/-86.495273	77
		From Wetland M north to Wetland O	40.072577/-86.496764	1,975
		From Wetland O north to Prairie Creek	40.07527/-86.49874	214
RSD 7	63-70	From Wetland N curving northwest along the I-65 to US 52 WB Exit Ramp	40.072048/-86.497091	544
		From Wetland N north to Bridge I65-141-05570C	40.072472/-86.497776	135
RSD 8	N/A	N/A	40.067215/-86.49511	106
RSD 9	102-108	N/A	39.957904/-86.797008	0*
RSD 10	112, 114-116	N/A	40.063314/-86.491626	263
RSD 11	113, 117-118, 121-124	From southern investigated limit to Wetland K-2	40.06289/-86.490691	172
		From Wetland K-2 northwest to I-65 NB	40.063517/-86.493824	92
RSD 12	N/A	N/A	40.063355/-86.493745	89
RSD 13	125	N/A	40.063116/-86.490834	145
RSD 14	126	N/A	40.063968/-86.491694	556
RSD 15	134-135	N/A	40.065762/-86.493899	766
RSD 16	90-94, 99-101, 137	N/A	40.066407/-86.49454	160
RSD 17	138-145, 150-155, 636	From Bridge I65-142-05572A south to Wetland BE	40.080538/-86.501847	1,744
		From Wetland BE south to Prairie Creek	40.076916/-86.500328	961
RSD 18	156, 158	N/A	40.082882/-86.503502	380
RSD 19	N/A	N/A	40.082891/-86.504769	258
RSD 20	195-196, 199, 202, 204, 208-209	N/A	40.080934/-86.510605	2,144
RSD 21	200-201	N/A	40.08162/-86.511657	1,000
RSD 22	210, 660	N/A	40.079632/-86.509313	869
RSD 23	212-216, 220, 222-225	N/A	40.082452/-86.512935	1,716
RSD 24	217-218, 226-227	N/A	40.083572/-86.513918	730
RSD 25	228-231	N/A	40.084974/-86.515817	629
RSD 26	232-233	N/A	40.085046/-86.515593	586
RSD 27	N/A	N/A	40.082934/-86.50808	104

Roadside Ditch	Photos	Segment Limits	Lat/Long	Total Non-Wetland Linear Feet
RSD 28	N/A	N/A	40.082925/-86.50722	283
RSD 29	256-257	N/A	40.082937/-86.506025	310
RSD 30	279-285, 287-288, 775-780	N/A	40.090682/-86.50598	3408
RSD 31	N/A	N/A	40.084003/-86.503536	68
RSD 32	270, 273	N/A	40.084564/-86.503756	214
RSD 33	269	N/A	40.086762/-86.504636	1,357
RSD 34	289-297, 299-301, 312-316, 781-784, 787-788	From Wetland S north to Wetland T	40.088123/-86.504151	1,054
		From Wetland T north to Wetland U	40.091097/-86.505375	371
		From Wetland U north to northern investigated limit	40.093436/-86.50632	665
RSD 35	N/A	N/A	40.083106/-86.499937	113
RSD 36	335-336	N/A	40.083105/-86.499313	166
RSD 37	337	N/A	40.083102/-86.498495	225
RSD 38	341	N/A	40.083104/-86.497222	416
RSD 39	N/A	N/A	40.083772/-86.496986	73
RSD 40	N/A	N/A	40.084119/-86.496981	123
RSD 41	344, 346	N/A	40.084578/-86.496974	155
RSD 42	N/A	N/A	40.084944/-86.496975	40
RSD 43	N/A	N/A	40.085361/-86.496978	197
RSD 44	N/A	N/A	40.083024/-86.488483	118
RSD 45	378-379	N/A	40.083011/-86.487259	478
RSD 46	396-399	N/A	40.083007/-86.485165	582
RSD 47	400-402, 404, 407-408	N/A	40.082971/-86.482598	1,391
RSD 48	413-419, 424-425	N/A	40.084241/-86.477065	113
RSD 49	426-427	N/A	39.957904/-86.797008	0*
RSD 50	428-429	N/A	39.957904/-86.797008	0*
RSD 51	430-434, 439	N/A	39.957904/-86.797008	0*
RSD 52	440-441	N/A	40.082881/-86.475522	73
RSD 53	442	N/A	40.082801/-86.475518	70
RSD 54	N/A	N/A	40.082804/-86.475872	78
RSD 55	443-454	N/A	40.082799/-86.476262	94

Roadside Ditch	Photos	Segment Limits	Lat/Long	Total Non-Wetland Linear Feet
RSD 56	455-465, 458	N/A	40.082535/-86.476375	0*
RSD 57	459	N/A	39.957904/-86.797008	14
RSD 58	N/A	N/A	40.081421/-86.476362	101
RSD 59	N/A	N/A	40.081649/-86.476416	87
RSD 60	460	N/A	40.081997/-86.476502	47
RSD 61	N/A	N/A	40.082241/-86.476559	78
RSD 62	461-462	N/A	40.082475/-86.476621	56
RSD 63	N/A	N/A	40.082717/-86.476693	125
RSD 64	N/A	N/A	40.082834/-86.477809	29
RSD 65	479-486	N/A	40.082837/-86.478198	592
RSD 66	487-490	N/A	40.0829/-86.48444	342
RSD 67	N/A	N/A	40.082556/-86.484544	202
RSD 68	507	N/A	40.082913/-86.485241	179
RSD 69	N/A	N/A	40.082984/-86.492736	58
RSD 70	N/A	N/A	40.082984/-86.493273	93
RSD 71	509-510	N/A	40.082986/-86.493681	154
RSD 72	511	N/A	40.082988/-86.494254	152
RSD 73	513	N/A	40.082975/-86.494968	107
RSD 74	514-522	From driveway west to Wetland 10	40.082968/-86.495577	64
		From Wetland 10 to CR 300 S	40.082972/-86.496053	19
RSD 75	546-547	N/A	40.08298/-86.496794	245
RSD 76	548-554, 556	N/A	40.082981/-86.497473	69
RSD 77	557	N/A	40.082988/-86.49841	149
RSD 78	559-560, 562-567	N/A	40.082987/-86.498935	80
RSD 79	577, 579-586	N/A	40.082982/-86.499511	0*
RSD 80	588-597, 599-600, 605-611	From Prairie Creek north to Wetland P	39.957904/-86.797008	1,133
		From Wetland P north to Wetland Q	40.077105/-86.499594	1,049
		From Wetland Q north to Wetland R	40.08012/-86.50081	112
RSD 81	646-647	N/A	40.081998/-86.501612	798
RSD 82	643	N/A	40.074979/-86.503912	356
RSD 83	N/A	N/A	40.075063/-86.504289	132
RSD 84	N/A	N/A	40.075636/-86.504907	133
RSD 85	653	N/A	40.076734/-86.505905	175
RSD 86	656	N/A	40.076774/-86.505676	172

Roadside Ditch	Photos	Segment Limits	Lat/Long	Total Non-Wetland Linear Feet
RSD 87	654	N/A	40.077183/-86.506426	105
RSD 88	659	N/A	40.077234/-86.506189	575
RSD 89	692, 694-695	From driveway north to EF 9	40.078004/-86.50765	191
		From EF 8 north to driveway	40.088243/-86.518904	22
RSD 90	290-291	From driveway north to EF 7	40.088575/-86.519268	169
		From EF 7 north to driveway	40.088853/-86.519587	215
RSD 91	688-689	N/A	40.089279/-86.520078	269
RSD 92	679	N/A	40.089836/-86.52073	164
RSD 93	N/A	N/A	40.090105/-86.521556	44
RSD 94	N/A	N/A	40.088753/-86.496933	135
RSD 95	N/A	N/A	40.088414/-86.496941	143
RSD 96	814	N/A	40.087937/-86.496952	142
RSD 97	350-351, 353-354, 812	N/A	40.087464/-86.496953	1,621
Total				**43,458**

***These roadside ditches are entirely wetland and do not contain any non-wetland sections.**

3.5.12 Drainage Swales (DS)

Drainage is conveyed through the agricultural fields within the investigated area via a network of farmed swales. A total of 16 drainage swales (DS 1 – DS 16) were identified for approximately 6,428 linear feet within the investigated area. Unless otherwise noted, these features were inspected and determined to lack a defined bed and bank and continuous OHWM. Low points within these swales where drainage is subject to ponding were inspected for indicators of wetland hydrology and/or hydrophytic vegetation and data points were strategically placed within these areas to identify the presence of farmed wetlands. Portions of drainage swales not delineated as wetlands were inspected and determined to possess sufficient gradient to maintain drainage flow, thus inhibiting wetland development. Therefore, these swales are not presumed to be jurisdictional waters of the U.S.

Table 9 – Other Features Summary Table: Drainage Swales

Drainage Swale	Photos	Lat/Long	Total Linear Feet
DS 1	615	40.081339/ -86.506394	131
DS 2	248	40.083678/ -86.513241	356
DS 3	245	40.083224/ -86.512858	314
DS 4	249	40.084112/ -86.511883	459
DS 5	271-272	40.084422/ -86.503971	116
DS 6	303-304, 793, 796	40.086566/ -86.503154	1,226
DS 7	373, 375	40.083534/ -86.489455	377
DS 8	498, 502	40.082680/ -86.489631	312
DS 9	524	40.082003/ -86.496806	98

Drainage Swale	Photos	Lat/Long	Total Linear Feet
DS 10	536, 539-540	40.081915/ -86.497098	41
DS 11	569-574	40.081643/ -86.500844	628
DS 12	602	40.080330/ -86.500466	147
DS 13	760, 762	40.084715/ -86.513128	745
DS 14	703-704	40.086632/ -86.514658	608
DS 15	765	40.086398/ -86.512868	870
Total			**6,428**

3.6 Non-Wetland Data Points

3.6.1 DP 3

DP 3 was taken due to the presence of hydrophytic vegetation along the north bank of Prairie Creek. DP 3 is located south of W CR 300 N approximately 0.4 mile west of the I-65 SB travel lanes. DP 3 possessed hydrophytic vegetation, but lacked the hydric soils and hydrology to be determined a wetland. The dominant vegetation in the upland consisted of *Populus deltoids* [eastern cottonwood; FAC] and *Quercus macrocarpa* [bur oak; FAC] within the tree stratum; and *Poa pratensis* [Kentucky bluegrass; FAC] and *Fraxinus pennsylvanica* [green ash; FACW] within the herbaceous stratum. Hydrologic indicators included meeting the FAC-Neutral Test (D5). No additional hydrologic indicators or hydric soil indicators were present. The local topography was not conducive to the ponding of water and was sloped southwest towards Prairie Creek, which limits the potential for prolonged hydrology. For reference to field data collected for DP 3, see Appendix C.

3.6.2 DP 8

DP 8 was taken due to the presence of hydrophytic vegetation at the inlet of culvert CLV-052-006-66.25 located west of the US 52 EB travel lanes approximately 0.11 mile north of the intersection of US 52 and W CR 300 N. DP 8 possessed hydrophytic vegetation, but lacked the hydric soils and hydrology to be determined a wetland. The dominant vegetation in the upland consisted of *Setaria pumila* [yellow foxtail; FAC] and *Echinochloa crus-galli* [barnyard grass; FACW] within the herbaceous stratum. Hydrologic indicators included meeting the FAC-Neutral Test (D5). No additional hydrologic indicators or hydric soil indicators were present. This area appeared to be well drained by the culvert thus limiting the potential for prolonged hydrology. For reference to field data collected for DP 8, see Appendix C.

3.6.3 DP 9

DP 9 was taken due to the presence of stunted/stressed row crops within the agricultural field located north of W CR 300 N approximately 0.08 mile west of the I-65 SB travel lanes. DP 9 lacked the hydrophytic vegetation, hydrology, and hydric soils to be determined a wetland. The dominant vegetation in the upland consisted of *Glycine max* [soybean; UPL] within the herbaceous stratum. Hydrologic indicators included Stunted or Stressed Plants (D1). No additional hydrologic indicators or hydric soil indicators were present. This area is located adjacent to a gravel lot used to park farming equipment. Therefore, stressed/stunted plants may be the result of compaction or regular disturbance from farming machinery. For reference to field data collected for DP 9, see Appendix C.

3.6.4 DP 12

DP 12 was taken due to the presence of hydrophytic vegetation north of W CR 300 N approximately 0.11 mile east of the I-65 NB travel lanes. DP 12 possessed hydric soils, but lacked the hydrophytic vegetation and hydrology to be determined a wetland. The dominant vegetation in the upland consisted of *Schedonorus arundinaceus* [tall fescue; FACU] within the herbaceous stratum. No hydrologic indicators were observed at DP 12. Hydric soil indicators included Depleted Below Dark Surface (A11) and Depleted Matrix (F3). For reference to field data collected for DP 12, see Appendix C.

3.6.5 DP 15

DP 15 was taken due to the presence of hydrophytic vegetation within a forested area located north of W CR 300 N approximately 0.54 mile west of the SR 39. DP 15 possessed hydrophytic vegetation, but lacked the hydrology and hydric soils to be determined a wetland. The dominant vegetation in the upland consisted of *Juglans nigra* [black walnut; FACU] within the tree stratum; *Ligustrum obtusifolium* [border privet; UPL], *Lonicera maackii* [Amur honeysuckle; UPL] and *Asimina triloba* [pawpaw; FAC] within the sapling/shrub stratum; *Carex davisii* [Davis' sedge; FAC] and *Persicaria virginiana* [jumpseed; FAC] within the herbaceous stratum; and *Smilax rotundifolia* [common greenbriar; FAC] within the woody vine stratum. No hydrologic or hydric soil indicators were present at DP 15. For reference to field data collected for DP 15, see Appendix C.

3.6.6 DP 24

DP 24 was taken due to the presence of algal mats, surface soil cracks and sparse vegetation within the concave surface of a railroad ditch. DP 24 is located in the southeast quadrant of the railroad crossing over W CR 300 N. DP 24 possessed the hydrology, but lacked the hydric soils to be determined a wetland. No vegetation or hydric soil indicators were present at DP 24. Hydrologic indicators included Algal Mats (B4), Sparsely Vegetated Concave Surface (B8), and Surface Soil Cracks (B6). Although the hydrology indicators suggest that drainage may collect for brief periods of time within the ditchline, the area appeared to be sufficiently drained to prevent the formation of hydric soils. For reference to field data collected for DP 24, see Appendix C.

3.6.7 DP 25

DP 25 was taken to characterize a low-lying area of the agricultural field south of W CR 300 N approximately 0.41 mile east of Witt Road. DP 25 lacked the hydrophytic vegetation, hydrology, and hydric soils to be determined a wetland. The dominant vegetation in the upland consisted of *Glycine max* [soybean; UPL] within the herbaceous stratum. Hydrologic indicators included Geomorphic Position (D2). No additional hydrologic indicators or hydric soil indicators were present. This area is located at the confluence of two drainage swales, which appear to provide sufficient drainage of the area to limit the potential for prolonged hydrology. For reference to field data collected for DP 25, see Appendix C.

3.6.8 DP 38

DP 38 was taken due to the presence of hydrophytic vegetation within a drainage swale located south of W CR 300 N approximately 0.06 mile east of the I-65 NB travel lanes. DP 38 possessed the hydrophytic vegetation, but lacked the hydrology and hydric soils to be determined a wetland. The dominant vegetation in the upland consisted of *Setaria pumila* [yellow foxtail; FAC], *Poa pratensis* [Kentucky Bluegrass; FAC] and *Ambrosia trifida* [giant ragweed; FAC] within the herbaceous stratum. Hydrologic indicators included Geomorphic Position (D2). No additional hydrologic indicators or hydric soil indicators were present. This

area is located within a drainage swale, which conveys drainage from the residential properties along the south side of W CR 300 N southwest towards the roadside ditch along the I-65 NB travel lanes. The swale appears to provide sufficient gradient to drain the area, which limits the potential for prolonged hydrology. For reference to field data collected for DP 38, see Appendix C.

3.6.9 DP 39

DP 39 was taken due to the presence of hydrophytic vegetation and drift deposits within the agricultural field located south of W CR 300 N approximately 0.02 mile east of the I-65 NB travel lanes. DP 39 possessed the hydrophytic vegetation and hydrology, but lacked the hydric soils to be determined a wetland. The dominant vegetation in the upland consisted of *Morus alba* [white mulberry; FAC] within the tree stratum; *Acer negundo* [boxelder; FAC] and *Cornus racemosa* [gray dogwood; FAC] within the sapling/shrub stratum; and *Glycine max* [soybean; UPL] and *Solidago altissima* [tall goldenrod; FACU] within the herbaceous stratum. Hydrologic indicators included Drift Deposits (B3). No hydric soil indicators were present. This area is located along a farmed swale, which conveys drainage southwest through the agricultural field to the roadside ditch along the I-65 NB travel lanes. Drift carried along the swale is likely impeded by the vegetation along the property line as drainage flows into the roadside ditch causing the drift deposits noted at this location. For reference to field data collected for DP 39, see Appendix C.

3.6.10 DP 44

DP 44 was taken due to the presence of hydrophytic vegetation within a low-lying area of the forested floodplain of Prairie Creek approximately 0.16 mile south of W CR 300 N. DP 44 possessed the hydrophytic vegetation, but lacked the hydric soils and hydrology to be determined a wetland. The dominant vegetation in the upland consisted of *Morus alba* [white mulberry; FAC] and *Juglans nigra* [black walnut; FACU] within the tree stratum; *Acer negundo* [boxelder; FAC] and *Morus alba* [white mulberry; FAC] within the sapling/shrub stratum; *Poa pratensis* [Kentucky bluegrall; FAC] and *Geum canadense* [white avens; FAC] within the herbaceous stratum; and Vitis labrusca [fox grape; FACU] and *Toxicodendron radicans* [poison ivy; FAC] within the woody vine stratum. Hydrologic indicators included Geomorphic position (D2). No hydric soil indicators were present. This area is located within a concave portion of the forested floodplain of Prairie Creek. However, the area within the investigated limits possessed significant slope which appeared to provide sufficient drainage to prevent wetland formation. For reference to field data collected for DP 44, see Appendix C.

3.6.11 DP 45

DP 45 was taken due to the presence of standing water within tire ruts located in the US 52 median approximately 0.71 mile south of W CR 300 N. DP 45 possessed the hydric soils and hydrology, but lacked the hydrophytic vegetation to be determined a wetland. The dominant vegetation in the upland consisted of *Schedonorus arundinaceus* [tall fescue; FACU] within the herbaceous stratum. Hydrologic indicators included Surface Water at 1 inch (A1) and Saturation at surface (A3). Hydric soil indicators included Depleted Below Dark Surface (A11), Depleted Matrix (F3) and Redox Dark Surface (F6). Surface water was attributed to recent precipitation collecting within tire ruts in the median. However, based on the presence of FACU species at DP 45, it appears that this area of the roadside ditch is able to drain excess water quickly, thus limiting the potential for wetland formation. For reference to field data collected for DP 45, see Appendix C.

Table 10 – Non-Wetland Data Points Summary

Data Point	Photos	Lat/ Long	Water Resource	Hydrophytic Vegetation	Hydric Soils	Wetland Hydrology	Within a Wetland
3	161-164	40.081824/ -86.502997	N/A	Yes	No	No	No
8	222-225	40.083850/ -86.514537	N/A	Yes	No	No	No
9	261-264	40.085002/ -86.505242	N/A	No	No	No	No
12	231-234	40.083218/ -86.500251	N/A	No	Yes	No	No
15	380-383	40.083190/ -86.487017	N/A	Yes	No	No	No
24	482-485	40.082727/ -86.484486	N/A	No	No	Yes	No
25	497-450	40.082181/ -86.489432	N/A	No	No	No	No
38	570-573	40.081979/ -86.500580	N/A	Yes	No	No	No
39	601-604	40.080249/ -86.500724	N/A	Yes	No	Yes	No
44	616-619	40.080591/ -86.507167	N/A	Yes	No	No	No
45	646-649	40.075111/ -86.504079	N/A	No	Yes	Yes	No

4.0 Conclusions

A total of 45 wetlands totaling 4.759 acre (15,839 linear feet) and 4 streams totaling 2,903 linear feet (1.106 acre) were identified within the investigated area. Of this, 23 wetlands (Wetlands BD, BE, BF, BG, BH-1, BH-2, BI, BK, BN, K-1, K-2, L-1, L-2, M, N, O, P, Q, R, S, T, U, and V) totaling 2.759 acre (13,632 linear feet) and two streams (Prairie Creek Crossings #1-2 and UNT 3 to Prairie Creek) totaling 979 linear feet (0.443 acre)

were previously delineated as part of the I-65 ATL project (Des No 1802967). The remaining 22 wetlands (Wetlands 1-7, 8a-8d, 9a-9b, 10-17, 18a-18b, 19-21) totaling 2.030 acre (2,207 linear feet) and 3 streams (Prairie Creek Crossings #3-5, UNT 7 to Prairie Creek, and UNT 8 to Prairie Creek) totaling 1,924 linear feet (0.663 acre) were newly identified as part of the 2022 and 2023 site investigations. All delineated features appear to have a jurisdictional connection to Sugar Creek, a TNW. Therefore, these features are anticipated to be jurisdictional waters of the U.S.

All jurisdictional waters of the U.S. are under the regulatory authority of the USACE under Section 404 of the Clean Water Act. Every effort should be taken to avoid and minimize impacts to the waterway and wetlands. If impacts are necessary, then mitigation may be required. The INDOT Environmental Services Division should be contacted immediately if impacts will occur. The final determination of jurisdictional waters is ultimately made by the USACE. This report is our best judgment based on the guidelines set forth by the USACE.

5.0 Acknowledgement

This waters determination has been prepared based on the best available information, interpreted in the light of the investigator's training, experience and professional judgement in conformance with the 1987 *Corps of Engineers Wetlands Delineation Manual*, the appropriate regional supplement, the USACE *Jurisdictional Determination Form Instructional Guidebook*, and other appropriate agency guidelines.

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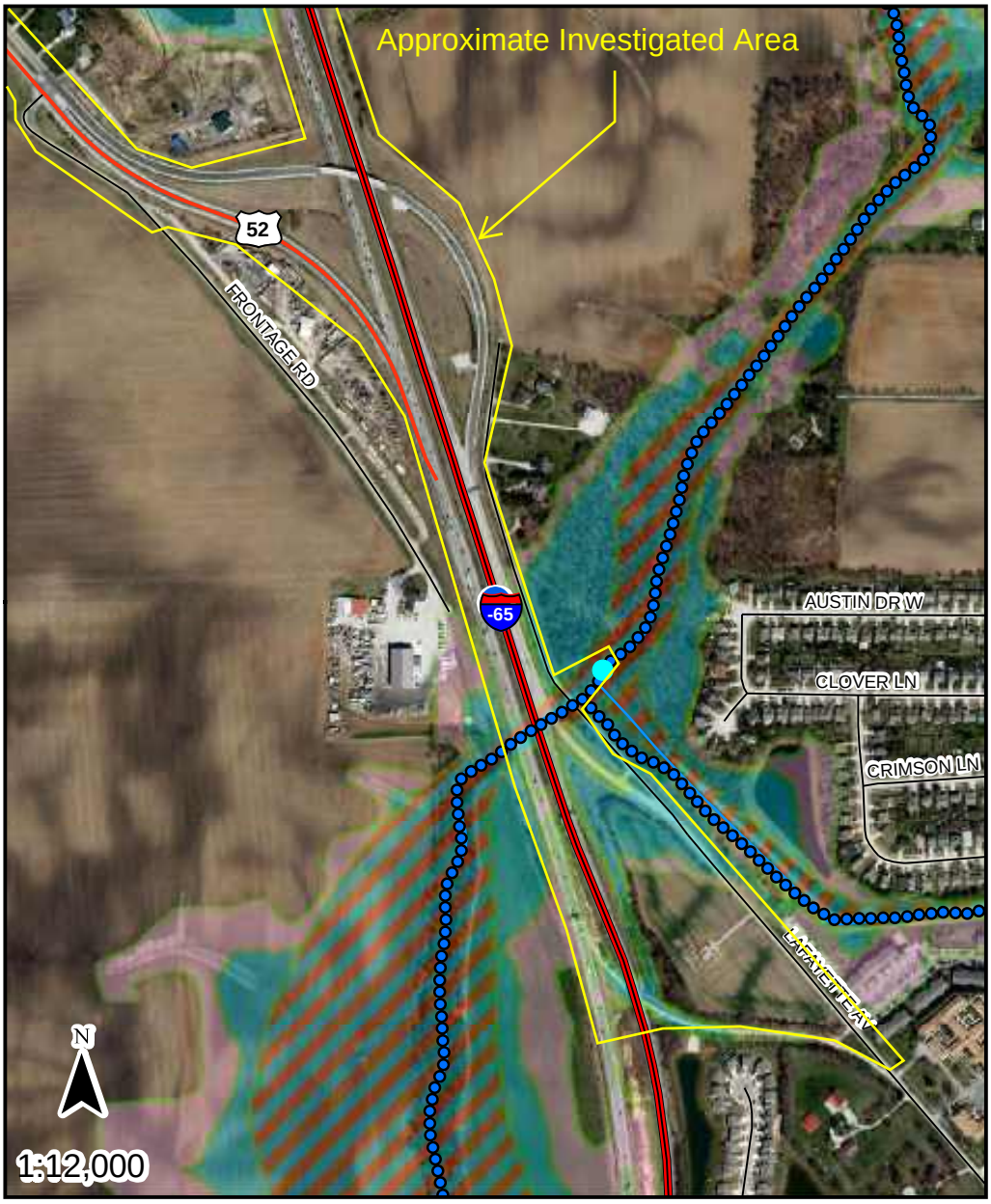
Appendix A – Mapping

Figure 1 – Indiana State Highway Map
Figure 2 – USGS Topographic Mapping
Figure 3 – Boone County Mapped Soils - SSURGO
Figure 4 – NWI and NHD Mapping
Figure 4-2 - Stream Stats Maps
Figure 4-3 – DNR Floodway Maps
Figure 5 – Previously Surveyed Features (I-65 ATL; Des No 1802967)
Figure 6 – Aquatic Resources Map
Figure 7 - Field Investigation and Photo Location Map

Portions of the appendix noted by the red boxes above were removed or modified to reduce file size.

Floodplain Analysis & Regulatory Assessment (FARA)

Indiana Department of Natural Resources



Point of Interest

Base Flood Elevation Point

Flood Elevation Points

STUDIED STREAM

Rivers and Streams at least 1 square mile

Drainage Area (sq. miles)

1 - 10

10 - 100

FEMA Zone AE Floodway; FEMA Administrative Floodway

FEMA Zone AE

Additional Floodplain Area; DNR .2 Percent Flood Hazard

Point of Interest Coordinates (WGS84)

Long: **-86.4961558474**

Lat: **40.0681618985**

The information provided below is based on the point of interest shown in the map above.

County: **Boone**

Stream Name: **Prairie Creek**

Approximate Ground Elevation: **922.4 feet (NAVD88)**

Base Flood Elevation: **917.1 feet (NAVD88)**

Drainage Area: **Not available**

Best Available Flood Hazard Zone: **Not Mapped**

National Flood Hazard Zone: **Not Mapped**

Is a Flood Control Act permit from the DNR needed for this location? **See following pages**

Is a local floodplain permit needed for this location? **Contact your local Floodplain Administrator-**

Floodplain Administrator: **Rachel Cardis, Executive Director, Boone County APC**

Community Jurisdiction: **Boone County, County proper**

Phone: **(765) 482-3821**

Email: **rwhittington@co.boone.in.us**

US Army Corps of Engineers District: **Louisville**

Date Generated: 9/13/2022

Floodplain Analysis & Regulatory Assessment (FARA)

Indiana Department of Natural Resources

Point of Interest

Base Flood Elevation Point

Flood Elevation Points

STUDIED STREAM

Rivers and Streams at least 1 square mile

Drainage Area (sq. miles)

10 - 100

FEMA Zone AE Floodway; FEMA Administrative Floodway

FEMA Zone AE

Additional Floodplain Area; DNR .2 Percent Flood Hazard

Point of Interest Coordinates (WGS84)

Long: **-86.5031081332**

Lat: **40.0813960276**

The information provided below is based on the point of interest shown in the map above.

County: **Boone**

Stream Name: **Prairie Creek**

Approximate Ground Elevation: **895.8 feet (NAVD88)**

Base Flood Elevation: **909.5 feet (NAVD88)**

Drainage Area: **Not available**

Best Available Flood Hazard Zone: **FEMA Zone AE Floodway**

National Flood Hazard Zone: **FEMA Zone AE Floodway**

Is a Flood Control Act permit from the DNR needed for this location? **yes**

Is a local floodplain permit needed for this location? **yes-**

Floodplain Administrator: **Rachel Cardis, Executive Director, Boone County APC**

Community Jurisdiction: **Boone County, County proper**

Phone: **(765) 482-3821**

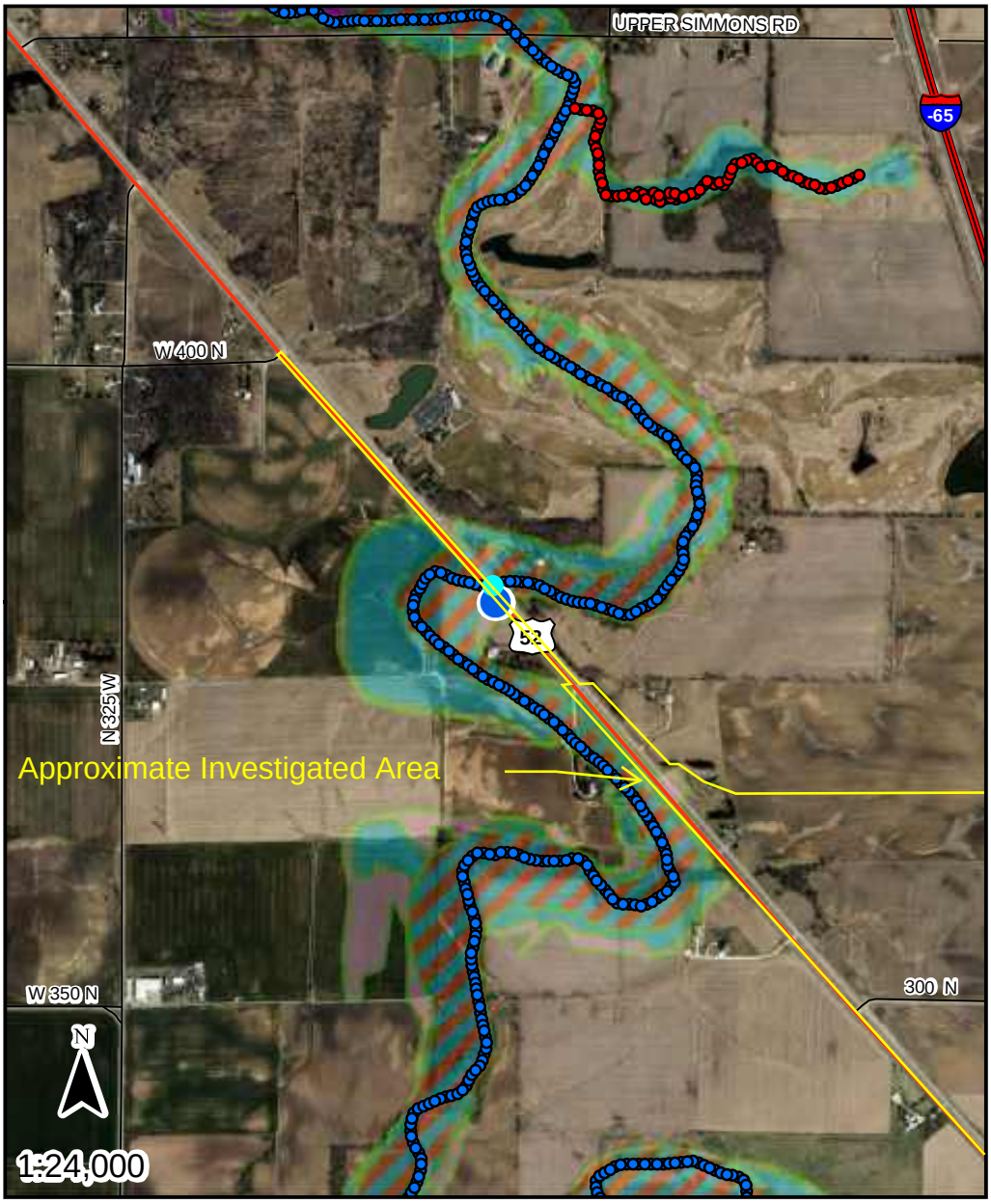
Email: **rwhittington@co.boone.in.us**

US Army Corps of Engineers District: **Louisville**

Date Generated: 9/13/2022

Floodplain Analysis & Regulatory Assessment (FARA)

Indiana Department of Natural Resources



Point of Interest

Base Flood Elevation Point

Flood Elevation Points

STUDIED STREAM

JURISDICTIONAL UNSTUDIED STREAM

Rivers and Streams at least 1 square mile

Drainage Area (sq. miles)

1 - 10

10 - 100

FEMA Zone AE Floodway; FEMA Administrative Floodway

DNR Approximate Floodway

FEMA Zone A

FEMA Zone AE

DNR Approximate Fringe

Additional Floodplain Area; DNR .2 Percent Flood Hazard

Point of Interest Coordinates (WGS84)

Long: **-86.5236732809**

Lat: **40.0919604107**

The information provided below is based on the point of interest shown in the map above.

County: **Boone**

Stream Name: **Prairie Creek**

Approximate Ground Elevation: **887.4 feet (NAVD88)**

Base Flood Elevation: **887.5 feet (NAVD88)**

Drainage Area: **Not available**

Best Available Flood Hazard Zone: **0.2 PCT ANNUAL CHANCE FLOOD HAZARD**

National Flood Hazard Zone: **0.2 PCT ANNUAL CHANCE FLOOD HAZARD**

Is a Flood Control Act permit from the DNR needed for this location? **See following pages**

Is a local floodplain permit needed for this location? **Contact your local Floodplain Administrator-**

Floodplain Administrator: **Rachel Cardis, Executive Director, Boone County APC**

Community Jurisdiction: **Boone County, County proper**

Phone: **(765) 482-3821**

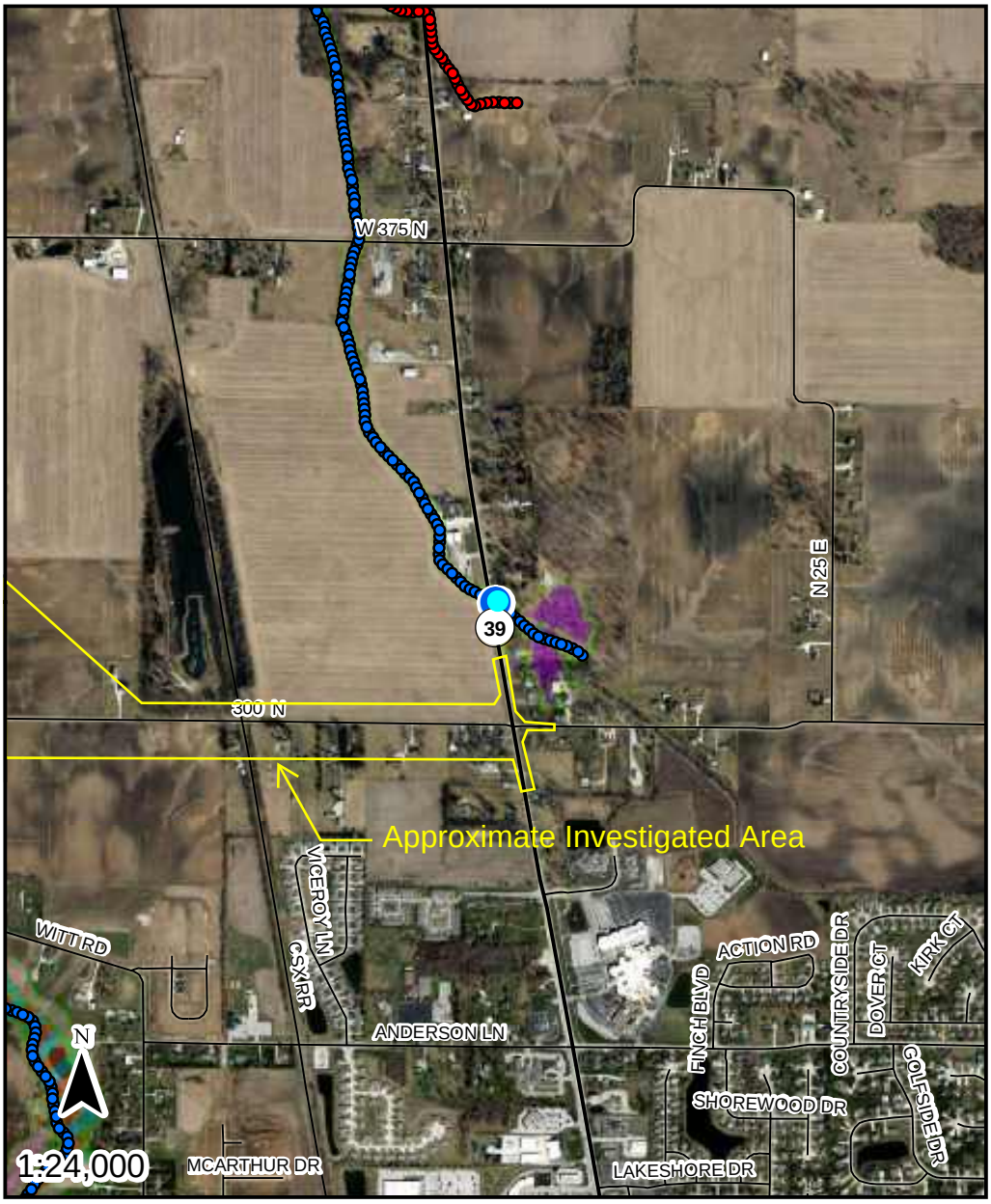
Email: **rwhittington@co.boone.in.us**

US Army Corps of Engineers District: **Louisville**

Date Generated: 6/23/2023

Floodplain Analysis & Regulatory Assessment (FARA)

Indiana Department of Natural Resources



- Point of Interest
- Base Flood Elevation Point

Flood Elevation Points

- STUDIED STREAM
- JURISDICTIONAL UNSTUDIED STREAM

Rivers and Streams at least 1 square mile

Drainage Area (sq. miles)

- 1 - 10
- 10 - 100
- FEMA Zone AE Floodway; FEMA Administrative Floodway
- DNR Approximate Floodway
- FEMA Zone AE
- DNR Approximate Fringe
- Additional Floodplain Area; DNR .2 Percent Flood Hazard

Point of Interest Coordinates (WGS84)

Long: **-86.4771014346**

Lat: **40.0856645528**

The information provided below is based on the point of interest shown in the map above.

County: **Boone**

Stream Name: **Storms Ditch**

Approximate Ground Elevation: **928.9 feet (NAVD88)**

Base Flood Elevation: **932.6 feet (NAVD88)**

Drainage Area: **Not available**

Best Available Flood Hazard Zone: **DNR Approximate Floodway**

National Flood Hazard Zone: **Not Mapped**

Is a Flood Control Act permit from the DNR needed for this location? **yes**

Is a local floodplain permit needed for this location? **yes-**

Floodplain Administrator: **Rachel Cardis, Executive Director, Boone County APC**

Community Jurisdiction: **Boone County, County proper**

Phone: **(765) 482-3821**

Email: **rwhittington@co.boone.in.us**

US Army Corps of Engineers District: **Louisville**

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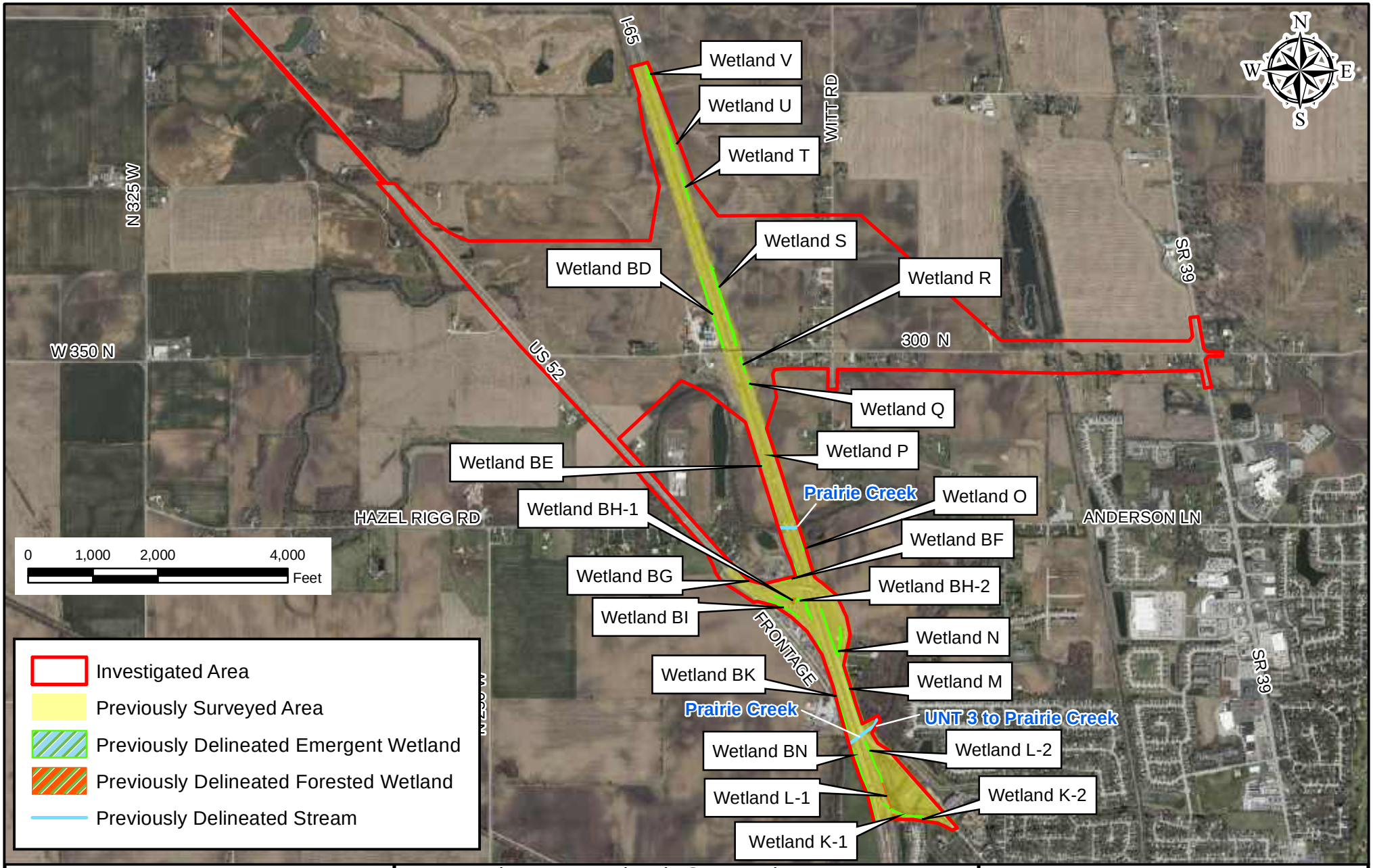

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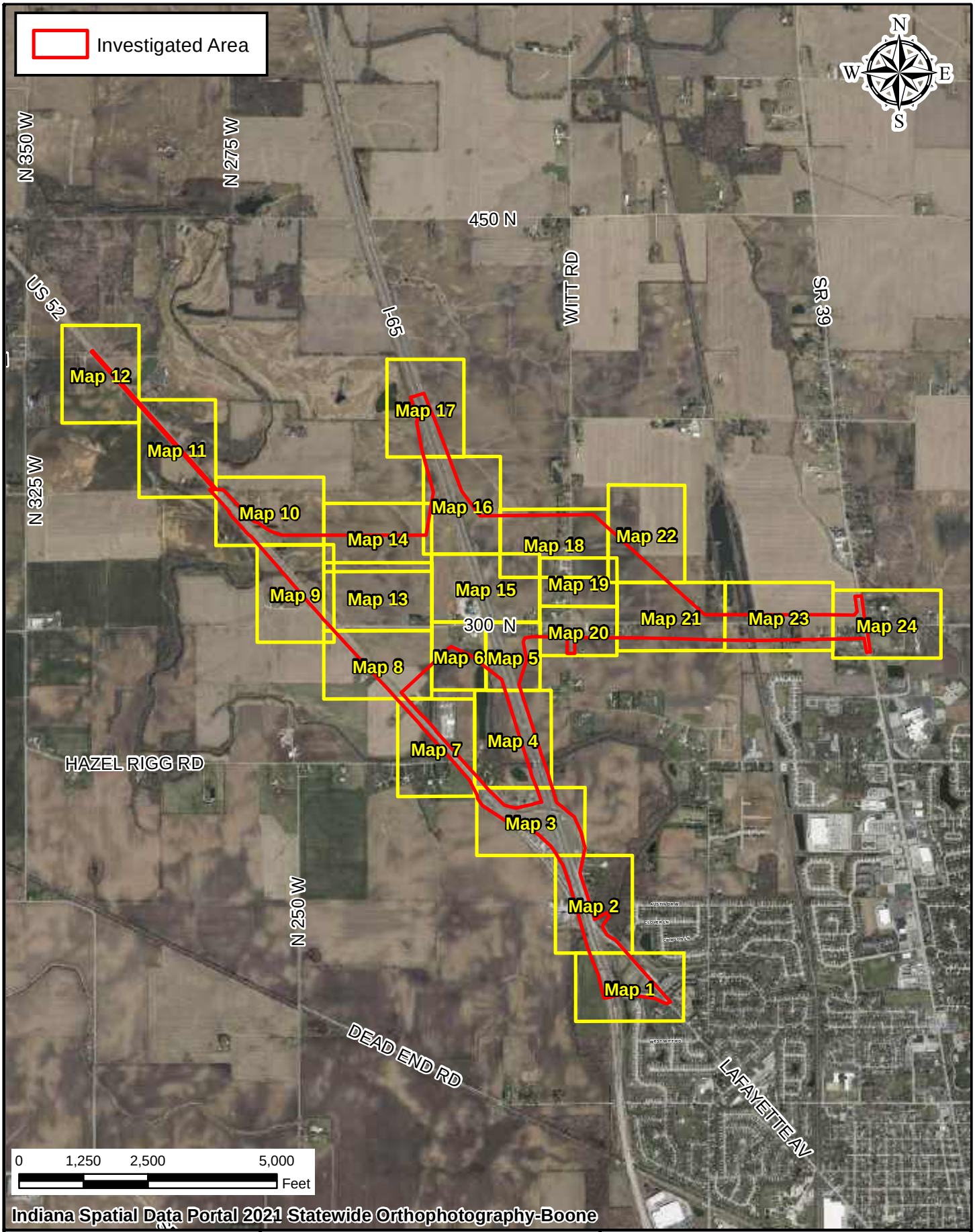
Figure 5: Previously Surveyed Features
I-65 Added Travel Lanes (Des No 1802967)

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 09/8/2022



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Map Key (Figures 6 and 7)

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176
Location: Lebanon
Township: Center
County: Boone
State: Indiana
Date: 09/04/2022

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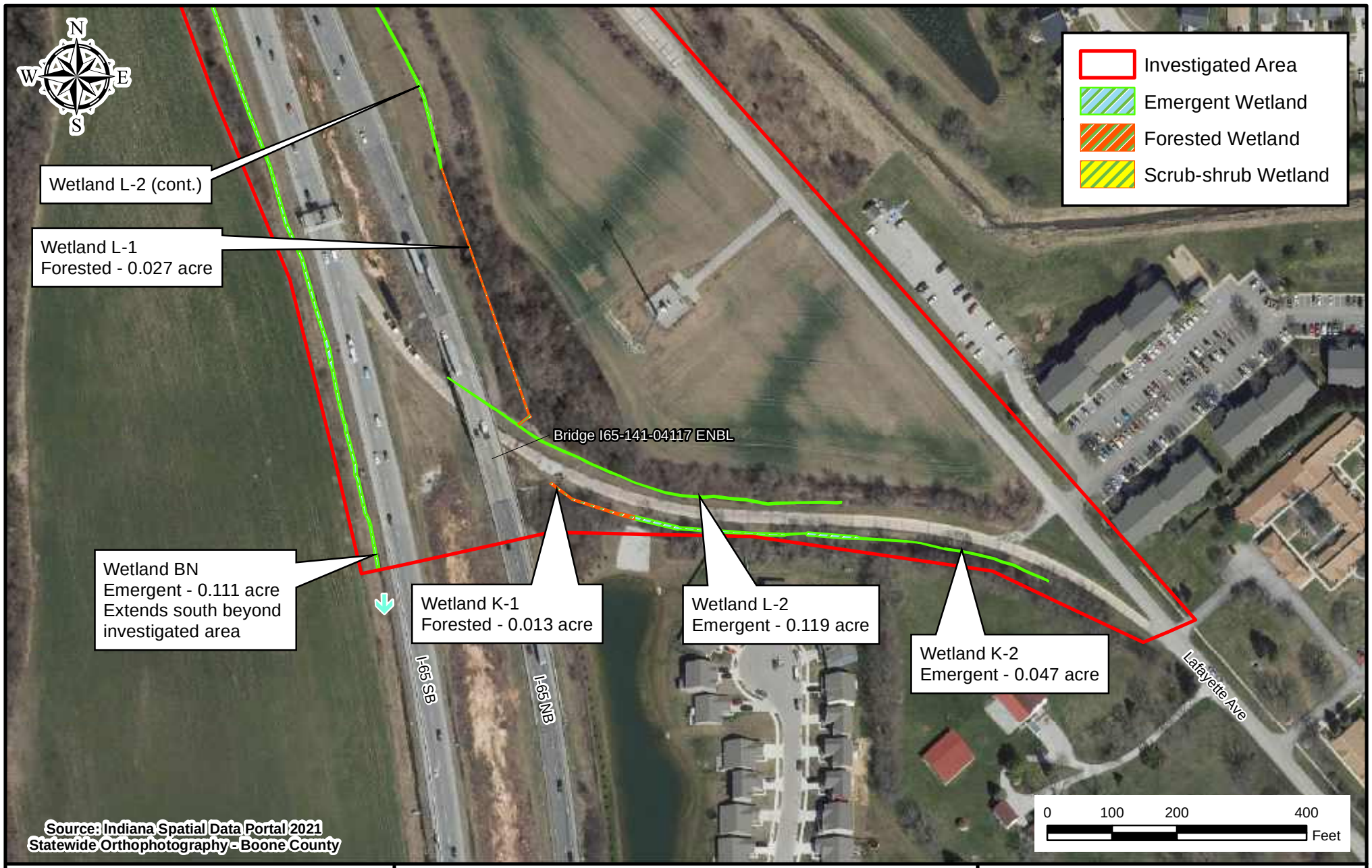

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Figure 6: Aquatic Resources - Map 1

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 03/07/2024

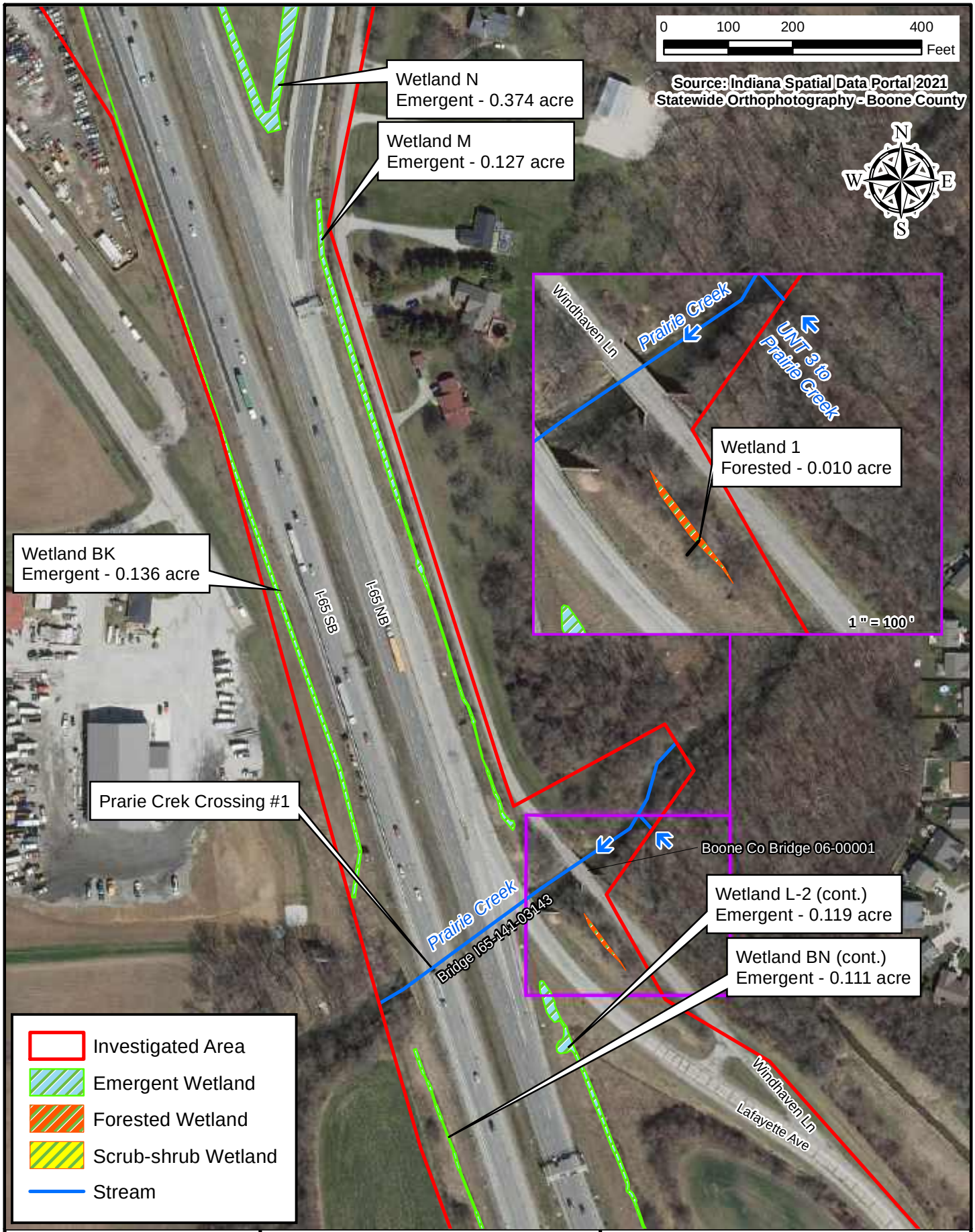

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Figure 6: Aquatic Resources - Map 2

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176
Location: Lebanon
Township: Center
County: Boone
State: Indiana
Date: 03/07/2024

Path: P:\2022\00646\D. Drawings\ArcView\Environmental\Exhibits (ArcMap)\Waters\Final Maps_2023-06-24\AquaticResources_2024Rev\2022.00646.EV.Figure6.AquaticResources.I65 and US 52_3.mxd Date:3/7/2024 User:severhart

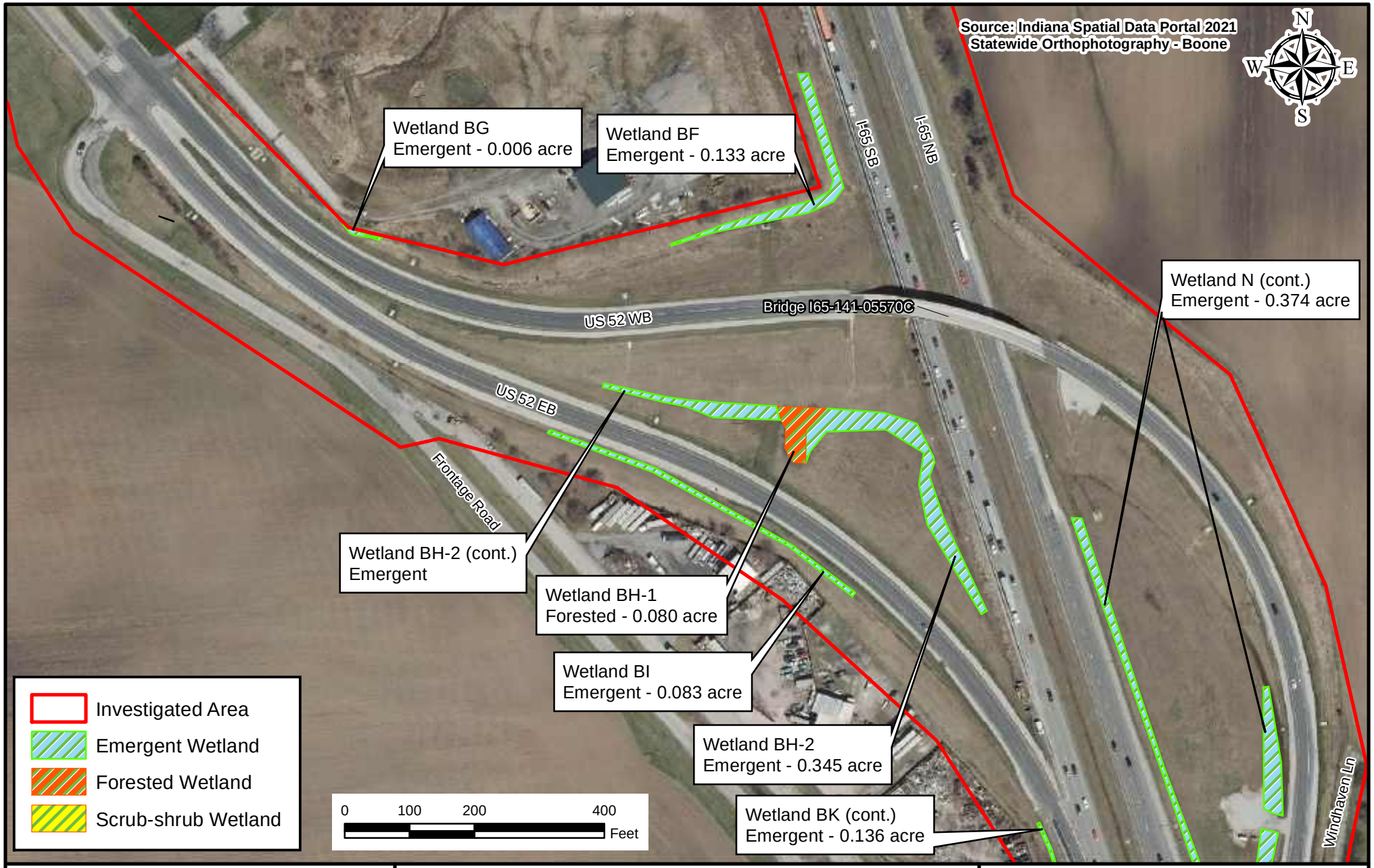

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Figure 6: Aquatic Resource - Map 3

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 03/07/2024

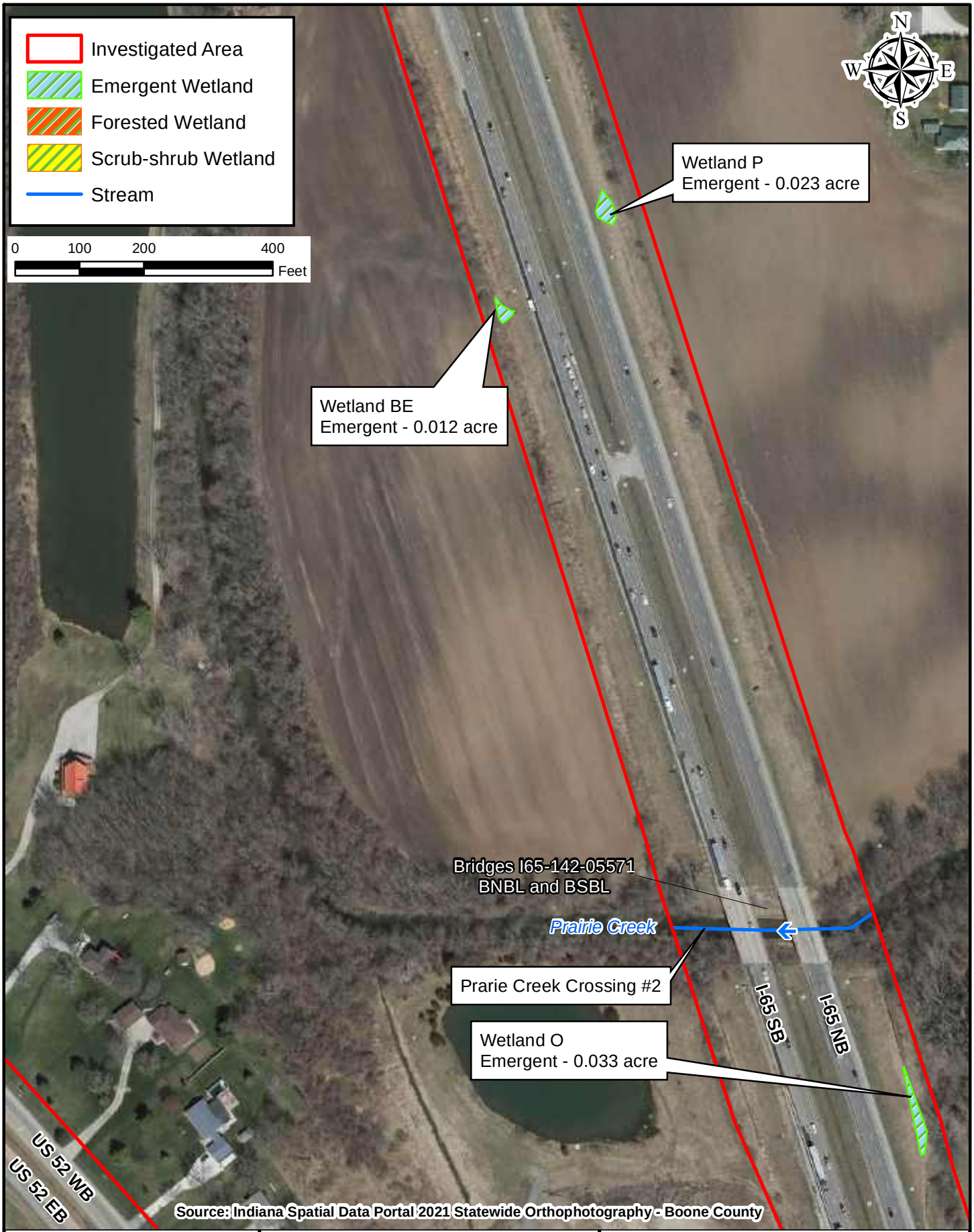

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Figure 6: Aquatic Resources - Map 4

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 03/07/2024

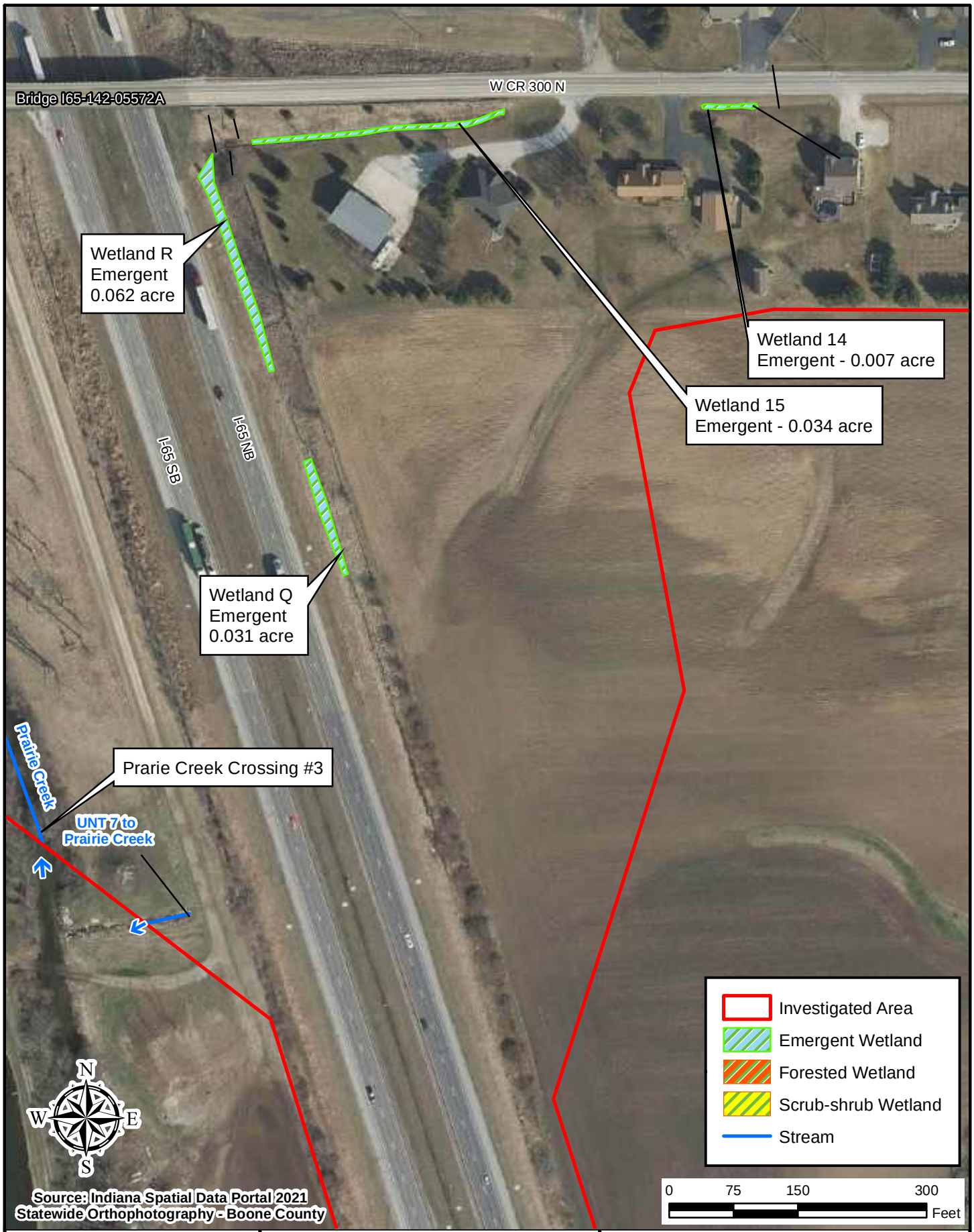

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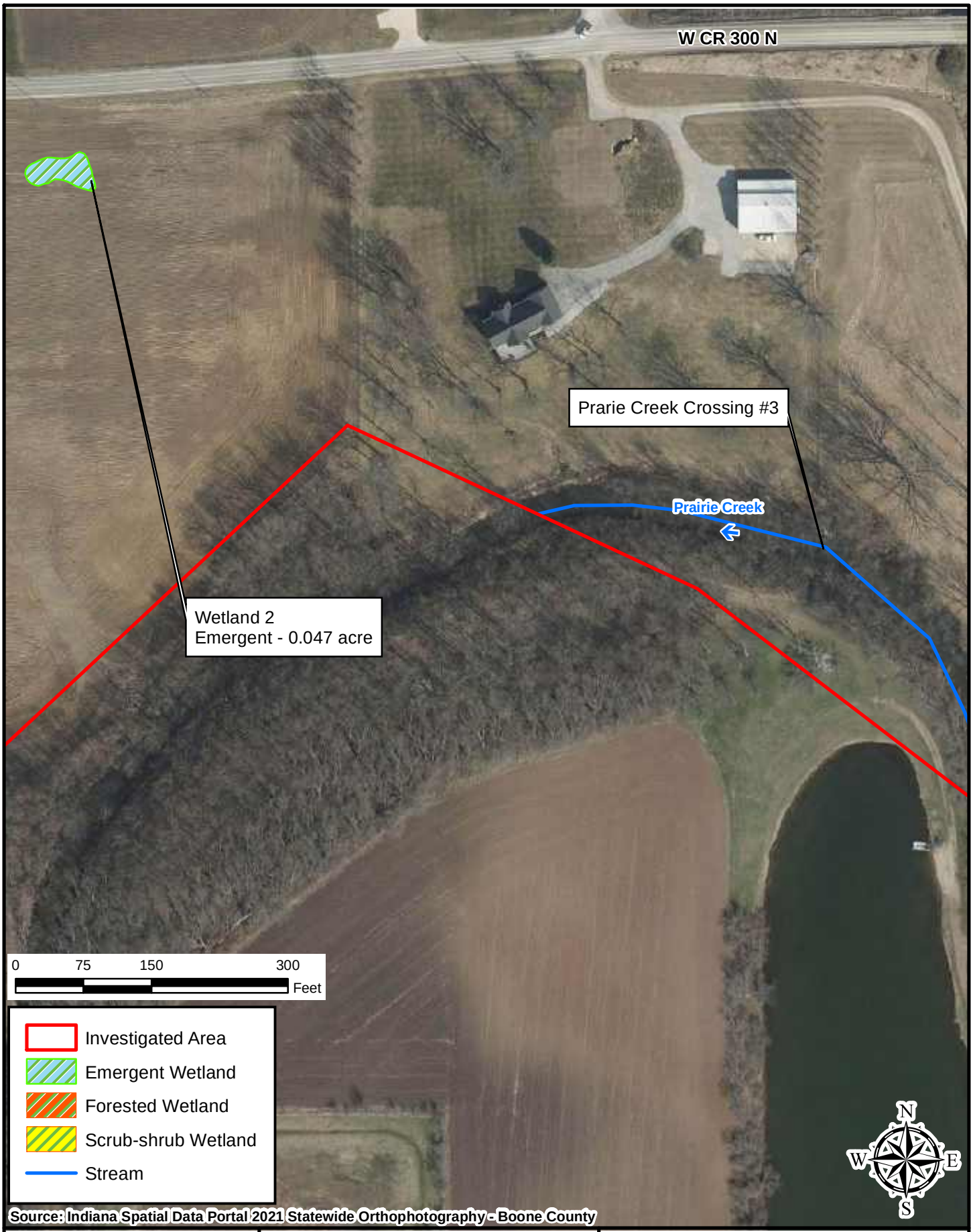
Figure 6: Aquatic Resources - Map 5

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176
Location: Lebanon
Township: Center
County: Boone
State: Indiana
Date: 03/07/2024



Source: Indiana Spatial Data Portal 2021 Statewide Orthophotography - Boone County

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Figure 6: Aquatic Resources - Map 6

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176
Location: Lebanon
Township: Center
County: Boone
State: Indiana
Date: 03/07/2024

Path: P:\2022\00646\D. Drawings\ArcView\Environmental\Exhibits (ArcMap)\Waters\Final Maps_2023-06-24\AquaticResources_2024Rev\2022.00646.EV.Figure6.AquaticResources.I65 and US 52_7.mxd Date:3/7/2024 User:severhart

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Figure 6: Aquatic Resources - Map 7

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176
Location: Lebanon
Township: Center
County: Boone
State: Indiana
Date: 03/07/2024

Path: P:\2022\00646\D. Drawings\ArcView\Environmental\Exhibits (ArcMap)\Waters\Final Maps_2023-06-24\AquaticResources_2024Rev\2022.00646.EV.Figure6.AquaticResources.I65 and US 52_8.mxd Date:3/7/2024 User:severhart

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Figure 6: Aquatic Resources - Map 8

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 03/07/2024

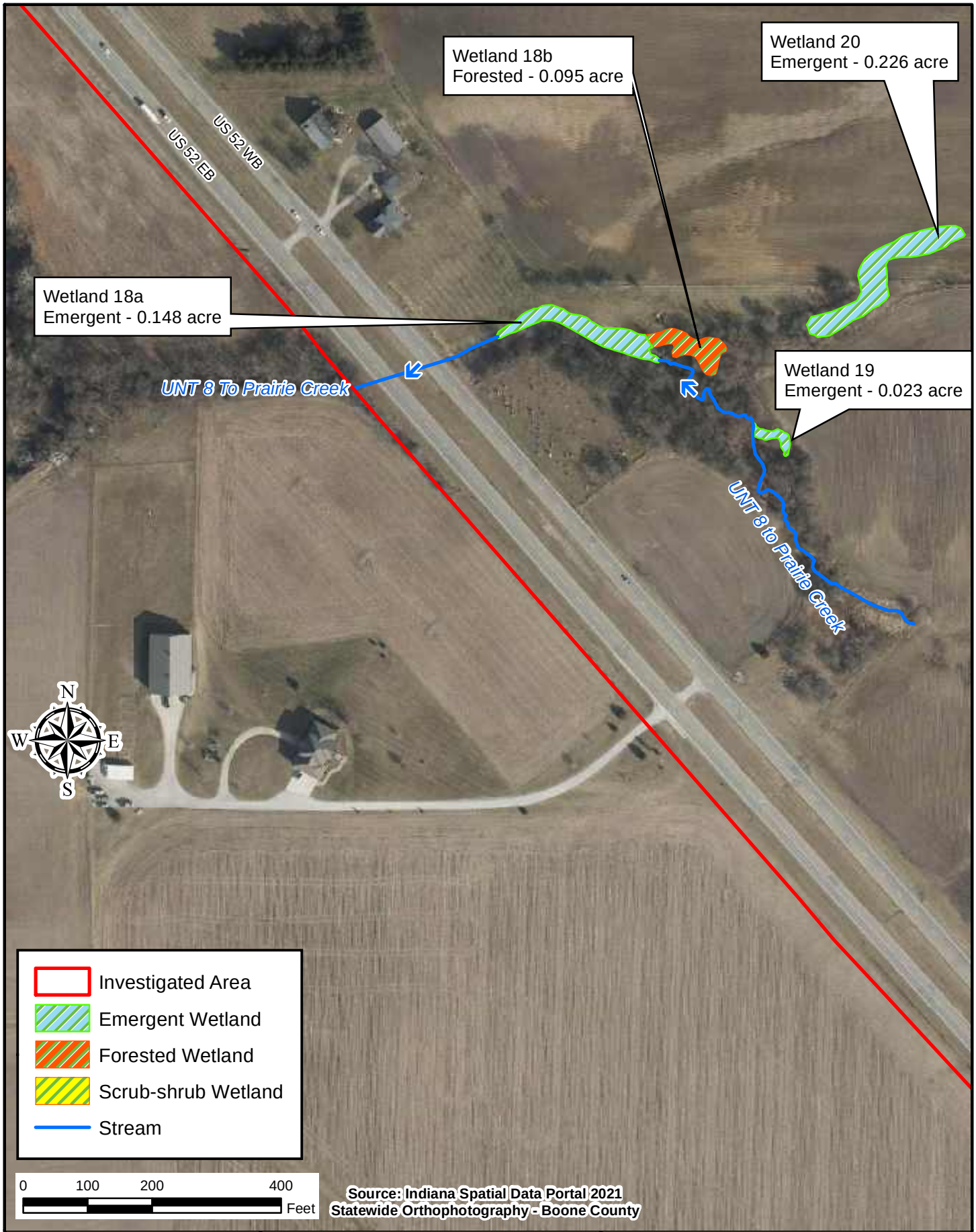

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Figure 6: Aquatic Resources - Map 9

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176
Location: Lebanon
Township: Center
County: Boone
State: Indiana
Date: 03/07/2024

Path: P:\2022\00646\D. Drawings\ArcView\Environmental\Exhibits (ArcMap)\Waters\Final Maps_2023-06-24\AquaticResources_2024Rev\2022.00646.EV.Figure6.AquaticResources.I65 and US 52_10.mxd Date:3/7/2024 User:severhart

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Figure 6: Aquatic Resources - Map 10

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 03/07/2024

Path: P:\2022\00646\D. Drawings\ArcView\Environmental\Exhibits (ArcMap)\Waters\Final Maps_2023-06-24\AquaticResources_2024Rev\2022.00646.EV.Figure6.AquaticResources.I65 and US 52_11.mxd Date:3/7/2024 User:severhart

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Figure 6: Aquatic Resources - Map 11

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 03/07/2024

Path: P:\2022\00646\D. Drawings\ArcView\Environmental\Exhibits (ArcMap)\Waters\Final Maps_2023-06-24\AquaticResources_2024Rev\2022.00646.EV.Figure6.AquaticResources.I65 and US 52_12.mxd Date:3/7/2024 User:severhart

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Figure 6: Aquatic Resources - Map 12

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 03/07/2024

Path: P:\2022\00646\D. Drawings\ArcView\Environmental\Exhibits (ArcMap)\Waters\Final Maps_2023-06-24\AquaticResources_2024Rev\2022.00646.EV.Figure6.AquaticResources.I65 and US 52_13.mxd Date:3/7/2024 User:severhart

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Figure 6: Aquatic Resources - Map 13

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 03/07/2024

Path: P:\2022\00646\D. Drawings\ArcView\Environmental\Exhibits (ArcMap)\Waters\Final Maps_2023-06-24\AquaticResources_2024Rev\2022.00646.EV.Figure6.AquaticResources.I65 and US 52_14.mxd Date:3/14/2024 User:severhart

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Figure 6: Aquatic Resources - Map 14

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 03/07/2024

Path: P:\2022\00646\D. Drawings\ArcView\Environmental\Exhibits (ArcMap)\Waters\Final Maps_2023-06-24\AquaticResources_2024Rev\2022.00646.EV.Figure6.AquaticResources.I65 and US 52_15.mxd Date:3/7/2024 User:severhart

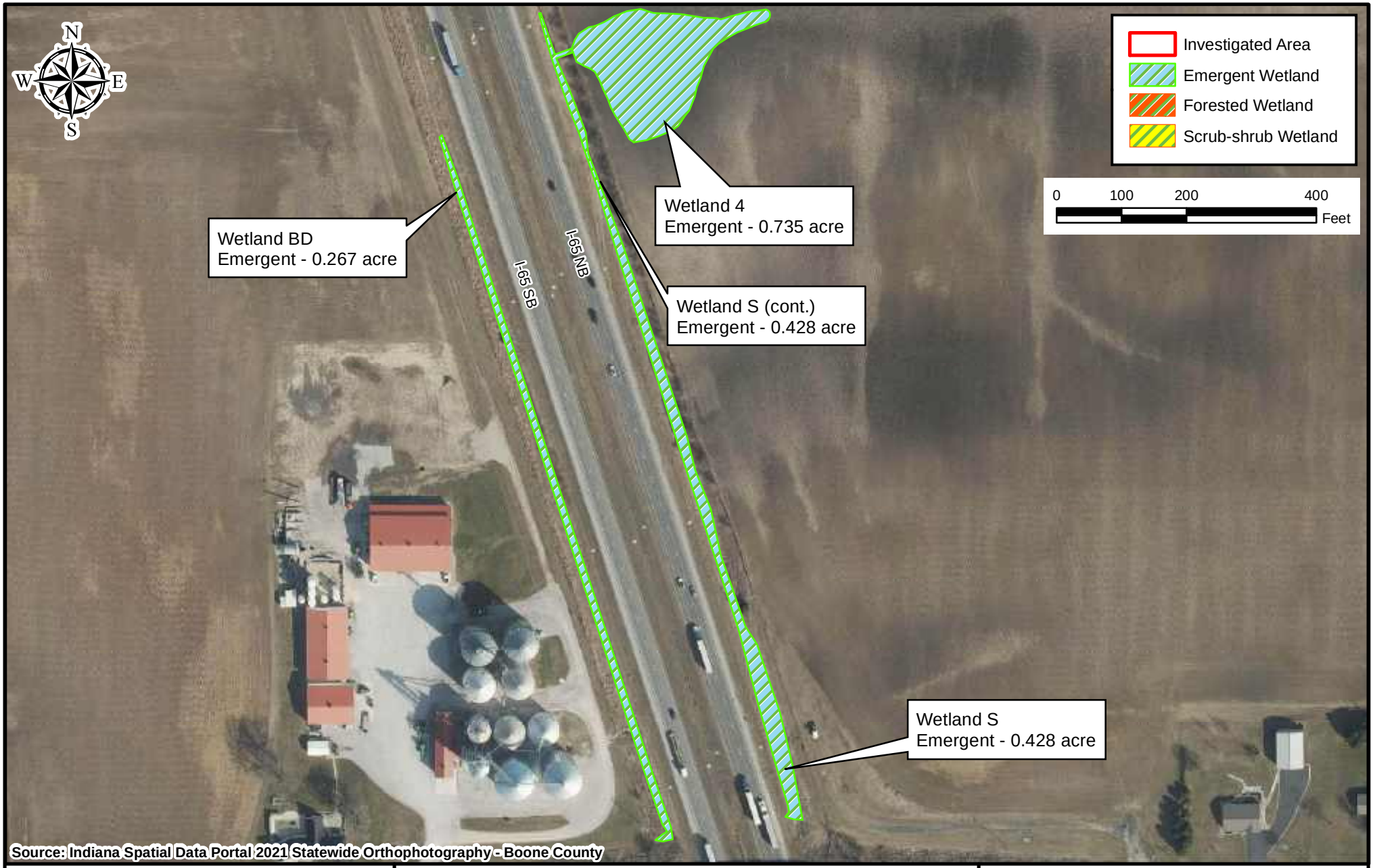

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Figure 6: Aquatic Resources - Map 15

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 03/07/2024

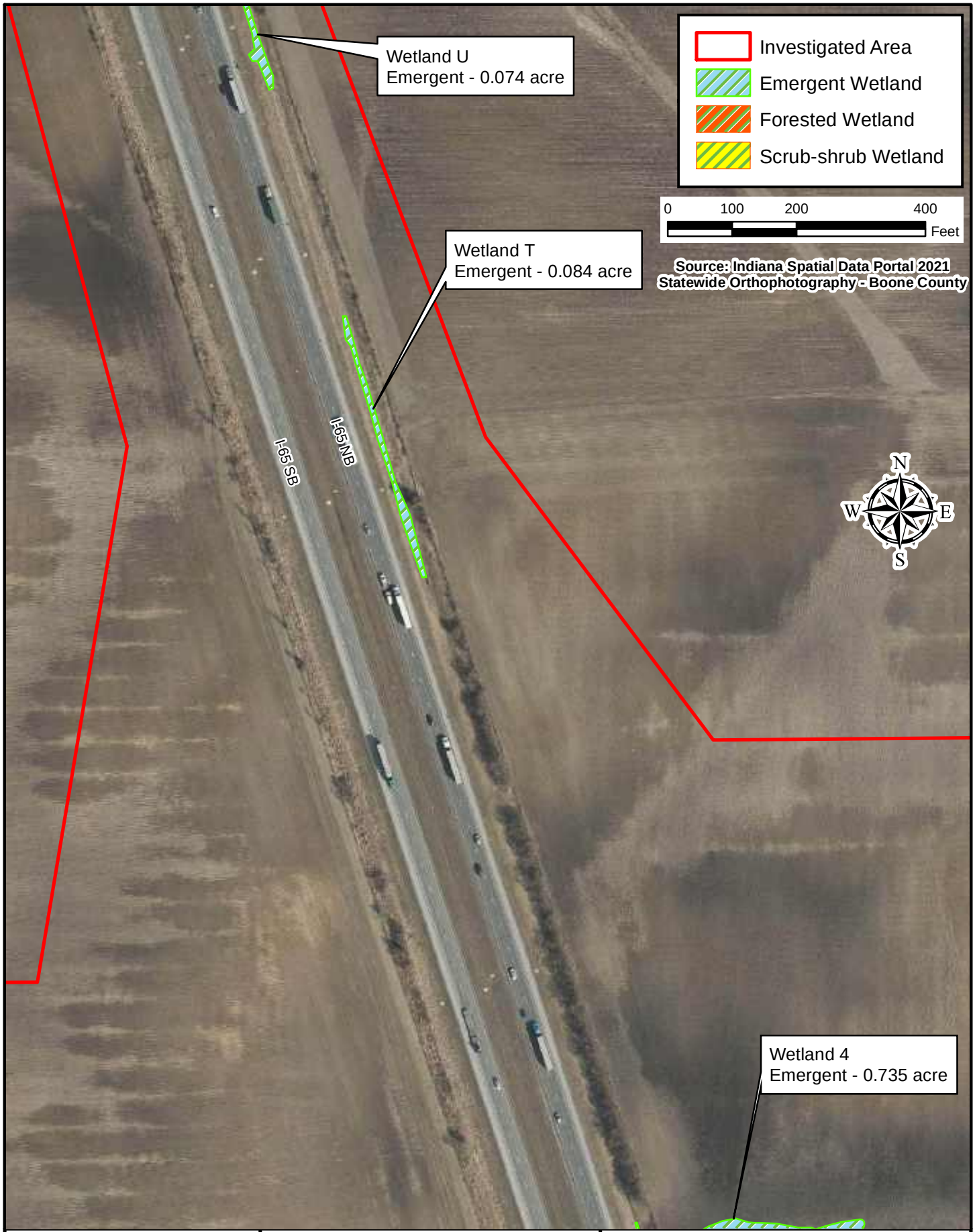

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Figure 6: Aquatic Resources - Map 16

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176
Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date:03/07/2024

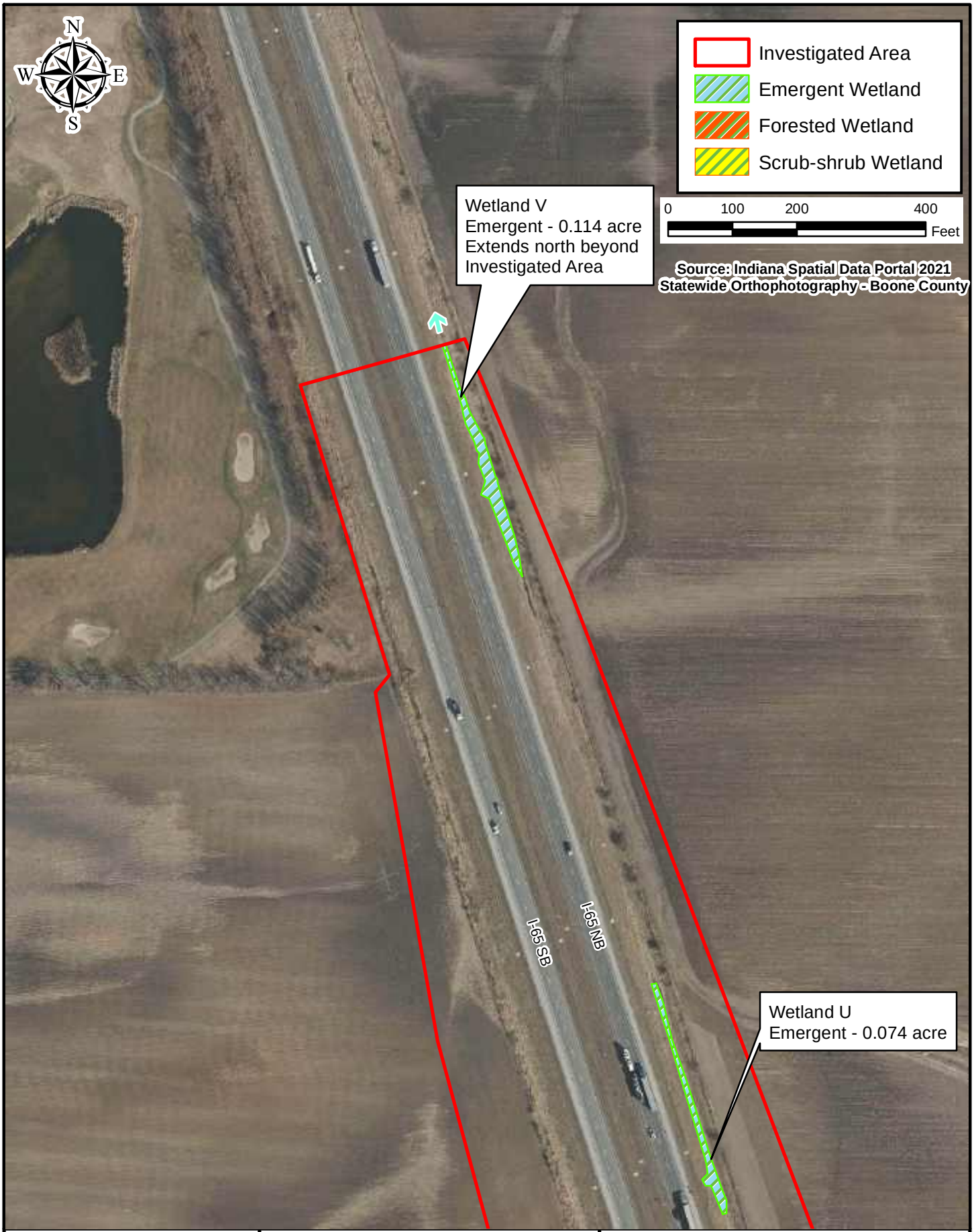

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Figure 6: Aquatic Resources - Map 17

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176
Location: Lebanon
Township: Center
County: Boone
State: Indiana
Date: 03/07/2024

Path: P:\2022\00646\D. Drawings\ArcView\Environmental\Exhibits (ArcMap)\Waters\Final Maps_2023-06-24\AquaticResources_2024Rev\2022.00646.EV.Figure6.AquaticResources.I65 and US 52_18.mxd Date:3/7/2024 User:severhart

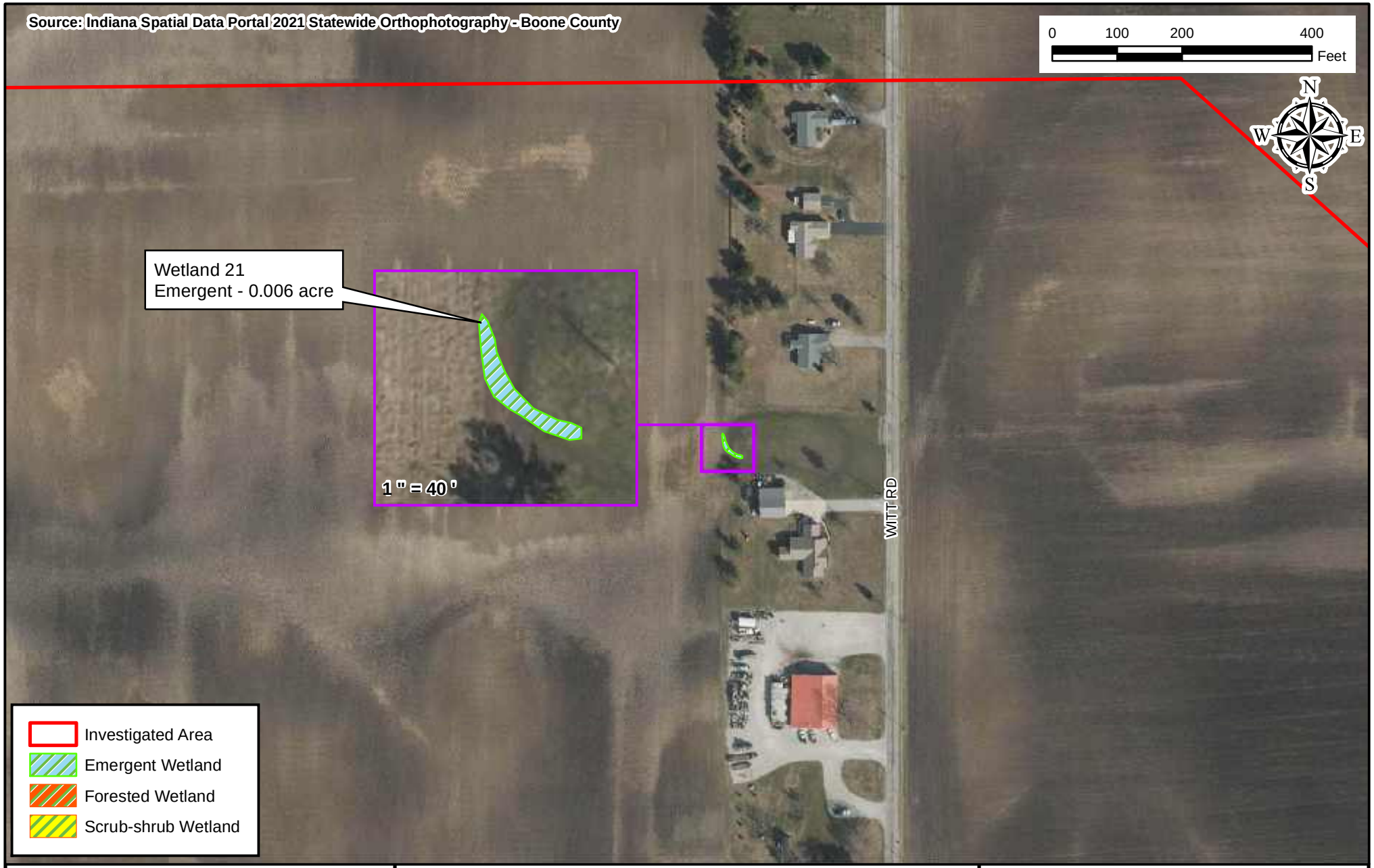

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Figure 6: Aquatic Resouces - Map 18

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 03/07/2024

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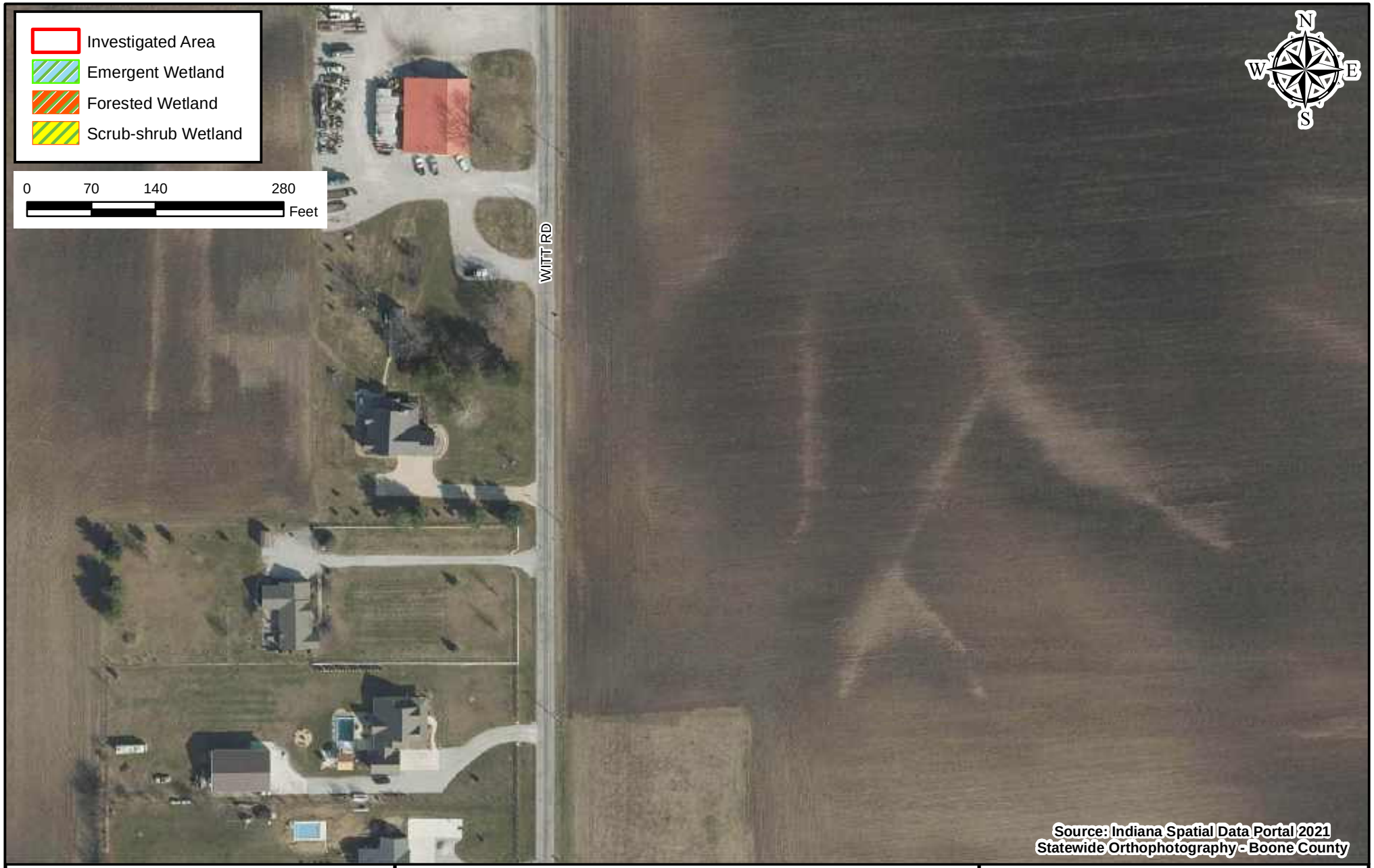

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Figure 6: Aquatic Resources - Map 19

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 03/07/2024

Path: P:\2022\00646\D. Drawings\ArcView\Environmental\Exhibits (ArcMap)\Waters\Final Maps_2023-06-24\AquaticResources_2024Rev\2022.00646.EV.Figure6.AquaticResources.I65 and US 52_20.mxd Date:3/7/2024 User:severhart

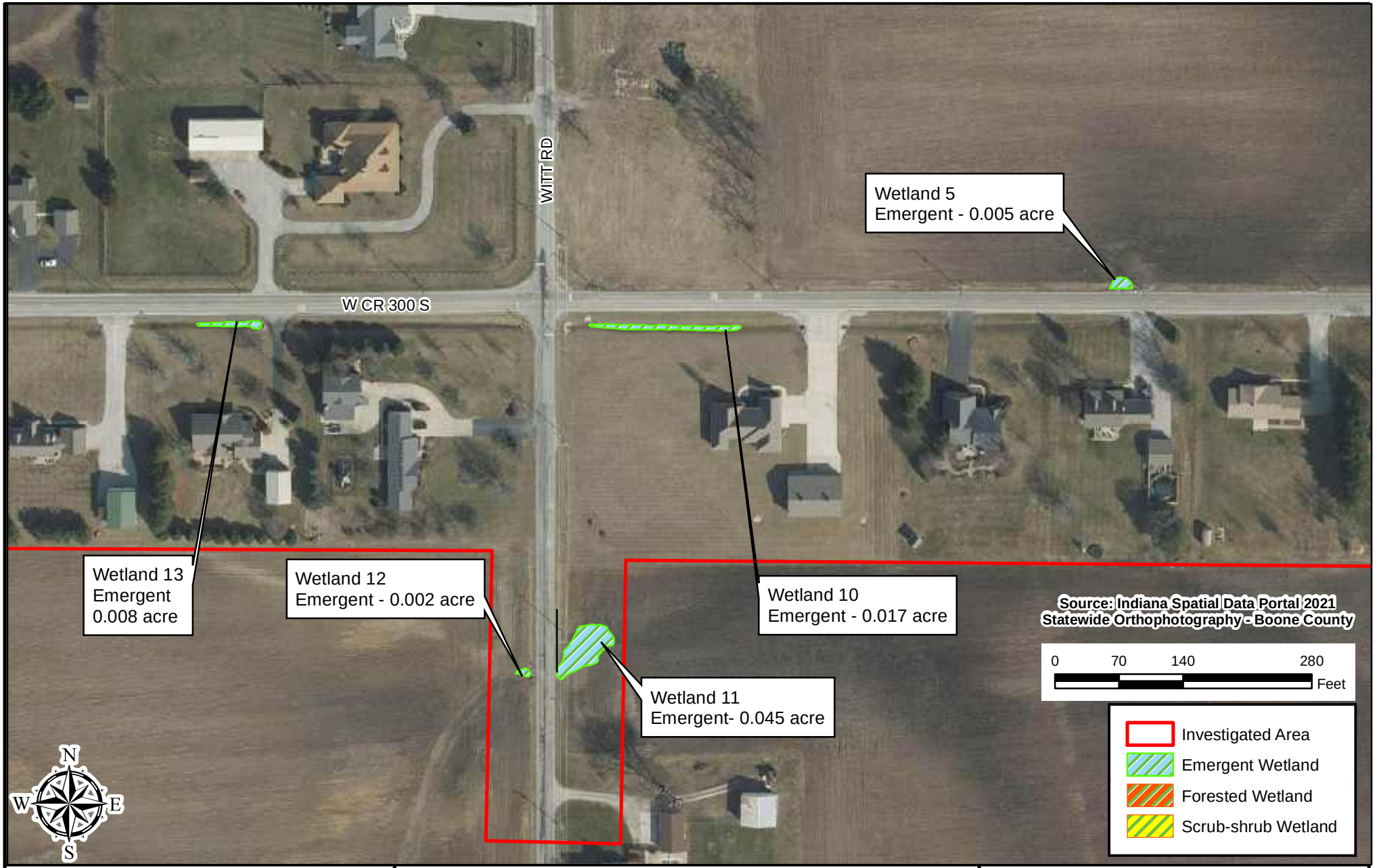

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Figure 6: Aquatic Resources - Map 20

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 03/07/2024

Path: P:\2022\00646\D. Drawings\ArcView\Environmental\Exhibits (ArcMap)\Waters\Final Maps_2023-06-24\AquaticResources_2024Rev\2022.00646.EV.Figure6.AquaticResources.I65 and US 52_21.mxd Date:3/7/2024 User:severhart

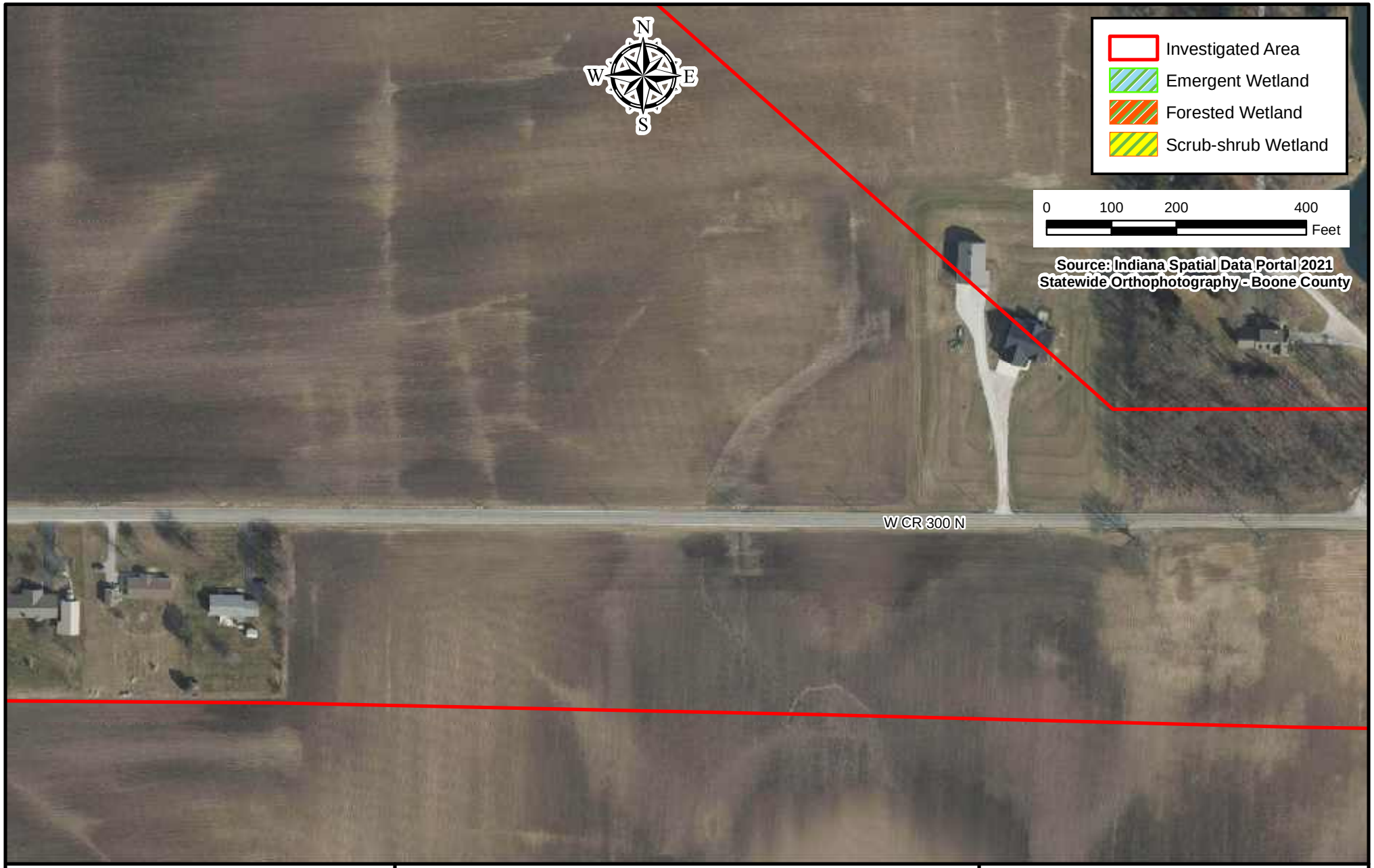

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Figure 6: Aquatic Resources - Map 21

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 03/07/2024

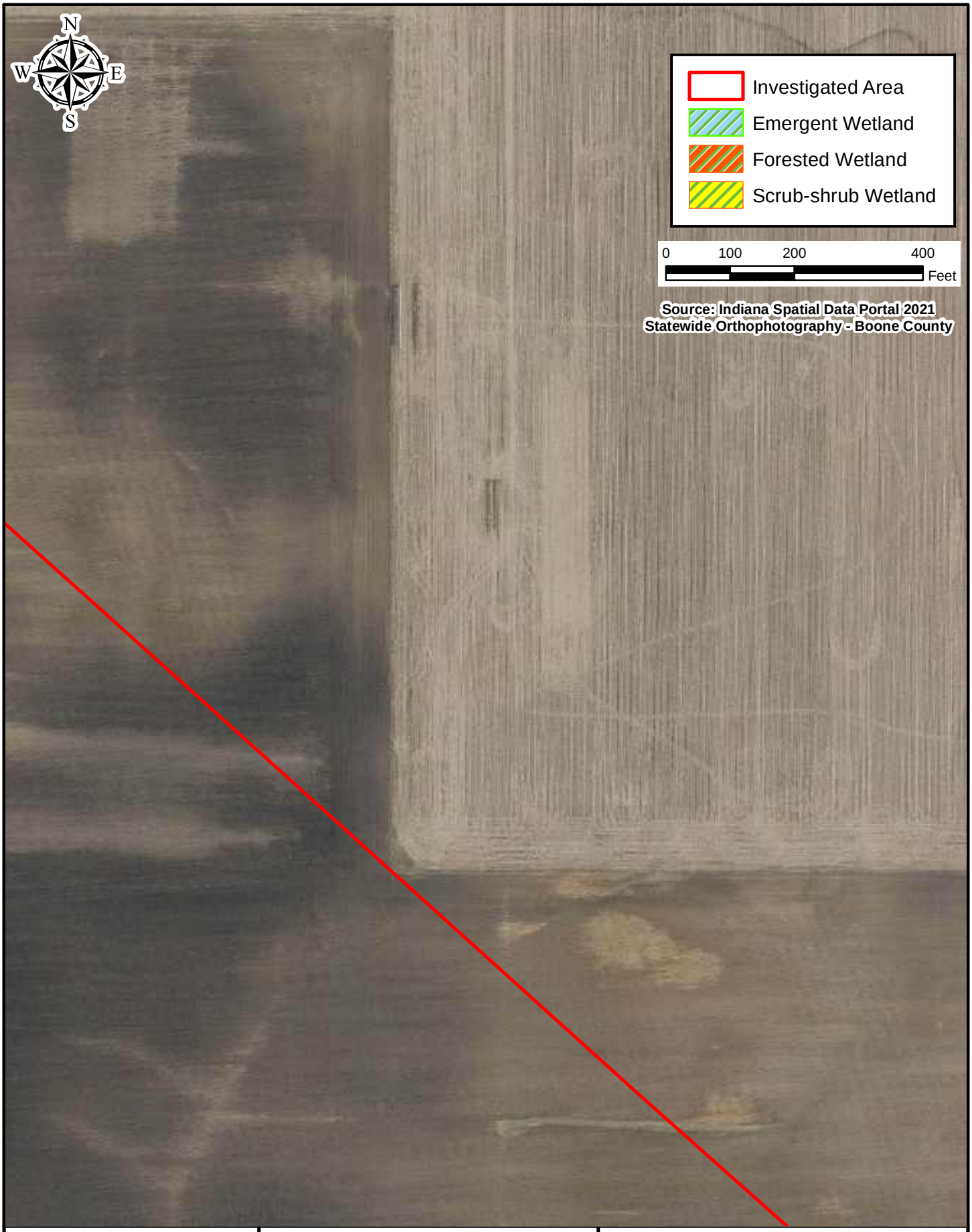

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Figure 6: Aquatic Resources - Map 22

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 03/07/2024

Path: P:\2022\00646\D. Drawings\ArcView\Environmental\Exhibits (ArcMap)\Waters\Final Maps_2023-06-24\AquaticResources_2024Rev\2022.00646.EV.Figure6.AquaticResources.I65 and US 52_23.mxd Date:3/7/2024 User:severhart

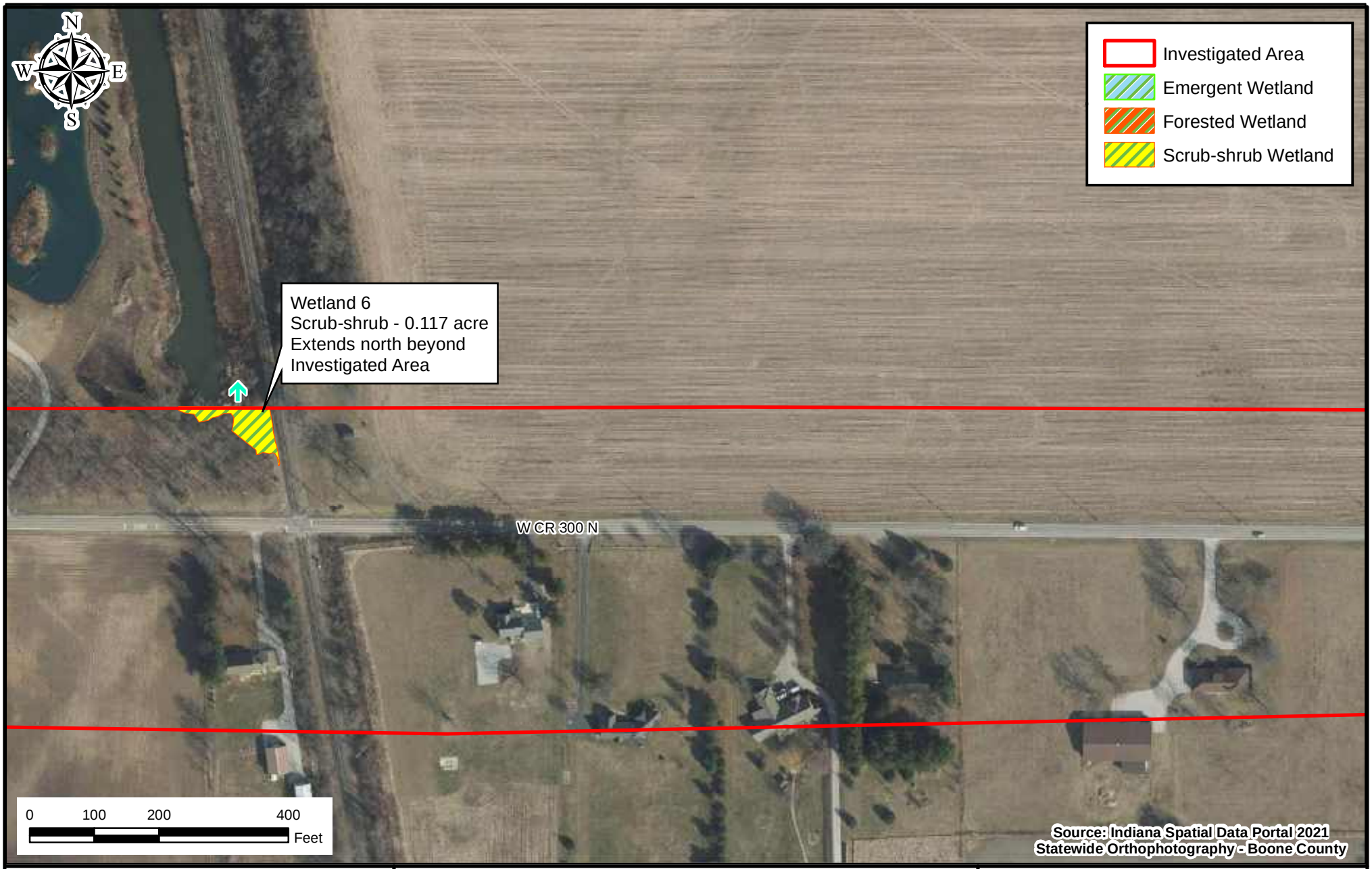

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Figure 6: Aquatic Resources - Map 23

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 03/07/2024

Path: P:\2022\00646\D. Drawings\ArcView\Environmental\Exhibits (ArcMap)\Waters\Final Maps_2023-06-24\AquaticResources_2024Rev\2022.00646.EV.Figure6.AquaticResources.I65 and US 52_24.mxd Date:3/7/2024 User:severhart

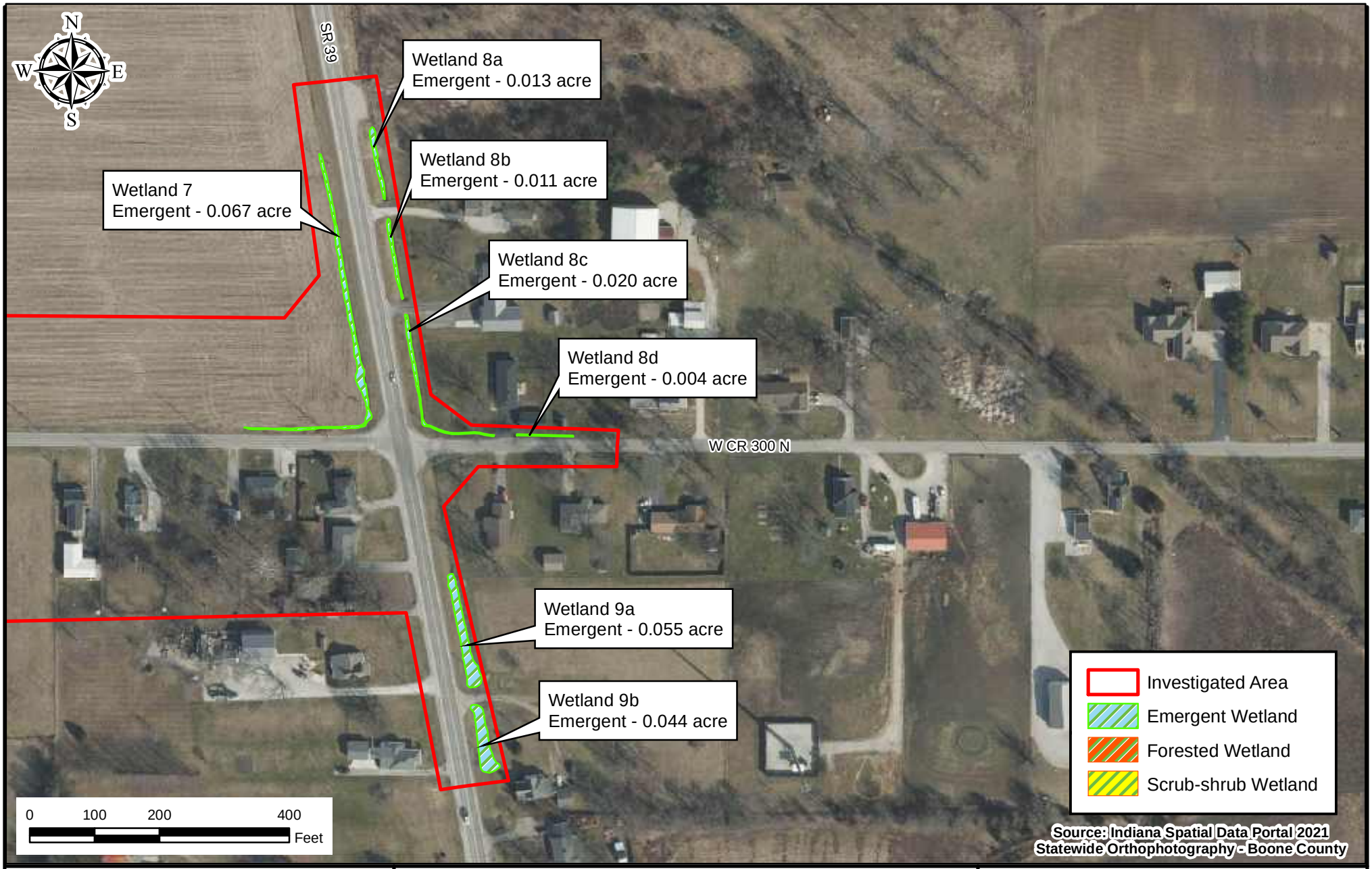

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Figure 6: Aquatic Resources - Map 24

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 03/07/2024

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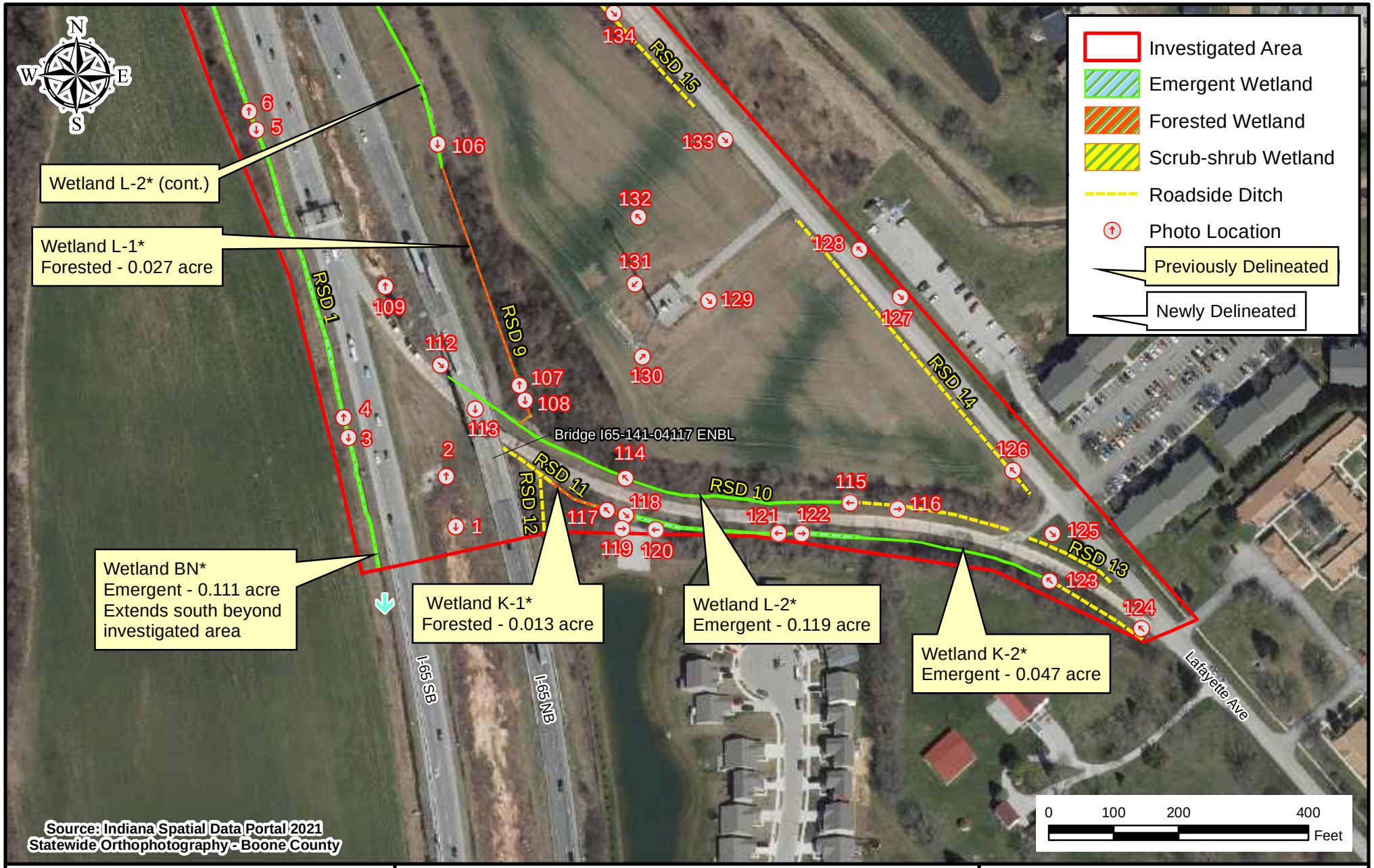

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Figure 7: Field Investigation and Photo Location - Map 1

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 09/06/2022

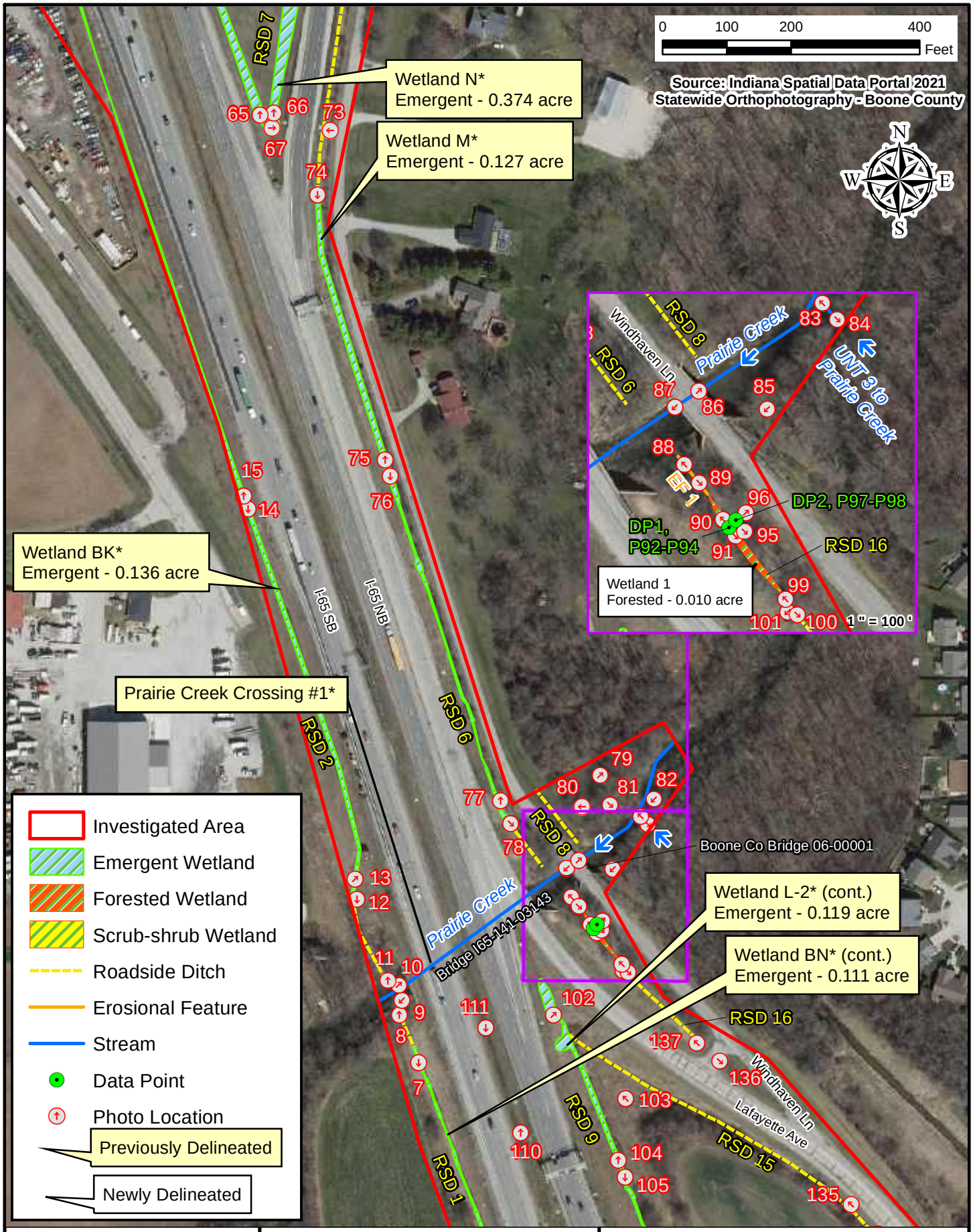

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Figure 7: Field Investigation and Photo Location - Map 2

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 09/06/2022

Path: P:\2022\00646\D. Drawings\ArcView\Environmental\Exhibits (ArcMap)\Waters\Photo Location Maps\Final Maps\2022.00646.EV.2022-09-06.I-65&US52.PhotoLocationMap_3.mxd Date:6/23/2023 User:lstevenson

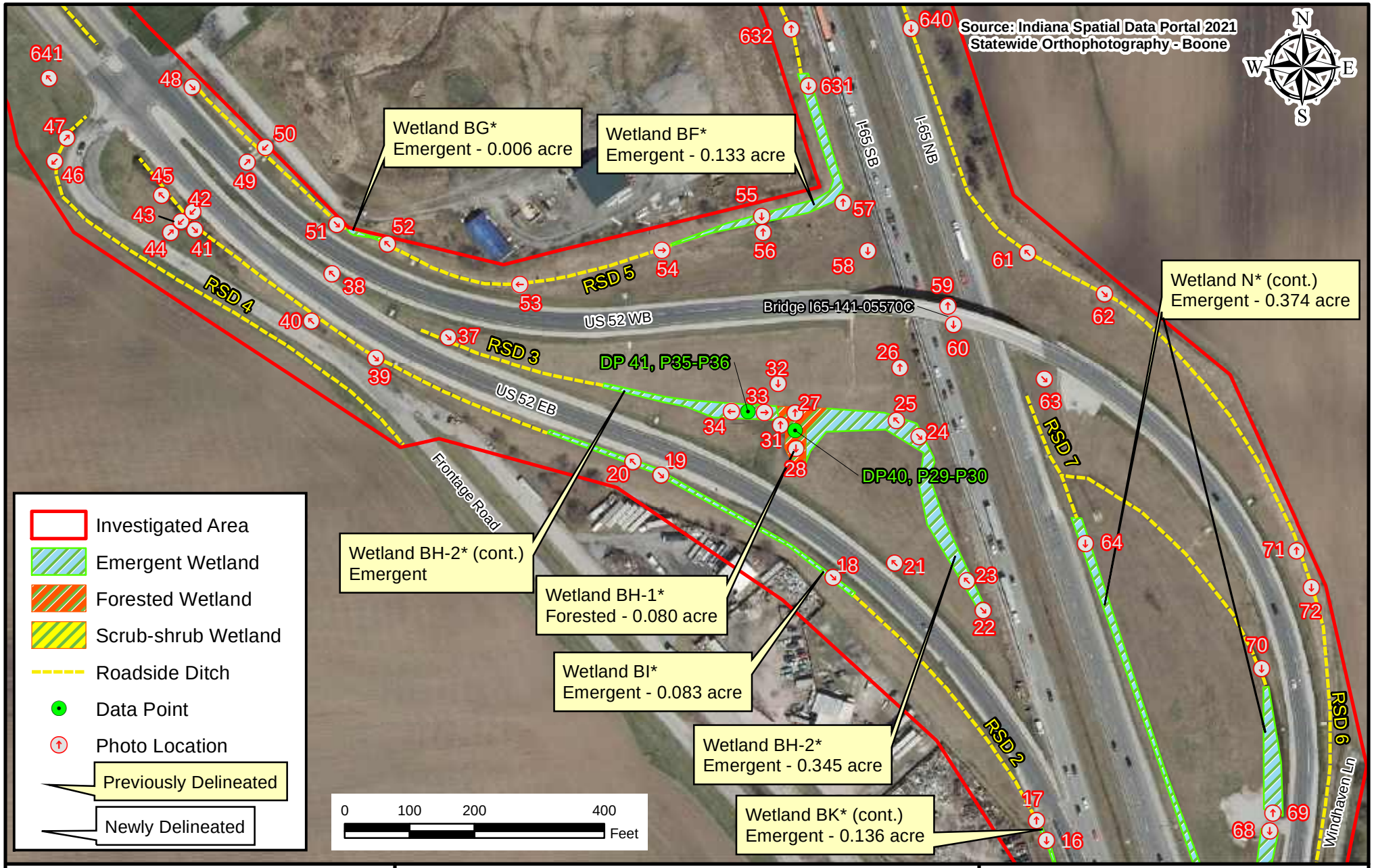

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Figure 7: Field Investigation and Photo Location - Map 3

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 09/6/2022

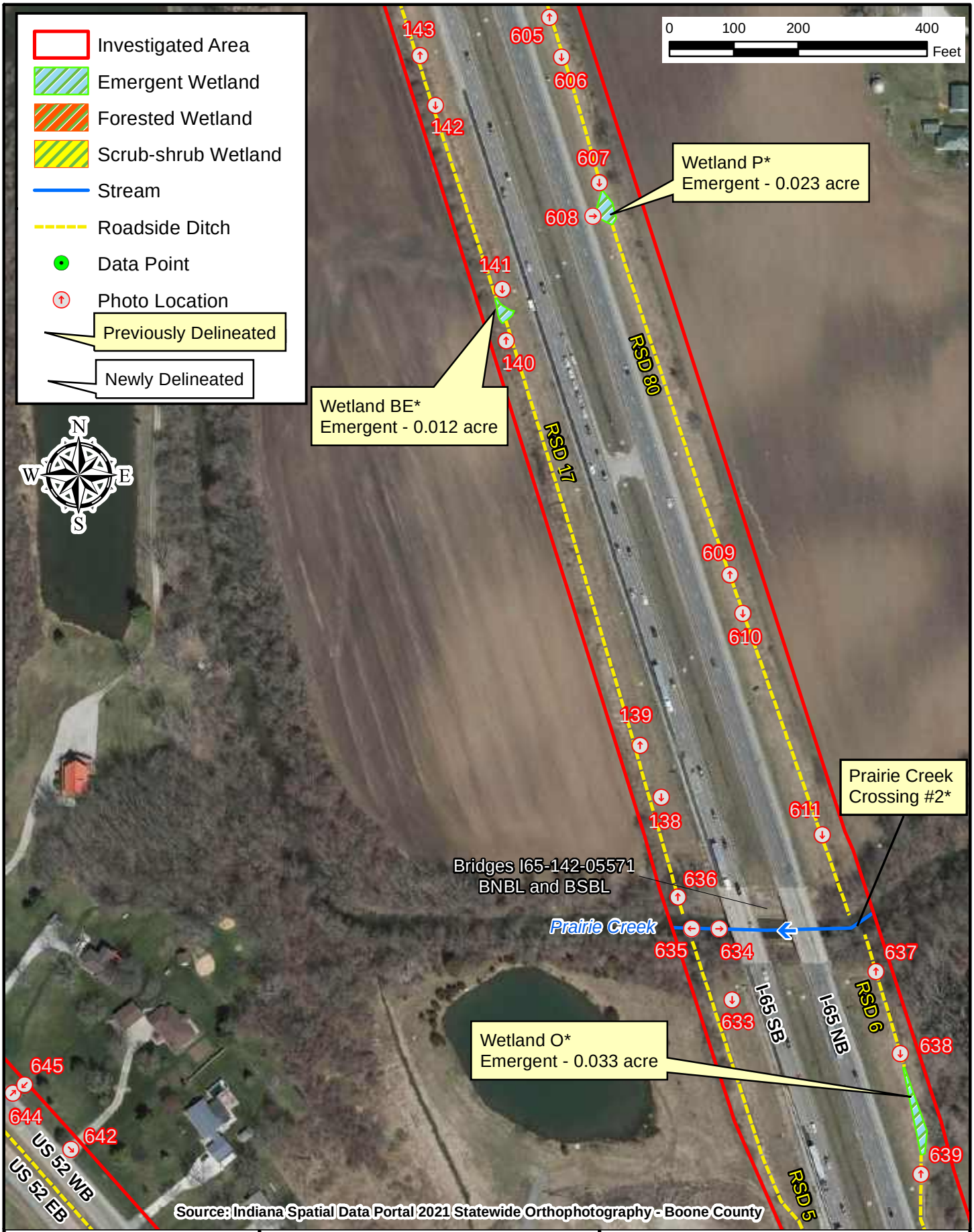

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Figure 7: Field Investigation and Photo Location - Map 4

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 09/06/2022

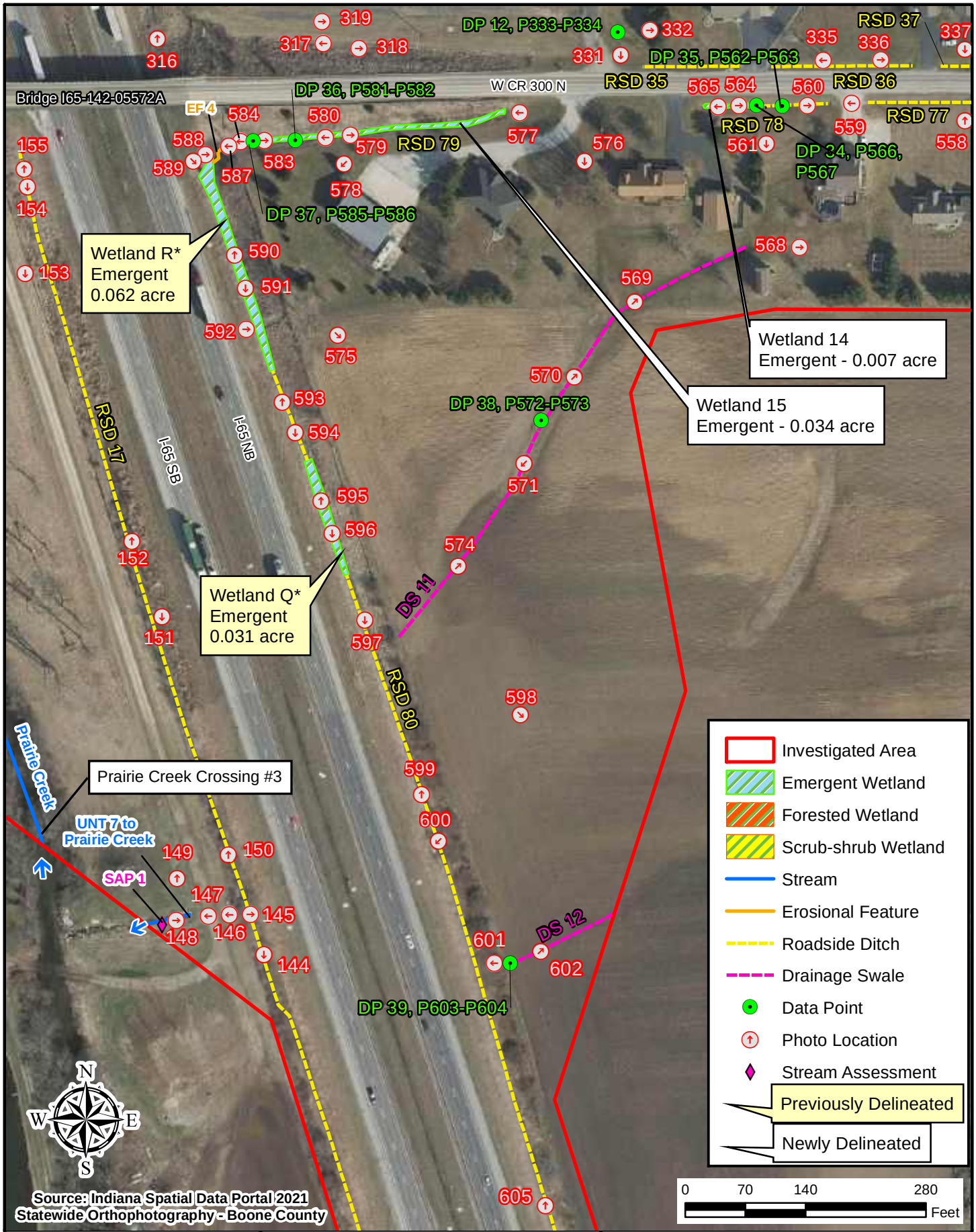

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Figure 7: Field Investigation and Photo Location - Map 5

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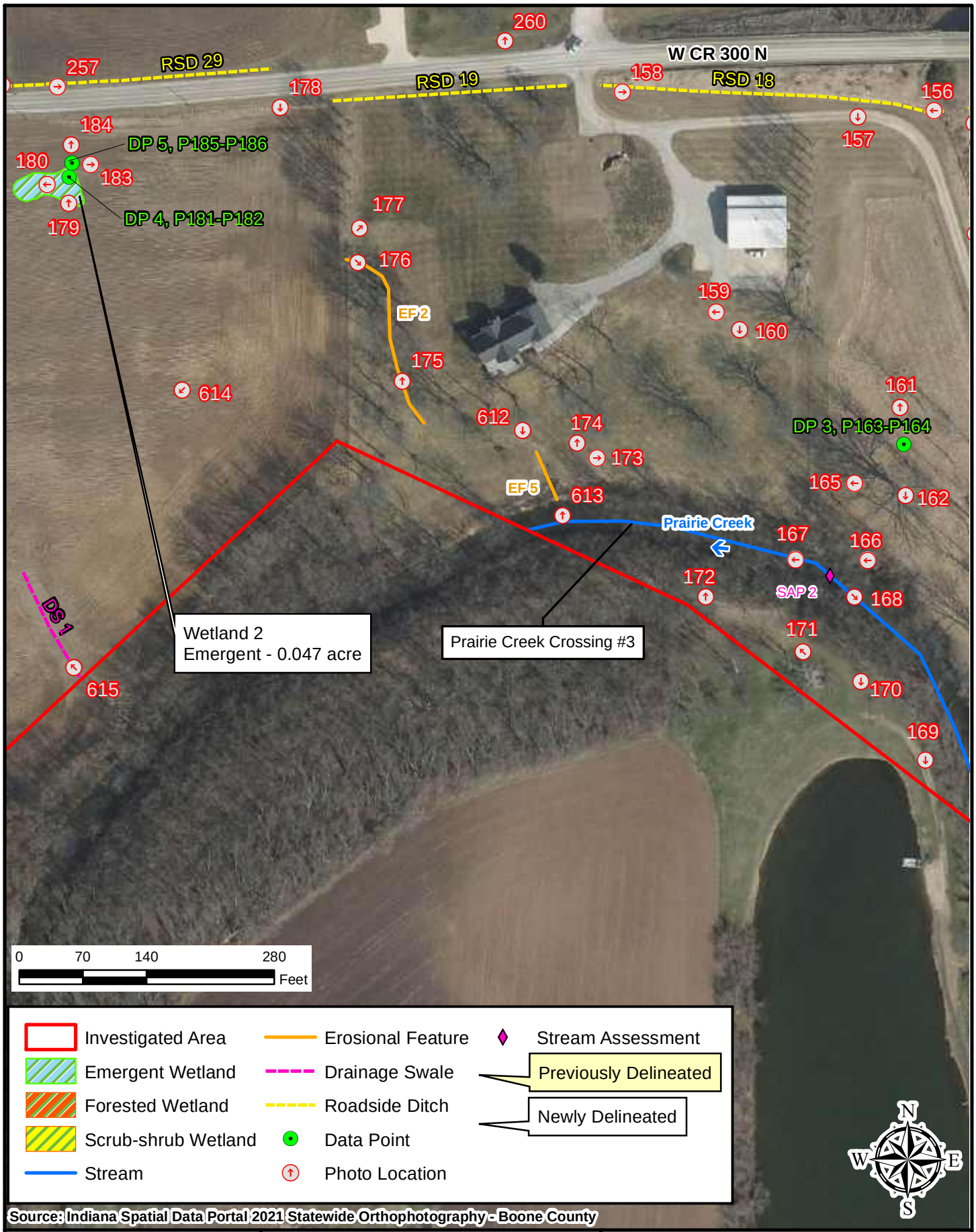
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 09/06/2022



Source: Indiana Spatial Data Portal 2021 Statewide Orthophotography - Boone County

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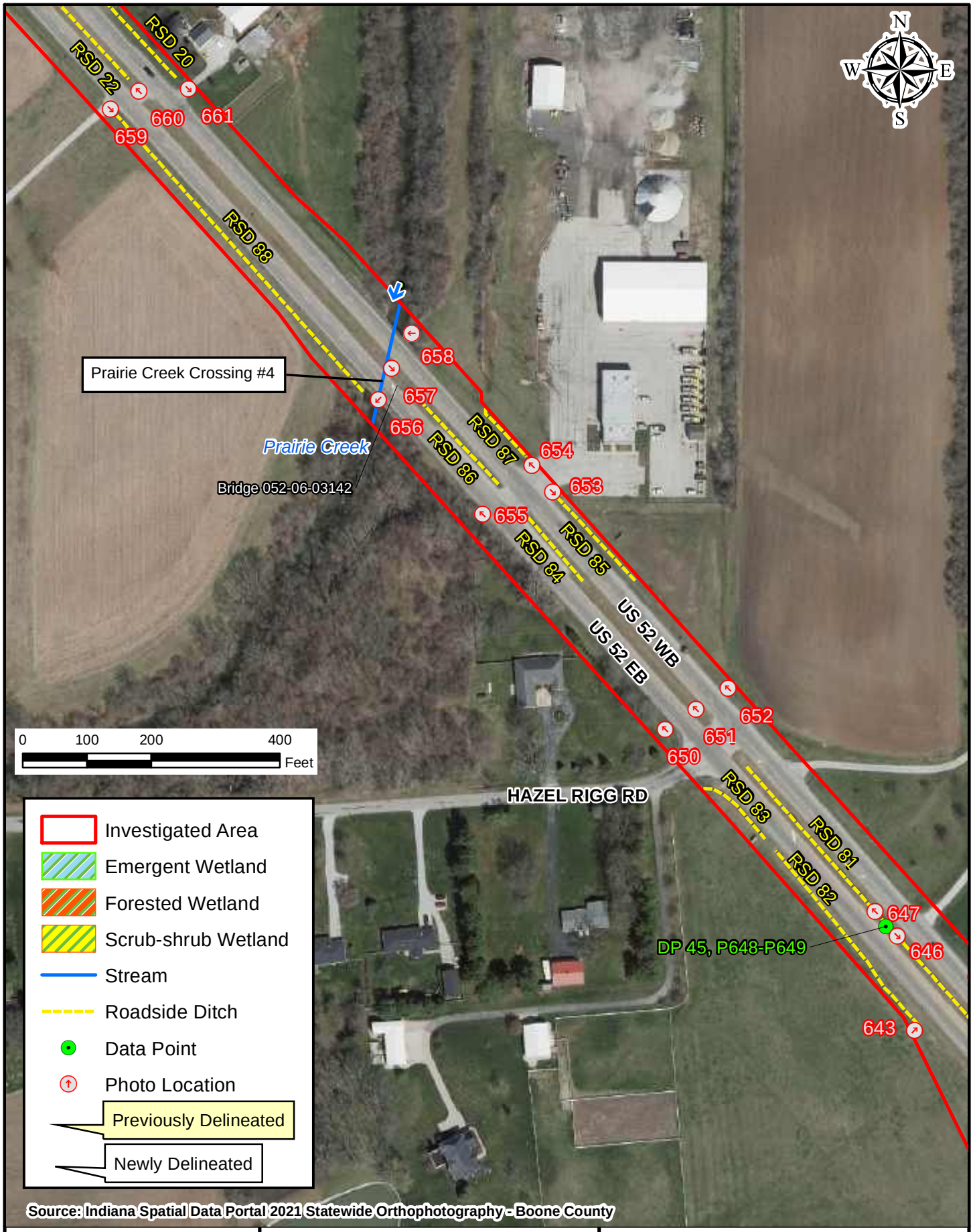
Figure 7: Field Investigation and Photo Location - Map 6

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 09/06/2022



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AMERICAN STRUCTUREPOINT INC

Figure 7: Field Investigation and Photo Location - Map 7

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 09/06/2022

Path: P:\2022\00646\D. Drawings\ArcView\Environmental\Exhibits (ArcMap)\Waters\Photo Location Maps\Final Maps\2022.00646.EV.2022-09-06.I-65&US52.PhotoLocationMap_8_updated.mxd Date:6/23/2023 User:lstevenson

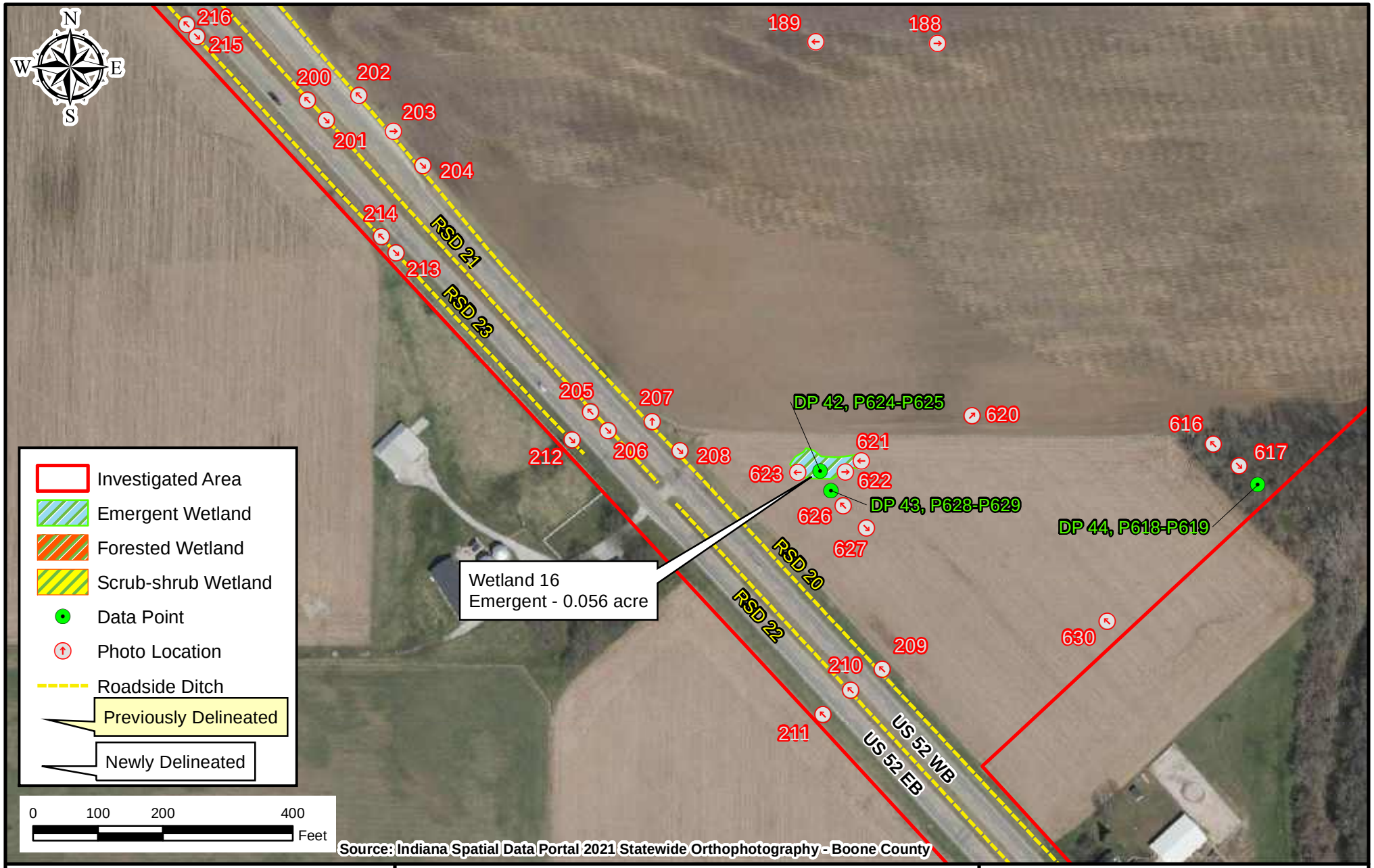

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Figure 7: Field Investigation and Photo Location - Map 8

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 08/24/2022

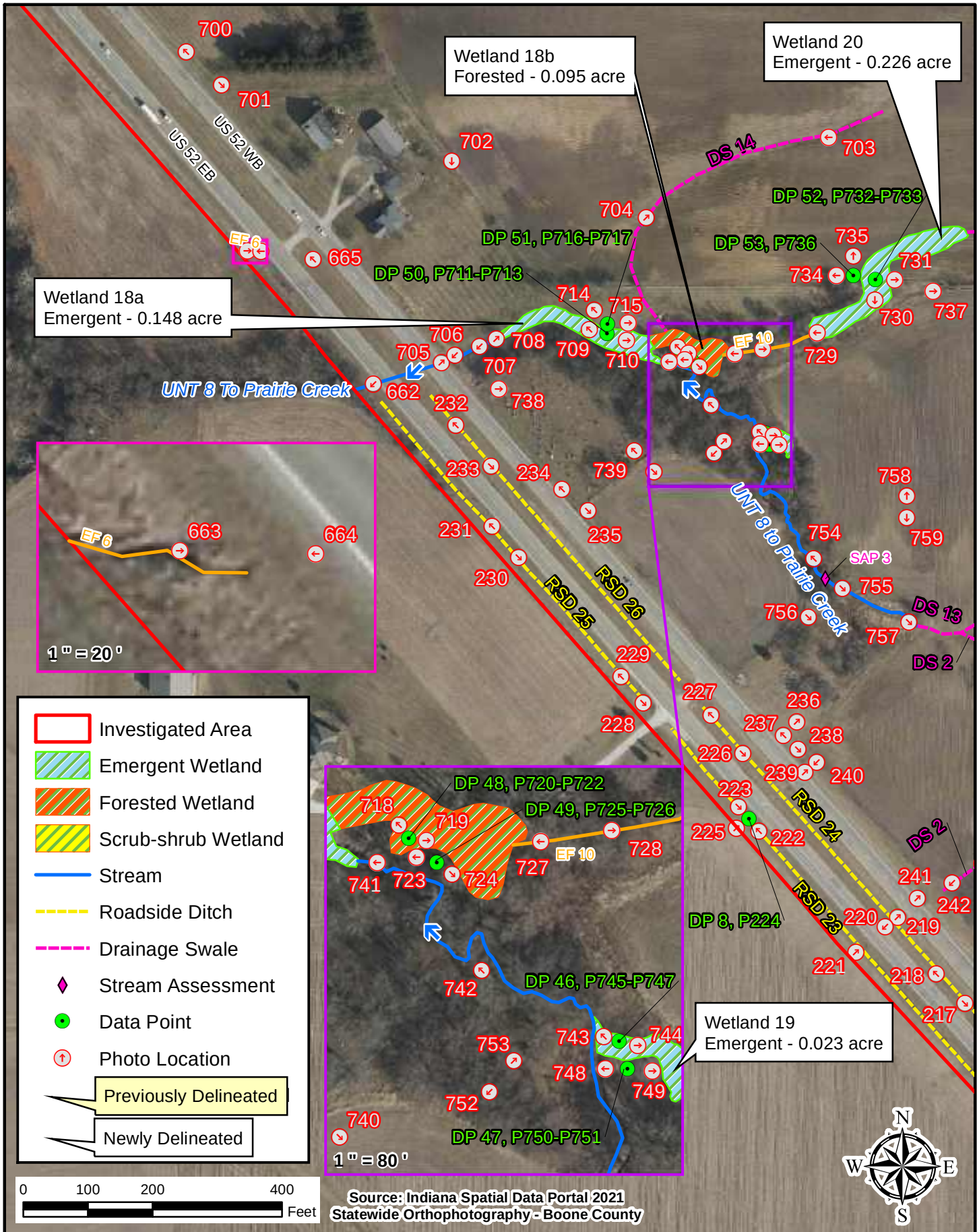

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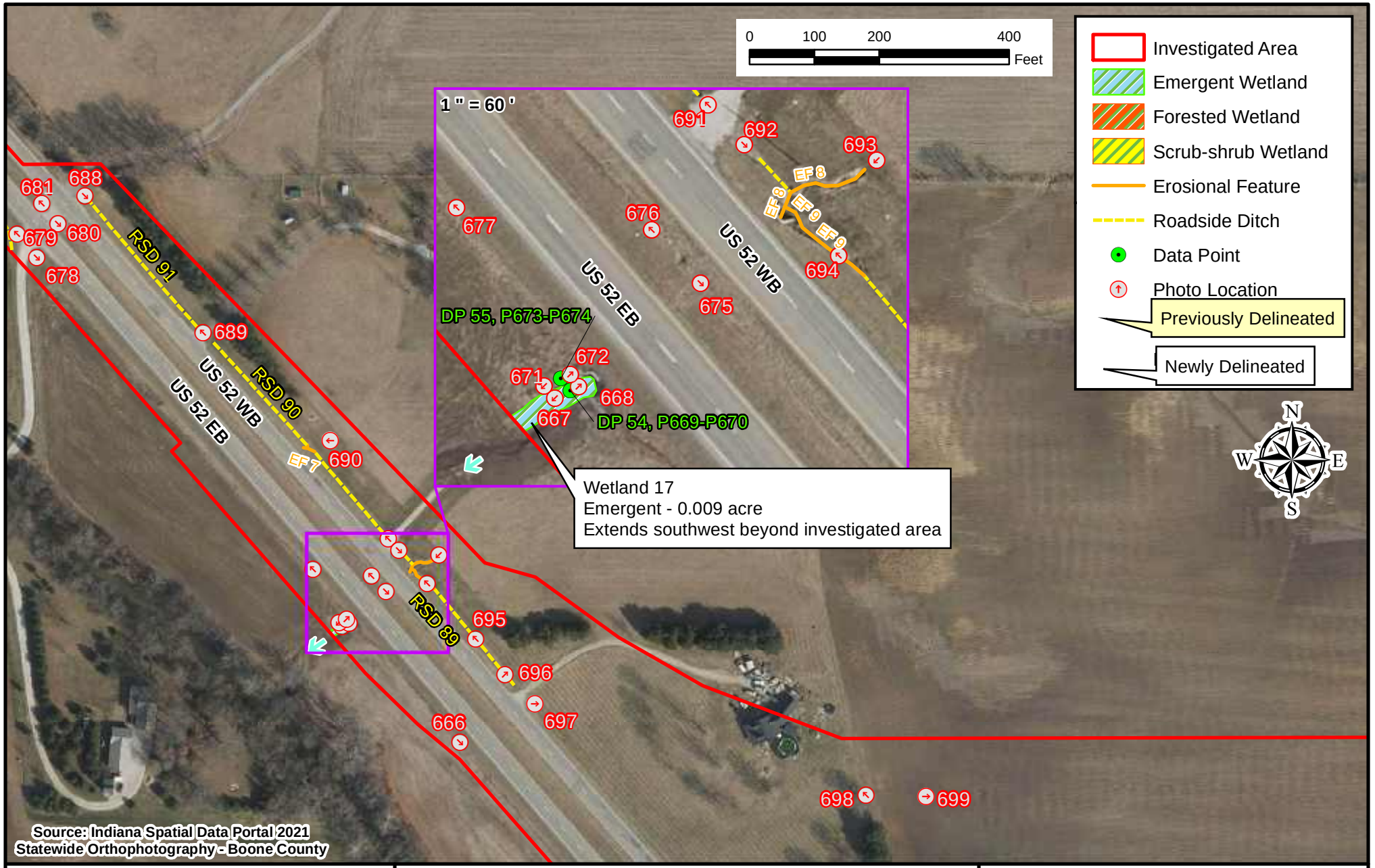
Figure 7: Field Investigation and Photo Location - Map 9

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176
Location: Lebanon
Township: Center
County: Boone
State: Indiana
Date: 09/06/2022

Path: P:\2022\00646\D. Drawings\ArcView\Environmental\Exhibits (ArcMap)\Waters\Photo Location Maps\Final Maps\2022.00646.EV.2022-09-06.I-65&US52.PhotoLocationMap_10_updated.mxd Date:6/23/2023 User:lstevenson



AMERICAN STRUCTUREPOINT INC

Figure 7: Field Investigation and Photo Location - Map 10

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 08/24/2022

Path: P:\2022\00646\D. Drawings\ArcView\Environmental\Exhibits (ArcMap)\Waters\Photo Location Maps\Final Maps\2022.00646.EV.2022-09-06.I-65&US52.PhotoLocationMap_11_updated.mxd Date:6/23/2023 User:lstevenson

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Figure 7: Field Investigation and Photo Location - Map 11

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 09/06/2022

Path: P:\2022\00646\D. Drawings\ArcView\Environmental\Exhibits (ArcMap)\Waters\Photo Location Maps\Final Maps\2022.00646.EV.2022-09-06.I-65&US52.PhotoLocationMap_12_updated.mxd Date:6/23/2023 User:lstevenson

AMERICAN STRUCTUREPOINT INC

Figure 7: Field Investigation and Photo Location - Map 12

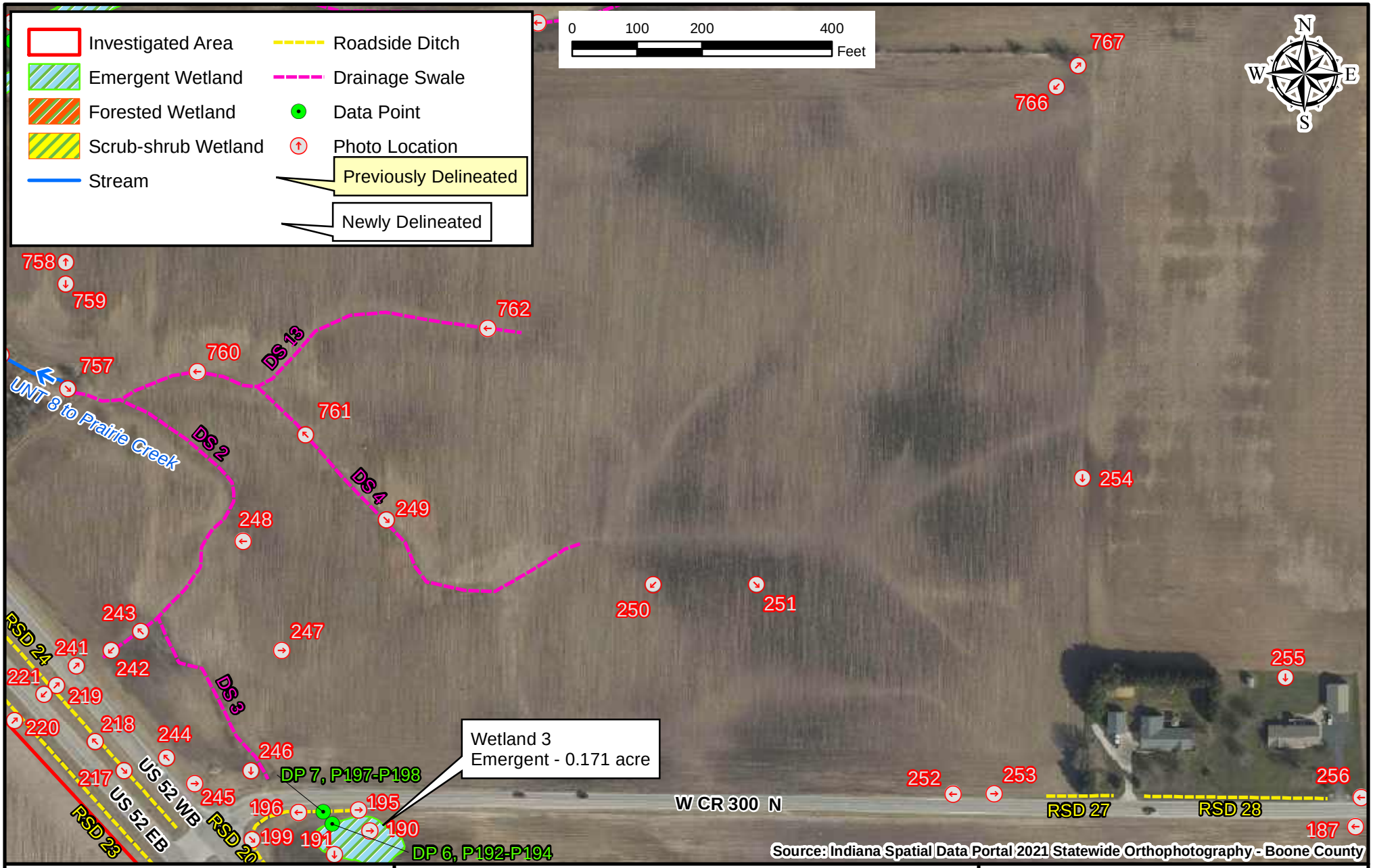
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 09/06/2022

Path: P:\2022\00646\D. Drawings\ArcView\Environmental\Exhibits (ArcMap)\Waters\Photo Location Maps\Final Maps\2022.00646.EV.2022-09-06.I-65&US52.PhotoLocationMap_13_updated.mxd Date:6/23/2023 User:lstevenson



AMERICAN STRUCTUREPOINT INC

Figure 7: Field Investigation and Photo Location - Map 13

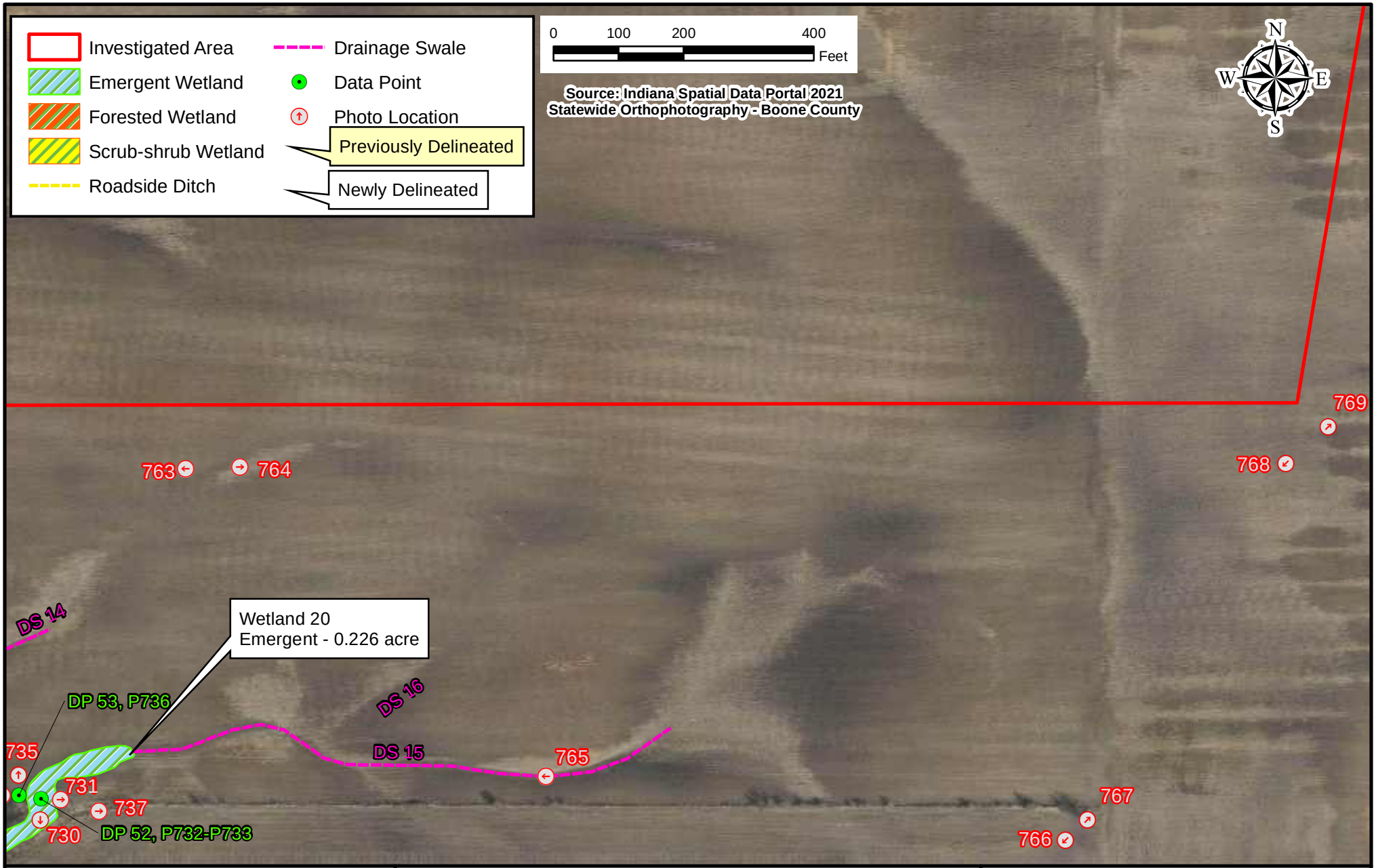
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 08/24/2022

Path: P:\2022\00646\D. Drawings\ArcView\Environmental\Exhibits (ArcMap)\Waters\Photo Location Maps\Final Maps\2022.00646.EV.2022-09-06.I-65&US52.PhotoLocationMap_14_updated.mxd Date:6/23/2023 User:lstevenson



AMERICAN STRUCTUREPOINT INC

Figure 7: Field Investigation and Photo Location - Map 14

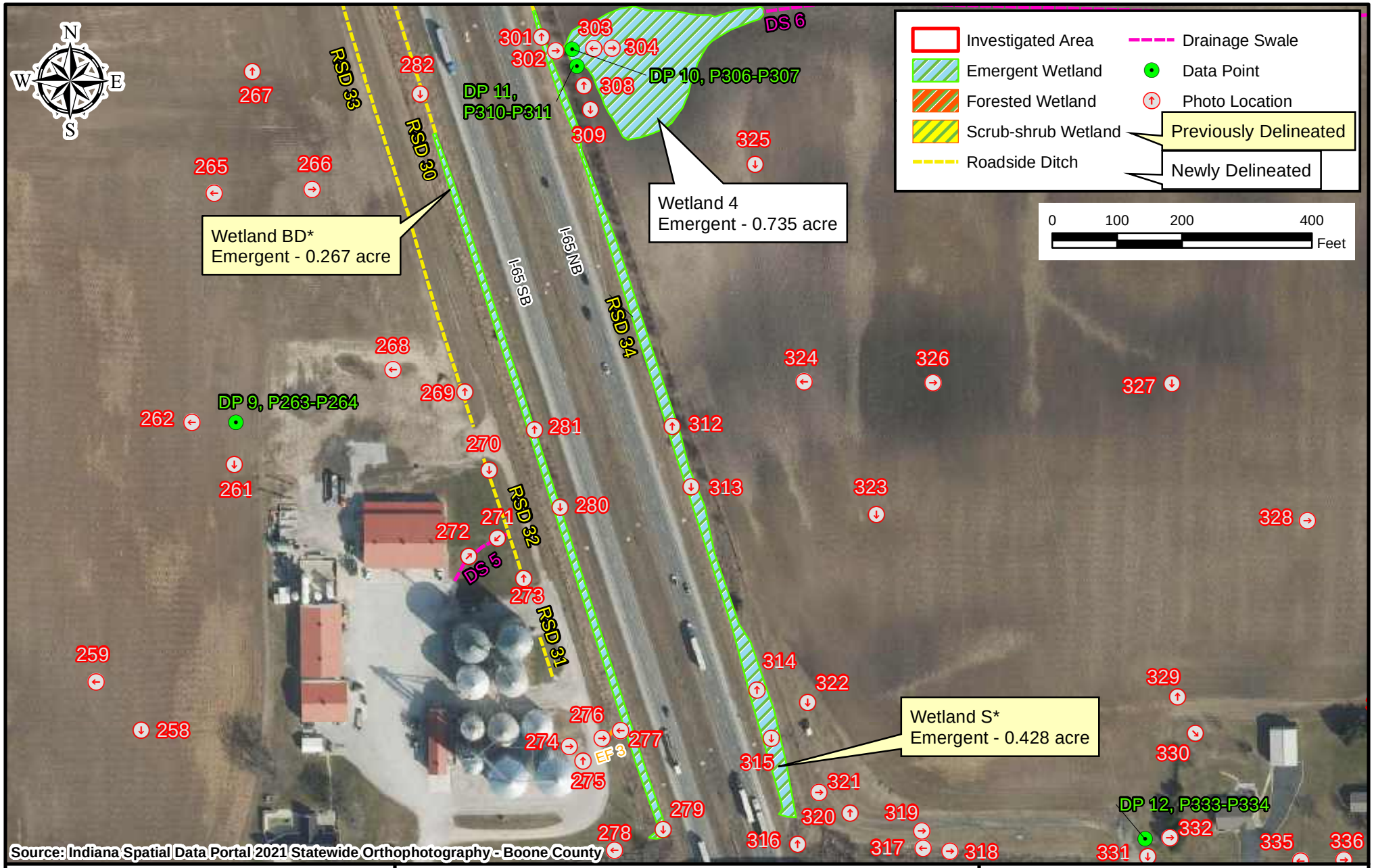
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 08/24/2022

Path: P:\2022\00646\D. Drawings\ArcView\Environmental\Exhibits (ArcMap)\Waters\Photo Location Maps\Final Maps\2022.00646.EV.2022-09-06.I-65&US52.PhotoLocationMap_15_updated.mxd Date:6/23/2023 User:lstevenson



AMERICAN STRUCTUREPOINT INC

Figure 7: Field Investigation and Photo Location - Map 15

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 08/24/2022

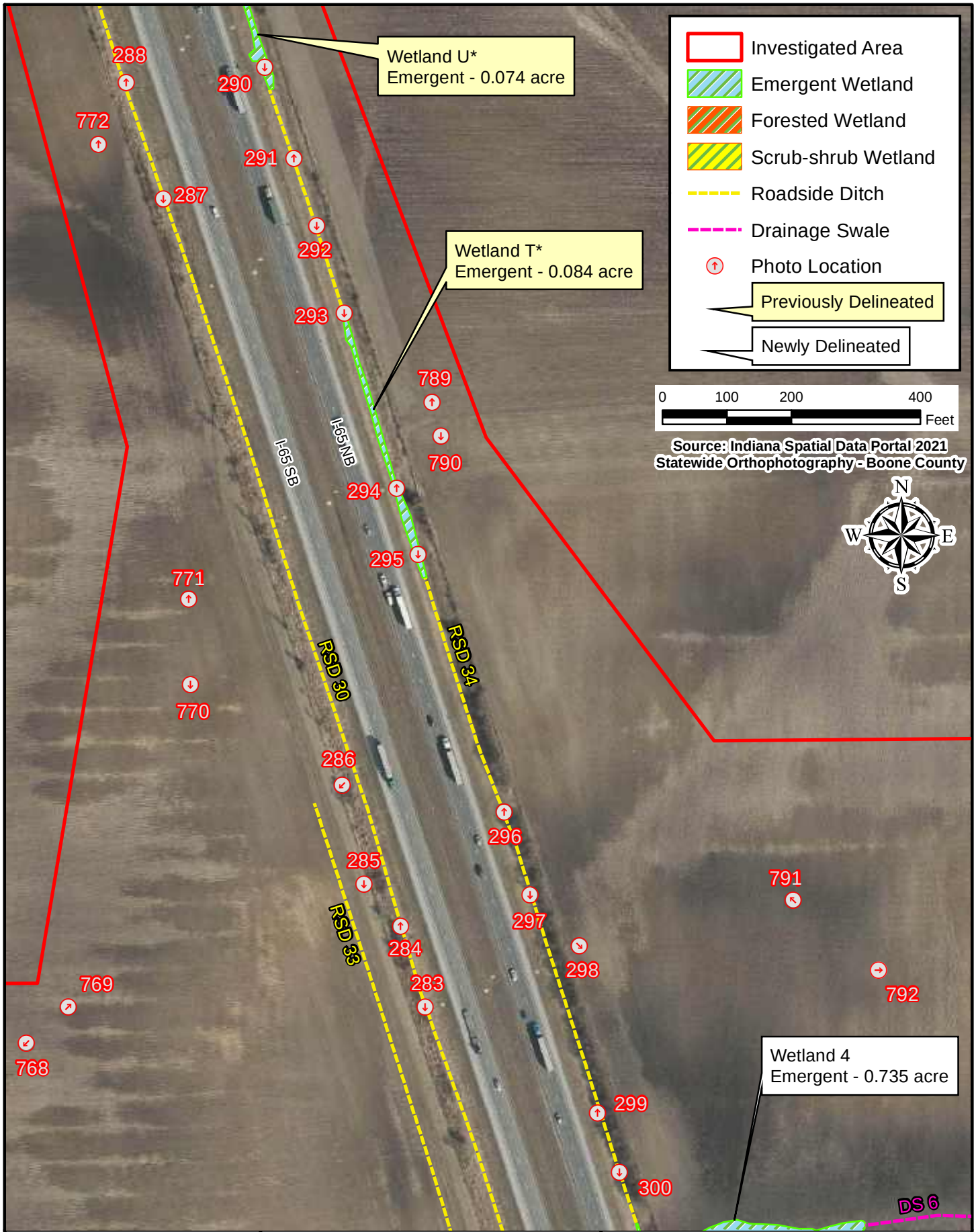


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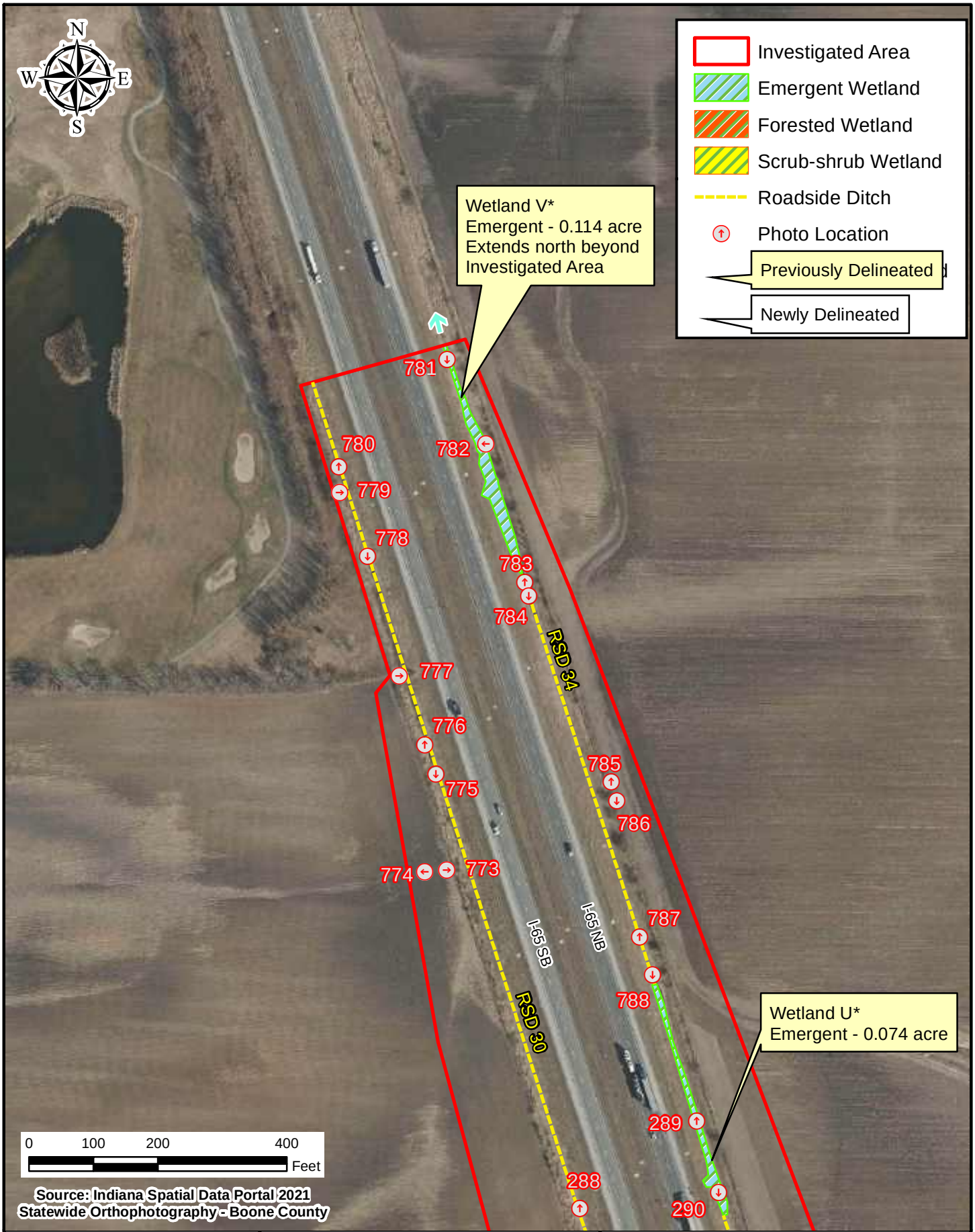
Figure 7: Field Investigation and Photo Location - Map 16

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176
Location: Lebanon
Township: Center
County: Boone
State: Indiana
Date: 09/06/2022



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AMERICAN STRUCTUREPOINT INC

Figure 7: Field Investigation and Photo Location - Map 17

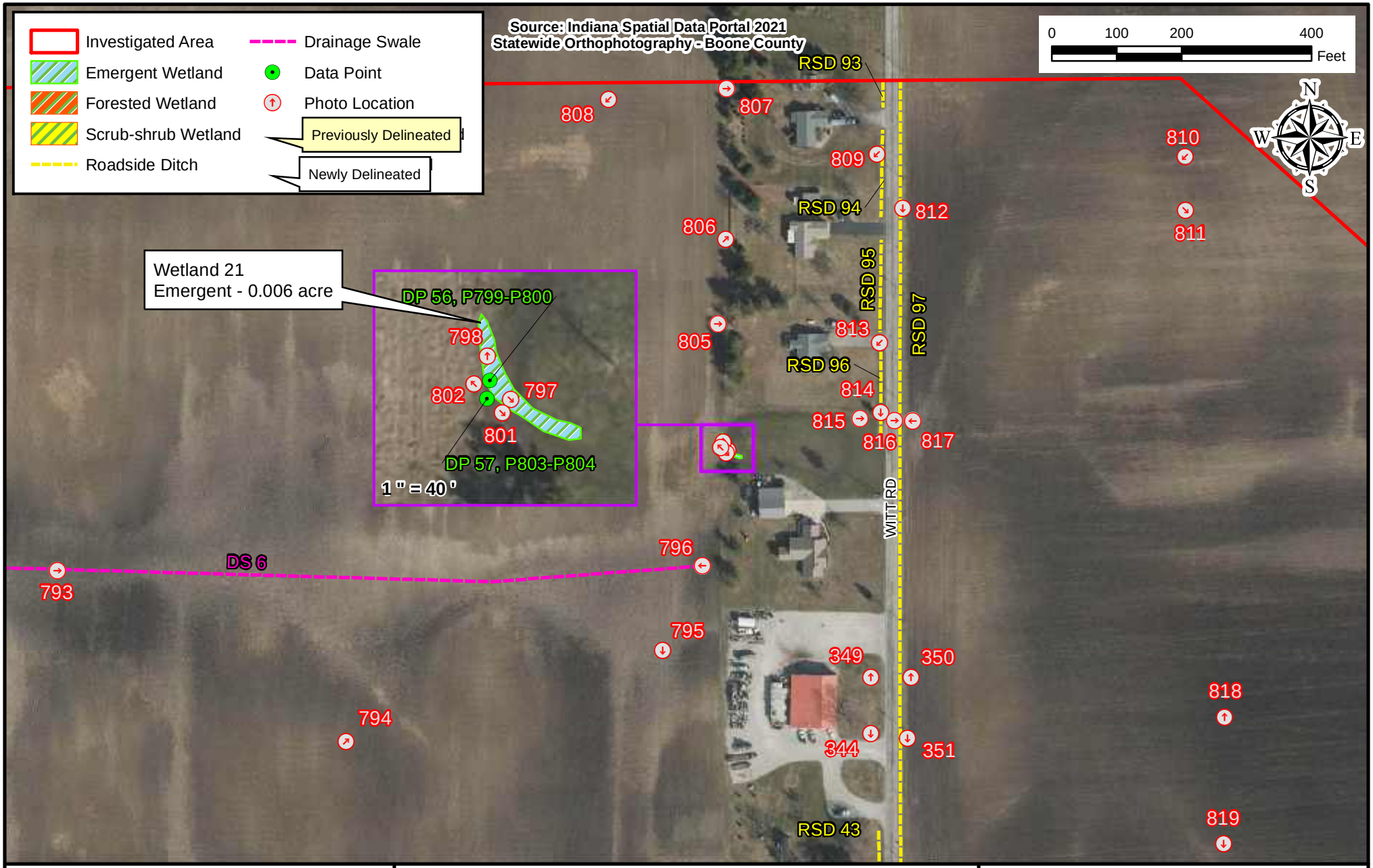
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 09/06/2022

Path: P:\2022\00646\D. Drawings\ArcView\Environmental\Exhibits (ArcMap)\Waters\Photo Location Maps\Final Maps\2022.00646.EV.2022-09-06.I-65&US52.PhotoLocationMap_18_updated.mxd Date:6/23/2023 User:lstevenson



AMERICAN STRUCTUREPOINT INC

Figure 7: Field Investigation and Photo Location - Map 18

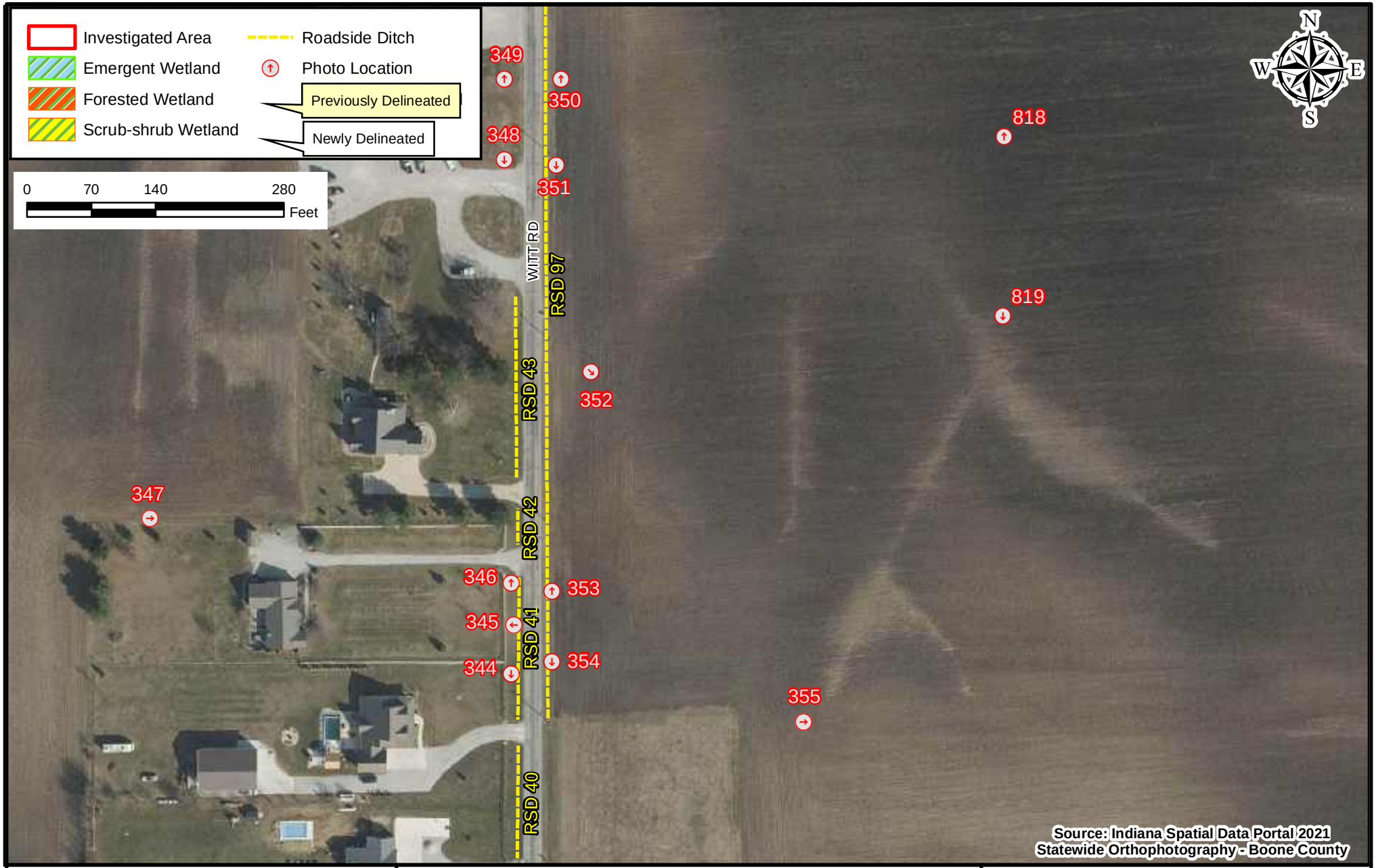
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 09/06/2022

Path: P:\2022\00646\D. Drawings\ArcView\Environmental\Exhibits (ArcMap)\Waters\Photo Location Maps\Final Maps\2022.00646.EV.2022-09-06.I-65&US52.PhotoLocationMap_19_updated.mxd Date:6/23/2023 User:lstevenson



AMERICAN STRUCTUREPOINT INC

Figure 7: Field Investigation and Photo Location - Map 19

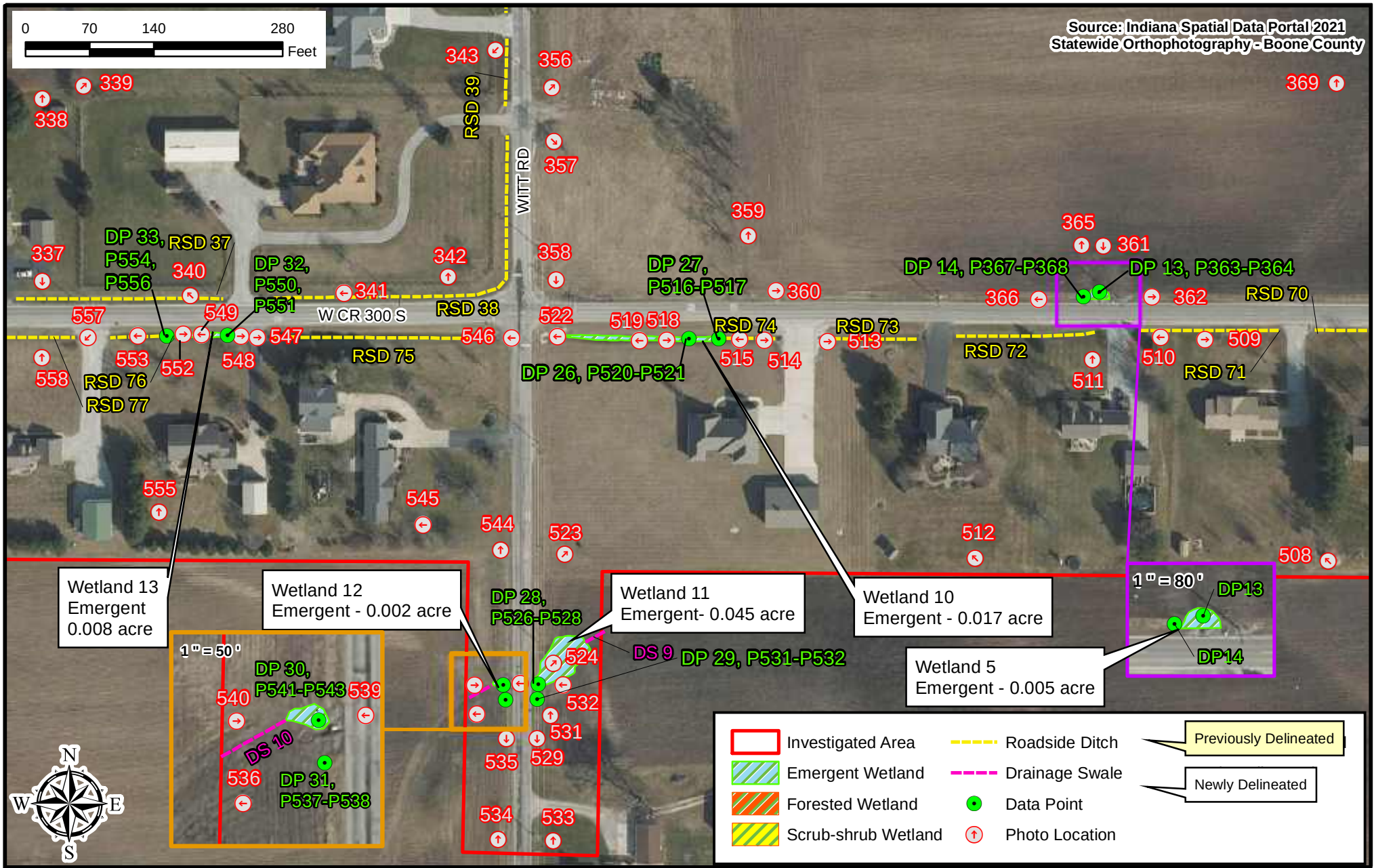
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 09/06/2022

Path: P:\2022\00646\D. Drawings\ArcView\Environmental\Exhibits (ArcMap)\Waters\Photo Location Maps\Final Maps\2022.00646.EV.2022-09-06.I-65&US52.PhotoLocationMap_20_updated.mxd Date:6/23/2023 User:lstevenson



AMERICAN STRUCTUREPOINT INC

Figure 7: Field Investigation and Photo Location - Map 20

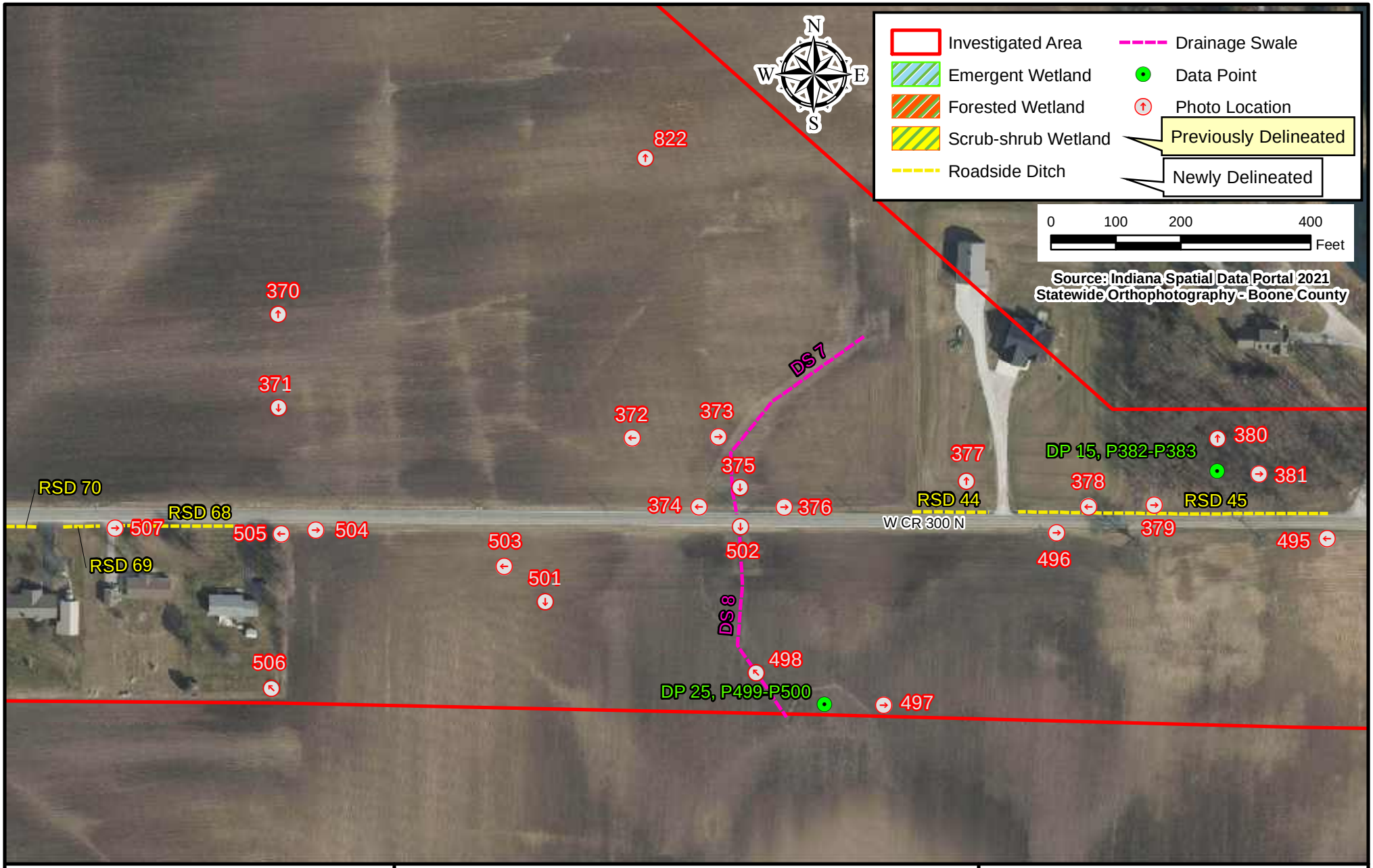
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 09/06/2022

Path: P:\2022\00646\D. Drawings\ArcView\Environmental\Exhibits (ArcMap)\Waters\Photo Location Maps\Final Maps\2022.00646.EV.2022-09-06.I-65&US52.PhotoLocationMap_21_updated.mxd Date:6/23/2023 User:lstevenson



AMERICAN STRUCTUREPOINT INC

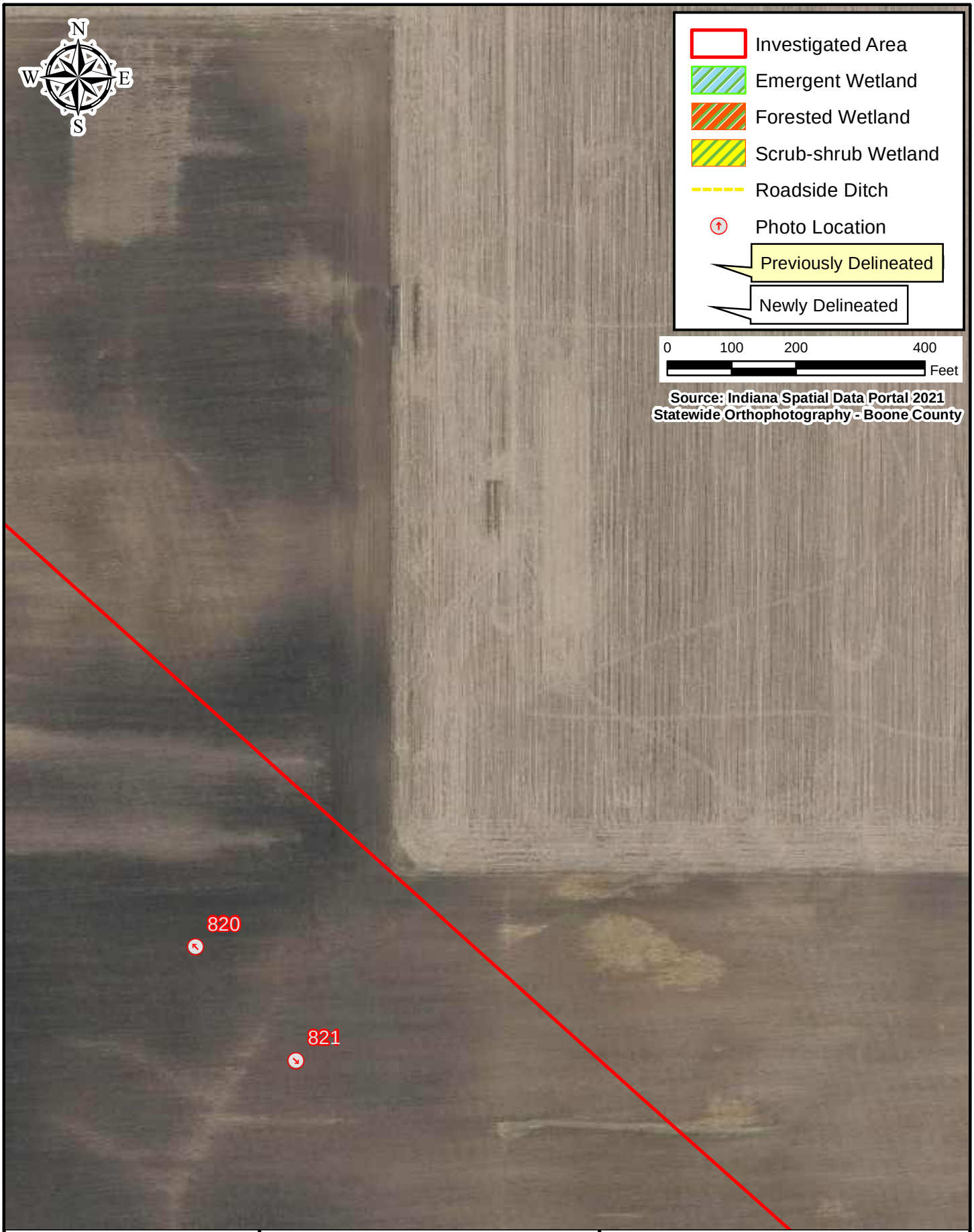
Figure 7: Field Investigation and Photo Location - Map 21

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 09/06/2022



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AMERICAN STRUCTUREPOINT INC

Figure 7: Field Investigation and Photo Location - Map 22

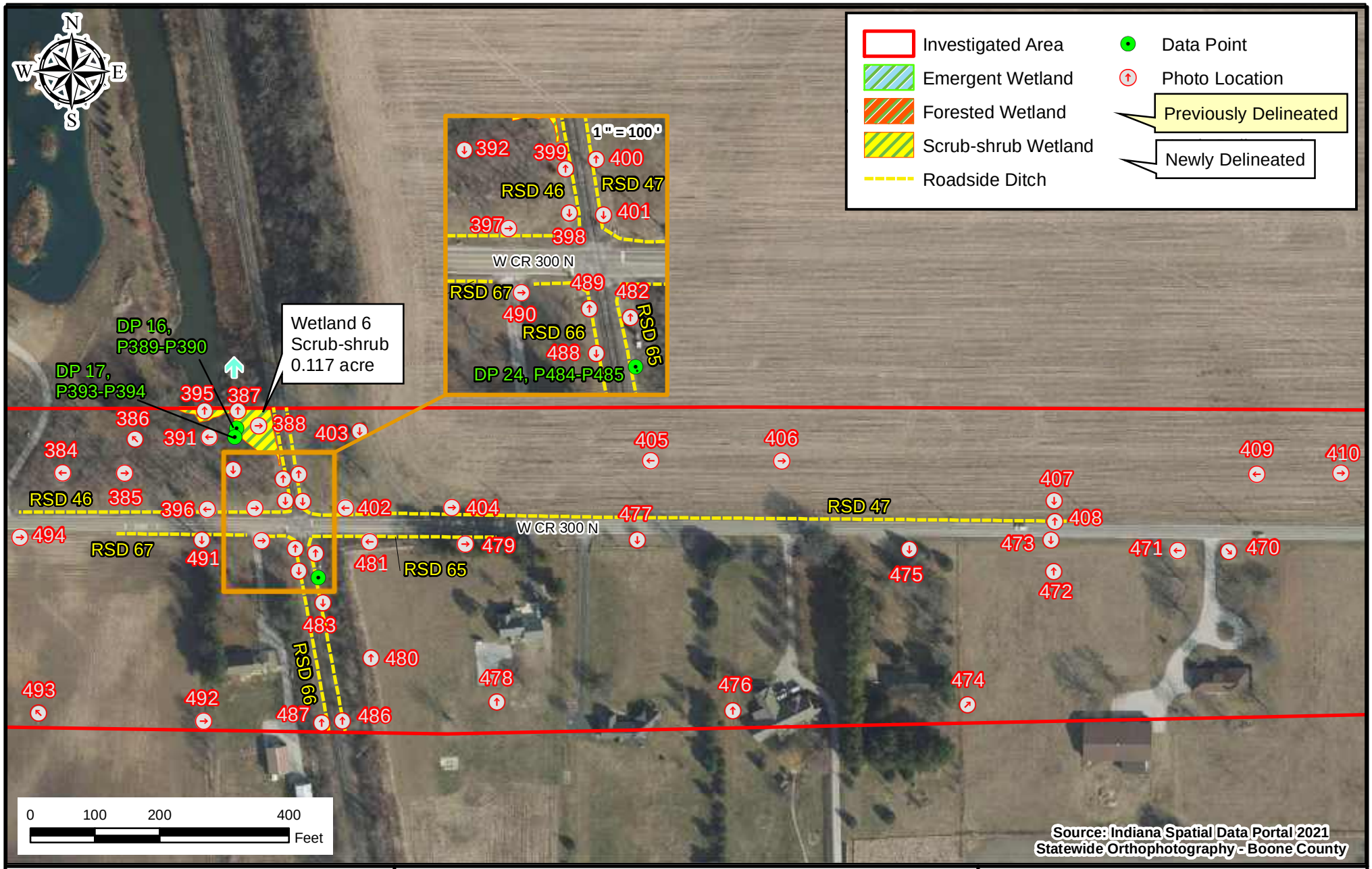
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 09/06/2022

Path: P:\2022\00646\D. Drawings\ArcView\Environmental\Exhibits (ArcMap)\Waters\Photo Location Maps\Final Maps\2022.00646.EV.2022-09-06.I-65&US52.PhotoLocationMap_23_updated.mxd Date:6/23/2023 User:lstevenson



AMERICAN STRUCTUREPOINT INC

Figure 7: Field Investigation and Photo Location - Map 23

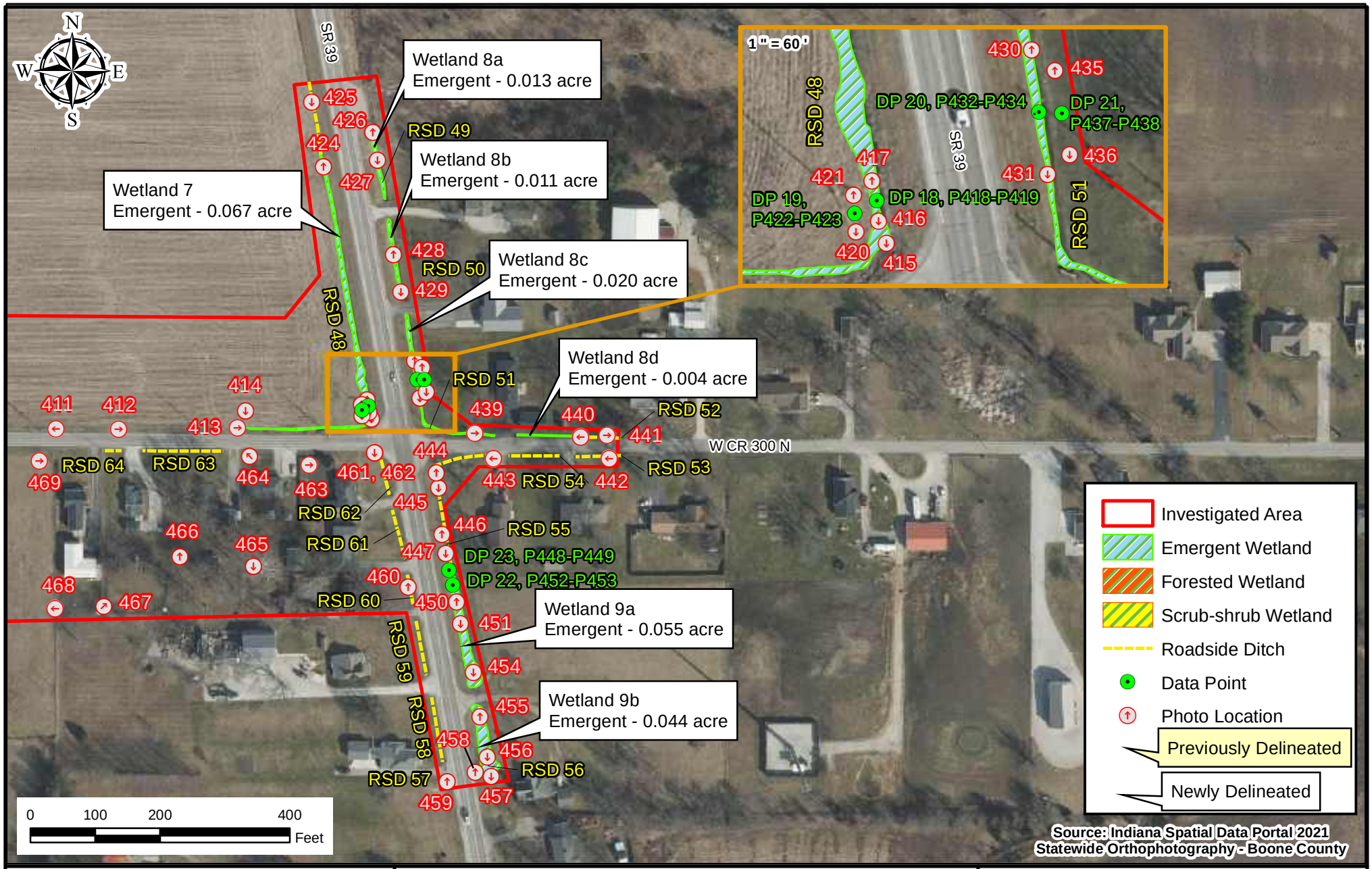
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 09/06/2022

Path: P:\2022\00646\D. Drawings\ArcView\Environmental\Exhibits (ArcMap)\Waters\Photo Location Maps\Final Maps\2022.00646.EV.2022-09-06.I-65&US52.PhotoLocationMap_24.mxd Date:6/23/2023 User:lstevenson



AMERICAN STRUCTUREPOINT INC

Figure 7: Field Investigation and Photo Location - Map 24

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 09/06/2022

Appendix B - Photographs

Portions of this appendix were removed to reduce file size and can be made available upon request.

Photo 21. Interchange infield - Looking northwest at the infield of the I-65 and US 52 interchange. Wetlands BH-1 and BH-2 are visible in the background.

Photo 22. Wetland BH-2 - Looking southeast from the southern termini of Wetland BH-2 where the vegetation transitions to upland species as the gradient of the local topography increases.

Photo 23. Wetland BH-2 - Looking northwest from the southern termini of Wetland BH-2.

Photo 24. Wetland BH-2 - Looking southeast along Wetland BH-2 within RSD 3 that conveys drainage within the I-65 and US 52 interchange infield.

Photo 57. Wetland BF - Looking north along Wetland BF as it extends beyond the investigated area.

Photo 58. Bridge I65-141-05570C - Looking south towards INDOT Bridge I-65-141-05570C which conveys the I-65 NB exit ramp to US 52 over the I-65 NB and SB travel lanes.

Photo 59. Paved Median - Looking north along the recently widened I-65 NB and SB travel lanes.

Photo 60. Paved Median - Looking south along the recently widened I-65 NB and SB travel lanes which impacted previously delineated Wetlands BJ, BL, and BM as permitted for the I-65 ATL project.

Photo 85. Forested Floodway - Looking southwest at upland trees and shrubs within the floodway of Prairie Creek (south bank).

Photo 86. Prairie Creek - Looking northeast (upstream) along Prairie Creek from Boone County Bridge 06-00001.

Photo 87. Prairie Creek - Looking southwest (downstream) along Prairie Creek at INDOT Bridge I65-141-03143.

Photo 88. Erosional Feature 1 - Looking northwest along riprap lined EF 1, which conveys drainage from Wetland 1 to Prairie Creek.

Photo 109. Median - Looking north at the location of former Wetland BO. This wetland was confirmed not present due to the permitted impacts associated with the I-65 ATL project.

Photo 110. Median - Looking north at the location of former Wetland BM (I-65 ATL). This wetland along with Wetlands BL and BJ were confirmed not present due to permitted impacts associated with I-65 ATL project.

Photo 111. Median - Looking south at the location of former Wetland BM. This wetland was confirmed not present due to permitted impacts associated with the I-65 ATL project.

Photo 112. Wetland L-2 - Looking southeast along Wetland L-2 within RSD 10 under INDOT Bridge I65-141-04117 ENBL.

Photo 205. Median - Looking northwest along RSD 21 within the median between the US 52 WB and EB travel lanes.

Photo 206. Median - Looking southeast at RSD 21 within the median between the US 52 EB and EB travel lanes.

Photo 207. ROW - Looking north at mowed grass right-of-way and agricultural field along the US 52 WB travel lanes.

Photo 208. Roadside Ditch - Looking southeast along RSD 20 and agricultural field along the US 52 WB travel lanes.

Photo 233. Median - Looking southeast along RSD 26 within the median between the US 52 EB and WB travel lanes.

Photo 234. Cemetery - Looking northwest at mowed lawn within a cemetery along the US 52 WB travel lanes.

Photo 235. ROW - Looking southeast at mowed grass right-of-way and agricultural field along the US 52 WB travel lanes.

Photo 236. ROW - Looking northeast at mowed grass and agricultural field along the US 52 WB travel lanes. Local topography was sloped downhill towards an stream located beyond the investigated area.

Photo 349. Residential Lawn - Looking north at mowed grass lawn along the west side of Witt Rd.

Photo 350 - ROW - Looking north at mowed grass right-of-way and agricultural field along the east side of Witt Rd.

Photo 351 - ROW - Looking south at mowed grass right-of-way and agricultural field along the east side of Witt Rd.

Photo 352. Agricultural Field - Looking southeast at agricultural field along the east side of Witt Rd. No indicators of wetland hydrology were observed within this portion of the field.

Photo 631. Wetland BF- Looking south along Wetland BF within the roadside ditch that conveys drainage along the I-65 SB travel lanes.

Photo 632. Roadside Ditch - Looking north at the riprip lined roadside ditch that conveys drainage along the I-65 SB travel lanes.

Photo 633. ROW - Looking south at erosion blanket along the roadway sideslope of the I-65 SB travel lanes associated with the I-65 ATL project.

Photo 634. Prairie Creek - Looking east (upstream) along Prairie Creek and the riprap lined spill slopes under INDOT Bridges I65-142-05571 BSBL and BNBL.

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, LOUISVILLE DISTRICT
INDIANAPOLIS REGULATORY OFFICE
8902 OTIS AVENUE, SUITE S106B
INDIANAPOLIS, IN 46216

March 11, 2024

Regulatory Division
North Branch
ID No. LRL-2024-48-dds

Mr. Justus McGill
Indiana Department of Transportation
100 North Senate Avenue, Room N642
Indianapolis, IN 46204

Dear Mr. McGill:

This is in regard to the wetland delineation dated October 11, 2023, and your electronic mail message of January 11, 2024, requesting an approved jurisdictional determination for the I-65 and US 52 interchange in Lebanon, Boone County, Indiana (Des. No. 2200176). The proposed project is located at Latitude 38.197183°N, Longitude -86.948871°W. A location map is enclosed.

The U.S. Army Corps of Engineers exercises regulatory authority under Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403) and Section 404 of the Clean Water Act (33 USC 1344) for certain activities in "waters of the United States (U.S.)." These waters include all waters which are currently used, were used in the past, or may be susceptible to use in interstate or foreign commerce.

Based on our review of the submitted information, we have determined that Wetlands BD, BE, BF, BG, BH-1, BH-2, BI, BK, BN, K-1, K-2, L-1, L-2, M through V, 1 through 7, 8a, 8b, 8c, 8d, 9a, 9b, 10 through 16, and 21 are not “waters of the U.S.” and are not regulated under Section 404 of the Clean Water Act.

However, this determination does not relieve you of the responsibility to comply with applicable State law. We urge you to contact the Indiana Department of Environmental Management (IDEM), Office of Water Quality at wetlandsprogram@idem.in.gov to determine the applicability of State law to the excluded waters mentioned above.

This letter contains an approved jurisdictional determination (JD) for your site. If you object to this JD, you may request an administrative appeal under Corps regulations at 33 CFR Part 331. Enclosed you will find a Notification of Appeal Process (NAP) fact sheet and Request for Appeal (RFA) form. If you request to appeal this JD you must submit a completed RFA form to the Lakes and Rivers Division Office at address listed on the enclosed NAP RFA form.

In order for an RFA to be accepted by the Corps, the Corps must determine that it is complete, that it meets the criteria for appeal under 33 CFR Part 331.5, and that it has been received by the Division Office within 60 days of the date of the NAP. Should you decide to submit an RFA form, it must be received at the above address by **May 26, 2024**. It is not necessary to submit an RFA form to the Division office if you do not object to the JD in this letter.

This jurisdictional determination is valid for a period of five years from the date of this letter unless new information warrants revision of the determination before the expiration date. Our comments on this project are limited to only those effects which may fall within our area of jurisdiction and thus does not obviate the need to obtain other permits from state or local agencies. Lack of comments on other

environmental aspects should not be construed as either concurrence or nonconcurrence with stated environmental effects.

The delineation included herein has been conducted to identify the location and extent of the aquatic resource boundaries and/or the jurisdictional status of aquatic resources for purposes of the Clean Water Act for the particular site identified in this request. This delineation and/or jurisdictional determination may not be valid for the Wetland Conservation Provisions of the Food Security Act of 1985, as amended. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should discuss the applicability of a certified wetland determination with the local USDA service center prior to starting work.

If we can be of any further assistance, please contact me by writing to the above address or calling (317)448-2251. Any correspondence should reference our assigned Identification Number LRL-2024-48-dds.

Sincerely,

Date: 2024.03.27 10:50:44 -04'00'

Deborah Duda Snyder
Project Manager
Indianapolis Regulatory Office

Enclosure

Copy Furnished: IDEM (Wrin)

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant: Indiana Department of Transportation	File Number: LRL-2024-48	Date: 3/27/2024
Attached is:		See Section below
	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A
	PROFFERED PERMIT (Standard Permit or Letter of permission)	B
	PERMIT DENIAL WITHOUT PREJUDICE	C
	PERMIT DENIAL WITH PREJUDICE	D
X	APPROVED JURISDICTIONAL DETERMINATION	E
	PRELIMINARY JURISDICTIONAL DETERMINATION	F

SECTION I

The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at https://www.usace.army.mil/Missions/Civil-Works/Regulatory-Program-and-Permits/appeals/ or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.

- OBJECT: If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.

- APPEAL: If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C. PERMIT DENIAL WITHOUT PREJUDICE: Not appealable
You received a permit denial without prejudice because a required Federal, state, and/or local authorization and/or certification has been denied for activities which also require a Department of the Army permit before final action has been taken on the Army permit application. The permit denial without prejudice is not appealable. There is no prejudice to the right of the applicant to reinstate processing of the Army permit application if subsequent approval is received from the appropriate Federal, state, and/or local agency on a previously denied authorization and/or certification.

D: PERMIT DENIAL WITH PREJUDICE: You may appeal the permit denial
You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information for reconsideration

- ACCEPT: You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice means that you accept the approved JD in its entirety and waive all rights to appeal the approved JD.

- APPEAL: If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

- RECONSIDERATION: You may request that the district engineer reconsider the approved JD by submitting new information or data to the district engineer within 60 days of the date of this notice. The district will determine whether the information submitted qualifies as new information or data that justifies reconsideration of the approved JD. A reconsideration request does not initiate the appeal process. You may submit a request for appeal to the division engineer to preserve your appeal rights while the district is determining whether the submitted information qualifies for a reconsideration.

F: PRELIMINARY JURISDICTIONAL DETERMINATION: Not appealable
You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also, you may provide new information for further consideration by the Corps to reevaluate the JD.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision you may contact:
Deborah Duda Snyder
U.S. Army Corps of Engineers—Louisville District
Indianapolis Regulatory Office
8902 Otis Avenue, S106B
Indianapolis, IN 46216
(317) 448-2251
Email: Deborah.D.Snyder@usace.army.mil

If you have questions regarding the appeal process, or to submit your request for appeal, you may contact:
Katherine A. McCafferty
Regulatory Administrative Appeals Officer
U.S. Army Corps of Engineers,
Great Lakes and Ohio River Division
550 Main Street, Room 10780
Cincinnati, Ohio 45202-3222
Office Phone: 513-684-2699, FAX: 513-684-2460
e-mail: katherine.a.mccafferty@usace.army.mil

SECTION II – REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. Use additional pages as necessary. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15-day notice of any site investigation and will have the opportunity to participate in all site investigations.

_____ Signature of appellant or agent.	Date:
Email address of appellant and/or agent:	Telephone number:

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, LOUISVILLE DISTRICT
INDIANAPOLIS REGULTORY OFFICE
8902 OTIS AVENUE, SUITE S106B

CELRL-RDN 27 March 2024

MEMORANDUM FOR RECORD

SUBJECT: US Army Corps of Engineers (Corps) Pre-2015 Regulatory Regime Approved Jurisdictional Determination in Light of *Sackett v. EPA*, 143 S. Ct. 1322 (2023) ,[1] LRL-2024-48-dds[2]

BACKGROUND. An Approved Jurisdictional Determination (AJD) is a Corps document stating the presence or absence of waters of the United States on a parcel or a written statement and map identifying the limits of waters of the United States on a parcel. AJDs are clearly designated appealable actions and will include a basis of JD with the document.[3] AJDs are case-specific and are typically made in response to a request. AJDs are valid for a period of five years unless new information warrants revision of the determination before the expiration date or a District Engineer has identified, after public notice and comment, that specific geographic areas with rapidly changing environmental conditions merit re-verification on a more frequent basis.[4] For the purposes of this AJD, we have relied on section 10 of the Rivers and Harbors Act of 1899 (RHA),[5] the Clean Water Act (CWA) implementing regulations published by the Department of the Army in 1986 and amended in 1993 (references 2.a. and 2.b. respectively), the 2008 *Rapanos-Carabell* guidance (reference 2.c.), and other applicable guidance, relevant case law and longstanding practice, (collectively the pre-2015 regulatory regime), and the *Sackett* decision (reference 2.d.) in evaluating jurisdiction.

This Memorandum for Record (MFR) constitutes the basis of jurisdiction for a Corps AJD as defined in 33 CFR §331.2. The features addressed in this AJD were evaluated consistent with the definition of "waters of the United States" found in the pre-2015 regulatory regime and consistent with the Supreme Court's decision in *Sackett*. This AJD did not rely on the 2023 "Revised Definition of 'Waters of the United States,'" as amended on 8 September 2023 (Amended 2023 Rule) because, as of the date of this

[1] While the Supreme Court's decision in *Sackett* had no effect on some categories of waters covered under the CWA, and no effect on any waters covered under RHA, all categories are included in this Memorandum for Record for efficiency.
[2] When documenting aquatic resources within the review area that are jurisdictional under the Clean Water Act (CWA), use an additional MFR and group the aquatic resources on each MFR based on the TNW, interstate water, or territorial seas that they are connected to. Be sure to provide an identifier to indicate when there are multiple MFRs associated with a single AJD request (i.e., number them 1, 2, 3, etc.).
[3] 33 CFR 331.2.
[4] Regulatory Guidance Letter 05-02.
[5] USACE has authority under both Section 9 and Section 10 of the Rivers and Harbors Act of 1899 but for convenience, in this MFR, jurisdiction under RHA will be referred to as Section 10.

decision, the Amended 2023 Rule is not applicable in the state of Indiana due to litigation.

1. SUMMARY OF CONCLUSIONS.

   a. Provide a list of each individual feature within the review area and the jurisdictional status of each one (i.e., identify whether each feature is/is not a water of the United States and/or a navigable water of the United States).

      i. Wetlands BD, BE, BF, BG, BH-1, BH-2, BI, BK, BN, K-1, K-2, L-1, L-2, M through V, 1, 7, 8a, 8b, 8c, 8d, 9a, 9b, 10, 13, 14, and 15 – not a water of the U.S., not a navigable water of the U.S.

Resource Name	area (acre)
Wetland BD	0.267
Wetland BE	0.012
Wetland BF	0.133
Wetland BG	0.006
Wetland BH-1	0.08
Wetland BH-2	0.345
Wetland BI	0.083
Wetland BK	0.136
Wetland BN	0.111
Wetland K-1	0.013
Wetland K-2	0.047
Wetland L-1	0.027
Wetland L-2	0.119
Wetland M	0.127
Wetland N	0.374
Wetland O	0.033
Wetland P	0.023
Wetland Q	0.031
Wetland R	0.062
Wetland S	0.428
Wetland T	0.084
Wetland U	0.074
Wetland V	0.114
Wetland 1	0.01
Wetland 7	0.067
Wetland 8a	0.013

Wetland 8b	0.011
Wetland 8c	0.02
Wetland 8d	0.004
Wetland 9a	0.055
Wetland 9b	0.044
Wetland 10	0.017
Wetland 13	0.008
Wetland 14	0.007
Wetland 15	0.034

ii. Wetlands 2 through 6, 11, 12, 16, and 21 – not a water of the U.S., not a navigable water of the U.S.

Resource Name	area (acre)
Wetland 2	0.047
Wetland 3	0.171
Wetland 4	0.735
Wetland 5	0.005
Wetland 6	0.117
Wetland 11	0.045
Wetland 12	0.002
Wetland 16	0.056
Wetland 21	0.006

2. REFERENCES.

a. Final Rule for Regulatory Programs of the Corps of Engineers, 51 FR 41206 (November 13, 1986).

b. Clean Water Act Regulatory Programs, 58 FR 45008 (August 25, 1993).

c. U.S. EPA & U.S. Army Corps of Engineers, Clean Water Act Jurisdiction Following the U.S. Supreme Court's Decision in *Rapanos v. United States & Carabell v. United States* (December 2, 2008)

d. *Sackett v. EPA*, 598 U.S. _, 143 S. Ct. 1322 (2023)

e. [Joint Coordination Memo for Jurisdictional Determinations Pre-2015 Regulatory Regime (2023)

f. 2007 Rapanos Approved Jurisdictional Determination Form Instructional Guidebook

3. REVIEW AREA. I-65 and US 52 interchange area in Boone County, Indiana, from the I-65 and Lafayette Avenue and US 52 interchange north along US 52 for 2.15 miles and I-65 for 2.17 miles, and along West CR 300 North from the US 52 and West CR 300 North intersection east to the SR 39 and West CR 300 North intersection, latitude 40.068142, longitude -86.496276; Previous Approved JD dated October 9, 2020, completed under the Navigable Waters Protection Rule, declining jurisdiction on waters including Wetlands BD, BE, BF, BG, BH-1, BH-2, BI, BK, BN, K-1, K-2, L-1, L-2, M through V

4. NEAREST TRADITIONAL NAVIGABLE WATER (TNW), INTERSTATE WATER, OR THE TERRITORIAL SEAS TO WHICH THE AQUATIC RESOURCE IS CONNECTED. N/A[6]

5. FLOWPATH FROM THE SUBJECT AQUATIC RESOURCES TO A TNW, INTERSTATE WATER, OR THE TERRITORIAL SEAS N/A

6. SECTION 10 JURISDICTIONAL WATERS[7]: Describe aquatic resources or other features within the review area determined to be jurisdictional in accordance with Section 10 of the Rivers and Harbors Act of 1899. Include the size of each aquatic resource or other feature within the review area and how it was determined to be jurisdictional in accordance with Section 10.[8] N/A

7. SECTION 404 JURISDICTIONAL WATERS: Describe the aquatic resources within the review area that were found to meet the definition of waters of the United States in accordance with the pre-2015 regulatory regime and consistent with the Supreme Court's decision in *Sackett*. List each aquatic resource separately, by name, consistent with the naming convention used in section 1, above. Include a rationale

[6] This MFR should not be used to complete a new stand-alone TNW determination. A stand-alone TNW determination for a water that is not subject to Section 9 or 10 of the Rivers and Harbors Act of 1899 (RHA) is completed independently of a request for an AJD. A stand-alone TNW determination is conducted for a specific segment of river or stream or other type of waterbody, such as a lake, where upstream or downstream limits or lake borders are established.

[7] 33 CFR 329.9(a) A waterbody which was navigable in its natural or improved state, or which was susceptible of reasonable improvement (as discussed in § 329.8(b) of this part) retains its character as "navigable in law" even though it is not presently used for commerce, or is presently incapable of such use because of changed conditions or the presence of obstructions.

[8] This MFR is not to be used to make a report of findings to support a determination that the water is a navigable water of the United States. The district must follow the procedures outlined in 33 CFR part 329.14 to make a determination that water is a navigable water of the United States subject to Section 10 of the RHA.

for each aquatic resource, supporting that the aquatic resource meets the relevant category of "waters of the United States" in the pre-2015 regulatory regime. The rationale should also include a written description of, or reference to a map in the administrative record that shows, the lateral limits of jurisdiction for each aquatic resource, including how that limit was determined, and incorporate relevant references used. Include the size of each aquatic resource in acres or linear feet and attach and reference related figures as needed.

a. TNWs (a)(1): N/A

b. Interstate Waters (a)(2): N/A

c. Other Waters (a)(3): N/A

d. Impoundments (a)(4): N/A

e. Tributaries (a)(5): N/A

f. The territorial seas (a)(6): N/A

g. Adjacent wetlands (a)(7): N/A

8. NON-JURISDICTIONAL AQUATIC RESOURCES AND FEATURES

a. Describe aquatic resources and other features within the review area identified as "generally non-jurisdictional" in the preamble to the 1986 regulations (referred to as "preamble waters").[9] Include size of the aquatic resource or feature within the review area and describe how it was determined to be non-jurisdictional under the CWA as a preamble water. N/A

b. Describe aquatic resources and features within the review area identified as "generally not jurisdictional" in the *Rapanos* guidance. Include size of the aquatic resource or feature within the review area and describe how it was determined to be non-jurisdictional under the CWA based on the criteria listed in the guidance.

The ditches identified as Wetlands BD, BE, BF, BG, BH-1, BH-2, BI, BK, BN, K-1, K-2, L-1, L-2, M through V, 1, 7, 8a, 8b, 8c, 8d, 9a, 9b, 10, 13, 14, and 15 are ditches that have developed wetlands within the confines of the ditch excavated in dry land.

[9] 51 FR 41217, November 13, 1986.

Aerial photographs of the area from 1952 show that area where the ditches along I-65 are located was agricultural fields before I-65 was constructed. These aerial photos also show the area around US 52 and West CR 300 North is similar to what was presented in the waters report. Additionally, no water features are mapped on the 1961 Hazelrigg or the 1963 Lebanon USGS quadrangles in the location of the roadside ditches.

The photos from the waters report were taken on 20, 26, and 27 July and 10 October 2022. The results of the Antecedent Precipitation Tool (APT) indicate that the photos taken on 20, 26, and 27 July were taken during drier than normal conditions in the dry season with a drought index of incipient drought. The area had received approximately 0.9 inch of rain on between 16 and 18 July and an additional 0.9 inch of rain on 25 July. The results of the APT indicated that the photos taken on 10 October were taken during normal conditions in the wet season with a drought index of mild drought. The area had received approximately 0.04 inch on 7 October and 0.4 inch of rain on 25 and 26 September. These photos showed little or no water in Wetlands BD, BE, BF, BG, BH-1, BH-2, BI, BK, BN, K-1, K-2, L-1, L-2, M through V, 1, 7, 8a, 8b, 8c, 8d, 9a, 9b, 10, 13, 14, and 15. Therefore, these identified ditches are not waters of the U.S.

c. Describe aquatic resources and features identified within the review area as waste treatment systems, including treatment ponds or lagoons designed to meet the requirements of CWA. Include the size of the waste treatment system within the review area and describe how it was determined to be a waste treatment system. N/A

d. Describe aquatic resources and features within the review area determined to be prior converted cropland in accordance with the 1993 regulations (reference 2.b.). Include the size of the aquatic resource or feature within the review area and describe how it was determined to be prior converted cropland. N/A

e. Describe aquatic resources (i.e. lakes and ponds) within the review area, which do not have a nexus to interstate or foreign commerce, and prior to the January 2001 Supreme Court decision in "*SWANCC*," would have been jurisdictional based solely on the "Migratory Bird Rule." Include the size of the aquatic resource or feature, and how it was determined to be an "isolated water" in accordance with *SWANCC*. N/A

f. Describe aquatic resources and features within the review area that were determined to be non-jurisdictional because they do not meet one or more categories of waters of the United States under the pre-2015 regulatory regime

consistent with the Supreme Court's decision in *Sackett* (e.g., tributaries that are non-relatively permanent waters; non-tidal wetlands that do not have a continuous surface connection to a jurisdictional water).

Wetland 2 is located in an isolated depression located in an agricultural field south of West CR 300 North approximately 1,450 linear feet east of the US 52 and West CR 300 North intersection. This wetland is located approximately 730 linear feet from the nearest potential relatively permanent water (Prairie Creek).

Wetland 3 is located in an isolated depression located in an agricultural field southeast of the US 52 and West CR 300 N intersection. This wetland is located approximately 780 linear feet from the nearest potential relatively permanent water (unnamed tributary (UNT) 8 Prairie Creek).

Wetland 4 is located in an isolated depression located in an agricultural field west of I-65 approximately 1,300 linear feet north of the West CR 300 North overpass. This wetland is located approximately 2,000 linear feet from the nearest potential relatively permanent water (UNT 7 Prairie Creek).

Wetland 5 is located in an isolated depression north of West CR 300 North approximately 660 linear feet east of Witt Road. This wetland is located approximately 2,200 linear feet from the nearest potential relatively permanent water (Prairie Creek).

Wetland 6 is located north of West CR 300 North, west of the Winamac Southern railroad line. Wetland 6 is on the southern fringe of a pond and wetland complex. The pond is isolated and does not outlet to any tributary. The pond is not a tributary. Additionally, the pond is not susceptible to use in interstate or foreign commerce. The pond and wetland complex is located in an isolated depression that is approximately 2,000 linear feet west of the nearest potential relatively permanent water (Storms Ditch).

Wetland 11 is located in an isolated depression west of Witt Road approximately 400 south of West CR 300 N, across Witt Road from Wetland 12. This wetland is located approximately 2,400 linear feet from the nearest potential relatively permanent water (Prairie Creek).

Wetland 12 is located in an isolated depression east of Witt Road approximately 400 south of West CR 300 N, across Witt Road from Wetland 11. This wetland is located approximately 2,400 linear feet from the nearest potential relatively permanent water (Prairie Creek).

Wetland 16 is located in an isolated depression in an agricultural field east of US 52 approximately 1,100 linear feet south of the US 52 and West CR 300 N intersection. This wetland is located approximately 1,300 linear feet from the nearest potential relatively permanent water (Prairie Creek).

Wetland 21 is located in an isolated depression in the backyard of a residence on Witt Road approximately 1,440 linear feet north of West CR 300 N. This wetland is located approximately 3,900 linear feet from the nearest potential relatively permanent water (Prairie Creek).

The National Hydrology Dataset map and the 2022 USGS 1:24,000 quadrangles show perennial streams connecting Wetlands 6, 11, and 12 to Prairie Creek. The 2019 quadrangles and the1961 Hazelrigg and 1963 Lebanon USGS quadrangles do not include a water feature in these areas, there is no evidence of water features in the aerial photos on Google Earth, and no features were identified in the field delineation.

Based on consultant's delineation, and review of 3DEP hillshade, NHD, and aerials, Wetlands 2 through 6, 11, 12, 16, and 21 do not have a continuous surface connection with any paragraph (a)(1) through (a)(6) water in the 1986 regulations and therefore, is not a water of the U.S.

9. DATA SOURCES. List sources of data/information used in making determination. Include titles and dates of sources used and ensure that information referenced is available in the administrative record.

   a. Office evaluation – 30 and 31 January 2024

   b. Wetland Delineation and Waters Report I-65 and US 52 Interchange Improvement, Des. No. 2200176, Lebanon, Boone County, Indiana, October 11, 2023

   c. Indiana Regulatory Viewer NHD and 3DEP layers – 30 and 31 January 2024

   d. Google Earth Pro – 30 and 31 January 2024

   e. USGS 1961 Hazelrigg, 1963 Lebanon, 2019 Hazelrigg and Lebanon and 2022 Hazelrigg and Labanon 1:24,000 quads

   f. Historic Aerials – 1952 aerial photos, 30 January 2024

10. OTHER SUPPORTING INFORMATION. N/A

11. NOTE: The structure and format of this MFR were developed in coordination with the EPA and Department of the Army. The MFR's structure and format may be subject to future modification or may be rescinded as needed to implement additional guidance from the agencies; however, the approved jurisdictional determination described herein is a final agency action.

DES 2200176 Environmental Assessment

Appendix G: Public Involvement

AMERICAN STRUCTUREPOINT INC.

9025 RIVER ROAD, SUITE 200
INDIANAPOLIS, INDIANA 46240
TEL 317.547.5580
FAX 317.543.0270

May 26, 2022

Sample

Re: Notice of Survey and Environmental Work
Interstate 65 and County Road 300 North Road Improvement Project, Des No. 2200176
Boone County, Indiana

Dear Property Owner:

American Structurepoint, Inc., has been retained by the Indiana Department of Transportation to perform survey and environmental work for a road improvement project at I-65 and CR 300 N in Center Township, Boone County, Indiana. The limits will take the course of multiple directions from the site. To the west the work will extend along CR 300 N to the intersection of US 52, including an approximate distance of 1,400 feet north and south of the intersection. To the north the work will extend along I-65 an approximate distance of 3,460 feet. To the east the work will extend along CR 300 N an approximate distance of 0.5 mile. To the south the work will extend along I-65 an approximate distance of 2,320 feet. These limits are in contrast of the work being done for an interchange at this location.

Our information indicates you either own or occupy property near this proposed improvement project. Our employees will begin conducting a topographic survey and environmental survey of the project area in the near future and may continue for several weeks. It may be necessary for us to enter onto your property (exterior only) to complete this work. The work may include, but is not limited to, identification and mapping of wetlands and waterways; shovel probes for wetland and archaeological identifications, topographic survey (including mapping the location of features, such as buildings, trees, fences, drives, and obtaining ground elevations); and evaluation of land use for completion of environmental and geotechnical documentation. The information we obtain from the above-mentioned work is necessary for the development of this transportation project. Our employees have been instructed to identify themselves to you, if you are available, before they enter onto your property. If you no longer own this property, or it is currently occupied by someone other than yourself, please let us know the name and/or address of the new owner or occupant so we may contact them about the survey.

Please be advised that you have the right to be compensated for damage that occurs to your property as a result of the entry upon, over, or under your property or work performed during the entry.

Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If you have any questions or concerns, please contact me at (317) 547-5580.

Sincerely,
American Structurepoint, Inc.

Ken Olson, PE
Project Manager

KRO:mgn

2022.00646.0001

AMERICAN STRUCTUREPOINT INC.

9025 RIVER ROAD, SUITE 200
INDIANAPOLIS, INDIANA 46240
TEL 317.547.5580
FAX 317.543.0270

January 4, 2023

Sample

Re: Notice of Survey and Environmental Work
Interstate 65 and US 52 Intersection Improvement Project, Des No. 2200176
Boone County, Indiana

Dear Property Owner:

American Structurepoint, Inc., has been retained by the Indiana Department of Transportation to perform survey and environmental work for a road improvement project along I-65 in Center Township, Boone County, Indiana. The limits will take the course of multiple directions from the site and have been expanded to incorporate additional area from previous surveys completed during the summer/fall 2022. To the west the work will extend along CR 300 N to the intersection of US 52, including an approximate distance of 3,600 feet north and 2,450 feet south of the intersection. To the north the work will extend along I-65 an approximate distance of 3,920 feet. To the east the work will extend along CR 300 N an approximate distance of 1.5 miles, including an approximate distance of 550 feet north and south along SR 39. To the south the work will extend along I-65 an approximate distance of 2,320 feet. These limits are in contrast of the work being done for an interchange at this location.

Our information indicates you either own or occupy property near this proposed improvement project. Notice of initial survey work for this project was sent out in May 2022. Since that time, the investigation area for the project has been expanded. Therefore, this additional notice of survey is being distributed. Our employees will begin conducting a topographic survey and environmental survey of the project area in the near future and may continue for several weeks. It may be necessary for us to enter onto your property (exterior only) to complete this work. The work may include, but is not limited to, identification and mapping of wetlands and waterways; shovel probes for wetland and archaeological identifications, topographic survey (including mapping the location of features, such as buildings, trees, fences, drives, and obtaining ground elevations); and evaluation of land use for completion of environmental and geotechnical documentation. The information we obtain from the above-mentioned work is necessary for the development of this transportation project. Our employees have been instructed to identify themselves to you, if you are available, before they enter onto your property. If you no longer own this property, or it is currently occupied by someone other than yourself, please let us know the name and/or address of the new owner or occupant so we may contact them about the survey.

Please be advised that you have the right to be compensated for damage that occurs to your property as a result of the entry upon, over, or under your property or work performed during the entry. It is our sincere desire to cause you as little inconvenience as possible during this survey. If you have any questions or concerns, please contact me at (317) 547-5580.

Sincerely,
American Structurepoint, Inc.

Ken Olson, PE
Project Manager

KRO:mgn

2022.00646.0001

AMERICAN STRUCTUREPOINT INC.

9025 RIVER ROAD, SUITE 200
INDIANAPOLIS, INDIANA 46240
TEL 317.547.5580
FAX 317.543.0270

February 9, 2023

Sample

Re: Notice of Survey and Environmental Work
Interstate 65, County Road 300 North and Witt Road Improvement Project, Des No. 2200176
Boone County, Indiana

Dear Property Owner:

American Structurepoint, Inc., has been retained by the Indiana Department of Transportation to perform survey and environmental work for a road improvement project at I-65, CR 300 N, and Witt Road in Center Township, Boone County, Indiana. The limits will take the course of multiple directions from the site. To the west the work will extend along CR 300 N to the intersection of US 52, including an approximate distance of 1,400 feet north and south of the intersection. To the north the work will extend along I-65 an approximate distance of 3,460 feet. To the east the work will extend along CR 300 N an approximate distance of 0.5 mile. To the south the work will extend along I-65 an approximate distance of 2,320 feet. The area of Witt Road being affected is an approximate distance of 875 feet north of CR 300 N. These limits are in contrast of the work being done for an interchange at this location.

Our information indicates you either own or occupy property near this proposed improvement project. Our employees will begin conducting a topographic survey and environmental survey of the project area in the near future and may continue for several weeks. It may be necessary for us to enter onto your property (exterior only) to complete this work. The work may include, but is not limited to, identification and mapping of wetlands and waterways; shovel probes for wetland and archaeological identifications, topographic survey (including mapping the location of features, such as buildings, trees, fences, drives, and obtaining ground elevations); and evaluation of land use for completion of environmental and geotechnical documentation. The information we obtain from the above-mentioned work is necessary for the development of this transportation project. Our employees have been instructed to identify themselves to you, if you are available, before they enter onto your property. If you no longer own this property, or it is currently occupied by someone other than yourself, please let us know the name and/or address of the new owner or occupant so we may contact them about the survey.

Please be advised that you have the right to be compensated for damage that occurs to your property as a result of the entry upon, over, or under your property or work performed during the entry.

Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If you have any questions or concerns, please contact me at (317) 547-5580.

Sincerely,
American Structurepoint, Inc.

Ken Olson, PE
Project Manager

KRO:mgn

2022.00646.0001

INDIANA DEPARTMENT OF TRANSPORTATION

NOTICE OF PUBLIC MEETING – DES. NO. 2200176
I-65 and US 52 Interchange Improvement Project, Lebanon, Boone County, IN

The Indiana Department of Transportation (INDOT) will convene a public information meeting for the I-65 and US 52 Interchange Improvement Project (Des. No. 2200176) on **Thursday, December 15, 2022 at 7:00 p.m. at Lebanon High School, 510 Tiger Way, Lebanon, IN 46052. Please enter through Athletics Entrance (Door 5).** The format of the meeting will feature a formal short presentation to begin at 7:00 PM with an informal open house session starting immediately following the formal presentation. The open house session will provide the public an opportunity to view project exhibits and displays, as well as interact with the project team. **The purpose of the public information meeting is to obtain the public's views regarding the proposed project and its alternatives under consideration by INDOT.**

Please note that the content and discussion at this meeting will only be regarding INDOT's I-65 and US 52 Interchange Improvement Project (Des. No. 2200176).

The purpose of the proposed project is to provide improved mobility and direct access to the areas east and west of I-65, north of Lebanon, as well as increase the LOS of the I-65/US 52 interchange to LOS D or better. In addition, the purpose of the proposed project is to support the economic development that is currently underway north of Lebanon, as well as the future growth of Lebanon and Boone County.

The need for the proposed project is evidenced by the lack of access due to the partial I-65/US 52 interchange that only provides I-65 northbound to US 52 northbound access and US 52 southbound to I-65 southbound access. I-65 traffic must utilize the SR 47 and SR 32 interchanges to reach the areas east and west of I-65 near the US 52 interchange, as well as utilize less direct routes through low-speed residential areas and downtown Lebanon. Additionally, increased traffic congestion is expected due to the anticipated 7,000-acre LEAP Innovation and Research District being developed east and west of I-65, north of Lebanon, that is anticipated to be a large traffic generator and includes the Eli Lilly and Company campus that is anticipated to be constructed by 2025. Due to the increased traffic congestion, the I-65/US 52 interchange under existing conditions is expected to operate at a level of service (LOS) F (unacceptable) in the 2045 (design year) AM peak hours. LOS is a scale (A through F) which classifies operating conditions of roads. In general, the operating conditions of roads are considered acceptable in urban areas if found to operate at LOS D or better.

Additionally, the meeting presentation and exhibits will be posted online a week prior to the meeting at the project's website (www.i65us52improvement.com) and comments can be submitted through the website as well. INDOT respectfully asks that all comments be submitted by January 16, 2023.

With advance notice, INDOT can provide special accommodation for persons with differing abilities, limited English speaking ability, and/or persons needing auxiliary aids or services such as interpreters, signers, readers, or large print. Should special accommodations be needed please contact Leigh Stevenson, American Structurepoint, Inc., at (317) 547-5580, or email lstevenson@structurepoint.com by December 13, 2022.

For any questions or comments, please contact Leigh Stevenson, American Structurepoint, Inc., at (317) 547-5580, or email lstevenson@structurepoint.com.

NextLevel INDIANA

General Form No. 99P (Revised 2009A)

Tax I.D. 82-2664009
To: The Lebanon Reporter
117 E. Washington St. Lebanon, IN 46052

ATTACH COPY OF ADVERTISEMENT HERE

Indiana Department of Transportation
(Governmental Unit)
Boone County, Indiana

PUBLISHER'S CLAIM

TLR- 917
Ad # 1804219

LINE COUNT

Display Master (Must not exceed two actual lines, neither of which shall total more more than four solid lines of the type in which the body of the advertisement is set) - number of equivalent lines

Head - number of lines .....
Body - number of lines .....
Tail - number of lines .....
Total number of lines in notice .....

COMPUTATION OF CHARGES

116 lines, _____ columns wide equals

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Additional charge for notices containing rule or tabular work (50 percent of above amount) .....
Charge for extra proofs of publication ($1.00 for each proof in excess of two) .....
Total Amount of Claim $91.29

DATA FOR COMPUTING COST

Width of single column in picas 9.9 Size of type 7 point.

Number of insertions 2

Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper 2 times. The dates of publication being as follows:

December 1, 2022 December 8, 2022

Additionally, the statement checked below is true and correct:

_____ Newspaper does not have a Web site.
__x__ Newspaper has a Web site and this public notice was posted on the same day as it was published in the newspaper.
_____ Newspaper has a Web site, but due to technical problem or error, publish notice was posted on _____
_____ Newspaper has a Web site but refuses to post the public notice.

Jennifer Hensley

Date: December 8, 2022 Title: Legal Advertising Clerk

LEGAL ADVERTISING

See table of legal rates in the applicable State Board of Accounts Bulletin

Claim No. _____ Warrant No. _____

_____

IN FAVOR OF

_____

_____

$_____

ON ACCOUNT OF APPROPRIATION FOR

_____

Appropriation No. _____

_____

ALLOWED _____

IN THE SUM OF $_____

_____

_____

_____

_____

_____

_____

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

That it is in proper form.

That it is duly authenticated as required by law.

That it is based upon statutory authority.

That it is apparently correct / incorrect

_____

I certify that the within claim is true and correct; that the services there in itemized and for which charge is made were ordered by me and were necessary to the public business

_____

_____

Attest

NOTICE OF PUBLIC MEETING - DES. NO. 2200176
I-65 and US 52 Interchange Improvement Project, Lebanon, Boone County, IN

The Indiana Department of Transportation (INDOT) will convene a public information meeting for the I-65 and US 52 Interchange Improvement Project (Des. No. 2200176) on **Thursday, December 15, 2022 at 7:00 p.m. at Lebanon High School, 510 Tiger Way, Lebanon, IN 46052. Please enter through Athletics Entrance (Door 5).** The format of the meeting will feature a formal short presentation to begin at 7:00 PM with an informal open house session starting immediately following the formal presentation. The open house session will provide the public an opportunity to view project exhibits and displays, as well as interact with the project team. **The purpose of the public information meeting is to obtain the public's views regarding the proposed project and its alternatives under consideration by INDOT.**

Please note that the content and discussion at thia meeting will only be regarding INDOT's I-65 and US 52 Interchange Improvement Project (Des. No. 2200176).

The purpose of the proposed project is to provide improved mobility and direct access to the areas east and west of I-65, north of Lebanon, as well as increase the LOS of the I-65/US 52 interchange to LOS D or better. In addition, the purpose of the proposed project is to support the economic development that is currently underway north of Lebanon, as well as the future growth of Lebanon and Boone County.

The need for the proposed project is evidenced by the lack of access due to the partial I-65/US 52 interchange that only provides I-65 northbound to US 52 northbound access and US 52 southbound to I-65 southbound access. I-65 traffic and west of I-65 near the US 52 interchange, as well as utilize less direct routes through low-speed residential areas and downtown Lebanon. Additionally, increased traffic congestion is expected due to the anticipated 7,000-acre LEAP Innovation and Research District being developed east and west of I-65, north of Lebanon, that is anticipated to be a large traffic generator and includes the Eli Lilly and Company campus that is anticipated to be constructed by 2025. Due to the increased traffic congestion, the I-65/US 52 interchange under existing conditions is expected to operate at a level of service (LOS) F (unacceptable) in the 2045 (design year) AM peak hours. LOS is a scale (A through F) which classifies operating conditions of roads. In general, the operating conditions of roads are considered acceptable in urban areas if found to operate at LOS D or better.

Additionally, the meeting presentation and exhibits will be posted online a week prior to the meeting at the project's website (www.I65us52improvement.com) and comments can be submitted through the website aa well. INDOT respectfully aska that all comments be submitted by January 16, 2023.

With advance notice, INDOT can provide special accommodation for persons with differing abilities, limited English speaking ability, and/or persons needing auxiliary aids or services such as interpreters, signers, readers, or large print. Should special accommodations be needed please contact Leigh Stevenson, American Structurepoint, Inc., at (317) 547-5580, or email lstevenson@structurepoint.com by December 13, 2022.

For any questions or comments, please contact Leigh Stevenson, American Structurepoint, Inc., at (317) 547-5580, or email lstevenson@structurepoint.com.

PUBLIC INFORMATION MEETING

Indiana Department of Transportation (INDOT)

I-65 and US 52 Interchange Improvement Project (Des. No. 2200176)

Lebanon, Boone County, Indiana

December 15, 2022
7:00 PM
Lebanon High School

Presentation also posted online at: www.i65us52improvement.com

1

Meeting Format

In-Person at meeting:

- Short video presentation
- Followed by an open house for a closer look at project exhibits and discussions with the project team

Online via website:

- Project Website: www.i65us52improvement.com
- Short video presentation, exhibits, and handouts available
- Provide comments and questions directly via comment box

Question and comments can also be sent by:

- Mail: Leigh Stevenson, American Structurepoint, Inc.
  9025 River Road, Suite 200
  Indianapolis, IN 46240
- Email: lstevenson@structurepoint.com

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

2

Presentation Agenda

- Meeting Intent
- Project Study Area
- Purpose & Need Overview
- Alternative Evaluation Criteria
- Conceptual Alternatives
- Environmental Process
- Project Development Timeline
- Next Steps

3

Meeting Intent

Provide an informal setting to learn about the project

Present and receive feedback on project information

4

Project Team





MEGAN | ARSHAD | SARAH | LEIGH | KEN

INDIANA DEPARTMENT OF TRANSPORTATION

MEGAN DELUCENAY
Public Relations Director

ARSHAD AHMED
Project Manager

AMERICAN STRUCTUREPOINT

SARAH EVERHART
Environmental Project Manager

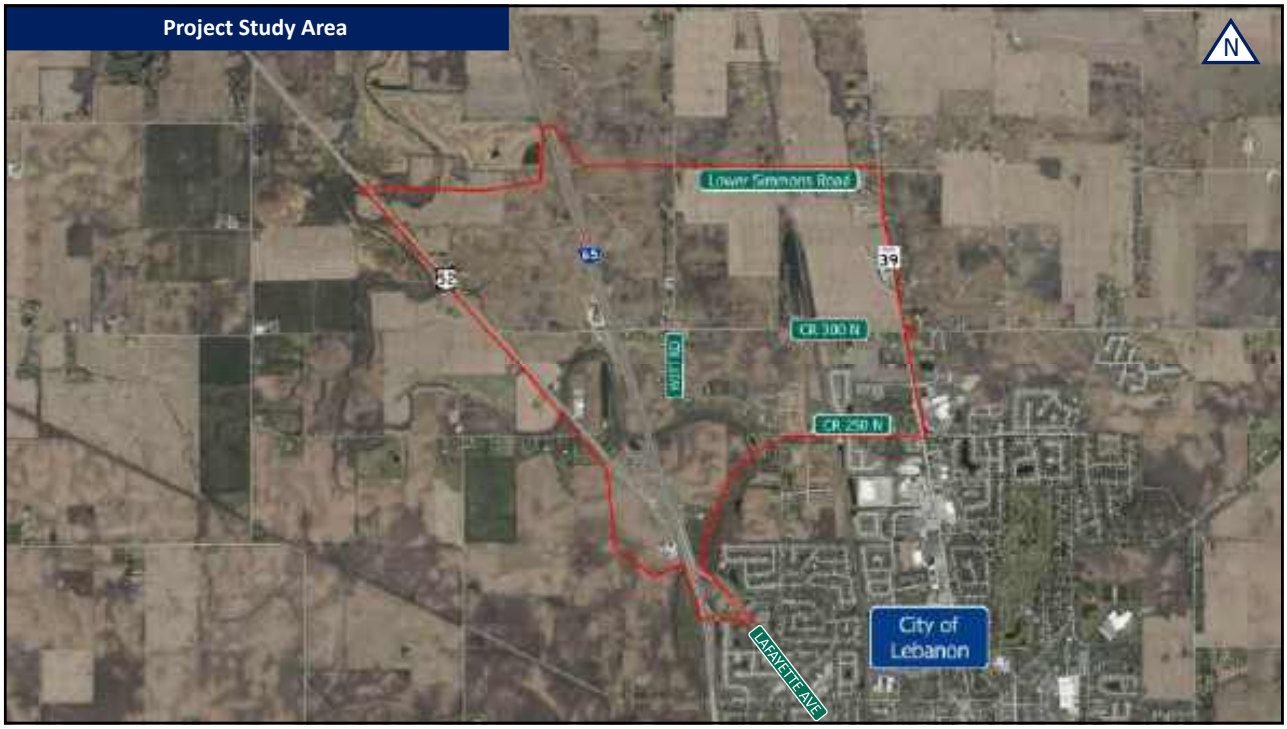
LEIGH STEVENSON
Environmental Specialist

KEN OLSON
Engineering Project Manager

5

Project Location

6



7

Need of the Project

Lack of access:

- I-65/US 52 interchange that only provides I-65 northbound to US 52 northbound access and US 52 southbound to I-65 southbound access. Traffic must utilize:
  - the **SR 47 and SR 32 interchanges** to reach the areas east and west of I-65
  - less direct routes **through low-speed residential areas and downtown Lebanon**

Increased traffic congestion:

- Planned developments
- Lebanon and Boone County future growth
- I-65/US 52 interchange under existing conditions is expected to operate at a **level of service (LOS) F** (unacceptable) in the 2045 (design year).

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Purpose of the Project

Improve mobility and direct access:

- to the areas east and west of I-65, north of Lebanon

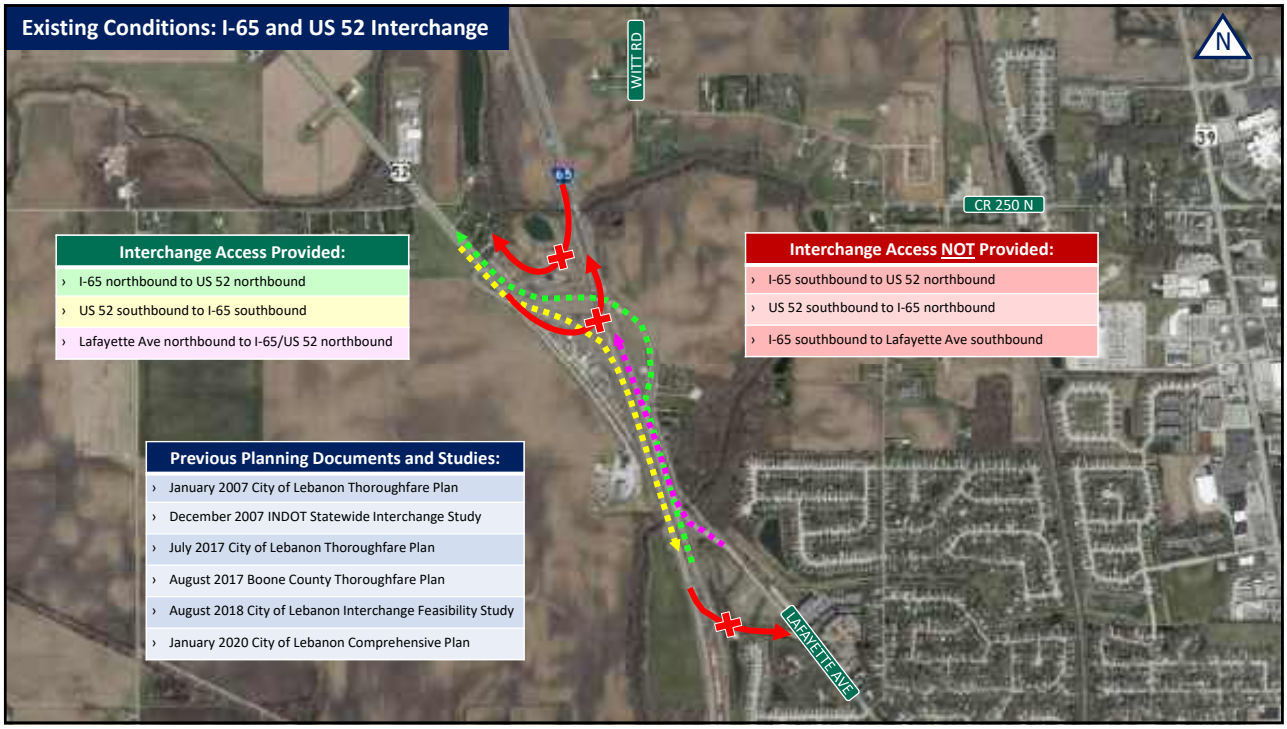
Improve the Level of Service (LOS):

- of the I-65/US 52 Interchange to LOS D or better

Support economic development currently underway:

- north of Lebanon and future growth of Lebanon and Boone County

9



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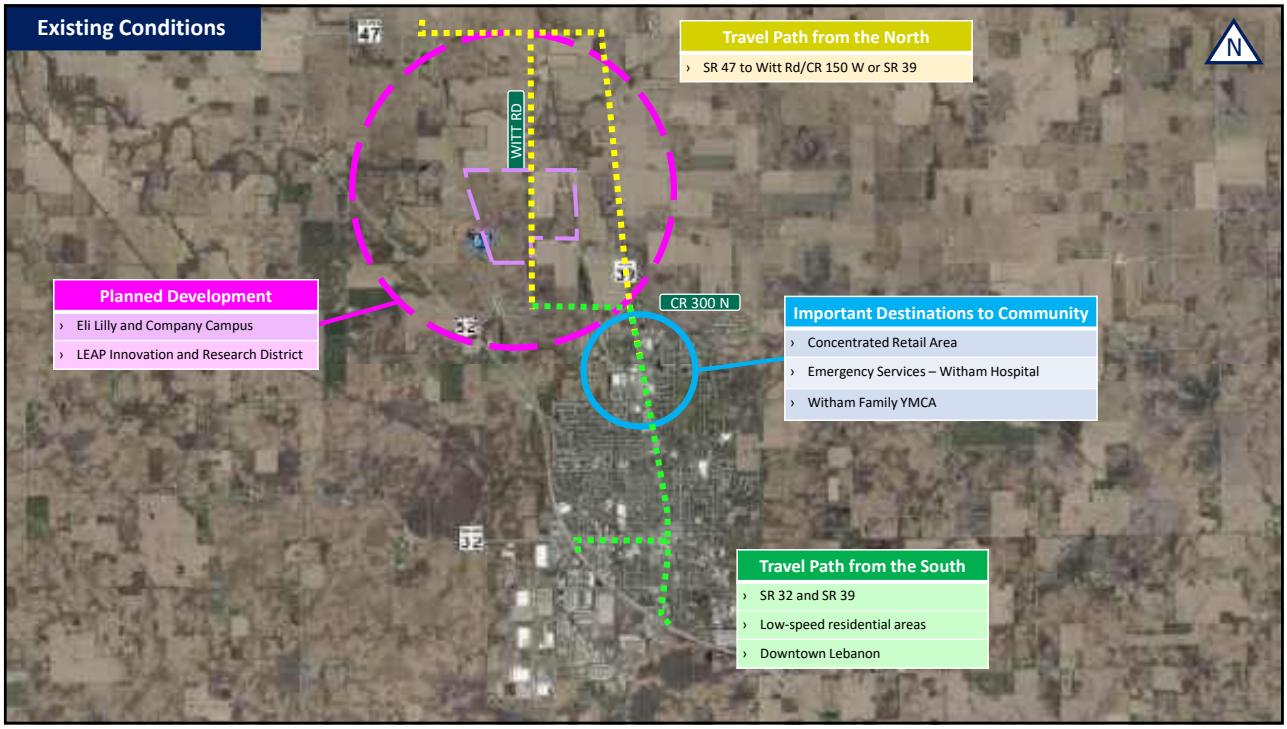

11

Project Alternatives

Eight conceptual alternatives have been identified:

- **Conceptual Alternative 1**
  - No Build/No improvements
- **Conceptual Alternative 2**
  - Local Roadway Improvements
- **Conceptual Alternative 3**
  - Lafayette Avenue Exit Ramp
- **Conceptual Alternative 4**
  - Reconstruct existing I-65 and US 52 Interchange
- **Conceptual Alternative 5**
  - Relocate interchange to I-65 and CR 300 N
- **Conceptual Alternative 6**
  - Relocate interchange to I-65 and CR 375 N
- **Conceptual Alternative 7**
  - Relocate interchange to I-65 and CR 300 N, offset 0.07 mile north
- **Conceptual Alternative 8**
  - Relocate interchange to I-65 and CR 300 N, offset 0.28 mile north

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Evaluation of Alternatives

- Alternatives will first be evaluated to determine if they meet the purpose and need of the project
  - Provide improved mobility and direct access to the areas east and west of I-65, north of Lebanon
  - Increase the LOS of the I-65/US 52 Interchange to LOS D or better
  - Support economic development currently underway north of Lebanon, and future growth of Lebanon and Boone County
- Any alternatives that do not meet the purpose and need, will be eliminated from further consideration

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Evaluation of Alternatives

- Remaining alternatives will be evaluated against the following criteria

Environmental Considerations	
Right-of-Way	Farmland Impacts
Relocations (Residential and Commercial)	Tree Clearing
Cultural Resource Impacts	Stream Crossings and Impacts
Recreational Property Use	Floodplain Impacts
Hazardous Material Concerns	Wetland Impacts
Environmental Justice Issues	

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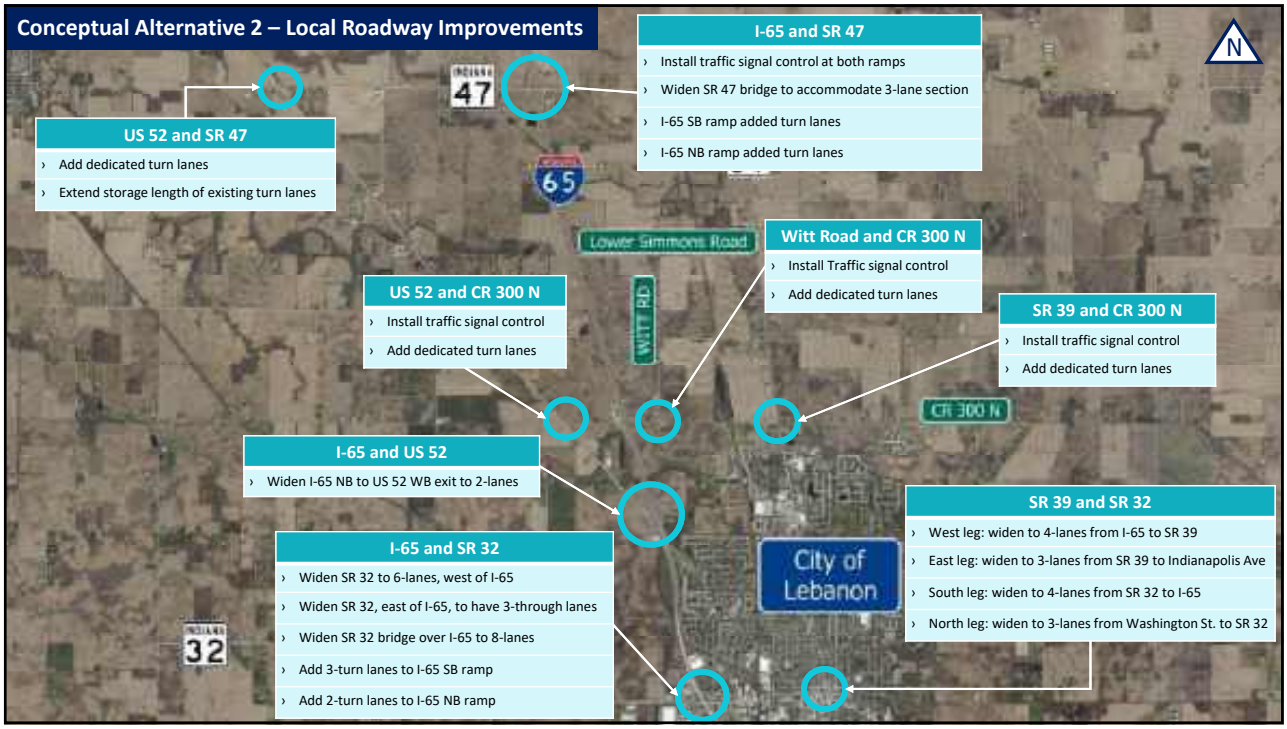
Evaluation of Alternatives

- Remaining alternatives will be evaluated against the following criteria

Engineering Considerations	
Level of Service	Construction Cost
Travel Time Benefit	Right-of-Way Cost
Interchange Spacing	Project Length
Constructability Risk	New Alignment Roadway Length
Utility Location/Relocations	Structure Length (Bridges)
Construction Phasing	

- Draft Alternatives Matrix has been prepared and can be viewed in-person after this presentation or online at the project website.

15



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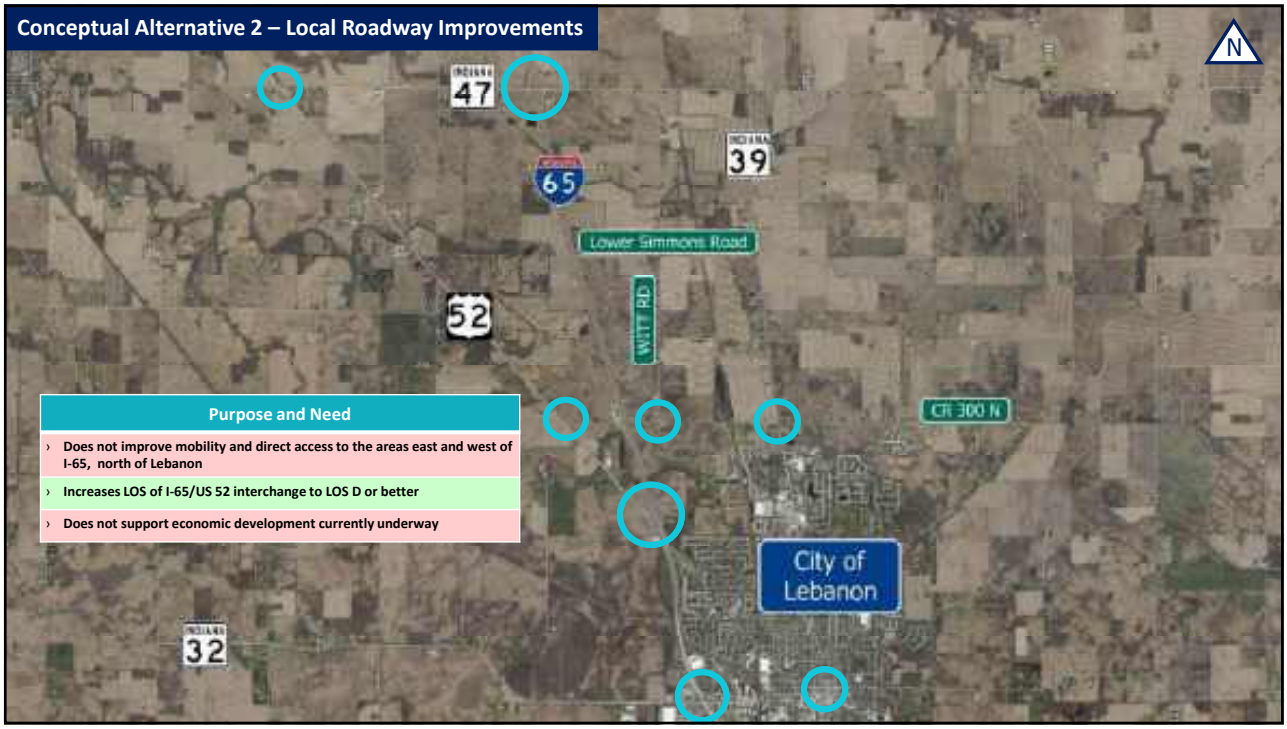
Conceptual Alternative 2 – Local Roadway Improvements
N
47
65
39
Lower Simmons Road
52
WITT RD
CR 300 N
Purpose and Need
› Does not improve mobility and direct access to the areas east and west of I-65, north of Lebanon
› Increases LOS of I-65/US 52 interchange to LOS D or better
› Does not support economic development currently underway
City of Lebanon
32

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Conceptual Alternative 3 – Lafayette Avenue Exit Ramp
N
65
52
CR 250 N
WITT RD
39
Proposed Improvements Include:
› Right-hand exit from I-65 southbound to Lafayette Ave
› Replaces the previously existing left-hand exit that was removed
› Crosses over I-65 then connects to Lafayette Avenue
Purpose and Need
› Does not improve mobility and direct access to the areas east and west of I-65, north of Lebanon
› Does not Increase LOS of I-65/US 52 interchange to LOS D or better
› Does not support economic development currently underway
LAFAYETTE AVE
City of Lebanon

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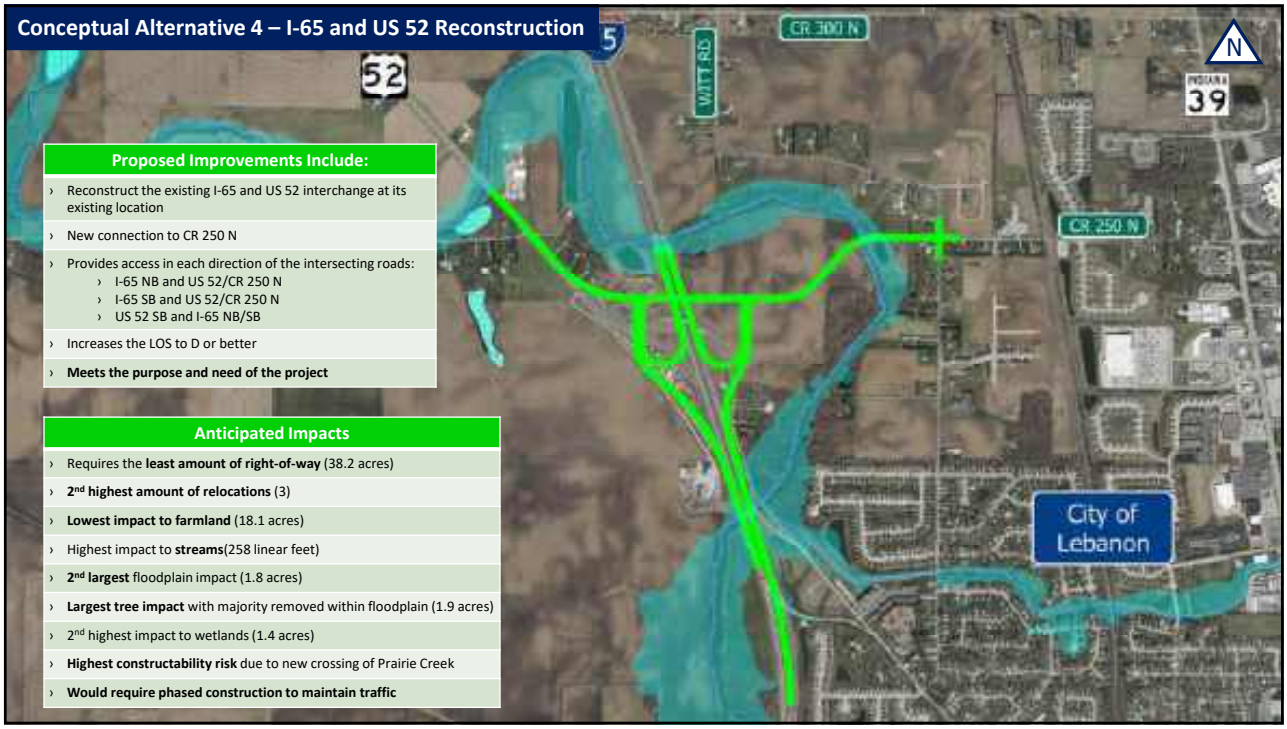
Conceptual Alternative 4 – I-65 and US 52 Reconstruction



Proposed Improvements Include:

- Reconstruct the existing I-65 and US 52 interchange at its existing location
- New connection to CR 250 N
- Provides access in each direction of the intersecting roads:
  - I-65 NB and US 52/CR 250 N
  - I-65 SB and US 52/CR 250 N
  - US 52 SB and I-65 NB/SB
- Increases the LOS to D or better
- **Meets the purpose and need of the project**

Anticipated Impacts

- Requires the **least amount of right-of-way** (38.2 acres)
- **2nd highest amount of relocations** (3)
- **Lowest impact to farmland** (18.1 acres)
- Highest impact to **streams**(258 linear feet)
- **2nd largest** floodplain impact (1.8 acres)
- **Largest tree impact** with majority removed within floodplain (1.9 acres)
- 2nd highest impact to wetlands (1.4 acres)
- **Highest constructability risk** due to new crossing of Prairie Creek
- **Would require phased construction to maintain traffic**

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Conceptual Alternative 5 – I-65 and CR 300 N

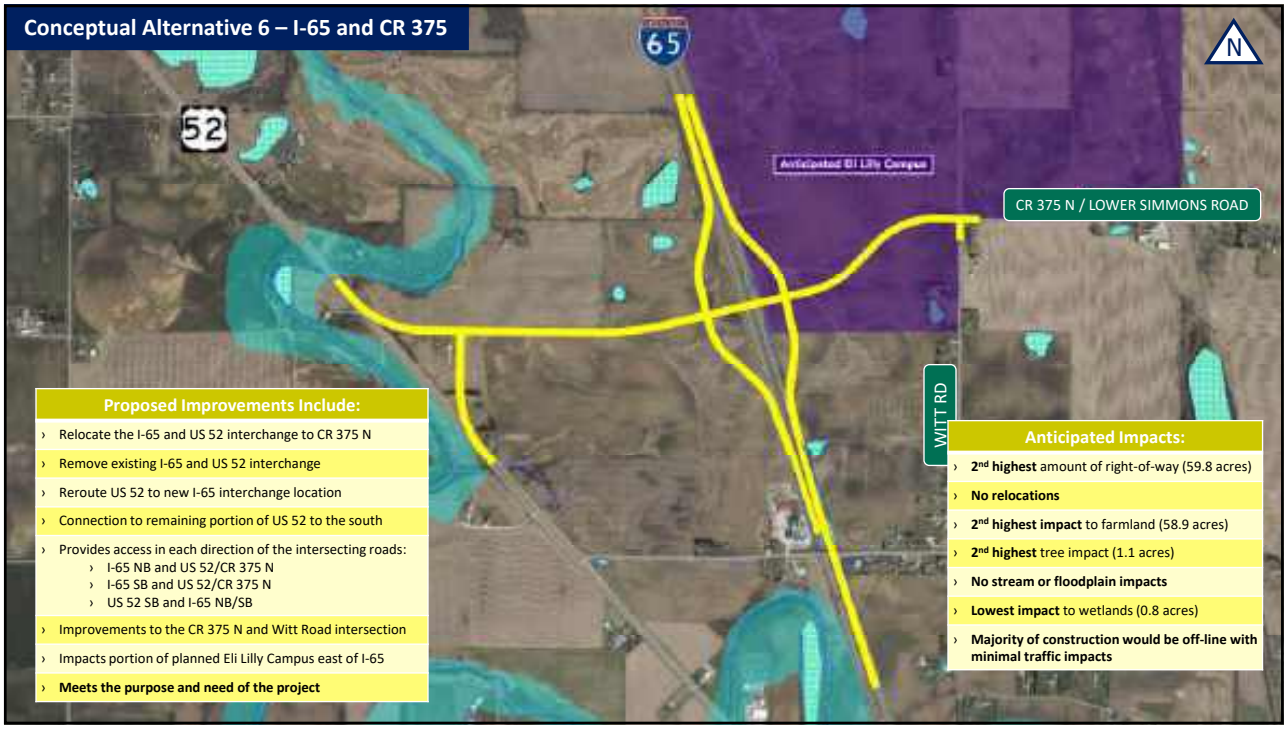
Proposed Improvements Include:

- Relocate the I-65 and US 52 interchange to CR 300 N
- Remove existing I-65 and US 52 interchange
- Reroute US 52 to new I-65 interchange location
- Connection to remaining portion of US 52 to the south
- Provides access in each direction of the intersecting roads:
  - I-65 NB and US 52/CR 300 N
  - I-65 SB and US 52/CR 300 N
  - US 52 SB and I-65 NB/SB
- Improvements to the CR 300 N and Witt Road intersection
- **Meets the purpose and need of the project**

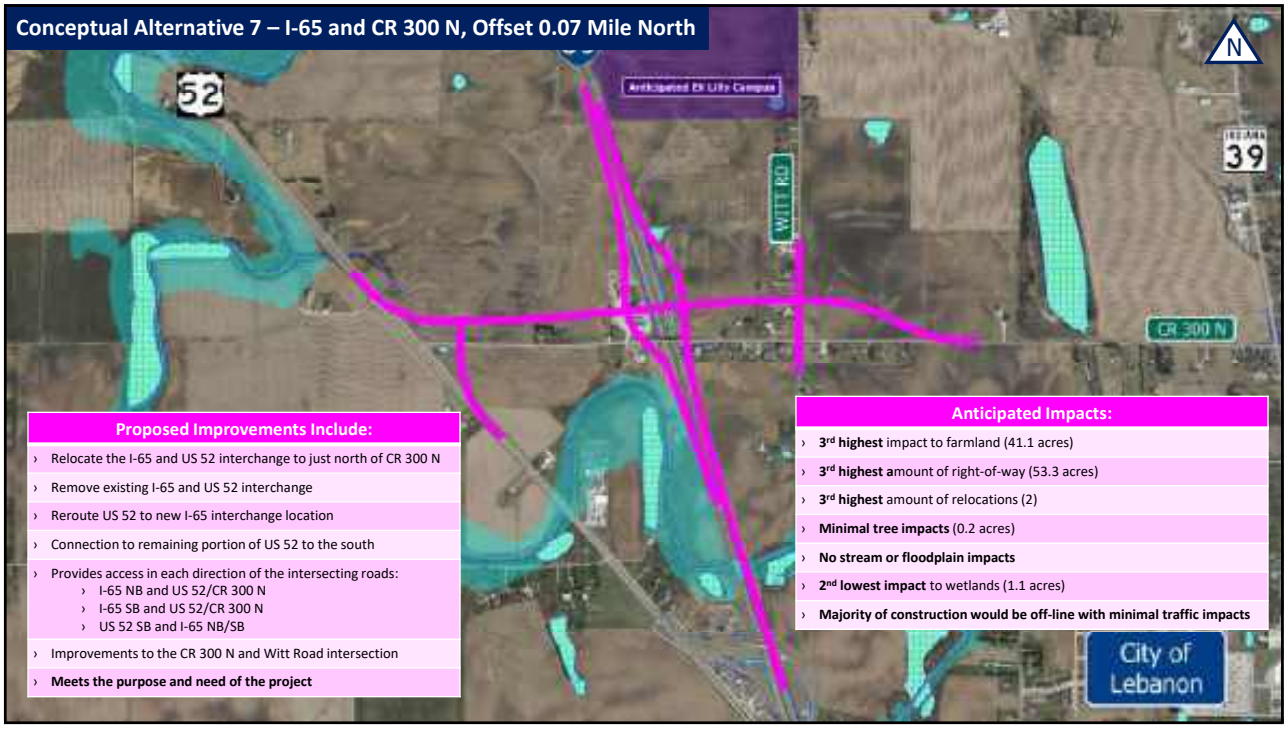
Anticipated Impacts:

- **2nd lowest** right-of-way (54.3 acres)
- **Most relocations** (14)
- **2nd lowest** impact to farmland (26.7 acres)
- **Highest floodplain** impact (2.1 acres)
- **Minimal** tree removal (0.2 acres)
- **2nd lowest** impact to wetlands (1.1 acres)
- **Would require phased construction to maintain traffic**

20

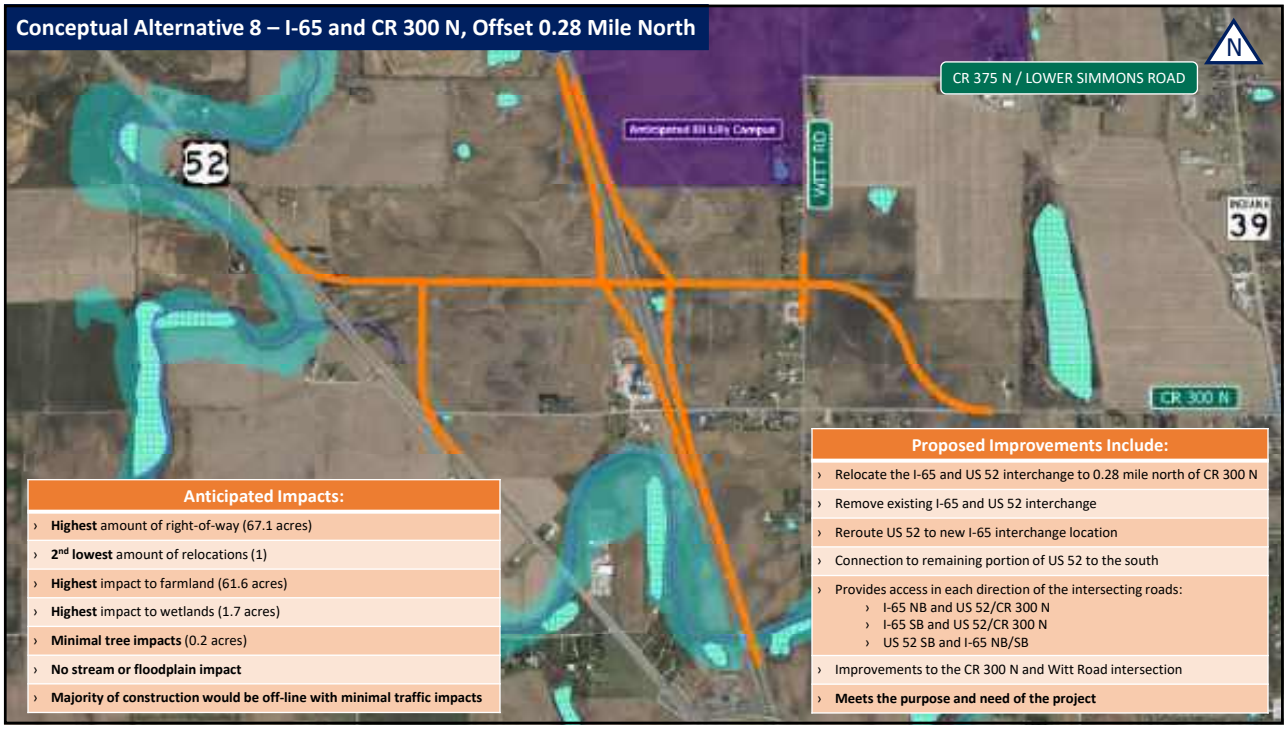

Conceptual Alternative 6 – I-65 and CR 375
65
52
N
Anticipated Eli Lilly Campus
CR 375 N / LOWER SIMMONS ROAD
WITT RD
Proposed Improvements Include:
› Relocate the I-65 and US 52 interchange to CR 375 N
› Remove existing I-65 and US 52 interchange
› Reroute US 52 to new I-65 interchange location
› Connection to remaining portion of US 52 to the south
› Provides access in each direction of the intersecting roads:
› I-65 NB and US 52/CR 375 N
› I-65 SB and US 52/CR 375 N
› US 52 SB and I-65 NB/SB
› Improvements to the CR 375 N and Witt Road intersection
› Impacts portion of planned Eli Lilly Campus east of I-65
› Meets the purpose and need of the project
Anticipated Impacts:
› 2nd highest amount of right-of-way (59.8 acres)
› No relocations
› 2nd highest impact to farmland (58.9 acres)
› 2nd highest tree impact (1.1 acres)
› No stream or floodplain impacts
› Lowest impact to wetlands (0.8 acres)
› Majority of construction would be off-line with minimal traffic impacts

21


Conceptual Alternative 7 – I-65 and CR 300 N, Offset 0.07 Mile North
52
N
Anticipated Eli Lilly Campus
WITT RD
39
CR 300 N
City of Lebanon
Proposed Improvements Include:
› Relocate the I-65 and US 52 interchange to just north of CR 300 N
› Remove existing I-65 and US 52 interchange
› Reroute US 52 to new I-65 interchange location
› Connection to remaining portion of US 52 to the south
› Provides access in each direction of the intersecting roads:
› I-65 NB and US 52/CR 300 N
› I-65 SB and US 52/CR 300 N
› US 52 SB and I-65 NB/SB
› Improvements to the CR 300 N and Witt Road intersection
› Meets the purpose and need of the project
Anticipated Impacts:
› 3rd highest impact to farmland (41.1 acres)
› 3rd highest amount of right-of-way (53.3 acres)
› 3rd highest amount of relocations (2)
› Minimal tree impacts (0.2 acres)
› No stream or floodplain impacts
› 2nd lowest impact to wetlands (1.1 acres)
› Majority of construction would be off-line with minimal traffic impacts

22

Conceptual Alternative 8 – I-65 and CR 300 N, Offset 0.28 Mile North



Anticipated Impacts:
› **Highest** amount of right-of-way (67.1 acres)
› **2nd lowest** amount of relocations (1)
› **Highest** impact to farmland (61.6 acres)
› **Highest** impact to wetlands (1.7 acres)
› **Minimal tree impacts** (0.2 acres)
› **No stream or floodplain impact**
› **Majority of construction would be off-line with minimal traffic impacts**

Proposed Improvements Include:
› Relocate the I-65 and US 52 interchange to 0.28 mile north of CR 300 N
› Remove existing I-65 and US 52 interchange
› Reroute US 52 to new I-65 interchange location
› Connection to remaining portion of US 52 to the south
› Provides access in each direction of the intersecting roads: › I-65 NB and US 52/CR 300 N › I-65 SB and US 52/CR 300 N › US 52 SB and I-65 NB/SB
› Improvements to the CR 300 N and Witt Road intersection
› **Meets the purpose and need of the project**

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Environmental Process

Requirement of the National Environmental Policy Act (NEPA)

- Requires evaluation of environmental impacts of the project on the natural and social environment
  - Waterways, wetlands, endangered species, etc.
  - Historic Resources
  - Social and economic factors
- Environmental document
  - Prepared in accordance with state and federal guidelines
  - Evaluates impacts of proposed project
  - Evaluates **several possible alternatives including a "Do Nothing" or "No Build" alternative** to serve as a baseline comparison
- The goal is to **Avoid, Minimize, and Mitigate** Impacts

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Environmental Process

NEPA Status:

- **Gathering** Information and **Identifying** Resources
  - Water Resources
    - Various Wetlands
    - Prairie Creek and its floodplain
  - Historic Resources
- **Evaluating** Alternatives
- **Coordinating** with local, state, and federal agencies
- **Gathering** community/public input

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Environmental Process

Historic Resources:

- **Section 106** of the National Historic Preservation Act (NHPA)
  - **Evaluate** all above ground structures **50 years old or older** for eligibility for the National Register of Historic Places (NRHP or National Register)
  - Requires below ground, or **archaeological investigation**, to look for things that people may have made, used, or left behind.

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Environmental Process

Historic Resources:

- **Preliminary Resources Identified:**
  - US 52 bridge over Prairie Creek (Bridge No. 052-06-03142)
    - Previously determined eligible for the National Register
  - Beck Cemetery (IHSSI No.: 011-269-25016; CR-06-1) Located along US 52 north of CR 300 N
  - Historic resource investigations will continue:
    - Historic Property Report
    - Archaeology Report

US 52 bridge over Prairie Creek

Beck Cemetery

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Community Involvement

Public Involvement:

- Notice of Survey
- Public Information Meeting
- Public Hearing

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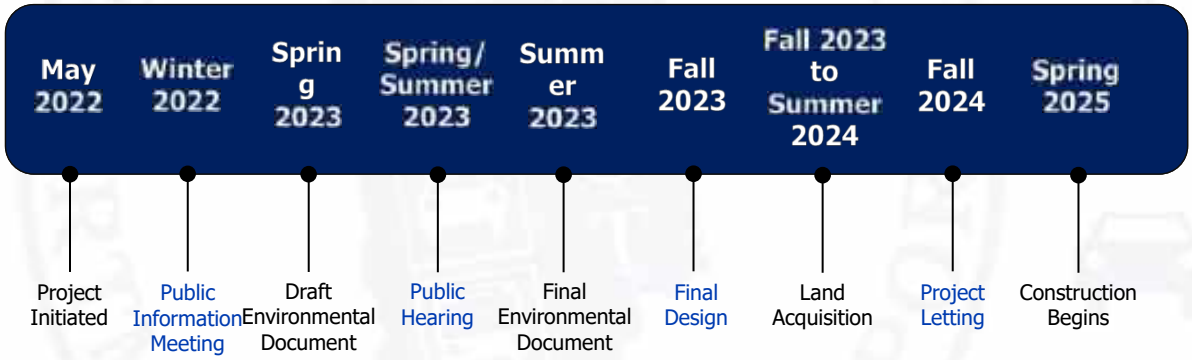
Community Involvement

ANTICIPATED PROJECT



*This is an anticipated schedule based on estimated duration for federally funded projects and is subject to change as the project develops

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Submitting Public Comments

INDOT4U

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

Via website, mail, or email:

- **Project website:** www.i65us52improvement.com
- **Mail:** Leigh Stevenson, American Structurepoint, Inc.
  9025 River Road, Suite 200
  Indianapolis, IN 46240
- **Email:** lstevenson@structurepoint.com

In-Person at meeting:

- Public comment form available at sign-in
- Submit completed forms to Project Team member

INDOT respectfully requests comments be submitted by January 16, 2022

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THANK YOU!

Please feel free to view the exhibits in the next room and ask questions of the project team

Additional information, the video presentation, and project exhibits can also be found on the project website at www.i65us52improvement.com

Comments and/or Questions after the meeting can be directed to:

Leigh Stevenson
American Structurepoint, Inc.
9025 River Road, Suite 200
Indianapolis, IN 46240

Email : lstevenson@structurepoint.com
Phone: (317) 547-5580
Fax: (317) 543-0270

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SIGN-IN / MAILING LIST

PUBLIC INFORMATION MEETING

I-65 and US 52 Interchange Improvement Project (Des. No. 2200176)
December 15, 2022
Lebanon High School, 510 Tiger Way, Lebanon, IN

Before including your address, phone number, e-mail address, or other personal identifying information on the meeting Sign-In Sheet or on your comment submittal, be advised that your comment - including your personal identifying information - may be publicly available at any time. While you can ask us to withhold personal identifying information from public review, we cannot guarantee that we will be able to do so.

Name	Mailing Address	Email
Tracy Baker	Address: 1671 W. 300 N City: Lebanon State: IN Zip: 46052	[redacted]
Mark Michael	Address: 815 W 300 N City: Lebanon State: IN Zip: 46052	
Laura Hollingsworth	Address: 20210 - 300 N City: LEBANON State: IN Zip: 46052	
Greg Wards	Address: 1714 Ashley dr. City: Lebanon State: IN Zip: 46052	
Dan Bashor	Address: 827 Foxglove Ct City: Lebanon State: IN Zip: 46052	
GREG RICHARDS	Address: 1325 W 300 N City: LEBANON State: IN Zip: 46052	
Joe Spore	Address: 1106 Solomon Ln City: Lebanon State: IN Zip: 46052	
Lisa Robinson	Address: 2322 Grant Blvd City: Lebanon State: IN Zip: 46052	

SIGN-IN / MAILING LIST

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Name	Mailing Address	Email
KEVIN KRUCEK	Address: 401 S. MERIDIAN ST City: LEBANON State: IN Zip: 46052	[redacted]
Chrissy Asbell	Address: 875 W 375 N City: Lebanon State: IN Zip: 46052	
Laura Tucker	Address: 409 E Green St City: Lebanon State: IN Zip: 46052	
Leon Brown	Address: 2320 Turnberry Dr City: Lebanon State: In Zip: 46052	
Patty Hollingsworth	Address: 2072 W 300 N City: Lebanon State: IN Zip: 46052	
Charles Plott	Address: 2040 W 300 N City: Lebanon State: IN Zip: 46052	
Cindy Vickrey	Address: 2775 N 150 W City: Lebanon State: In Zip: 46052	
Margaret Walters	Address: 215 East Dr City: Lebanon State: IN Zip: 46052	

SIGN-IN / MAILING LIST

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Name	Mailing Address	Email
Linda Delph	Address: 2980 N. SR. 39 City: Lebanon State: IN Zip: 46052	[redacted]
Brian + Kathy Jedwabny	Address: 2311 W 250 N City: Lebanon State: IN Zip: 46052	
Robert Blevens Mandy Whitesell	Address: 1627 W. 300 N. City: Lebanon State: IN Zip: 46052	
Jacqueline + Dustin Foster	Address: 2215 Windbreaker Lane City: Lebanon State: IN Zip: 46052	
Sherry Stolle + John	Address: 6328 N. State Road 47 City: Darlington State: IN Zip: 47940	
Brent + Erin Gick	Address: 905 W 375 N City: Lebanon State: IN Zip: 46052	
TOM MELOWE	Address: 4220 400 N City: THORNTOWN State: IN Zip: 46071	
Cathi Gould	Address: 4490 W 400 N City: Thorntown State: IN Zip: 46071	

SIGN-IN / MAILING LIST

PUBLIC INFORMATION MEETING

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Name	Mailing Address	Email
Tom LARKIN	Address: 2443 N. STATE ROAD 52 City: LEBANON State: IN Zip: 46052	[redacted]
JOEL MCWATERS	Address: City: State: Zip:	
Kari Carmany-George	Address: City: State: Zip:	
Chuck Wright	Address: City: State: Zip:	
Kim & Jim Love	Address: 3150 N St. Rd 52 City: LEBANON State: IN Zip: 46051	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	

SIGN-IN / MAILING LIST

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Lebanon High School, 510 Tiger Way, Lebanon, IN

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Name	Mailing Address	Email
Linda Fahrenbach	Address: 5405 N 150 W City: Lebanon State: IN Zip: 46052	[redacted]
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	

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PUBLIC INFORMATION MEETING

I-65 and US 52 Interchange Improvement Project (Des. No. 2200176)
December 15, 2022
Lebanon High School, 510 Tiger Way, Lebanon, IN

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Name	Mailing Address	Email
MARK RANSOM	Address: 214 East Dr City: LEBANON State: IN Zip: 46052	[redacted]
JEROME HARRIS	Address: 2305 WINDHAVEN LN City: LEBANON State: IN Zip: 46052	
KEITH PORTER	Address: 893 W 500 N City: LEBANON State: IN Zip: 46052	
Jessica Smith	Address: 2623 Countryside Drive City: Lebanon State: IN Zip: 46052	
Adam Gholson	Address: 2225 windhaven LN City: Lebanon State: In Zip: 46052	
Glenn Beasley	Address: 71 south 200 West City: Lebanon State: IN Zip: 46052	
Jason Duff	Address: City: State: Zip:	
Paul Hovsin	Address: 395 E St Rd 47 City: Leb State: IN Zip: 46052	

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Name	Mailing Address	Email
David + Michelle Nelson	Address: 115 Terrace Ct City: Lebanon State: IN Zip: 46052	[redacted]
Randy Parr	Address: 105 W Maple Dr City: Lebanon State: IN Zip: 46052	
Chad Cauchman	Address: 1740 W 300 N City: Lebanon State: IN Zip: 46052	
Vanessa Cauchman	Address: 1711 W 300 N City: Lebanon State: IN Zip: 46052	
Christie Mitchell	Address: 455 W. 300 N. City: Lebanon State: IN Zip: 46052	
Jean & Greg Kulp	Address: 3030 N. 150 W. City: Lebanon State: In Zip: 46052	
Debbie OBrien	Address: 4214 N 350 W City: Thorntown State: In Zip: 46071	
[illegible]	Address: 327 Advance West Wall City: Jamestown State: IN Zip: 46147	

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Name	Mailing Address	Email
Jeff Obenchain	Address: 21 N 200 W City: Lebanon State: IN Zip: 46052	[redacted]
Dana Obenchain	Address: 21 N 200 W City: Lebanon State: IN Zip: 46052	
Michael + Joyce Yaryan	Address: 1025 N. 500 W. City: Lebanon State: IN Zip: 46052	
Rick & Cathy Marshall	Address: 4340 W 300 N City: Lebanon State: IN Zip: 46052	
Rich & Brenda Shouse	Address: 3354 N 150 W City: Lebanon State: IN Zip: 46052	
Kelly Reynolds	Address: 2970 N 150 W City: Lebanon State: IN Zip: 46052	
Barbara Belcher	Address: 2205 W. 250 N. City: Lebanon State: IN Zip: 46052	
Elaine Whiteman	Address: 221 East DR City: Lebanon State: IN Zip: 46052	

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Name	Mailing Address	Email
Lori Hieston	Address: 25 W Oak St City: Jamestown State: IN Zip: 46147	[redacted]
Frenchie Richardson	Address: 3040 N 150 W. City: Lebanon State: IN Zip: 46052	
Peggy A. Daggy	Address: 2005 W 250 N City: Lebanon State: IN Zip: 46052	
Don Allen	Address: 1419 Victory Dr City: Lebanon State: In Zip: 46052	
Jay & Jenny Fields	Address: 1102 W 300 N City: Lebanon State: IN Zip: 46052	
Jeff Sallee	Address: 4490 W 400 N City: Thorntown State: IN. Zip: 46071	
Matt Gentry	Address: 1203 N Meridian St City: Lebanon State: IN Zip: 46052	
Eric Reynolds	Address: 2970 N 150 W City: Lebanon State: IN Zip: 46052	

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Name	Mailing Address	Email
Bruce Crostreat	Address: 895 W 300 N City: Lebanon State: IN Zip: 46052	[redacted]
Jennifer Hardwick	Address: 2450 Witt Rd. City: Lebanon IN State: IN Zip: 46052	
DICK Robertson	Address: 649 KARA Ct. City: LEBANON State: IN Zip: 46052	
MARK PIERLE	Address: 921 N GRANT ST City: LEBANON State: IN Zip: 46052	
Jill Acton	Address: 2925 S 200 E City: Lebanon State: IN Zip: 46052	
SCOTT SINGLETON	Address: 557 NORTHFIELD RD. City: PLAINFIELD State: IN Zip: 46168	
AARON SMITH	Address: 2625 COUNTRYSIDE DR, City: LEBANON State: IN Zip: 46052	
PHIL LUDLOW	Address: 5419 E. COUNTY ROAD 750 NORTH City: PITTSBORO State: IN Zip: 46167	

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Name	Mailing Address	Email
Denise Niblick	Address: / City: / State: / Zip:	[redacted]
KENT FRANDSEN	Address: / City: / State: / Zip:	
Alisha Brenneke	Address: / City: / State: / Zip:	
Nick Brenneke	Address: / City: / State: / Zip:	
Garen Carnes	Address: / City: / State: / Zip:	
Amanda Ribordy	Address: / City: / State: / Zip:	
WANDA GARST	Address: / City: / State: / Zip:	
JOHN ALLEN	Address: 3016 N 150 W / City: LEBANON / State: IN / Zip: 46052	

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Name	Mailing Address	Email
Jonathan Emenhiser	Address: 2403 W. 1st Road City: Lebanon State: IN Zip: 46052	[redacted]
Louie + Maria Shepherd	Address: 3295 W. 250 N. City: Lebanon State: IN Zip: 46052	
Damon Kries	Address: 1137 Brooks Dr Dr. City: Lebanon State: IN Zip: 46052	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	

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Name	Mailing Address	Email
Jeff Wolfe	Address: 201 E Ulen Dr City: Lebanon State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	

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Name	Mailing Address	Email
Betty Jean Brown	Address: 2995 N. SR 39 City: Lebanon State: IN Zip: 46052	[redacted]
WETHERALD Tom & Linda Wetherald	Address: 280 W 300 N City: LEBANON State: IN Zip: 46052	
STEVE ISENHOWER	Address: 2460 WITT ROAD City: LEBANON State: IN Zip: 46052	
William Rogers	Address: 1465 W. 275N City: LEBANON State: IN Zip: 46052	
Margaret Bliz	Address: 2457 W. 950 N. City: Thorntown State: IN Zip: 46071	
Jacob Cunningham	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	

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Name	Mailing Address	Email
Robert A Caldwell Tim Caldwell	Address: 1658 W 300 N City: Lebanon State: IN Zip: 46052	[redacted]
Cheryl Lowe	Address: 3005 N St Rd 39 City: Lebanon State: IN Zip: 46052	
Rick Mary Whiteman	Address: 2445 N St. Rd 52 City: Lebanon State: IN Zip: 46052	
Ned Newhart	Address: 11745 W 400 N City: Thorntown State: IN Zip: 46071	
MICHAEL & ROXANNA LASLEY	Address: 1712 LAFAYETTE AVE. City: LEBANON State: IN. Zip: 46052	
Doug-Lynette Dickerson	Address: 1320 W. 275 N. City: Lebanon State: IN Zip: 46052	
MIKE NELSON	Address: 1344 W 275 N City: LEBANON State: IN Zip: 46052	
Cynthia Holmes	Address: 2457 W 950 N City: Thorntown State: IN Zip: 46071	

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Name	Mailing Address	Email
Bob Fisher	Address: _____ City: _____ State: _____ Zip: _____	[redacted]
	Address: _____ City: _____ State: _____ Zip: _____	
	Address: _____ City: _____ State: _____ Zip: _____	
	Address: _____ City: _____ State: _____ Zip: _____	
	Address: _____ City: _____ State: _____ Zip: _____	
	Address: _____ City: _____ State: _____ Zip: _____	
	Address: _____ City: _____ State: _____ Zip: _____	
	Address: _____ City: _____ State: _____ Zip: _____	

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Name	Mailing Address	Email
Jerry Hinds JR	Address: 2450 U.S. 52 Rd. City: Lebanon State: IN Zip: 46052	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	

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Name	Mailing Address	Email
Greg Slipher	Address: 5874 W 700 N. City: Thorntown State: IN Zip: 46071	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	

Conceptual Alternative 2: Local Roadway Improvements

December 15, 2022
DRAFT - NOT FOR CONSTRUCTION

LEGEND
Conceptual Alternative 2 Improvement Locations

US 52 and SR 47
> Add dedicated turn lanes
> Extend storage length of existing turn lanes

I-65 and SR 47
> Install traffic signal control at both ramps
> Widen SR 47 bridge to accommodate 3-lane section
> I-65 SB ramp added turn lanes
> I-65 NB ramp added turn lanes

Witt Road and CR 300 N
> Install traffic signal control
> Add dedicated turn lanes

US 52 and CR 300 N
> Install traffic signal control
> Add dedicated turn lanes

SR 39 CR 300 N
> Install traffic signal control
> Add dedicated turn lanes

I-65 and US 52
> Widen I-65 NB to US 52 WB exit to 2-lanes

I-65 and SR 32
> Widen SR 32 to 6-lanes, west of I-65
> Widen SR 32 to have 3 WB-through lanes, east of I-65
> Widen SR 32 bridge over I-65 to 8-lanes
> Add 3-turn lanes to I-65 SB ramp
> Add 2-turn lanes to I-65 NB

SR 39 and SR 32
> West leg: widen to 4-lanes from I-65 to SR 39
> East leg: widen 3-lanes from SR 39 to Indianapolis Ave
> South leg: widen to 4-lanes from SR 32 to I-65
> North leg: widen to 3-lanes from Washington St to SR 32

INDIANA 47
INDIANA 39
INTERSTATE 65
52
INDIANA 32
Lower Simmons Road
WITT RD
CR 300 N
City of Lebanon

EXHIBIT 2

0' 2000'

I-65 and US 52 Interchange Improvement (DES 2200176)

INDOT Crawfordsville District
Boone County, Lebanon, Indiana

Conceptual Alternative 3: Lafayette Avenue Exit Ramp

December 15, 2022
DRAFT - NOT FOR CONSTRUCTION

LEGEND
- Conceptual Alternative 3
- Stream
- Wetland
- Floodplain

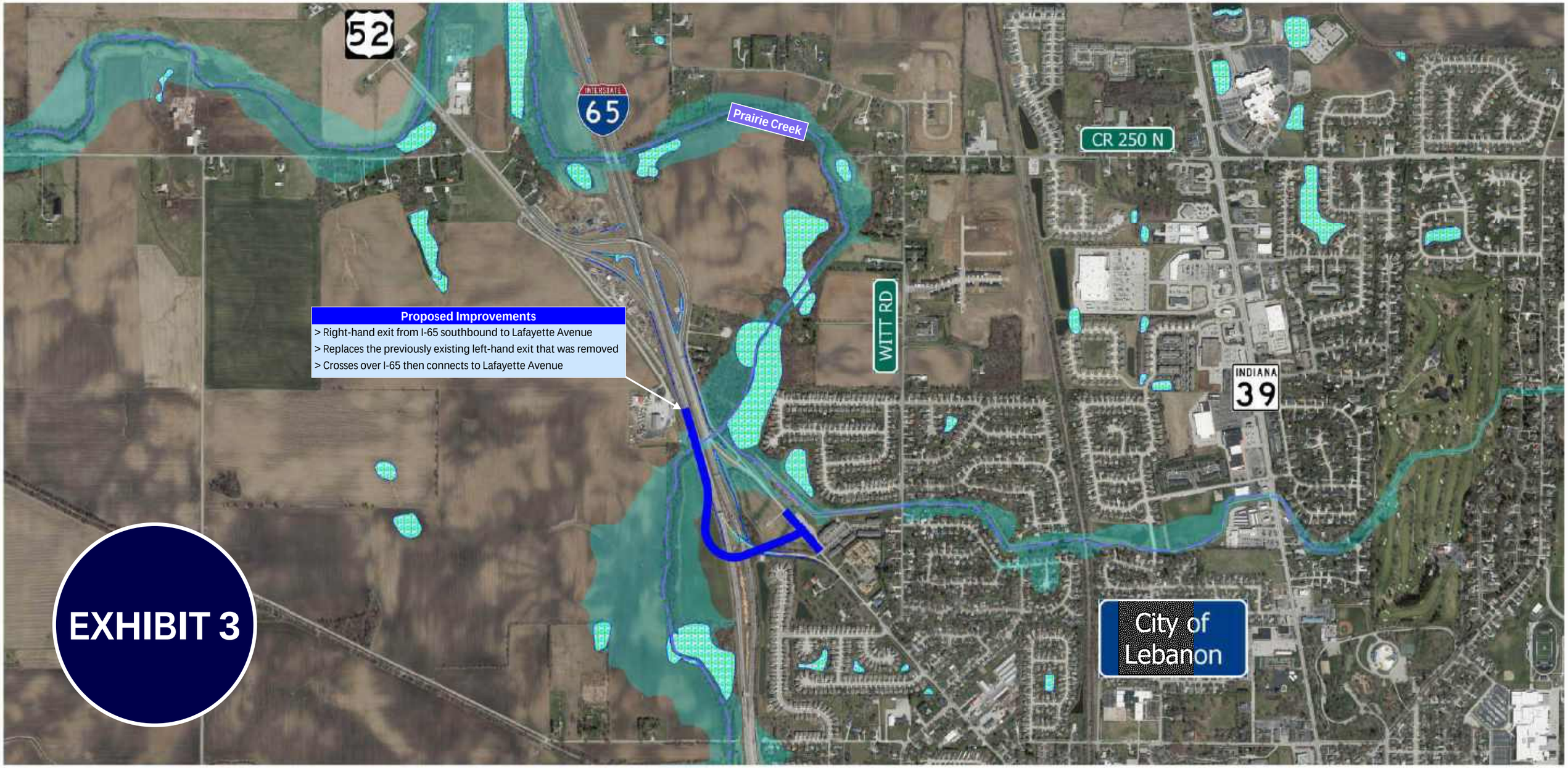

EXHIBIT 3

0' 500'

I-65 and US 52 Interchange Improvement (DES 2200176)

INDOT Crawfordsville District
Boone County, Lebanon, Indiana

Conceptual Alternative 4: I-65 and US 52 Reconstruction

December 15, 2022
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LEGEND
- Conceptual Alternative 4
- Stream
- Wetland
- Floodplain

Proposed Improvements
> Reconstruct the existing I-65 and US 52 interchange at its existing location
> New connection to CR 250 N
> Provides access in each direction of the intersecting roads:
  > I-65 NB and US 52/CR 250 N
  > I-65 SB and US 52/CR 250 N
  > US 52 SB and I-65 NB/SB
> Increases the LOS to D or better

EXHIBIT 4

0' 500'

N

I-65 and US 52 Interchange Improvement (DES 2200176)

INDOT Crawfordsville District
Boone County, Lebanon, Indiana

Conceptual Alternative 5: I-65 and CR 300 N

December 15, 2022
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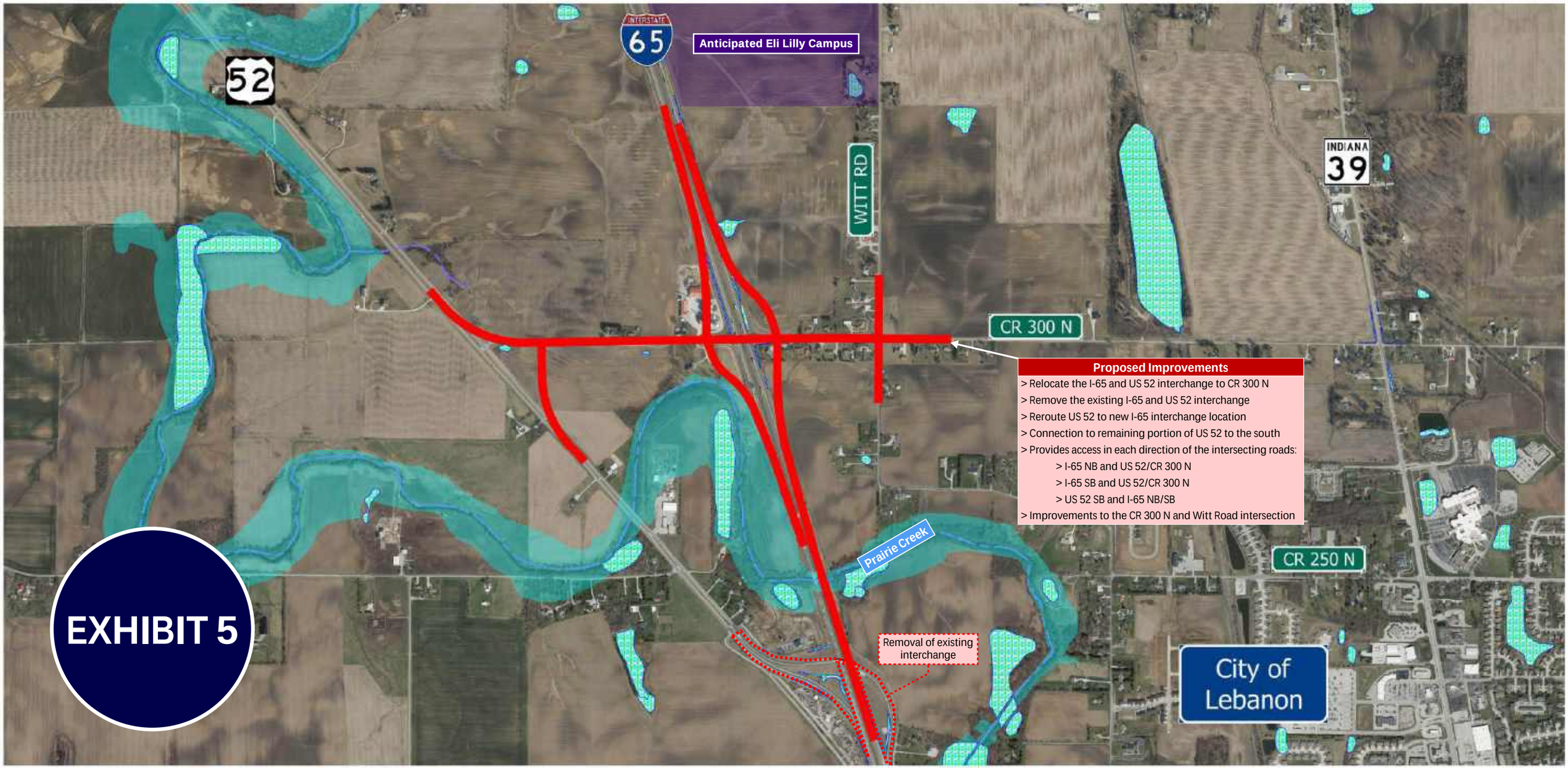
LEGEND
- Conceptual Alternative 5
- Stream
- Wetland
- Floodplain



Proposed Improvements
- > Relocate the I-65 and US 52 interchange to CR 300 N
- > Remove the existing I-65 and US 52 interchange
- > Reroute US 52 to new I-65 interchange location
- > Connection to remaining portion of US 52 to the south
- > Provides access in each direction of the intersecting roads:
  - > I-65 NB and US 52/CR 300 N
  - > I-65 SB and US 52/CR 300 N
  - > US 52 SB and I-65 NB/SB
- > Improvements to the CR 300 N and Witt Road intersection

0' 500'

N

I-65 and US 52 Interchange Improvement (DES 2200176)

INDOT Crawfordsville District
Boone County, Lebanon, Indiana

Conceptual Alternative 6: I-65 and CR 375 N

December 15, 2022
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LEGEND
- Conceptual Alternative 6
- Stream
- Wetland
- Floodplain

INTERSTATE 65
US 52
Prairie Creek
Anticipated Eli Lilly Campus
CR 375 N/Lower Simmons Road
WITT RD
INDIANA 39
CR 300 N

Proposed Improvements
> Relocate the I-65 and US 52 interchange to CR 375 N
> Remove the existing I-65 and US 52 interchange
> Reroute US 52 to new I-65 interchange location
> Connection to remaining portion of US 52 to the south
> Provides access in each direction of the intersecting roads:
  > I-65 NB and US 52/CR 375 N
  > I-65 SB and US 52/CR 375 N
  > US 52 SB and I-65 NB/SB
> Improvements to the CR 375 N and Witt Road intersection
> Impacts portion of planned Eli Lilly Campus east of I-65

EXHIBIT 6

0' 500'

N

I-65 and US 52 Interchange Improvement (DES 2200176)

INDOT Crawfordsville District
Boone County, Lebanon, Indiana

INDIANA DEPARTMENT OF TRANSPORTATION

Conceptual Alternative 7: I-65 and CR 300 N, Offset 0.07 Mile North

December 15, 2022
DRAFT - NOT FOR CONSTRUCTION

Conceptual Alternative 7
Stream
Wetland
Floodplain

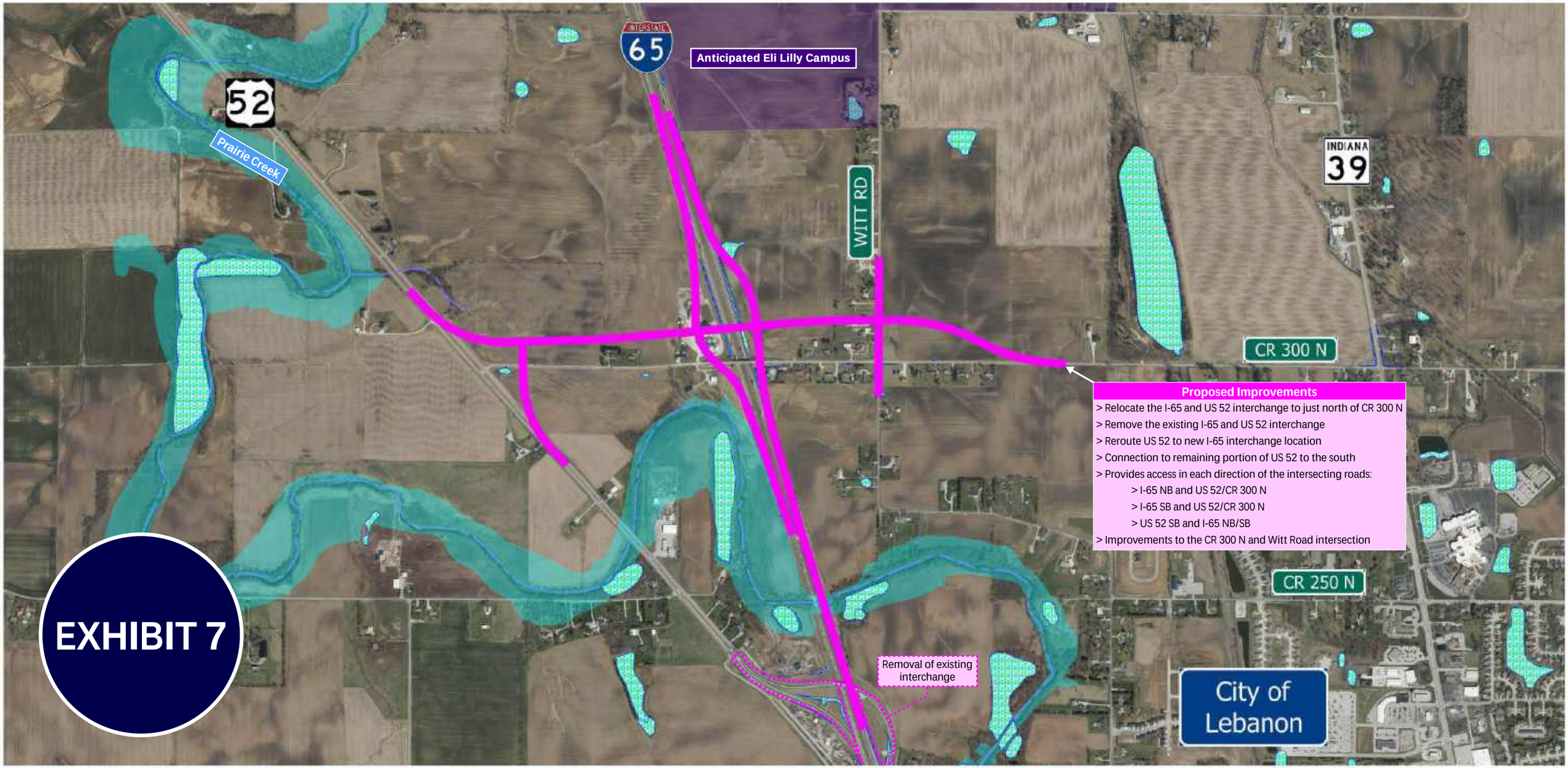


EXHIBIT 7

0' 500'

N

I-65 and US 52 Interchange Improvement (DES 2200176)

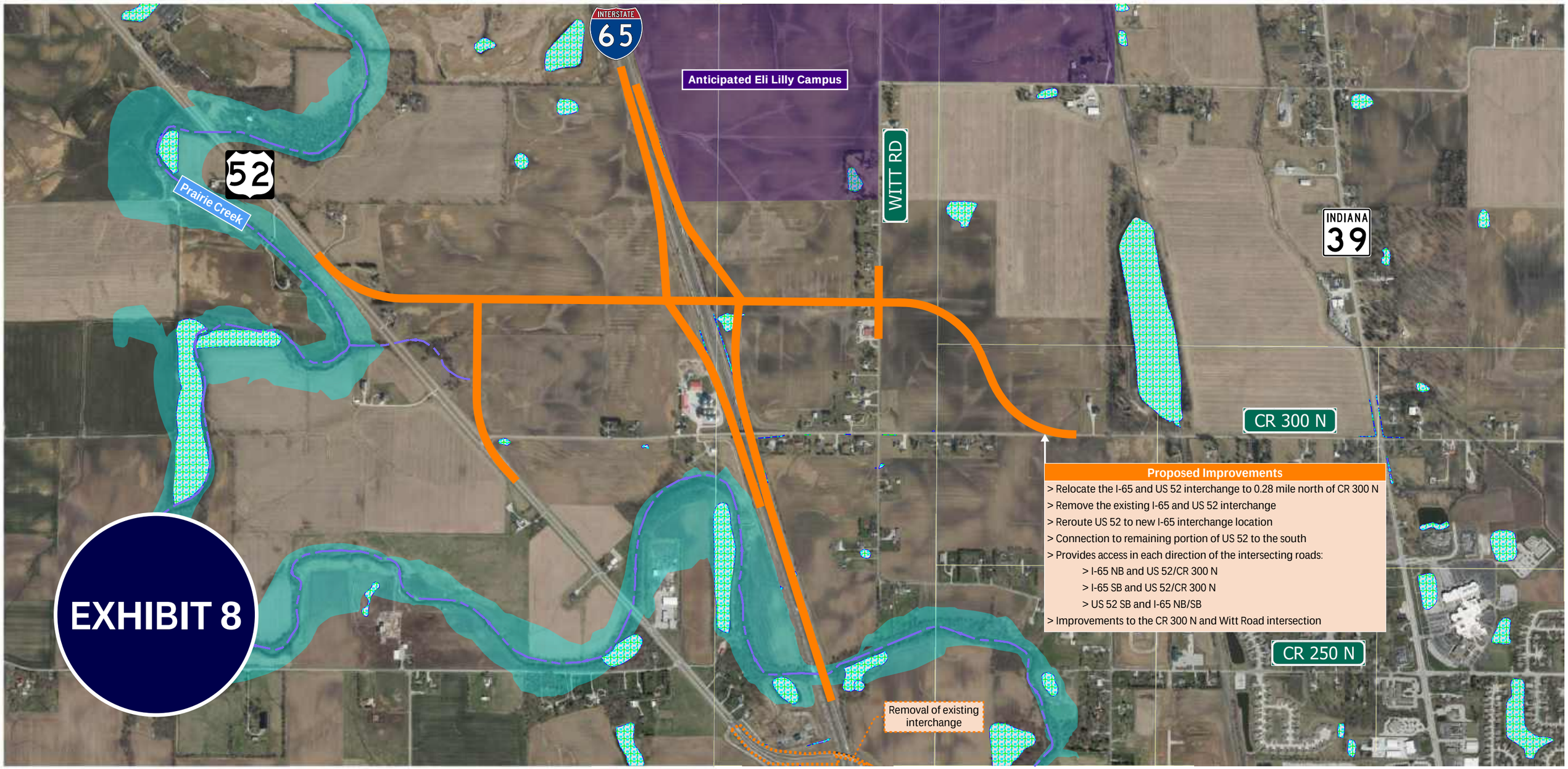
INDOT Crawfordsville District
Boone County, Lebanon, Indiana

INDIANA DEPARTMENT OF TRANSPORTATION

Conceptual Alternative 8: I-65 and CR 300 N, Offset 0.28 Mile North

December 15, 2022
DRAFT - NOT FOR CONSTRUCTION

LEGEND
- Conceptual Alternative 8
- Stream
- Wetland
- Floodplain



Proposed Improvements
- > Relocate the I-65 and US 52 interchange to 0.28 mile north of CR 300 N
- > Remove the existing I-65 and US 52 interchange
- > Reroute US 52 to new I-65 interchange location
- > Connection to remaining portion of US 52 to the south
- > Provides access in each direction of the intersecting roads:
  - > I-65 NB and US 52/CR 300 N
  - > I-65 SB and US 52/CR 300 N
  - > US 52 SB and I-65 NB/SB
- > Improvements to the CR 300 N and Witt Road intersection

EXHIBIT 8

0' 500'

N

I-65 and US 52 Interchange Improvement (DES 2200176)

INDOT Crawfordsville District
Boone County, Lebanon, Indiana

Conceptual Alternatives Overview

December 15, 2022
DRAFT - NOT FOR CONSTRUCTION

LEGEND

- Conceptual Alternative 3
- Conceptual Alternative 4
- Conceptual Alternative 5
- Conceptual Alternative 6
- Conceptual Alternative 7
- Conceptual Alternative 8

NOT SHOWN
Conceptual Alternative 2 (See Exhibit 2)

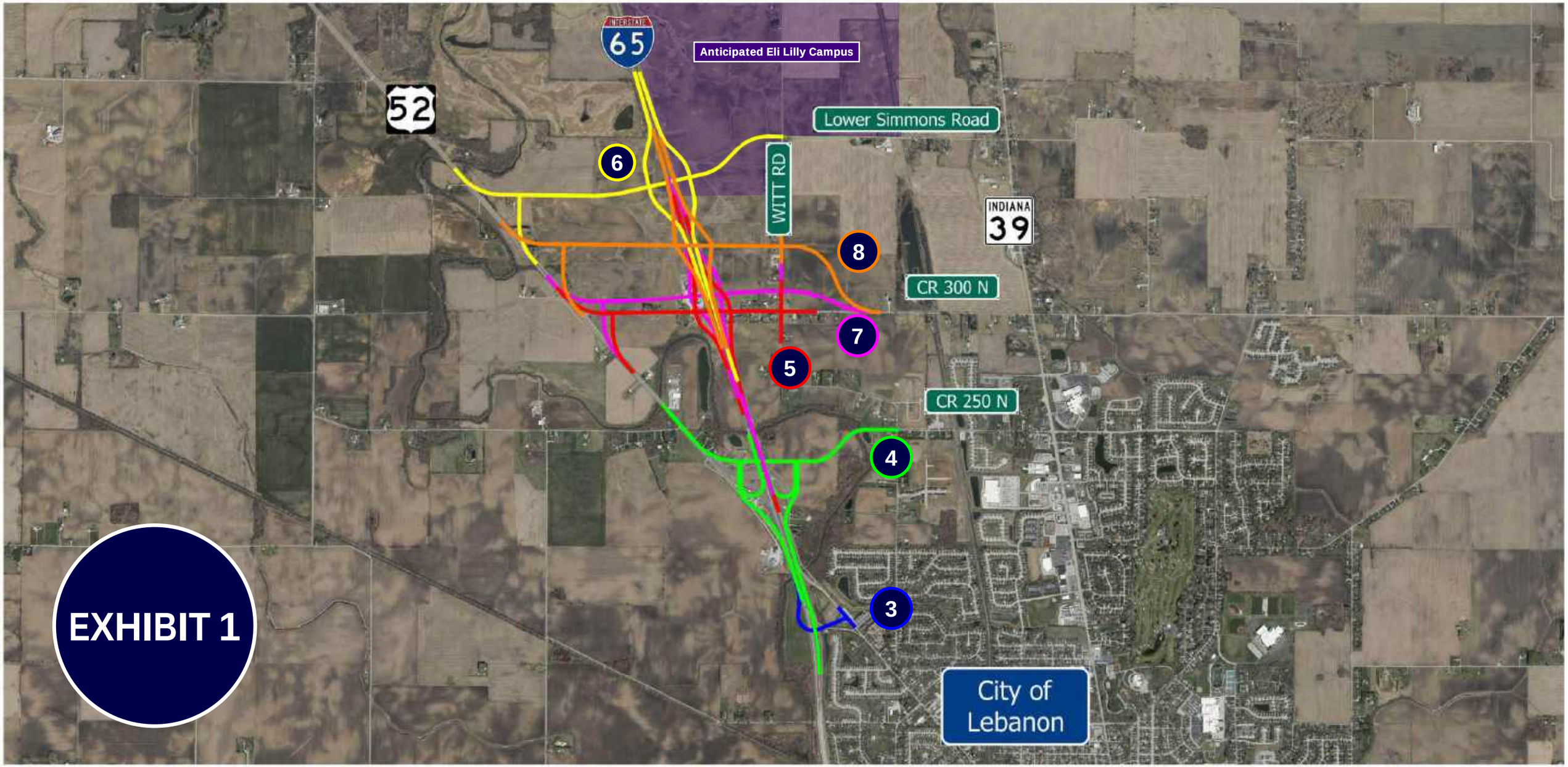


EXHIBIT 1

0' 1000'

I-65 and US 52 Interchange Improvement (DES 2200176)

INDOT Crawfordsville District
Boone County, Lebanon, Indiana

From: Chrissy Asbell <reply-to+eb719c48bb89@crm.wix.com>
Sent: Thursday, December 8, 2022 2:25 PM
To: Marketing
Subject: [I-65 and US 52] I-65 and US 52 Comment Form - new submission

Chrissy Asbell just submitted your form: I-65 and US 52 Comment Form
on I-65 and US 52

Message Details:
First Name / Nombre: Chrissy
Last Name / Apellido: Asbell
Email / Correo Electrónico: [redacted]
Phone / Teléfono: [redacted]
Address / Dirección: 875 W 375 N Lebanon,IN
Type your message here / Escr: Just curious as to if the new 65 interchange was to be 375 N what would happen to the remainder of the street that meets 39

From: Brian Davis <reply-to+6ab3a571f5f9@crm.wix.com>
Sent: Sunday, December 11, 2022 6:07 PM
To: Marketing
Subject: [I-65 and US 52] I-65 and US 52 Comment Form - new submission

Brian Davis just submitted your form: I-65 and US 52 Comment Form
on I-65 and US 52

Message Details:
First Name / Nombre: Brian
Last Name / Apellido: Davis
Email / Correo Electrónico: [redacted]
Phone / Teléfono: [redacted]
Address / Dirección: Ulen, IN
Type your message here / Escr: I would say, "just start building shit"

From: Jay Luse <reply-to+06ab3a63f926@crm.wix.com>
Sent: Tuesday, December 13, 2022 3:10 PM
To: Marketing
Subject: [I-65 and US 52] I-65 and US 52 Comment Form - new submission

Jay Luse just submitted your form: I-65 and US 52 Comment Form
on I-65 and US 52

Message Details:
First Name / Nombre: Jay
Last Name / Apellido: Luse
Email / Correo Electrónico: [redacted]
Phone / Teléfono: [redacted]
Address / Dirección: 912 Sorrell Court, Lebanon, IN 46052
Type your message here / Escr: Leigh, Alternatives 6 or 8 look the best to me, If 6 can work into Lilly's campus plan. If not, I like 8 over 7 because it puts enough space between the new road and 300N for future platting and development. The Beck Cemetery may be a factor, but I would think you can go around it. Alternative 7 seems to be a poor use of the land to miss the houses. My choice between 5 and 7 would be take out the houses and build 5 in the same alignment as existing 300N. Alternative 4 appears to be too costly due to needing a bridge. I also suggest that INDOT buy and build the east portion across the RR and on to SR 39. Not good to have 1.5 miles of county road connecting SR 39 to the interchange!

From: Jennifer Fields <reply-to+bb8e4e38900a@crm.wix.com>
Sent: Thursday, December 15, 2022 9:52 PM
To: Stevenson, Leigh
Subject: [I-65 and US 52] I-65 and US 52 Comment Form - new submission

Jennifer Fields just submitted your form: I-65 and US 52 Comment Form
on I-65 and US 52

Message Details:
First Name / Nombre: Jennifer
Last Name / Apellido: Fields
Email / Correo Electrónico: [redacted]
Phone / Teléfono: [redacted]
Address / Dirección: 1102 W 300 N
Type your message here / Escr: Option 6 would be the best option with the least impact on farmland and residential that has not previously sold with the first 1400 acres that was annexed into the city. It also looks like the exit and ramps would be on land that has already been sold.

From: David Schuermann <reply-to+fdbde7ededfd@crm.wix.com>
Sent: Saturday, December 17, 2022 2:15 PM
To: Stevenson, Leigh
Subject: [I-65 and US 52] I-65 and US 52 Comment Form - new submission

David Schuermann just submitted your form: I-65 and US 52 Comment Form on I-65 and US 52

Message Details:
First Name / Nombre: David
Last Name / Apellido: Schuermann
Email / Correo Electrónico: [redacted]
Phone / Teléfono: [redacted]
Address / Dirección: 703 Winthrop Dr Crawfordsville IN
Type your message here / Escr: Having lived in Lebanon for many years I can attest that getting access to the north side of town is problematic especially during busy traffic periods. Trying to get through downtown is a challenge due to limited operability of SR-39 and SR-32 through the city center. This is complicated by several closely spaced traffic signals that cause bottlenecks at this location and lead to heavy traffic to the north. Alternate routes utilize narrow rural county roads and encourage speeding and hich traffic down quiet residential streets in neighborhoods with children. Of all the options presented the best option is alternative 8,but any option chosen must allow for the eventual relinquishment of SR-39 thorough downtown Lebanon. Meaning the route must be build to truck route standards to allow the relocation of SR-39. The Least favorable alternatives include the no build option (alternative 1), alternate 2 and 3 as these improvements would not address the congestion. and alternate 4 as CR250N is not able to be easily widened from Witt Road to SR-39 without significant right of way acquisition. Alternative 6 would also be a good option to best serve Eli-Lilly in its planned development considering the type of campus that they are trying to build. Again this would require upgrading CR375N to major collector to connect to SR-39.

From: Jeremy Garst <reply-to+c0e367eb9e3d@crm.wix.com>
Sent: Sunday, December 18, 2022 2:53 PM
To: Stevenson, Leigh
Subject: [I-65 and US 52] I-65 and US 52 Comment Form - new submission

Jeremy Garst just submitted your form: I-65 and US 52 Comment Form
on I-65 and US 52

Message Details:
First Name / Nombre: Jeremy
Last Name / Apellido: Garst
Email / Correo Electrónico: [redacted]
Phone / Teléfono: [redacted]
Address / Dirección: Thorntown, IN
Type your message here / Escr: No matter what alternative is selected, the existing 52/65 junction and the 300 N bridge ought to be kept, though redesignated. Keeping these existing options will be useful to local families, especially those on hazelrigg road and lafayette avenue. They will be an option when a redirecting of traffic is necessary, such as because of an accident, or for emergency vehicles. And in the case of 300 N bridge and lafayette Avenue to 52, they will be a safer route for slow moving vehicles. Due to interchange spacing and navigational concerns, the 52 exit ought to simply be re-signed as a frontage/local traffic only road and not as an exit. I am most in favor of alternative 1 or 3 because I am opposed to the LEAP project. I am opposed to the general environmental damage, the destruction of farmland, the imposition of the governor's will on the county, the influx of business when housing is already so expensive, and the disruption in the lives of my friends and relatives.

From: Roger Metcalf <reply-to+d2b473acea50@crm.wix.com>
Sent: Tuesday, December 20, 2022 4:02 PM
To: Stevenson, Leigh
Subject: [I-65 and US 52] I-65 and US 52 Comment Form - new submission

Roger Metcalf just submitted your form: I-65 and US 52 Comment Form
on I-65 and US 52

Message Details:
First Name / Nombre: Roger
Last Name / Apellido: Metcalf
Email / Correo Electrónico: [redacted]
Phone / Teléfono: [redacted]
Address / Dirección: 1112 Danielle Rd
Type your message here / Escr: I would say 4 would be the easiest and pretty good 5 would be the next one and 6 the last best one

---

From: Roger Metcalf <reply-to+ec0fe9017b44@crm.wix.com>
Sent: Tuesday, December 20, 2022 4:05 PM
To: Stevenson, Leigh
Subject: [I-65 and US 52] I-65 and US 52 Comment Form - new submission

Roger Metcalf just submitted your form: I-65 and US 52 Comment Form
on I-65 and US 52

Message Details:
First Name / Nombre: Roger
Last Name / Apellido: Metcalf
Email / Correo Electrónico: [redacted]
Phone / Teléfono: [redacted]
Address / Dirección: 1112 Danielle Rd
Type your message here / Escr: I am sorry I made a mistake before it should be 4, 5, 7 instead of 6

INDIANA DEPARTMENT OF TRANSPORTATION

Comment Form

Please provide your comments, concerns and/or suggestions regarding the proposed **I-65 and US 52 Interchange Improvement project (Des. No. 2200176)** located in Lebanon, Boone County, Indiana. Your comments are important to us, and we sincerely appreciate your time and participation during the public involvement process. INDOT respectfully requests that you submit your comments by **January 16, 2023**. **Comments may be mailed, faxed, emailed, or submitted online:**

Mail:	**Email:**	**Fax:**
American Structurepoint, Inc. Attn: Leigh Stevenson 9025 River Road, Suite 200 Indianapolis, Indiana 46240	lstevenson@structurepoint.com **Online:** www.i65us52improvement.com	(317) 543-0270 **Phone:** (317) 547-5580

NAME: Ned Newhart

ADDRESS: 11745 W 400 N Thorntown, IN 46071

COMMENT:

Exhibit 6 ~~or~~ exhibit 8 would be the best plan for ~~most~~ everyone involved.

I would not like the idea of closing the existing I-65 & US 52 interchange as part of the new interchange project! The reason being is that the west annexation is at this time conceptual & subject to change. Don't close the old I-65 & US 52 interchange until the annexation starts & development. We might find that as the annex grows, we may need the old interchange.

Thank~,

(Continued on back)

SIGNATURE: Ned A. Newhart

NextLevel INDIANA

1. We (somewhat reluctantly) accept all the following PURPOSE AND NEED CONSIDERATIONS: (a) the mobility and direct access must be improved to the north Lebanon areas that are east and west of I-65, (b) the Level Of Service of the I-65/US 52 interchange must be increased from LOS F to at least LOS C, and (c) the economic development and future growth of Lebanon and Boone County must be supported.

2. Alternatives #1, #2, and #3 are not acceptable because they do not satisfactorily meet the PURPOSE AND NEED CONSIDERATIONS.

3. Alternative #4 (Reconstruct Existing I-65/US 52) is ABSOLUTELY unacceptable for the reasons listed next.
(a) Three businesses would be relocated.
(b) There would be two potential hazardous material sites.
(c) There would be 1.9 acres of lost trees.
(d) There would be a stream crossing and 258 linear feet of stream channel within the construction area.
(e) There would be 1.8 acres of floodplain impacted.
(f) There would be 1.4 acres of wetlands impacted.
(g) There would only be a Medium travel time benefit.
(h) There would be a High constructability risk.
(i) Phased construction would be required.
(j) The location of the interchange is not far enough north to best serve anticipated LEAP development west of I-65.
(k) The greatly increased traffic along CR 250 N would negatively impact the residents of numerous nearby homes, including those in the Sunbrook Villas, Sunbrook, Shaker Square Village, and Meadow Wings neighborhoods.
(l) Witham Hospital is at the intersection of CR 250 N and IN 39, and greatly increased traffic from the interchange would increase the probability of emergency ambulance delays and accidents.
(m) A nearby Lebanon Fire Station frequently uses the CR 250 N and IN 39 intersection, and greatly increased traffic from the interchange would increase the probability of fire truck delays and accidents.

4. Alternative #5 (I-65 & CR 300 N) is unacceptable for the reasons listed next.
(a) Thirteen residences and one business would be relocated.
(b) There would be 2.1 acres of floodplain impacted.
(c) Phased construction would be required.

5. Alternate #6 (I-65 & CR 375 N) is the most acceptable for the reasons listed next.
(a) The increased interchange traffic, noise, and pollution are the furthest distance away

from existing residential neighborhoods.
(b) The 24-inch water main (which supplies 70% of Lebanon's water) along CR 300 N underneath I-65 and at the intersection of US 52 will not have to be relocated.
(c) No residences and businesses will be relocated.
(d) There will be a High travel time benefit.
(e) The location of the interchange is in a good position to serve the anticipated LEAP development west of I-65.

6. Alternate # 8 (I-65 & CR 300 N Offset 0.28 Mile North) is the second most acceptable.

7. Alternate # 7 (I-65 & CR 300 N Offset 0.07 Mile North) is the third most acceptable.

8. Improving the safety of the CSX railroad crossings MUST be included as part of the Project.
(a) The CR 250 N railroad crossing would be a particular concern for Alternative #4 (Reconstruct Existing I-65/US 52). There is poor visibility looking south while travelling east on CR 250 N. There are now only passive warning devices (x-shaped signs that mean yield to the train). The crossing is constructed in such a way that vehicles must slow down to 10 MPH to make it across.
(b) The CR 300 N railroad crossing would be a concern for Alternative #5 (I-65 & CR 300 N), Alternative #7 (I-65 & CR 300 N Offset 0.07 Mile North), and Alternative # 8 (I-65 & CR 300 N Offset 0.28 Mile North). There is no visibility looking in any direction while travelling on CR 300 N. There are now flashing light active warning devices, but no gates. The crossing is constructed in such a way that vehicles must slow down to 20 MPH to make it across. Rises on each side of the crossing might help make feasible the construction of a railway overpass.
(c) The CR 375 N railroad crossing would be a concern for Alternative #6 (I-65 & CR 375 N). There is poor visibility looking north while travelling east on CR 375 N. There are now only passive warning stop signs, which are unacceptable for the traffic flow from an interstate exchange.

9. The construction of the roads for Alternatives #4, #5, #6, #7, and #8 must be extended all the way along CR 250 N, CR 300 N, and CR 375 N until the intersection with IN 39. Each of these County Roads is too narrow for heavy truck travel. In particular, CR 375 N is very narrow with two one-lane bridges that have weight limitations.

From: Galen Reinholt <reply-to+cd07b618fb9d@crm.wix.com>
Sent: Sunday, January 1, 2023 9:20 AM
To: Stevenson, Leigh
Subject: [I-65 and US 52] I-65 and US 52 Comment Form - new submission

Galen Reinholt just submitted your form: I-65 and US 52 Comment Form
on I-65 and US 52

Message Details:
First Name / Nombre: Galen
Last Name / Apellido: Reinholt
Email / Correo Electrónico: [redacted]
Phone / Teléfono: [redacted]
Address / Dirección: 6411 N CALDWELL RD
Type your message here / Escr: I like alternative 6 that places the new road through the proposed Eli Lilly campus. That is where most of the traffic will be going so it makes sense to put the new road and interchange closest to them. I also hope the new roads are 4 lanes with a center turn lane. Please consider Installing roundabouts at all intersections instead of stoplights.

From: J.B. Love <reply-to+fe01a7224a54@crm.wix.com>
Sent: Thursday, January 12, 2023 11:41 PM
To: Stevenson, Leigh
Subject: [I-65 and US 52] I-65 and US 52 Comment Form - new submission

J.B. Love just submitted your form: I-65 and US 52 Comment Form
on I-65 and US 52

Message Details:
First Name / Nombre: J.B.
Last Name / Apellido: Love
Email / Correo Electrónico: [redacted]
Phone / Teléfono: [redacted]
Address / Dirección: 5503 N 500 W Thorntown
Type your message here / Escr: I vote for option #8 and think #5 is the worst.

From: Jim Love <reply-to+b7c591da7b64@crm.wix.com>
Sent: Thursday, January 12, 2023 2:34 PM
To: Stevenson, Leigh
Subject: [I-65 and US 52] I-65 and US 52 Comment Form - new submission

Jim Love just submitted your form: I-65 and US 52 Comment Form
on I-65 and US 52

Message Details:
First Name / Nombre: Jim
Last Name / Apellido: Love
Email / Correo Electrónico: [redacted]
Phone / Teléfono: [redacted]
Address / Dirección: 3150 N. St. Rd. 52
Type your message here / Escr: As someone who will be directly affected by the changes in US 52 I would prefer option 8 as with IEDC's purchase of the land it will not be used for agriculture anyway it may as well be a new road. My 2nd choice would be #6. The worst option would be number 5 as it does not affect my home, it destroys the homes of many of our neighbors. which seems pointless as IEDC and their thieves have inflicted plenty of that pain on the community already.

From: [redacted]
Sent: Thursday, January 12, 2023 9:32 AM
To: Stevenson, Leigh
Subject: I-65 and us 52 interchange

We believe the whole build out, both east and west of 65, is a mistake for our community.

But given that it appears it will happen, our recommendation for the location of the new I-65 Interchange is to connect it to a new road just slightly north of 300 N. In our view, that will minimize the impact on existing homes.

We would also like you to consider the impact of these changes on our farmers and how they will be able to safely move their farm equipment from one field to another.

Thank you.

Linda and Jack Fahrenbach

Comment Form

Please provide your comments, concerns and/or suggestions regarding the proposed I-65 and US 52 Interchange Improvement project (Des. No. 2200176) located in Lebanon, Boone County, Indiana.

Your comments are important to us, and we sincerely appreciate your time and participation during the public involvement process.

INDOT respectfully requests that you submit your comments by January 16, 2023.

Comments may be mailed, faxed, emailed, or submitted online:
Mail: Email: Fax: American Structurepoint, Inc.
Attn: Leigh Stevenson 9025 River Road,
Suite 200 Indianapolis, Indiana 46240
lstevenson@structurepoint.com (317) 543-0270
Online: Phone: www.i65us52improvement.com (317) 547-5580

INDOT response- I-65 and US52 intersection
January 13, 2023

First I want to thank you for having this public meeting. However, you arranged it in a manner that tells me you have already decided what you are going to do and you don't really care what we tax payers think. The video was well put together. The question and answer time was well orchestrated to INDOT's benefit. When you are not in a group where everyone can hear the questions and the answers you benefit, not the interested parties.

I am a retired Indiana State Trooper and spent 29 of those years in managerial positions pursuing Traffic Incident Management. I was a Charter member of the Indiana IN-TIME (**IN**diana- **T**raffic Incident **M**anagement) **I**nitiative. In a nutshell this was a group of First Responders trying to get all first responders to play in the sandbox together again. Indiana State Police had a wonderful working relationship with INDOT and ISP would sit on major projects to allow feedback from First responders, the end users.

The major plan for this new intersection I do not have any issues with. We need this additional intersection with I-65 and the new Lilly plant will only enhance the need. My issue here is the closing of a unique intersection, for first responders and the motoring public, at MP141.

As the Past Chair of the IN-TIME initiative I have a keen advantage of seeing problems that will cause grief to First Responders and often times can offer reasonable solutions through our IN-TIME partnerships.

Currently the I-65NB ramp to US 52WB at MP 141 and the US52EB ramp to I-65SB are often used as a detour route for crashes and other incidents that close traffic on I-65. For some reason Boone County has three straight a ways on I-65 that are high crash areas. I-65 from MP 141-150 is one of them. You can currently enter the I-65NB ramp to US52WB at 40 MPH. This is what I would classify as free flow traffic. There are no stop signs or traffic lights or any other traffic obstacle that stops traffic when we use that as a detour. Likewise, the US52EB ramp to I-65SB allows free flowing traffic from US52EB back to I-65SB. This makes for very smooth transition for detouring traffic.

The proposed plans would close the intersection at MP141. In the eyes of Traffic Incident Management this would be a grave mistake. If this is allowed to occur this will hamper First Responder response times to incidents both on I-65 and US52 for the next 50 to 100 years. This will also unnecessarily delay traffic traveling to and through Boone County. Once this exit/entrance ramp closed we will never get it back.

I am under the impression that there has been no one from the Traffic Incident Management discipline , the end users, involved in any of the pre-planning. I spoke with 3 INDOT personnel at the Dec. 22nd meeting and they had no clue why the closure at MP141 nor what type of traffic device would be installed, if any, at the new intersection with New US52 and the Old US52. If the current MP141 interchange is closed ANY type of traffic control device at this intersection on US 52 will stop or slow traffic unnecessarily, and will be detrimental to proper traffic flow for an already busy location.

I also spoke with one of the Contract companies representatives and he gave me the “deer in the headlights,” look when I spoke about Traffic Incident Management.

Our goal should be to provide roadways in a manner that will most safely and quickly move traffic from point A to point B. I think this is being totally overlooked by both INDOT and the Engineering/Desing firm.

I propose and strongly recommend that the current interchange at MP141 remain, **as is**, for at least 5 years after the new US52/I-65 interchange is completed so enough data can be retrieved and analyzed to determine if the current MP141 interchange is as essential as I believe it is.

Thank you for allowing feedback from the December 22, 2022 meeting. I would like to have someone respond to me after my comments are reviewed to insure someone actually read this.

Have a GREAT day!

Thomas Melville
4270W 400N
Thorntown, IN 46071
[redacted]
Indiana State Police- Retired
Boone County Sheriff Reserve- Retired
Traffic Incident Management- Instructor

From: [redacted]
Sent: Saturday, January 14, 2023 12:49 PM
To: Stevenson, Leigh
Subject: Re: Thomas Melville Comment Form- I-65/US52 Proposed Interchange

Thank you for responding to my comments. I hope this does not land on deaf ears. The ramifications of closing the ramp at milepost 141 will be detrimental and long lasting to first responders and the general public.

Tom Melville
Sent from my iPhone

On Jan 13, 2023, at 5:15 PM, Stevenson, Leigh <lstevenson@structurepoint.com> wrote:

Mr. Melville,
Thank you for submitting your comment regarding the I-65 and US 52 Interchange Improvement Project (Des No 2200176). I have reviewed your letter and forwarded it on to the project design team for consideration during the development of this project.

Sincerely,

Leigh Stevenson
Senior Environmental Specialist
9025 River Road, Suite 200
Indianapolis, IN 46240
317.547.5580 OFFICE
structurepoint.com WEB

<image001.png>

<image002.png>
<image003.png>
<image004.png>
<image005.png>
<image006.png>

Best Places to Work in Indiana
Best Employers in Ohio

From: [redacted]
Sent: Friday, January 13, 2023 4:58 PM
To: Stevenson, Leigh <lstevenson@structurepoint.com>
Subject: Thomas Melville Comment Form- I-65/US52 Proposed Interchange

EXTERNAL EMAIL: Do not click any links or open any attachments unless you trust the sender and know the content is safe!

Please find attached a comment form.

--
Thomas Melville
Boone County Sheriff's Office- Reserve Deputy
Indiana State Police (Retired)
Thomas Melville Consulting, LLC
4270W 400N
Thorntown, IN 46071
[redacted]
I Corinthians 10:31

From: Kim Love <reply-to+1406f9887869@crm.wix.com>
Sent: Saturday, January 14, 2023 3:34 PM
To: Stevenson, Leigh
Subject: [I-65 and US 52] I-65 and US 52 Comment Form - new submission

Kim Love just submitted your form: I-65 and US 52 Comment Form
on I-65 and US 52

Message Details:
First Name / Nombre: Kim
Last Name / Apellido: Love
Email / Correo Electrónico: [redacted]
Phone / Teléfono: [redacted]
Address / Dirección: 3150 N. St. Rd. 52
Type your message here / Escr: I think that #8 route on the conceptual overpass is the least disruptive to current residents and goes through farm land that has been sold to IEDC for development. #7 would be the next best choice. #5 destroys too many homes.

INDIANA DEPARTMENT OF TRANSPORTATION

Comment Form

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Comments may be mailed, faxed, emailed, or submitted online:

Mail:
American Structurepoint, Inc.
Attn: Leigh Stevenson
9025 River Road, Suite 200
Indianapolis, Indiana 46240

Email:
lstevenson@structurepoint.com

Online:
www.i65us52improvement.com

Fax:
(317) 543-0270

Phone:
(317) 547-5580

NAME: Barbara Belcher

ADDRESS: 2205 W. 250 N. Lebanon, IN 46052

COMMENT: I attended the meeting on Dec. 15, 2022 & saw the maps of potential locations. I would prefer it to be at County Road 375 N. This would eliminate a lot of people being displaced from their homes. I travel County Road 300 N. every day two or more times. A detour around this location would be horrible! Just makes a lot of sense to go up to 375 N. fewer homes & lives destroyed! This would also save a lot of tax payor money from buying so many homes.

I certainly hope you will listen & consider our opinions. I know the man there that might from the State said he thought 375 N. was a much better option.

Also, 300 N. is used by the Emergency, Fire Dept, Rescue and Ambulance. We people on this west side of 52 will be put in jeopardy if they have a big detour to go around till 300 N would be under construction. County Road 375 N just makes good sense for the new interchange & for there. When there is an accident on I65 southbound traffic routed to us52 they use 300 N to get to State Rd 39. County Rd 300 N needs to remain open & not used for the new interchange. 375 North just makes sense.

(Continued on back)

SIGNATURE: Barbara Belcher

NextLevel INDIANA

INDIANA DEPARTMENT OF TRANSPORTATION

Comment Form

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Email:
lstevenson@structurepoint.com

Online:
www.i65us52improvement.com

Fax:
(317) 543-0270

Phone:
(317) 547-5580

NAME: HOWARD GALVIN

ADDRESS: 1021 LAFAYETTE AVE LEBANON IN.

COMMENT: I TRAVEL 300N 3 TO 4 TIMES A DAY AND I ATTENDED THE MEETING ON DEC 15TH AND LOOKED AT THE MAPS I PREFER THE NEW INTERCHANGE AT 375 N I BELIEVE IT WOULD DISRUPT LESS LIVES AND EXISTING HOMES

(Continued on back)

SIGNATURE: Howard E. Galvin

NextLevel INDIANA

From: [redacted]
Sent: Sunday, January 15, 2023 5:02 PM
To: Stevenson, Leigh
Subject: new I-65 interchange for the Lilly plant in Boone County

Please ignore our previous email (dated 1/12/2023) on this topic. We have now learned that Lilly wants to close Witt Road (150 W.) from 375 North to 450 North to regular traffic and reserve it for its own use.

With this new information about the road closure, we recommend that the new interchange be located somewhere between 350 North and 450 North so that traffic can flow directly from I-65 using the new interchange directly to the Lilly plant. In that way, traffic going to the Lilly plant from I-65 need not use Witt Road at all. located.

As a closing thought, the idea that Lilly can just close the use of a county road to the public is an example of corporate power run amuck and totally unjust. Witt Road has been maintained by Boone county taxes for over a century. Why can Lilly take over a public road for its own purposes only? No private entity owning property on both sides of Witt Road could do that.

Thank you.

Linda and Jack Fahrenbach

INDIANA DEPARTMENT OF TRANSPORTATION

Comment Form

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Phone:
(317) 547-5580

NAME: GAREN CARNES

ADDRESS:

COMMENT: Don't do #5 or #7 Takes out Farm with historic-esque "Rick Mount" Grain bins. They're also 2 of the most expensive, BUT If people answering the questions tonight were correct, it does not include the large additional cost of purchasing that farm.

#3 is by far the dumbest/least useful does zip to improve Access, Hopefully it's already eliminated.

#6 and #8 probably have the most long term value also spacing the interchange farthest north, providing the most direct Access to the new Lilly property. As far as the supposed negative of #6 going through where Lilly wants to put up a building, big rip, they'll have 800-some acres, they have space to adjust, and can do so.

#4 could work and doesn't disrupt much, but also does little to facilitate Growth at the Lilly site.

#6 and #8 are probably best routes to take traffic from St Rd 39 Through Lebanon, utilizing the updated 3 lane I-65 @ the by/

(Continued on back)

SIGNATURE: Garen Carnes 12/15/22

NextLevel INDIANA

INDIANA DEPARTMENT OF TRANSPORTATION

Comment Form

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Attn: Leigh Stevenson
9025 River Road, Suite 200
Indianapolis, Indiana 46240

Email:
lstevenson@structurepoint.com

Online:
www.i65us52improvement.com

Fax:
(317) 543-0270

Phone:
(317) 547-5580

NAME: Linda Delph

ADDRESS: 2980 N State Road 39 Lebanon

COMMENT: If 5,6,or7 are used what will you do at 300 N and State Road 39 Intersection? Currently No Light or Stop Sign ON 39 at 300 N. Will need lights or sound about ON 39. Already have accidents Currently, Also a proposed housing addition going in at 300 N & 39 ON N W Corner.

(Continued on back)

SIGNATURE: Linda Delph

NextLevel INDIANA

INDIANA DEPARTMENT OF TRANSPORTATION

Comment Form

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Indianapolis, Indiana 46240

Email:
lstevenson@structurepoint.com

Online:
www.i65us52improvement.com

Fax:
(317) 543-0270

Phone:
(317) 547-5580

NAME: WANDA GARST

ADDRESS: 6646 W 400 N THORNTOWN

COMMENT:

UNDER NO CIRCUMSTANCE SHOULD THE EXISTING I65 X 52 INTERCHANGE BE CLOSED IF / / AS MANY ACCIDENTS ON I65 THE MORE ACCESS POINTS THE BETTER TO GET AROUND THEM. ALSO PEOPLE LEAVING SOUTH OF NEW INTERCHANGE CAN GO SOUTH OR TO I65 INSTEAD OF GOING NORTH TO GO BACK SOUTH.

IF INTERCHANGE IS BUILT ANYWHERE BESIDES 300 N, LEAVE 300 N ACROSS FOR LOCAL TRAFFIC & FARMERS. CURRENTLY FARMERS USE 300 N TO MOVE EQUIPMENT & STAY OFF MAIN ROADS.

ALSO 300 N LEFT OPEN AS ANOTHER ROUTE FOR EMERGENCY VEHICLES WHEN TRAFFIC IS HEAVY AT NEW INTERCHANGE / RD

(Continued on back)

SIGNATURE: Wanda Garst

NextLevel INDIANA

INDIANA DEPARTMENT OF TRANSPORTATION

Comment Form

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Mail:
American Structurepoint, Inc.
Attn: Leigh Stevenson
9025 River Road, Suite 200
Indianapolis, Indiana 46240

Email:
lstevenson@structurepoint.com

Online:
www.i65us52improvement.com

Fax:
(317) 543-0270

Phone:
(317) 547-5580

NAME: Mary Lindner
ADDRESS: 1900 W 300 N Lebanon, IN

COMMENT: Do not close the 300N Overpass or the SB S&N Bound. It will help with traffic release when I65 closes for accidents. Also it gives W/Thom two access points to get to I65.

The options using 300N is a safety issue with the R/R being in a dip.

(Continued on back)

SIGNATURE: Mary Lindner

NextLevel INDIANA

INDIANA DEPARTMENT OF TRANSPORTATION

NOTICE OF PRELIMINARY PREFERRED ALTERNATIVE – DES. NO. 2200176
I-65 and US 52 Interchange Improvement Project, Lebanon, Boone County, IN

The Indiana Department of Transportation (INDOT) would like to update the public regarding the selection of a preliminary preferred alternative for the I-65 and US 52 Interchange Improvement Project (Des. No. 2200176). Conceptual Alternative 8 has been determined to be the preliminary preferred alternative.

Conceptual Alternative 8 would relocate the existing I-65/US 52 interchange to CR 300 N, but would be offset approximately 0.28 mile north of existing CR 300 N. Under this conceptual alternative, US 52 would be realigned to travel in an east/west direction to the interchange. East of the interchange, CR 300 N would be realigned beginning east of Witt Road and extend west on new alignment to the relocated I-65/US 52 interchange. A connection would be made to the remaining portion of US 52 south of the new alignment and this remaining portion of US 52 would terminate south of CR 250 N, prior to reaching I-65. Stormwater detention ponds (dry ponds) would be utilized as required within the interchange infields to meet the appropriate detention requirements. The existing I-65/US 52 interchange ramps would be removed including the ramp from northbound Lafayette Avenue to I-65 northbound. The Lafayette Avenue to I-65 northbound ramp would be removed because it would be too close to the proposed I-65 northbound exit ramp, which would cause potential conflicts between merging and diverging traffic. Although this access point would be removed, a new improved access point would be provided from CR 300 N that would allow vehicles access to northbound and southbound I-65, as well as westbound US 52. Additionally, Lafayette Avenue traffic would still be able to utilize the I-65 and SR 32 interchange that is approximately 1.25 miles south of the existing Lafayette Avenue to I-65 northbound entrance ramp. Conceptual Alternative 8 would improve mobility and direct access to the areas east and west of I-65, north of Lebanon, and improve the level of services (LOS) of the I-65 & US 52 interchange to LOS D or better.

Conceptual Alternative 8 was recommended as the preliminary preferred alternative after a year of analysis, evaluation, and input gathering from federal, state, and local agencies; adjacent residents; stakeholders; and other interested parties. Information was also derived from the public through forums including a public comment portal located at www.i65us52improvement.com, direct email comments, and a public meeting. Eight conceptual alternatives (as presented in the December 15, 2022 Public Information Meeting) were identified and studied to determine which would be the most appropriate. In balancing considerations in the process of determining a preliminary preferred alternative, meeting the purpose and need of the project was first considered and then engineering and environmental considerations were evaluated. Conceptual Alternative 8 best addresses the purpose and need of the project while balancing the anticipated impacts.

Due to the involvement of federal funds, Conceptual Alternative 8 will be carried forward and evaluated in more detail in compliance with the National Environmental Policy Act (NEPA). Additionally, compliance with Section 106 of the National Historic Preservation Act (NHPA), which requires federal agencies to take into account the effects of their undertakings on historic and archaeological resources, is also required. Conceptual Alternative 8 will be the basis for further detailed design, analysis, and development of the project. In addition, a public meeting will be scheduled in Summer 2023 to give the public an opportunity to provide feedback and comments on the preliminary preferred alternative as it is further developed.

A map of the preliminary preferred alternative, as well as the alternatives screening matrix that was used to assess the conceptual alternatives, has been made available at www.i65us52improvement.com. For any question or comments, please contact Leigh Stevenson, American Structurepoint, Inc., at (317) 547-5580, or email lstevenson@structurepoint.com.

May 10, 2023

41 WEST 300 NORTH
CRAWFORDSVILLE, INDIANA 47933
TEL 765.365.4347

NOTICE OF PUBLIC MEETING – DES. NO. 2200176
I-65 and US 52 Interchange Improvement Project, Lebanon, Boone County, IN

The Indiana Department of Transportation (INDOT) will convene a public information meeting for the I-65 and US 52 Interchange Improvement Project (Des. No. 2200176) on **Thursday, August 31, 2023 at 7:00 p.m. at Lebanon High School, 510 Tiger Way, Lebanon, IN 46052. Please enter through Athletics Entrance (Door 5).** The format of the meeting will feature a formal short presentation to begin at 7:00 PM with an informal open house session starting immediately following the formal presentation. The open house session will provide the public an opportunity to view project exhibits and displays, as well as interact with the project team. **The purpose of the public information meeting is to obtain the public's views regarding the proposed project.**

Please note that the content and discussion at this meeting will only be regarding INDOT's I-65 and US 52 Interchange Improvement Project (Des. No. 2200176).

The need for the proposed project is evidenced by the lack of access due to the partial I-65/US 52 interchange that only provides I-65 northbound to US 52 westbound access and US 52 eastbound to I-65 southbound access. I-65 traffic must utilize the SR 47 and SR 32 interchanges to reach the areas east and west of I-65 near the US 52 interchange, as well as utilize less direct routes through low-speed residential areas and downtown Lebanon. Additionally, increased traffic congestion is expected due to the planned LEAP Innovation and Research District being developed east and west of I-65, north of Lebanon, that is anticipated to be a large traffic generator and includes the Eli Lilly and Company campus that is anticipated to be constructed by 2025. Due to the increased traffic congestion from this development, the I-65/US 52 interchange under existing conditions is expected to operate at a level of service (LOS) F (unacceptable) in the 2035 and the 2045 (design year) AM peak hours. LOS is a scale (A through F) which classifies operating conditions of roads. In general, the operating conditions of roads are considered acceptable if found to operate at LOS D or better.

The purpose of the proposed project is to provide improved mobility and direct access to the areas east and west of I-65, north of Lebanon, as well as increase the LOS of the I-65/ US 52 interchange to LOS D or better.

Additionally, the meeting presentation and exhibits will be posted online prior to the meeting at the project's website (www.52at65.com) and comments can be submitted through the website as well. INDOT respectfully asks that all comments be submitted by October 2, 2023.

With advance notice, INDOT can provide special accommodation for persons with differing abilities, limited English speaking ability, and/or persons needing auxiliary aids or services such as interpreters, signers, readers, or large print. Should special accommodations be needed please contact Sarah Everhart, American Structurepoint, Inc., at (317) 547-5580, or email severhart@structurepoint.com by August 28, 2023.

For any questions or comments, please contact Sarah Everhart, American Structurepoint, Inc., at (317) 547-5580, or email severhart@structurepoint.com.

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General Form No. 99P (Revised 20

Tax I.D. 82-2664009
To: The Lebanon Reporter
117 E. Washington St. Lebano

Indiana Department of Transportation
(Governmental Unit)
Boone County, Indiana

PUBLISHER'S CLAIM
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Ad # 1845291

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Date: August 24, 2023

Title: Legal Advertising Clerk

NOTICE OF PUBLIC MEETING - DES. NO. 2200176
I-65 and US 52 Interchange Improvement Project, Lebanon, Boone County, IN

The Indiana Department of Transportation (INDOT) will convene a public information meeting for the I-65 and US 52 Interchange Improvement Project (Des. No. 2200176) on Thursday, August 31, 2023 at 7:00 p.m. at Lebanon High School, 510 Tiger Way, Lebanon, IN 46052. Please enter through Athletics Entrance (Door 5). The format of the meeting will feature a formal short presentation to begin at 7:00 PM with an informal open house session starting immediately following the formal presentation. The open house session will provide the public an opportunity to view project exhibits and displays, as well as interact with the project team. The purpose of the public information meeting is to obtain the public's views regarding the proposed project.

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LOS

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For any questions or comments, please contact Sarah Everhart, American Structurepoint, Inc., at (317) 547-5580, or email severhart@structurepoint.com.

TLR-627 8/24 hspaulp 1845291

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PUBLIC INFORMATION MEETING

I-65 and US 52 Interchange Improvement Project (Des. No. 2200176)
August 31, 2023
Lebanon High School, 510 Tiger Way, Lebanon, IN

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Name	Mailing Address	Email
Jason Anderson	Address: City: State: Zip:	[redacted]
Chad Cochran	Address: 1711 W 300 N City: Lebanon State: IN Zip: 46052	
Jeff Wagner	Address: 451 N Lebanon St. #307 City: Lebanon State: IN Zip: 46052	
Chuck Wright	Address: 225 W Maple Dr City: Lebanon State: IN Zip: 46052	
Kimberly Stort	Address: 2502 Viceroy Ln City: Lebanon State: IN Zip: 46052	
Mark A. & Cindy Vickrey	Address: 2775 N 150 W City: Lebanon State: IN Zip: 46052	
Corey Katz	Address: 2618 Viceroy Ln City: Lebanon State: IN Zip: 46052	
Patti White	Address: 3495 N St Rd 39 City: Lebanon State: IN Zip: 46052	

(a)

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Name	Mailing Address	Email
Brent Knecht	Address: 662 N 300 W City: Lebanon State: IN Zip:	[redacted]
Mary Cindret	Address: 900 W 300N City: Lebanon State: IN Zip: 46052	
DAN & JANIS DIEKMAN	Address: 2501 Viceroy Ln City: LEBANON State: IN Zip: 46052	
Judy & Wayne Plott	Address: 2040 W 300 N City: Lebanon State: IN Zip: 46052	
Margaret Walters	Address: City: State: Zip:	
Craig Parks	Address: City: State: Zip:	
JANEE SIMMONS	Address: 2880 N. S.R. 39 City: LEB. State: Zip: 46052-9192	
STEVE BROWN	Address: 101 S. HANDLE APT. 325 City: INDIANAPOLIS State: IN Zip: 46222	

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Name	Mailing Address	Email
LINDA & ERROL PERRINE	Address: 1609 HARNEY CT. City: LEBANON State: IN Zip: 46052	[redacted]
Ginny Smith	Address: 2529 VICERY LN City: LEBANON State: IN Zip: 46052	
Gordon + Jill Brindle	Address: 5303 N. 150 W City: Lebanon State: IN Zip: 46052	
Kevin & Patti Hollingsworth	Address: 2072 W -300 N City: XOBA2UM State: Zip: 46052	
Paul Carey	Address: 6365 N 500 W City: Thorntown State: IN Zip: 46071	
MARK KING	Address: 1005 FORDICE Rd City: LEBANON State: IN Zip: 46052	
GREG + KATHY RICHARDS	Address: City: State: Zip:	
WAYNE BEACH	Address: 2990 SR 39 N. City: LEBANON State: IN Zip: 46052	

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August 31, 2023
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Name	Mailing Address	Email
Lexie Jurek	Address: 9025 River Rd Ste. 200 City: Indianapolis State: IN Zip: 46240	[redacted]
Terri Fair	Address: City: State: Zip:	
Bernard Nolter	Address: INDOT CRAWFORDSVILLE City: CRAWFORDSVILLE State: IN Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	

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Name	Mailing Address	Email
PHIL LUDLOW	Address: 102 BIRCHWOOD DR City: LEBANON State: IN Zip: 46052	[redacted]
Nicole Lewis	Address: 355 n 200 w City: Lebanon State: IN Zip: 46052	
STEVE & LINDA ISENHOWER	Address: 2460 WITT RD City: LEBANON State: IN Zip: 46052	
Jessica R. Smith	Address: 2625 Countryside Dr City: Lebanon State: IN Zip: 46052	
Greg & Cindy Holmes	Address: 2457 W 950 N City: Thorntown State: IN Zip: 46071	
Jeremy Garst	Address: City: Thorntown State: IN Zip: 46071	
WANDA GARST	Address: 6446 W 400 N City: THORNTOWN State: IN Zip: 46071	
BRIAN TIMOTHY	Address: 2311 W 850 N City: LEBANON State: IN Zip: 46052	

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Name	Mailing Address	Email
Jacob Cunningham	Address: _____ City: _____ State: _____ Zip: _____	[redacted]
Cos Gardner	Address: _____ City: _____ State: _____ Zip: _____	
HUCK LEWIS	Address: _____ City: _____ State: _____ Zip: _____	
Glenn Beasley	Address: _____ City: _____ State: _____ Zip: _____	
Maria Shepherd	Address: _____ City: _____ State: _____ Zip: _____	
Louie Shepherd	Address: _____ City: _____ State: _____ Zip: _____	
Hannah Adamson	Address: _____ City: _____ State: _____ Zip: _____	
Sterling Hicks	Address: _____ City: _____ State: _____ Zip: _____	

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August 31, 2023
Lebanon High School, 510 Tiger Way, Lebanon, IN

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Name	Mailing Address	Email
Melinda Harris	Address: 2305 Windhaven Ln City: Lebanon State: IN Zip: 46052	[redacted]
Carolyn Mendell	Address: 3475 N. St. Rd 52 City: Lebanon State: IN Zip: 46052	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	

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Name	Mailing Address	Email
KEVIN KRULIK	Address: 303 E. WASHINGTON City: LEBANON State: IN Zip: 46052	[redacted]
Local Town	Address: 665 N 375 W City: Lebanon State: IN Zip: 46052	
Brenda Shouse	Address: 3354 N 150 W City: Lebanon State: IN Zip: 46052	
Ryan Venis	Address: 1980 Foxtrail Rd City: Lebanon State: IN Zip: 46052	
Ricka Pam PEERCY	Address: 3785 N US 52 City: LEBANON State: IN Zip: 46052	
Beverly Carney Scott Carney	Address: 1353 W 300 N City: Lebanon State: ~~IN~~ IN Zip: 46052	
Dan Faust	Address: 1254 Maple Ave City: Noblesville State: _____ Zip: 46060	
Tim Nahrwold	Address: FHWA City: Indianapolis State: IN Zip: 46204	

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PUBLIC INFORMATION MEETING

I-65 and US 52 Interchange Improvement Project (Des. No. 2200176)
August 31, 2023
Lebanon High School, 510 Tiger Way, Lebanon, IN

* 2 more not signed in

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Name	Mailing Address	Email
Becky Albano-Miller	Address: 711 N. East St. City: Lebanon State: IN Zip: 46052	[redacted]
John Stolle Sherry Stolle	Address: 6328 N. St Rd 47 City: Darlington State: IN Zip: 47940	
Kim Love	Address: 3150 N St Rd 52 City: LEBANON State: IN Zip: 46052	
Zach Alf	Address: 10560 Greentree Dr. City: Carmel ~~IN~~ State: IN Zip: 46032	
Richard Shouse	Address: 3354 N City: Lebanon State: ~~IN~~ Zip: 46052	
Mary + Dave Ping	Address: 2950 N St Rd 39 City: Lebanon State: IN Zip: 46052	
Paul Harsin	Address: City: Lebanon State: Zip:	
Doug Gillette	Address: 0439 W 800 N City: Thorntown State: IN Zip: 46071	

(12)

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I-65 and US 52 Interchange Improvement Project (Des. No. 2200176)
August 31, 2023
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+1 not signed in

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Name	Mailing Address	Email
Mark Parr	Address: / City: / State: / Zip:	[redacted]
Greg Slipher	Address: / City: / State: / Zip:	
Keith Mundick	Address: / City: / State: / Zip:	
Brittany Hoon	Address: / City: / State: / Zip:	
Hanna Endres	Address: / City: / State: / Zip:	
Jeff Newman	Address: / City: / State: / Zip:	
Aaron Smith	Address: / City: / State: / Zip:	
Maria Flora	Address: / City: / State: / Zip:	

8 +1 = 9

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Name	Mailing Address	Email
MARTA McCOY	Address: 1350 N 500 W City: Lebanon State: IN Zip: 46052	[redacted]
CAMERON MILLER	Address: 2205 Golfside Dr City: LEB State: Zip:	
Joe Spotz	Address: 1104 Stonni Lane City: Lebanon State: IN Zip: 46052	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	

52 65 INFRASTRUCTURE THAT SERVES YOU

PUBLIC INFORMATION MEETING #2

Indiana Department of Transportation (INDOT)

I-65 and US 52 Interchange Improvement Project
(Des. No. 2200176)

Lebanon, Boone County, Indiana

August 31, 2023 at 7:00 PM
Lebanon High School

Presentation posted online at: www.52at65.com

1

MEETING FORMAT

- **In-Person at meeting:**
  - Short video presentation
  - Followed by an open house for a closer look at project exhibits and discussions with the project team
- **Online via website:**
  - Project website: www.52at65.com
  - Short video presentation, exhibits, and handouts available
  - Provide comments and question directly via comment box
- **Questions and comments can also be sent by:**
  - Mail: Sarah Everhart, American Structurepoint, Inc.
    9025 River Road, Suite 200
    Indianapolis, IN 46240
  - Email: severhart@structurepoint.com

INDOT4U

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52 65 INFRASTRUCTURE THAT SERVES YOU

52AT65.COM @52AT65 FACEBOOK.COM/52AT65

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Meeting Intent

- INDOT is committed to engaging the community and keeping you informed during the development of this project
- Provide an informal setting to learn about the project
- Present and receive feedback on project information

Meeting Agenda

- Meeting Intent
- Project Team
- Purpose & Need Overview
- Alternative Analysis Overview
- Preliminary Preferred Alternative
- Project Development Timeline
- Public Involvement
- Next Steps

Project Team

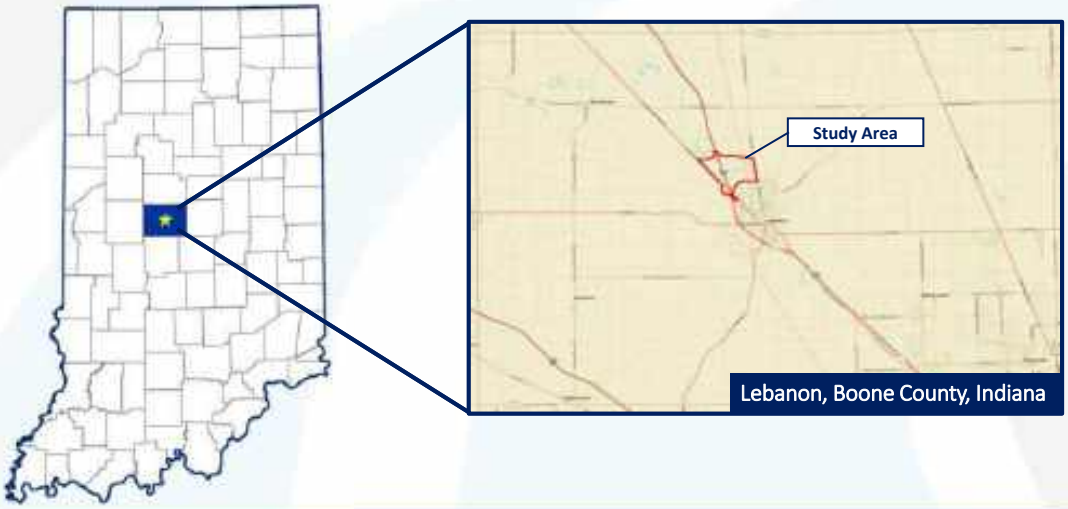



MEGAN | ARSHAD | SARAH | BRIANA | KEN

INDIANA DEPARTMENT OF TRANSPORTATION	AMERICAN STRUCTUREPOINT
MEGAN DELUCENAY Stakeholder Services Director	**SARAH EVERHART** Environmental Project Manager
ARSHAD AHMED Project Manager	**BRIANA HOPE** Environmental Director
	KEN OLSON Engineering Project Manager

5

Project Location



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7

Need of the Project

Lack of access:

- I-65/US 52 interchange that only provides I-65 northbound to US 52 northbound access and US 52 southbound to I-65 southbound access. Traffic must utilize:
  - the **SR 47 and SR 32 interchanges** to reach the areas east and west of I-65
  - less direct routes **through low-speed residential areas and downtown Lebanon**

Increased traffic congestion:

- Planned developments
- Lebanon and Boone County future growth
- I-65/US 52 interchange under existing conditions is expected to operate at a **level of service (LOS) F** (unacceptable) in the 2045 (design year).

8

Purpose of the Project

Improve mobility and direct access:

- to the areas east and west of I-65, north of Lebanon

Improve the Level of Service (LOS):

- of the I-65/US 52 Interchange to LOS D or better

9

Project Alternatives

Eight conceptual alternatives were identified:

- **Conceptual Alternative 1**
  - No Build/No improvements
- **Conceptual Alternative 2**
  - Local Roadway Improvements
- **Conceptual Alternative 3**
  - Lafayette Avenue Exit Ramp
- **Conceptual Alternative 4**
  - Reconstruct existing I-65 and US 52 Interchange
- **Conceptual Alternative 5**
  - Relocate interchange to I-65 and CR 300 N
- **Conceptual Alternative 6**
  - Relocate interchange to I-65 and CR 375 N
- **Conceptual Alternative 7**
  - Relocate interchange to I-65 and CR 300 N, offset 0.07 mile north
- **Conceptual Alternative 8**
  - Relocate interchange to I-65 and CR 300 N, offset 0.28 mile north

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Evaluation of Alternatives

- **Alternatives** were first be evaluated to determine if they meet the purpose and need of the project
- **Any alternatives** that did not meet the purpose and need, were eliminated from further consideration
- **Alternatives determined** to not meet the purpose and need
  - Conceptual Alternative 1: No-Build
  - Conceptual Alternative 2: Local Roadway Improvements
  - Conceptual Alternative 3: I-65 and Lafayette Avenue Exit Ramp

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Evaluation of Alternatives

- Remaining alternatives were evaluated against the following criteria

Environmental Considerations	
Right-of-Way	Farmland Impacts
Relocations (Residential and Commercial)	Tree Clearing
Cultural Resource Impacts	Stream Crossings and Impacts
Recreational Property Use	Floodplain Impacts
Hazardous Material Concerns	Wetland Impacts
Environmental Justice Issues	

Engineering Considerations	
Level of Service	Construction Cost
Travel Time Benefit	Right-of-Way Cost
Interchange Spacing	Project Length
Constructability Risk	New Alignment Roadway Length
Utility Location/Relocations	Structure Length (Bridges)
Construction Phasing	

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Determined Preliminary Preferred Alternative

- In May 2023, Conceptual Alternative 8 was identified as the preliminary preferred alternative
  - 1 relocation
  - Lowest forest impact
  - No floodplain impacts
  - Minimized wetland impacts
- Best addresses the purpose and need of the project while balancing anticipated impacts

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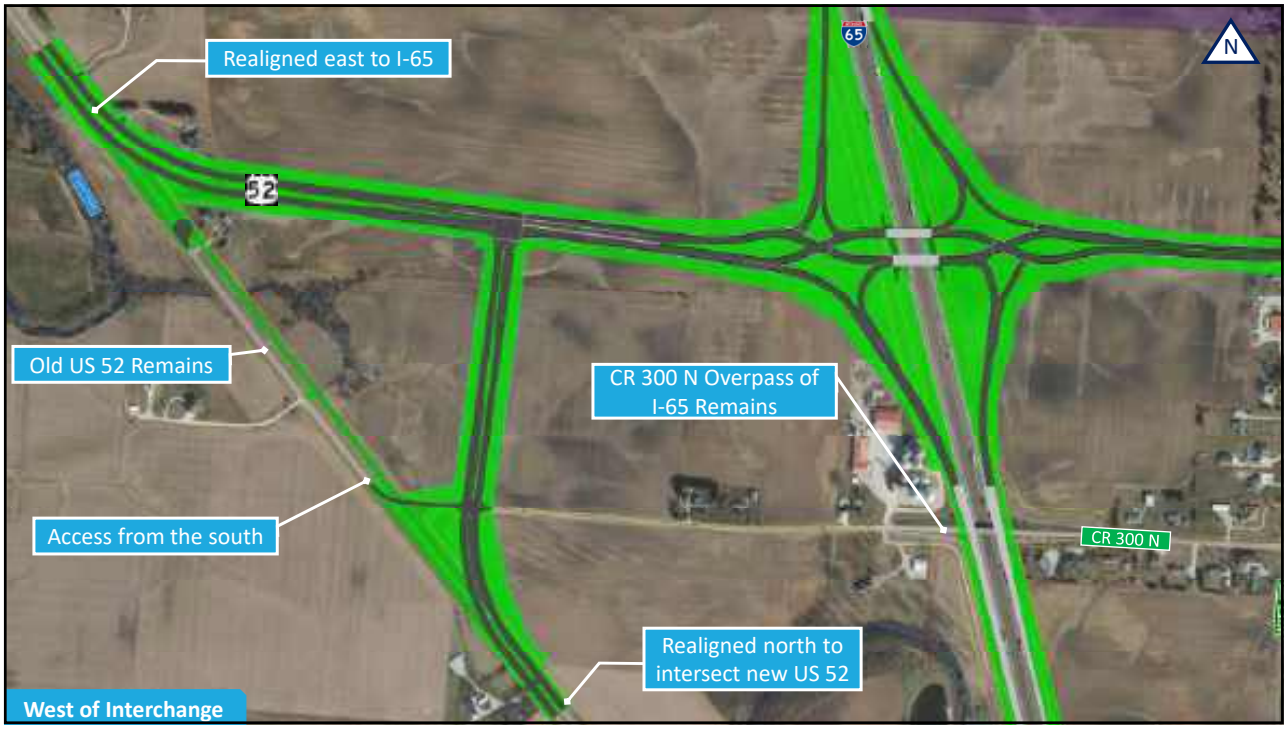
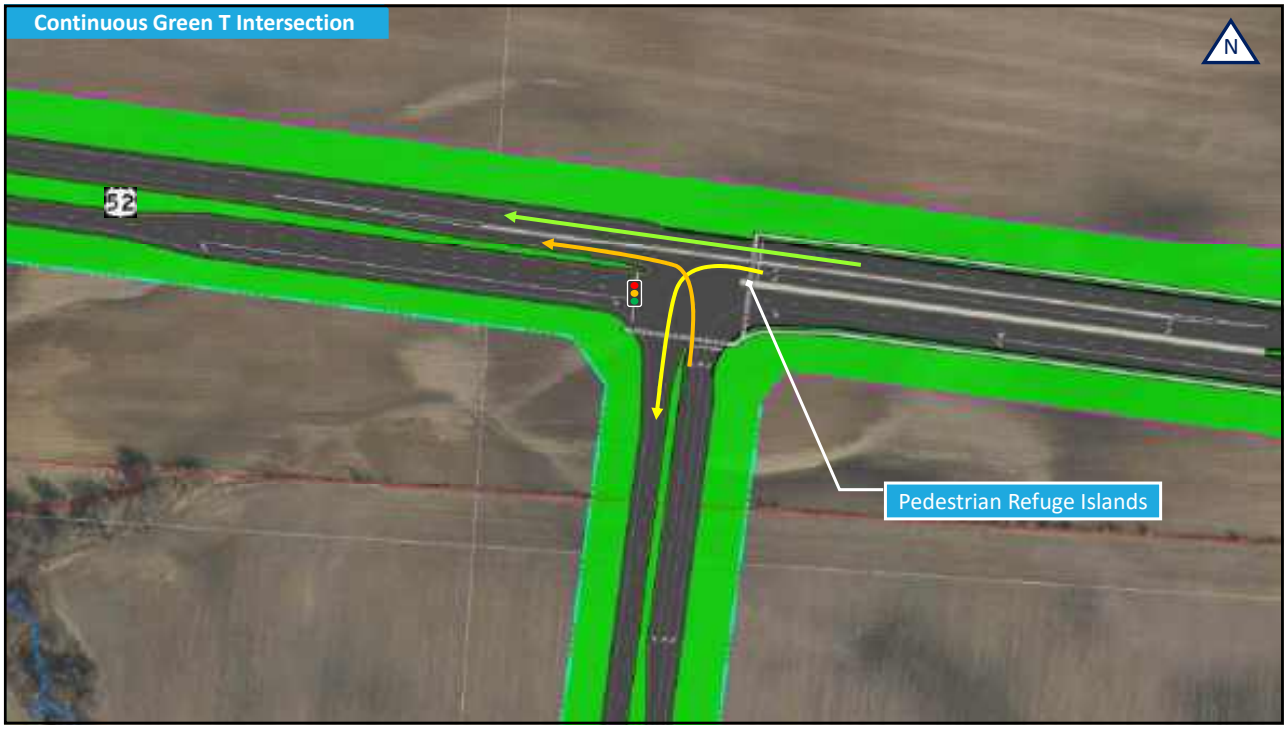
Diverging Diamond Interchange
65
N
Pedestrian facilities
52

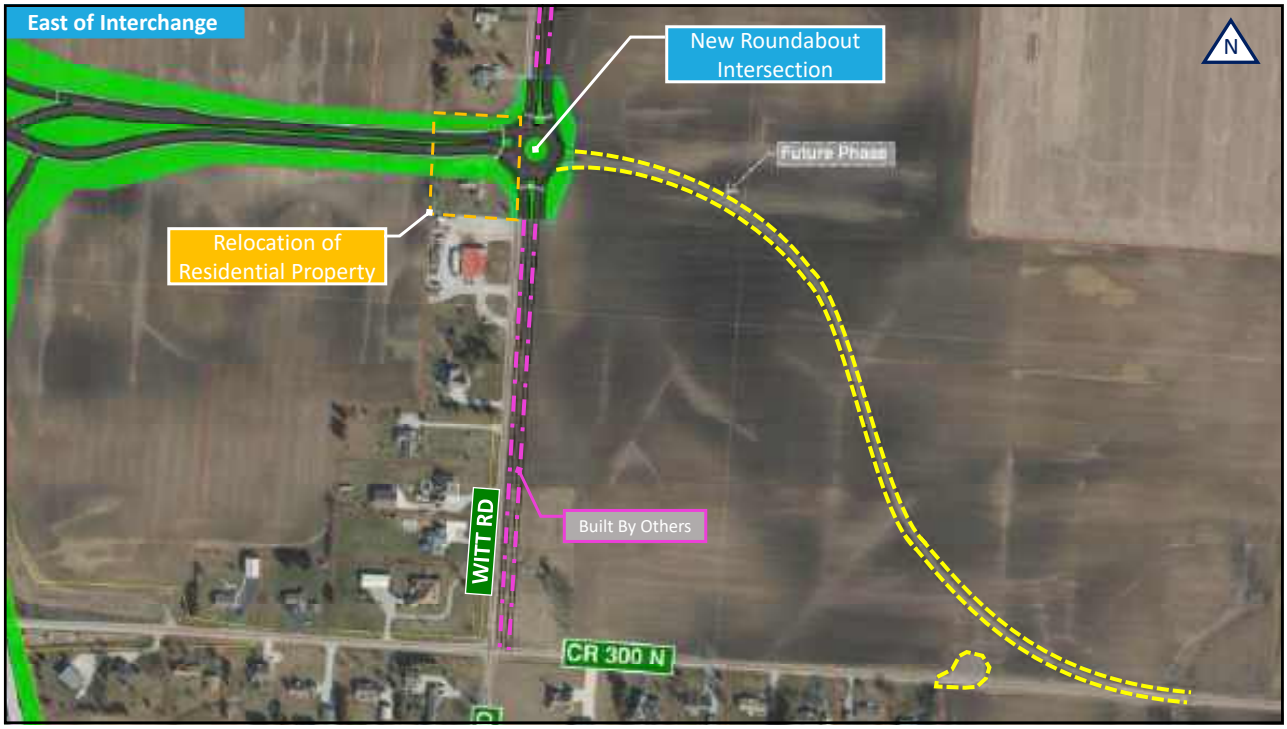
15


65
N
Realigned east to I-65
52
Old US 52 Remains
CR 300 N Overpass of I-65 Remains
Access from the south
CR 300 N
Realigned north to intersect new US 52
West of Interchange

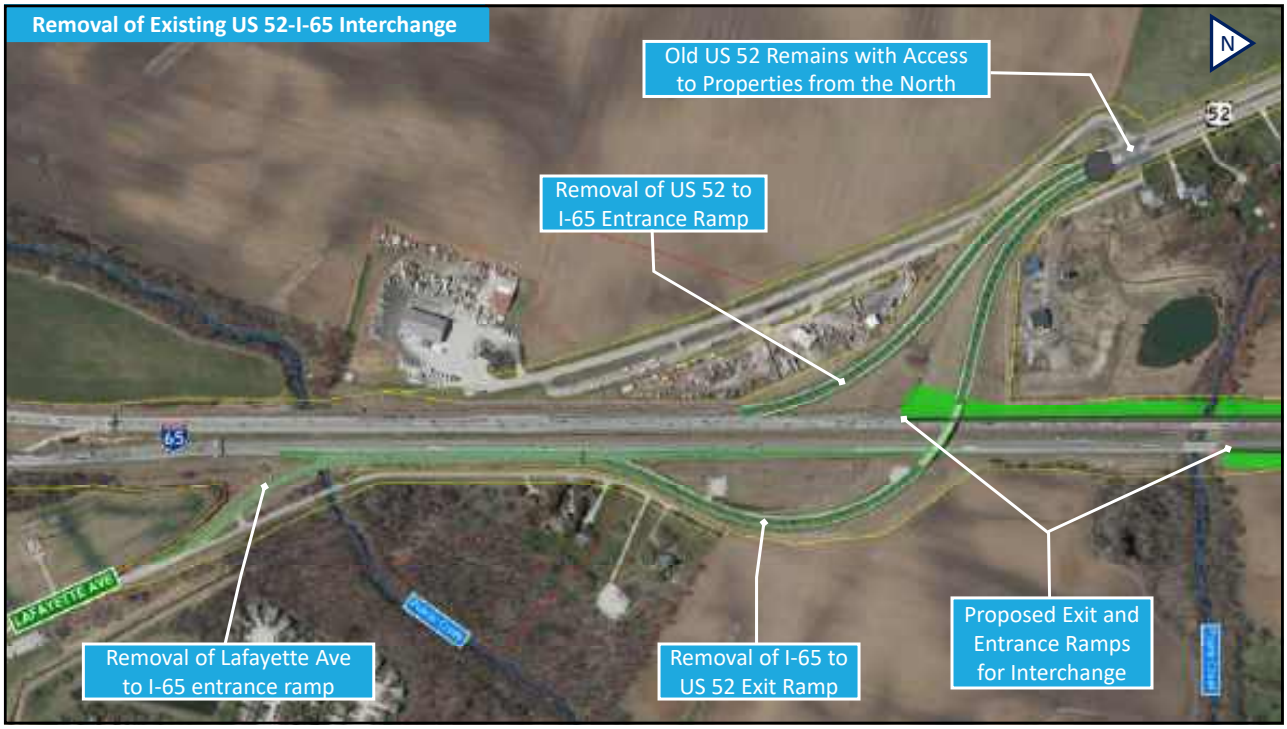
16


Continuous Green T Intersection
N
52
Pedestrian Refuge Islands

17


East of Interchange
N
New Roundabout Intersection
Future Phase
Relocation of Residential Property
WITT RD
Built By Others
CR 300 N

18



19

Environmental Process Update

National Environmental Policy Act (NEPA) Status:

- **Gathering** Information and **Identifying** Resources
  - Waters/Wetland Investigation Completed
    - Various Wetlands, Prairie Creek and its floodplain identified
  - Historic Resources
    - Above-ground Investigation Underway
      - US 52 bridges over Prairie Creek
      - Beck Cemetery
    - Archaeological Investigation Underway

- **Continuing Coordination** with local, state, and federal agencies
- **Gathering** community/public input
- **Further Evaluating** impacts of the project

20

Community Involvement

Public Involvement:

- Notice of Survey
- Public Information Meeting (December 2022)
- Public Information Meeting (August 2023)
- Public Hearing

21

ANTICIPATED PROJECT SCHEDULE*

December 2022	August 2023	Winter 2023/ 2024	Spring/ Summer 2024	Spring/ Summer 2024	Summer 2024	Fall 2024	Spring 2025
Public Information Meeting #1	Public Information Meeting #2	Draft Environmental Document	Public Hearing	Final Environmental Document	Final Design	Land Acquisition	Project Letting	Construction Begins

*This is an anticipated schedule based on estimated duration for federally funded projects and is subject to change as the project develops

22

Submitting Public Comments

Website: www.52at65.com
Mail: Sarah Everhart, American Structurepoint, Inc.
9025 River Road, Suite 200
Indianapolis, IN 46240
Email: severhart@structurepoint.com

In-person at meeting:
- Public comment form available at sign-in
- Submit completed forms to Project Team member

INDOT respectfully requests comments be submitted by October 2, 2023

52 65 INFRASTRUCTURE THAT SERVES YOU
52AT65.COM @52AT65 FACEBOOK.COM/52AT65

23

THANK YOU!

Please feel free to view the exhibits in the next room and ask questions of the project team

Additional information, the video presentation, and project exhibits can also be found on the project website at www.52at65.com

INDOT4U 855-463-6848

Comments and/or Questions after the meeting can be directed to:

Sarah Everhart
American Structurepoint, Inc.
9025 River Road, Suite 200
Indianapolis, IN 46240

Email : severhart@structurepoint.com
Phone: (317) 547-5580
Fax: (317) 543-0270

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

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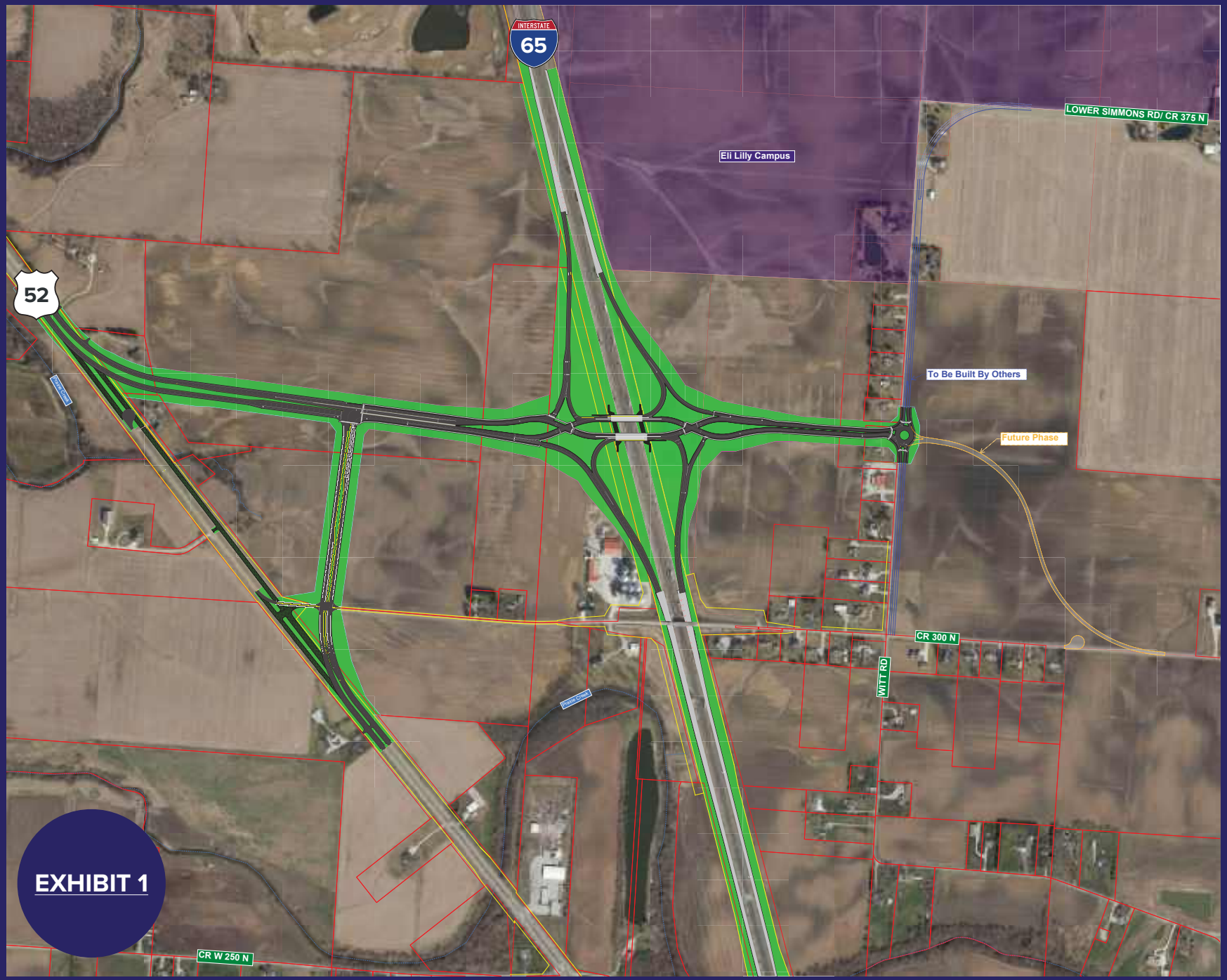
24

PRELIMINARY PREFERRED ALTERNATIVE

August 31,2023 | DRAFT NOT FOR CONSTRUCTION

52 65 INFRASTRUCTURE THAT SERVES YOU



Stream

I-65 AND US 52 INTERCHANGE IMPROVEMENT (DES 2200176)

PRELIMINARY PREFERRED ALTERNATIVE

August 31,2023 | DRAFT NOT FOR CONSTRUCTION

52 65 INFRASTRUCTURE THAT SERVES YOU

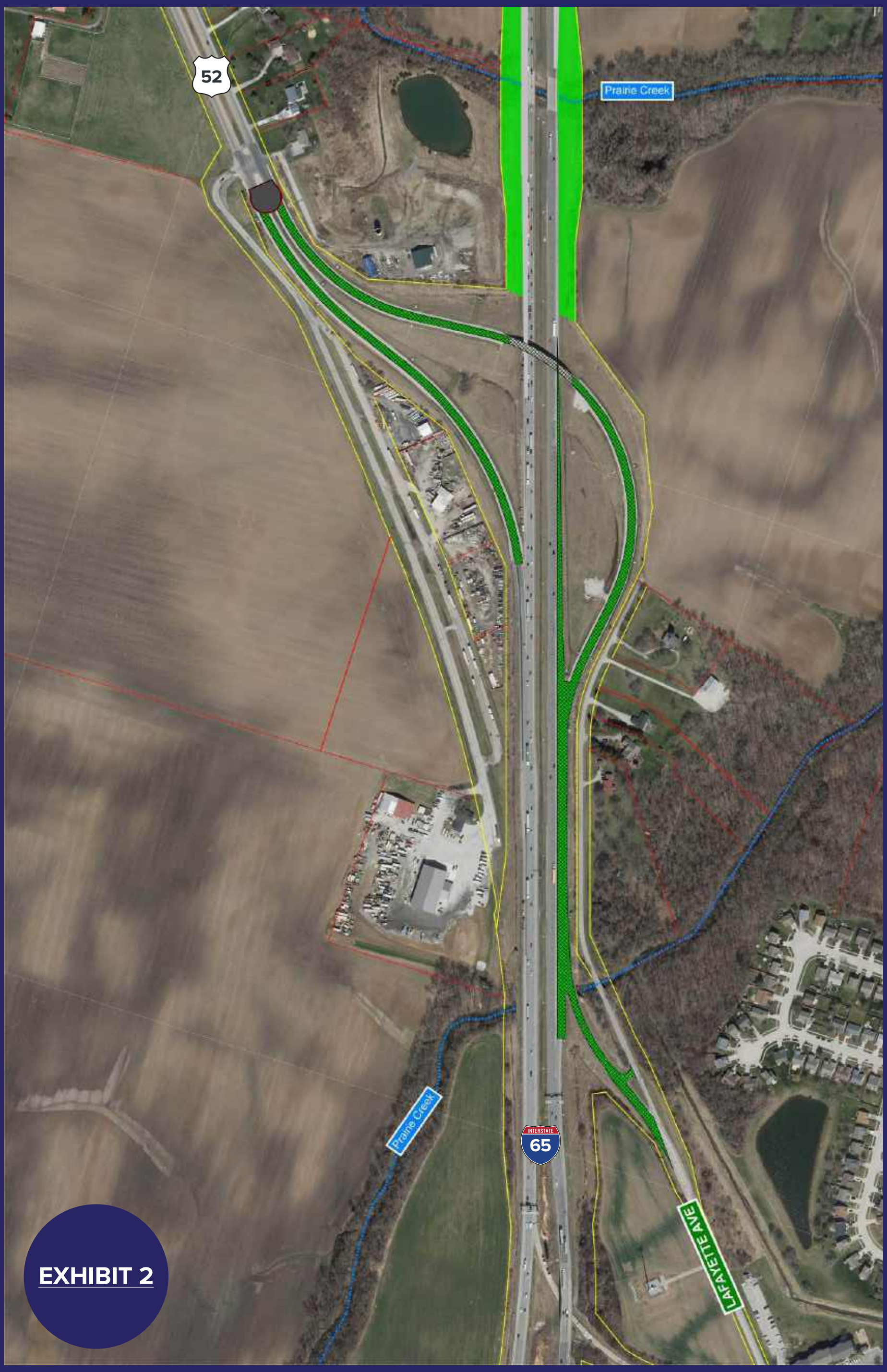


EXHIBIT 2

LEGEND

- Pavement Removal
- Bridge Removal

I-65 AND US 52 INTERCHANGE IMPROVEMENT (DES 2200176)

INDOT Crawfordsville District
Boone County, Lebanon, Indiana

Appendix E, Page 102

N

0’ 300’

52 65
INFRASTRUCTURE
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41 WEST 300 NORTH
CRAWFORDSVILLE, INDIANA 47933
TEL 765.365.4347

COMMENT FORM

Please provide your comments, concerns and/or suggestions regarding the proposed **I-65 and US 52 Interchange Improvement project (Des. No. 2200176)** located in Lebanon, Boone County, Indiana. Your comments are important to us, and we sincerely appreciate your time and participation during the public involvement process. INDOT respectfully requests that you submit your comments by **October 2, 2023**. **Comments may be mailed, faxed, emailed, or submitted online:**

Mail:
American Structurepoint, Inc.
Attn: Sarah Everhart
9025 River Road, Suite 200
Indianapolis, Indiana 46240

Email:
severhart@structurepoint.com

Online:
www.52at65.com

Fax:
(317) 543-0270

Phone:
(317) 547-5580

NAME: Mary Kirchner
ADDRESS: 900 W 300 N Lebanon, IN
COMMENT:

Leave 300 N open from 39 to 52
Do not close 52 Interchange
If connection from Interchange needed go to 375 N instead of 300

(Continued on back)

SIGNATURE: Mary Kirchner

41 WEST 300 NORTH
CRAWFORDSVILLE, INDIANA 47933
TEL 765.365.4347

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American Structurepoint, Inc.
Attn: Sarah Everhart
9025 River Road, Suite 200
Indianapolis, Indiana 46240

Email:
severhart@structurepoint.com

Online:
www.52at65.com

Fax:
(317) 543-0270

Phone:
(317) 547-5580

NAME: WANDA GARST

ADDRESS: 6446 W 400 N Thorntown IN

COMMENT:

Leave 52 where it is & leave existing interchange in place. Make road ramps to New road with interchange - by closing existing interchange you are creating traffic problems for people living in the area of Lafayette Ave. and are removing a interchange that would be very beneficial in dealing with interstate traffic.

Redesign the diverging diamond. to many stop lights. Not the best way to handle the anticipated traffic - I've been on the one at 267 and it is not very good handling heavy traffic

DO NOT CLOSE existing 65/52 interchange

(Continued on back)

SIGNATURE: Wanda Garst

41 WEST 300 NORTH
CRAWFORDSVILLE, INDIANA 47933
TEL 765.365.4347

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9025 River Road, Suite 200
Indianapolis, Indiana 46240

Email:
severhart@structurepoint.com

Online:
www.52at65.com

Fax:
(317) 543-0270

Phone:
(317) 547-5580

NAME: Kevin Krulik

ADDRESS: 303 East Washington Street, Lebanon, IN 46052

COMMENT:

Ensure pedestrian and multi-modal improvements are included throughout the project scope.

Multi use pathway systems should be provided throughout the entire project limits.

All paths should be grade separated, where possible. Pedestrian barrier walls should be provided at a minimum, when grade separation is not practical.

The state should consider providing a separate pedestrian bridge.

(Continued on back)

SIGNATURE:

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TEL 765.365.4347

COMMENT FORM

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9025 River Road, Suite 200
Indianapolis, Indiana 46240

Email:
severhart@structurepoint.com

Online:
www.52at65.com

Fax:
(317) 543-0270

Phone:
(317) 547-5580

NAME: JASON G. ANDERSON

ADDRESS: 861 BARLOW ST W. LAFAYETTE IN 47906

COMMENT:

SEE ATTACHED
1 x WORD DOC
2 x PDF DRAWINGS

(Continued on back)

SIGNATURE: Jason G. Anderson

Traffic lights cause accidents and by installing this type of X intersection INDOT is impeding existing traffic flow onto and from US 52. The propaganda video put out by the Crawfordsville PAO stated that Option 2 was from the December meeting was not feasible, and was removed as an option, however, Option 2 was already completed with the current I-65 improvement project. Did the Safety engineer and the Design engineer even consult on this project? The PM said that projected traffic flow will increase exponentially but did not have those figures.

Here are some alternatives that may work better. 1) Keep the current 52/65 ramps in place 2) block and remove County Road 300 from US 52 to the West (They will be able to access 52 and I65 via the new road/bridge, and inconveniencing these community members is less than the volume of traffic improvement) 3) Add a right-hand exit on US52 where County Road 300 is located and go back across the new road and bridge w/ no exit across I-65 to the East with no lights for vehicles (mostly trucks) wanting to get to the Lilly site. 4) As part of the new road and bridge with no exit or lights have a West-bound lane that feeds back onto US 52 5) Have a separate dedicated overpass ramp from US52 to the new road and bridge (Note: you may need to install a turn-around point further up 52 like the one on IN 25-Hossire Heartland Highway for local residents living on US52) 6) Install a separate new on-ramp from the Lilly facility to I-65 North.

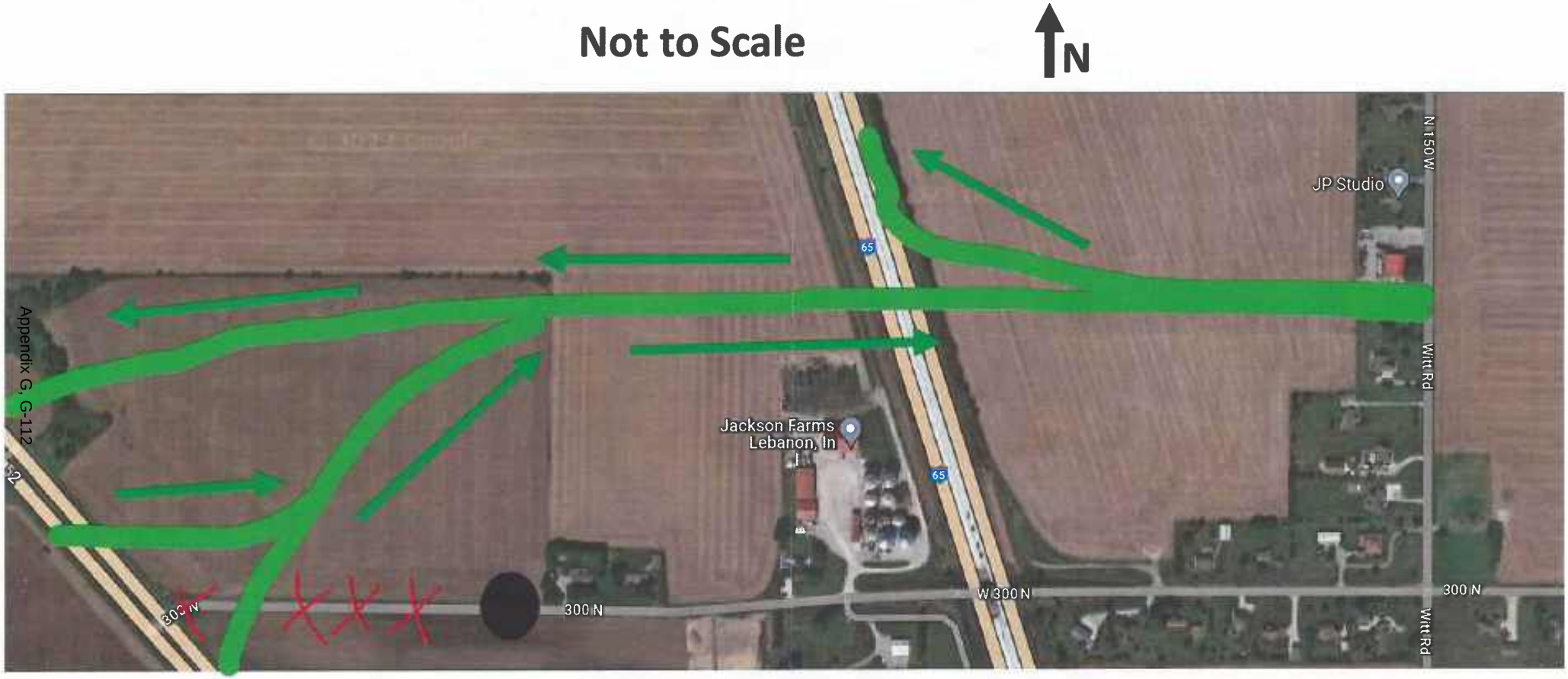
The Federal Highway Administration Ramp Management and Control Handbook demonstrates that dedicated ramps without traffic control lights: reduced delay, reduced queuing, improve safety, and reduced downstream arterial impacts.

Not to Scale

N

Appendix G, G-111

Not to Scale


N
JP Studio
N 150 W
65
Witt Rd
Jackson Farms
Lebanon, In
65
Appendix G, G-112
W 300 N
300 N
300 N
Witt Rd

Everhart, Sarah

From: [redacted]
Sent: Thursday, August 31, 2023 2:19 PM
To: Everhart, Sarah
Subject: RE: 52@65 Notice of Public Meeting on August 31, 2023

Good afternoon Sarah,
Thank you for all of this info. I would like to attend the meeting, since even though it's information al and not a public hearing, I think it's valuable to meet with the team and engineers over the project. I found this to be the case last December when a meeting was held there about selection which of 7 or so choices to replace the old Lafayette Rd exit.

However, I likely am unavailable tonight. Other than the first-hand face to face interactions and beign able to look at a couple disaplys in person will I be missing out on anything?

It sounds like all presentation materials/video will be available online and of course I can still submit comment.

While I am a fan of this project and just wish the big rick Mount grain bin could have remained in place, I do have a strong opinion on the whole project I wanted to share with the team, that likely is opposed to what is being planned:

It's dumb to eliminate the US 52 southbound ramp to 65 as well as the northbound ramp from 65 to 52 west. I get it that if you keep them in addition to building a full new interchange a mile away it gives an odd set up as you would have doubled ramp entry options for those directions. And then also, if a driver continues to use those 2 existing ramps because they're used to it, they wouldn't be able to quickly find an alternative back.

Also, why destroy 2 good, useful, well maintained ramps? The 52 to I65 SB ramp especially since it naturally weaves and is easy to merge into I-65 traffic with little danger and most importantly, without any type of signal to back up traffic so the merging is done at near full speed.

See the current set up at St Rd 28 and I 65. If you exit off SB 65 to try to go to the BP, sometimes you'll wait 5 mins as the semis and cars back up 10 deep since it's become so damn busy at the Frankfurt exit. I imagine that or worse will be what the brand new interchange will be like, so it definitely will require signals. Do we really want to needlessly back up a bunch of traffic on 52 SB when you could have kept the existing ramp to keep traffic low?

Lastly, I know the 65 to 52 NB ramp was completely rebuilt just a year ago or so. If they just busted up all that concrete and rebuilt it, why tear it down now?
I realize it's a sunk cost but it would be a big what a waste of money. If anything the state should have held off on that work since the giant Lilly project north of Lebanon has been I the works for like 3 years.

Thank you for your time.

Garen Carnes
Industrial Engineer
Production Planning / Production Control
Subaru of Indiana Automotive, Inc.
Garen.Carnes@Subaru-SIA.com
Office: 765-449-6438

From: Everhart, Sarah <severhart@structurepoint.com>
Sent: Thursday, August 24, 2023 4:41 PM
Subject: 52@65 Notice of Public Meeting on August 31, 2023

52 65
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41 WEST 300 NORTH
CRAWFORDSVILLE, INDIANA 47933
TEL 765.365.4347

NOTICE OF PUBLIC MEETING – DES. NO. 2200176
I-65 and US 52 Interchange Improvement Project, Lebanon, Boone County, IN

The Indiana Department of Transportation (INDOT) will convene a public information meeting for the I-65 and US 52 Interchange Improvement Project (Des. 2200176) on **Thursday, August 31, 2023 at 7:00 p.m. at Lebanon High School, 510 Tiger Way, Lebanon, IN 46052. Please enter through Athletics Entra (Door 5).** The format of the meeting will feature a formal short presentation to begin at 7:00 PM with an informal open house session starting immediately follow the formal presentation. The open house session will provide the public an opportunity to view project exhibits and displays, as well as interact with the project te **The purpose of the public information meeting is to obtain the public's views regarding the proposed project.**

Please note that the content and discussion at this meeting will only be regarding INDOT's I-65 and US 52 Interchange Improvement Project (Des. 2200176).

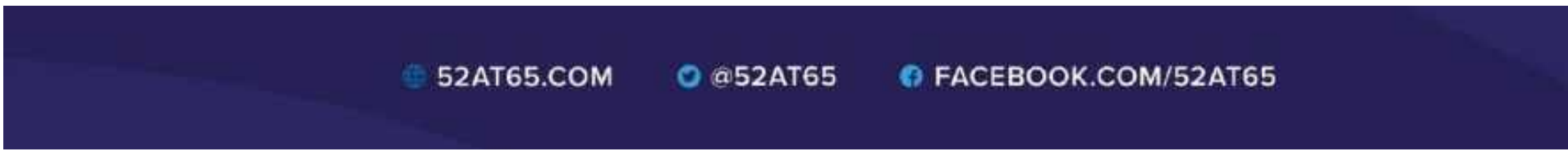
The need for the proposed project is evidenced by the lack of access due to the partial I-65/US 52 interchange that only provides I-65 northbound to US 52 westbo access and US 52 eastbound to I-65 southbound access. I-65 traffic must utilize the SR 47 and SR 32 interchanges to reach the areas east and west of I-65 near US 52 interchange, as well as utilize less direct routes through low-speed residential areas and downtown Lebanon. Additionally, increased traffic congestio expected due to the planned LEAP Innovation and Research District being developed east and west of I-65, north of Lebanon, that is anticipated to be a large tr generator and includes the Eli Lilly and Company campus that is anticipated to be constructed by 2025. Due to the increased traffic congestion from this developm the I-65/US 52 interchange under existing conditions is expected to operate at a level of service (LOS) F (unacceptable) in the 2035 and the 2045 (design year) peak hours. LOS is a scale (A through F) which classifies operating conditions of roads. In general, the operating conditions of roads are considered acceptab found to operate at LOS D or better.

The purpose of the proposed project is to provide improved mobility and direct access to the areas east and west of I-65, north of Lebanon, as well as increase t LOS of the I-65/ US 52 interchange to LOS D or better.

Additionally, the meeting presentation and exhibits will be posted online prior to the meeting at the project's website (www.52at65.com) and comme can be submitted through the website as well. INDOT respectfully asks that all comments be submitted by October 2, 2023.

With advance notice, INDOT can provide special accommodation for persons with differing abilities, limited English speaking ability, and/or persons needing auxi aids or services such as interpreters, signers, readers, or large print. Should special accommodations be needed please contact Sarah Everhart, Amer Structurepoint, Inc., at (317) 547-5580, or email severhart@structurepoint.com by August 28, 2023.

For any questions or comments, please contact Sarah Everhart, American Structurepoint, Inc., at (317) 547-5580, or email severhart@structurepoint.com.



Everhart, Sarah

From: [redacted]
Sent: Tuesday, September 12, 2023 4:37 PM
To: Everhart, Sarah
Subject: 52 at 65 interchange comments

Jeremy Garst
Thorntown, IN

Looking over the proposed design of the 52/65 interchange, I submit to you my thoughts and recommendations.
The proposed relocation of the interchange I expect will remove all but local traffic from 300 N west of 150 W and the southern stretch of 52. Therefore, the new north/south road connecting 300N and "old" 52 to "new" 52, which I will call "the short road," should be a simple 2 lane country road without curbs, just wide enough to accomodate INDOT snow plows.

Additionally, the intersections at either end of the short road need not be signalized. Let the new 52 flow freely at the north end of this road (just like the majority of intersections along 52, a simple bullet crossing will be sufficient for traffic coming from the south turning left), perhaps with turn lanes; and let the new short road flow freely into the southern part of 52.

Also, it looks to me that the whole short road can be shifted 100 ft or so to the west, tightening up the intersection with old 52 to save costs on paving, and getting a little further from the interchange.

Please leave the existing 52/65 junction. The new interchange will reduce its use but it will still be very useful to those using hazelrigg road. As others have said, signs may be removed to prevent confusion among interstate travelers, but it would be wise to keep all options available, especially in emergencies. But how can this be accomplished?

Let's look at the ramp onto 65 S. If fewer lanes go into it, it can be shortened, and then the bridge at the existing 52/65 junction may be retained. To solve this, 52 E onto 65 S does not need 2 lanes, especially since it is a freely flowing right hand turn. I expect that this traffic will be merged into one lane down the on-ramp before merging onto 65S anyway, so why not have this happen a little bit sooner? Let 52 E use just one lane to get onto 65 S.

Respectfully,
Jeremy Garst
EI, B.S. Ag. Engr. Purdue 2019

Everhart, Sarah

From: Gregory Richards <reply-to+6ae33cda4a4a@crm.wix.com>
Sent: Thursday, September 7, 2023 9:30 PM
To: Marketing; Pyles, Justin
Subject: [I-65 and US 52] Contact Us (Page) - new submission

Gregory Richards just submitted your form: Contact Us (Page)
on I-65 and US 52

Message Details:
First Name: Gregory
Last Name: Richards
Email: [redacted]
Subject: Change in Selected Alternate
Message: Why did the selected preliminary alternative change from the time it was first presented to the recent public involvement meeting? Specifically, the part of the alternative from Witt Road to where it ties in to CR 300N. This was originally part of the alternative; now it's "Phase 2". This leads me to think that the City and IEDC can change that part of the alternative to whatever they want. After receiving a certified letter the day after the public information meeting about another round of voluntary annexations, which include the field "Phase 2" routes through, I can't help but think that the real plan is to route traffic down Witt Road to the existing CR 300N and then widen CR 300N, taking the 5 homes just east of Witt Road on CR 300N that the IEDC doesn't already own. My home of 31 years is one of those homes. We were under the impression that, with this being the selected preliminary alternative, that our homes were safe from being taken by eminent domain. The public information meeting renewed our fears of losing our home. When I questioned INDOT staff at the meeting about whether "Phase 2" would happen and how Witt Road would be tied in to CR 300N, I received a vague reply of "that's up to the locals". You'll have to pardon me if I say that my gut feeling about this change is that it's a "bait and switch". We, and our neighbors, have become less than trusting of the agencies involved in the development of this area.

Reply directly or go to your site's Inbox:

Respond Now

41 WEST 300 NORTH
CRAWFORDSVILLE, INDIANA 47933
TEL 765.365.4347

COMMENT FORM

Please provide your comments, concerns and/or suggestions regarding the proposed **I-65 and US 52 Interchange Improvement project (Des. No. 2200176)** located in Lebanon, Boone County, Indiana. Your comments are important to us, and we sincerely appreciate your time and participation during the public involvement process. INDOT respectfully requests that you submit your comments by **October 2, 2023**. **Comments may be mailed, faxed, emailed, or submitted online:**

Mail:
American Structurepoint, Inc.
Attn: Sarah Everhart
9025 River Road, Suite 200
Indianapolis, Indiana 46240

Email:
severhart@structurepoint.com

Online:
www.52at65.com

Fax:
(317) 543-0270

Phone:
(317) 547-5580

NAME: James McKinney

ADDRESS: 1004 Clifford Ct Lebanon Indiana 46052

COMMENT:

I have a concern with the proposed plan to not keep Lafayette Avenue in Lebanon connected to I-65 and US 52.

There is a lot of traffic already through Lebanon. There is also a lot of traffic through the neighborhoods from drivers going up to 300 N to access Witt Rd.

Lafayette Avenue needs to somehow be connected to either the new interchange maybe with an extra lane along I65 like they do over around Fishers and I69

Or, Lafayette Avenue needs connected to Witt Rd/150W at 300

We really don't need to add more traffic to the neighborhoods between I65 and SR 39

Also, once completed, Improvements could be made to create a detour path for when I65 has crash issues. SR 39 has been screwed up by the city at the square

(Continued on back)

SIGNATURE: James A. McKinney

COMMENT (*continued*): and is not very traffic friendly in case needed (the state should correct 39 to handle wider loads, as it is a state road)

Please consider not losing access for Lafayette Avenue to I65 and US 52, even if a connection needs to be added somehow. connecting to the new interchange would be at least an easy way to keep this going. Maybe INDOT can work with the city and county to figure out the best route to keep Lafayette Avenue access.

The current overpass could be converted for southbound incoming from 52 and northbound could access 65 to the new interchange to access northbound 52

since we are spending the funds to change everything, lets include all and not close off current access points. Please.

kThank you

(Please include contact information and signature on front)

Donald and Carolyn Mendell
3475 N. St. Rd. 52
Lebanon, IN 46052

Sarah Everhart
American Structurepoint, IN.
41 West 300 North
Crawfordsville, IN 47933

Re: I-65 and US 52 Interchange Improvement Project, Lebanon, Boone County, IN
Des. No. 2200176

Dear Ms. Everhart,

We are writing with a few of our concerns regarding Project Des. No 2200176. We have a lot of questions and when we have attended the public meetings we have not received any answers, but have more questions. So, here are three of our immediate concerns we would like addressed and answered.

1. Drainage. We want to make sure the changes you our making to the landscape will NOT cause any drainage problems to our ground or home.

   When we moved to this property we spent a lot of money hiring the Snider Group from Zionsville to bring in their engineers and equipment to open the lower part of our home and make it totally handicap accessible. In the past eleven years we have lived here we have never had any water in our home. Our disabled son lives in the lower part of the home, with his own kitchen and laundry room-totally sustainable. We are concerned about any and all drainage across our property. And, most importantly that our home will not have water in or around it now or in the future as the work is completed.

2. Lighting. Where will lights be placed on this exchange? At what angle will vehicles headlights be as the vehicles head back onto 52 going north?

   Our bedroom faces southeast and the direction of the traffic's headlights might make a lot of difference in our ability to sleep. Are we going to need blackout curtains for our bedroom and for our son's area?

3. Property Lines. How close is our property, specifically our home, going to be to the interchange ramps?
   We have had surveyors on our property and we now have flags all around our first drive-way that goes directly to our son's entrance. Where are our entrance and exits to Interstate 65/52 going to be?

We specifically had a drive constructed that lead directly to our son's entrance. When looking for a residence in Lebanon/Boone County we told our realtor we desired a residence with easy and fast access to St. Vincent's Hospital. Our son has a very rare seizure disorder, we have been told he is the only person in the United States with this disorder. Therefore, when he goes into a seizure (they can last for hours) we need to have quick access to St. Vincent's for his immediate care. It can be a matter of life and death.

The state (you, me and all tax payers) are paying for the constructions of the current 52/65 ramps. Why? Are those ramps not going to be used? Is a ramp coming across our property, as shown on your maps? If so, the millions of dollars being spent on those ramps is a waste. What is happening? Why does Highway 52 have to be blocked when it gets to 65???

Many farmers in southern Boone County use 52 to transport their grain north. Does this project have any consideration for the flow of traffic for farmers and smaller businesses heading north on 52? Is Lily the only business in consideration regarding flow of traffic and safety?

We have many questions and each time we attend meetings or listen to information regarding this project we have more questions. We never have received answers to our many questions. Therefore, we have grave concerns about the future of our home and the well-being of our property and the well-being of our lives.

Sincerely,

Don, Carolyn, and Mac Mendell

Everhart, Sarah

From: Pyles, Justin
Sent: Monday, August 21, 2023 8:39 AM
To: Wolf, Kathy; Werner, Matt; Olson, Ken; Everhart, Sarah; DeLucenay, Megan E
Subject: FW: [I-65 and US 52] Contact Us (Page)

Comment from the 52@65 website.

This is the full comment. It looks like there could be more after the ".." but I double check they just added a second period.

Let me know if you need anything from me on this. Thank you,

Justin

From: Micheal Hadden <reply-to+53cb2ed67953@crm.wix.com>
Sent: Sunday, August 20, 2023 1:02 PM
To: Marketing <marketing@structurepoint.com>; Pyles, Justin <jpyles@structurepoint.com>
Subject: [I-65 and US 52] Contact Us (Page) - new submission

Micheal Hadden just submitted your form: Contact Us (Page)
on I-65 and US 52

Message Details:
First Name: Micheal
Last Name: Hadden
Email: [redacted]
Subject: US 52 -I-65
Message: I still like to see a US-52 and I-65 southbound exit ramp to Lafayette road , in Lebanon..

Reply to this email directly or via your site's Inbox: Reply directly or go to your site's Inbox:

Respond Now

41 WEST 300 NORTH
CRAWFORDSVILLE, INDIANA 47933
TEL 765.365.4347

COMMENT FORM

Please provide your comments, concerns and/or suggestions regarding the proposed **I-65 and US 52 Interchange Improvement project (Des. No. 2200176)** located in Lebanon, Boone County, Indiana. Your comments are important to us, and we sincerely appreciate your time and participation during the public involvement process. INDOT respectfully requests that you submit your comments by **October 2, 2023**. **Comments may be mailed, faxed, emailed, or submitted online:**

Mail:
American Structurepoint, Inc.
Attn: Sarah Everhart
9025 River Road, Suite 200
Indianapolis, Indiana 46240

Email:
severhart@structurepoint.com

Online:
www.52at65.com

Fax:
(317) 543-0270

Phone:
(317) 547-5580

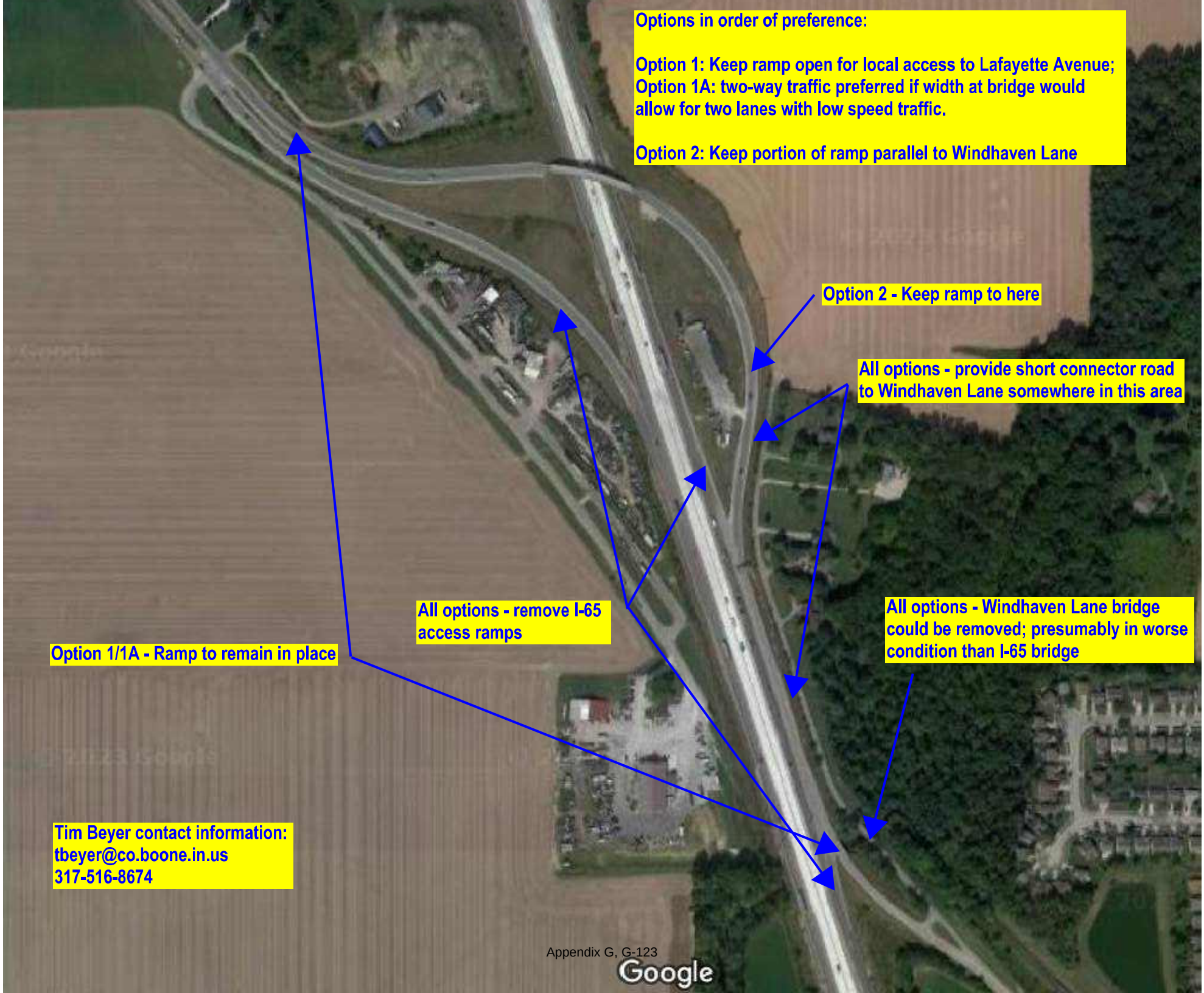
NAME: Tim Beyer (Boone County Commissioner)

ADDRESS: 520 Wren Way, Zionsville, Indiana 46077

COMMENT: I would like to see INDOT entertain several options for keeping the northbound ramp that crosses I-65 to US 52 for local access for Lafayette Avenue traffic. See attached exhibits for various options.

(Continued on back)

SIGNATURE: _____


Options in order of preference:
Option 1: Keep ramp open for local access to Lafayette Avenue;
Option 1A: two-way traffic preferred if width at bridge would allow for two lanes with low speed traffic.
Option 2: Keep portion of ramp parallel to Windhaven Lane
Option 2 - Keep ramp to here
All options - provide short connector road to Windhaven Lane somewhere in this area
All options - remove I-65 access ramps
All options - Windhaven Lane bridge could be removed; presumably in worse condition than I-65 bridge
Option 1/1A - Ramp to remain in place
Tim Beyer contact information:
tbeyer@co.boone.in.us
317-516-8674
Google

Everhart, Sarah

From: Stephen Isenhower <reply-to+651f3233749f@crm.wix.com>
Sent: Friday, September 8, 2023 7:10 AM
To: Marketing; Pyles, Justin
Subject: [I-65 and US 52] Contact Us (Page) - new submission

Stephen Isenhower just submitted your form: Contact Us (Page)
on I-65 and US 52

Message Details:
First Name: Stephen
Last Name: Isenhower
Email: [redacted]
Subject: DES. No. 2200176
Message: As this project's stated objective is to improve mobility and access to I-65, it is recommended that two of the existing access points to I-65 be maintained - namely Lafayette Ave to NB I-65 and EB US 52 to SB I-65. This low-cost option will not require additional right-of-way or NEPA studies. These connections will be extremely useful for the areas on the northwest side of Lebanon. Hopefully you can give this serious consideration.

Reply directly or go to your site's Inbox:

Respond Now

DES 2200176 Environmental Assessment

Appendix H: Air Quality

U.S. Department
of Transportation

Federal Transit Administration
Region V
200 West Adams St., Suite 320
Chicago, IL 60606-5253

Federal Highway Administration
Indiana Division
575 N. Pennsylvania St., Rm 254
Indianapolis, IN 46204-1576

September 13, 2022

Roy Nunnally, Director
Asset Management Division
Indiana Department of Transportation
100 N Senate Ave. N925
Indianapolis, IN 46204

Dear Mr. Nunnally:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the documents necessary to make an air quality conformity finding for the Indianapolis Metropolitan Planning Organization's (IMPO) planning documents. The Indianapolis Metropolitan Planning Area is within the 9-county Indianapolis air quality conformity area and is comprised of Boone, Hamilton, Hancock, Hendricks, Johnson, Madison, Marion, Morgan and Shelby Counties. The need for this new conformity finding stems from a recent amendment to the IMPO 2050 Metropolitan Transportation Plan (MTP) (Amendment 2), and an amendment to the FY2022-2025 IMPO Transportation Improvement Program (TIP) (Quarter 3, 2022 Amendment).

Boone, Hamilton, Hancock, Hendricks, Johnson, Madison, Marion, Morgan and Shelby Counties are designated as Maintenance for the 1997 Ozone Standard until October 19, 2027.

Appropriate consultation and public involvement on the MTP and TIP amendments was completed. The Indiana Department of Environmental Management, the Indiana Department of Transportation, and the US Environmental Protection Agency have completed their reviews and have determined that air quality conformity requirements have been met.

Therefore, FHWA and FTA affirms the following planning documents confirm to air quality conformity rule requirements:

IMPO 2050 Metropolitan Transportation Plan (including Amendment 2)
IMPO 2022-2025 TIP (including the Quarter 3 Amendment dated August 17, 2022)

This conformity determination letter supersedes all previous conformity determination letters for this MPO. Conformity determination letters issued for amended MTPs (i.e., MTPs that have not been updated in accordance with the requirements outlined in 23 CFR 450.324) do not restart the conformity clock for those documents.

If you have any questions, please feel free to contact Erica Tait, FHWA, at 317-226-7481 or erica.tait@dot.gov; or Cecilia Crenshaw-Godfrey, FTA, at 312-705-1268 or cecilia.crenshaw@dot.gov.

Sincerely,

KELLEY BROOKINS
Digitally signed by KELLEY BROOKINS
Date: 2022.09.09 07:00:14 -05'00'

Kelley Brookins
Regional Administrator
FTA Region V

Sincerely,

JERMAINE R HANNON
Digitally signed by JERMAINE R HANNON
Date: 2022.09.13 14:18:31 -04'00'

Jermaine R. Hannon
Division Administrator
FHWA Indiana Division

cc: (transmitted by e-mail)
Anna Gremling, IMPO
Kristyn Sanchez, IMPO
Jen Higginbotham, IMPO
Brandon Burgoa, INDOT
Jay Mitchell, INDOT
Cecilia Crenshaw-Godfrey, FTA
Jason Ciavarella, FTA
Tony Maietta, EPA
Shawn Seals, IDEM

Indianapolis Metropolitan Planning Organization

2050 Metropolitan Transportation Plan Amendment #2 – 2022Q3

2050 Metropolitan Transportation Plan
2022-2025 Transportation Improvement Program

August 17, 2022

Prepared by:
Indianapolis Metropolitan Planning Organization
200 East Washington Street, Suite 2322
Indianapolis, Indiana 46204
317-327-5136 | www.IndyMPO.org

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3. Public Review and Approval Process 3
4. Fiscal Constraint 3

Appendices

Appendix A: Consultation Materials
Appendix B: 2050 MTP Replacement List of Projects/Cost

1. Transportation Conformity

Refer to the 2022-Q3 Transportation Conformity Determination Report for Central Indiana for required federal conformity determination for this Amendment #2 to the 2050 MTP.

This amendment to the 2050 Metropolitan Transportation Plan (MTP) includes:

- Additions and updates of Indiana Department of Transportation (INDOT) project
- addition of IMPO member projects

2. Background

The 2050 MTP is the IMPO's 30-year vision and plan for implementation of major regional projects. The IMPO works closely with all of its local public agencies (cities, towns, and counties), as well as INDOT, local transit operators, and other relevant agencies in creating the MTP. As projects are selected for federal funding they advance to implementation, at which point they are programmed into the IMPO's 4-year Transportation Improvement Program (TIP) for study, design, and construction, provided they attain environmental permits and other necessary clearances.

3. Public Review and Approval Process

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. The 2050 MTP Amendment #2 was made available for public review and comment from August 1, 2022 through August 15, 2022, and during a public hearing on August 17, 2022 during the IMPO Transportation Policy Committee Meeting. A summary of comments can be found in Appendix A.

4. Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. This amendment meets reasonable fiscal constraint requirements.

Amendment #2 to the 2050 MTP includes the following projects. See full updated table of 2050 MTP projects in Appendix B.

Non-Exempt amendments to be updated within the 2050 MTP List of Projects:

- *Add Project*: Greenwood (Johnson County) – MTP # 5205 – Worthsville Road from Honey Creek Road to S.R. 135 (Section 1) – Added Travel Lanes from 2 to 4 lanes – Illustrative List (2050+)
- *Add Project*: Greenwood (Johnson County) – MTP # 5206 – Worthsville Road ATL from Averitt Road to Honey Creek Road (Section 2) – Added Travel Lanes from 2 to 4 lanes – Illustrative List (2050+)
- *Update Project Description*: INDOT (Marion County) – MTP # 6043 – DES # 1600854 (lead) – I-465 NW ATL project 86th St to US 31 & Interchange Modification at I-865 and I-465 – Widen from 6 lanes to 8 lanes & Interchange modifications at US 31 & 106th, 116th – $396,400,000 – 2020-2029 (E&C)
    - *Secondary DES: 1600857, 1701347, 1900189, 2000147, 2000173, 2000174, 2000175, 2000179, 2000306,2000361, 2000404, 2002530*
- *Add Project*: INDOT (Johnson County) – MTP # 5011 – DES # 2200928 – I-65 Added Travel Lanes from 0.54 miles N of SR 252 to 0.96 miles S of SR 44, from 4 lanes to 6 lanes – 2020-2029 time period – Letting Date: October 2026 – $199,318,000
- *Add Project*: INDOT (Boone County) – MTP # 1003 – DES # TBD – US 421 Added Travel Lanes from 2.91 miles north of the north leg of I-465 to 2.86 miles south of SR 32, from 3 lanes to 5 lanes – Illustrative List (2050+) – $10,000,000

Other Non-Exempt amendments within Central Indiana 9-county ozone area to be added to the regional Transportation Demand Model:

- INDOT (Boone County) – DES # 2200176 – I-65 / US 52 New Interchange near CR 300N – Letting Date: July 2025 – $28,000,000
- As per routine procedure, the IMPO and MCCOG (Madison County) coordinate the functions of each agency's transportation demand model when appropriate and as possible, to ensure collaboration within the 9-county airshed.

The following table summarizes planned expenditures by plan period from the tables in Appendix B. In each period the projected revenue is more than the planned costs, therefore the plan is fiscally constrained.

Time Period	2020-2029	2030-2039	2040-2049	TOTAL
State Revenues	$7.9 B	$9.9 B	$12.1 B	**$29.9 B**
State Spending	$3.3 B	$0.2 B	$0.0 B	**$3.4 B**
Fiscally Constrained	✓	✓	✓	✓
Total Local Revenues	$3.5 B	$4.2 B	$5.1 B	**$12.8 B**
Local Spending	$1.0 B	$0.8 B	$0.8 B	**$2.7 B**
Fiscally Constrained	✓	✓	✓	✓
IndyGo Revenues	$1.8 B	$1.6 B	$2.0 B	**$5.4 B**
IndyGo Spending	$0.6 B	$0.0 B	$0.0 B	**$0.6 B**
Fiscally Constrained	✓	✓	✓	✓

Spending totals updated as part of this Amendment #2.
Source: Indianapolis MPO. All figures are rounded and in billions.

Indiana Department of Transportation (INDOT)

State Preservation and Local Initiated Projects FY 2024 - 2028

SPONSOR	CONTRACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2024	2025	2026	2027	2028
Indiana Department of Transportation	44240 / 2200176	Init.	I 65	New Interchange Construction	Crawfordsville	6.02	NHPP	$35,651,000.00	Economic Development - ROW	RW	$1,350,000.00	$150,000.00	$1,500,000.00				
									Economic Development - Construction	CN	$26,460,000.00	$2,940,000.00	$500,000.00	$14,900,000.00	$14,000,000.00		
Performance Measure Impacted: Safety																	
Location: New Interchange CN																	
Comments:Include DES 2200176, 2300277, 2300278, 2300279, 2300280, 2300281, 2300282, 2300284																	
Indiana Department of Transportation	44240 / 2200176	A 01	I 65	New Interchange Construction	Crawfordsville	6.02	NHPP	$44,256,978.67	Economic Development - Construction	CN	$26,460,000.00	$2,940,000.00	$500,000.00	$14,900,000.00	$14,000,000.00		
									Economic Development - ROW	RW	$450,000.00	$50,000.00	$500,000.00				
									Mobility Construction	CN	$0.00	$0.00	($7,288,000.00)	$7,288,000.00			
									Economic Development - Consulting	PE	$2,926,142.88	$325,126.98	$3,251,269.87				
									Bridge Construction	CN	$0.00	$0.00	($2,151,000.00)	$2,151,000.00			
									Mobility Consulting	PE	$468,000.00	$52,000.00		$520,000.00			
Performance Measure Impacted: Safety																	
Location: On I-65, 0.3 mi E of US52, 0.28 mi N of CR 300 N includes Lafayette Ave. SB exit ramp; US 52 over I-65 SB/NB; 01.89 mi N of SR 32																	
Comments:Add PE for FY 24, Increase RW from $1,500,000 to $200,000 FY 24 and move CN from FY 24 to 25. No MPO involved AQC n/a, Includes DES 1800069, 2000160, and 2200176. AQC Conformity Finding 9/13/22.																	
Indiana Department of Transportation	44240 / 2200176	M 32	I 65	New Interchange Construction	Crawfordsville	6.02	NHPP	$44,271,978.00	Bridge Construction	CN	-$567,177.30	-$63,019.70		($630,197.00)			
									Mobility Construction	CN	-$2,128,889.70	-$236,543.30		($2,365,433.00)			
									Economic Development - Construction	CN	$12,191,400.00	$1,354,600.00	($1,000,000.00)	$28,046,000.00	($13,500,000.00)		
Performance Measure Impacted: Safety																	
Location: New Interchange CN																	
Comments:DES includes 2200176, 1800069, 2000160, 2300277, 2300278, 2300279, 2300280, 2300281, 2300282, and 2300284. Move CN funds.																	
Indiana Department of Transportation	44240 / 2200176	M 43	I 65	New Interchange Construction	Crawfordsville	6.02	NHPP	$80,000,000.00	Economic Development - Consulting	PE	$0.00	$0.00	($3,257,000.00)	$3,257,000.00			
									Economic Development - ROW	RW	$0.00	$0.00	($2,000,000.00)	$2,000,000.00			
									Mobility ROW	RW	$0.00	$0.00	$0.00				

Report Created:5/3/2024 7:49:24AM

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

Indiana Department of Transportation (INDOT)

State Preservation and Local Initiated Projects FY 2024 - 2028

SPONSOR	CONTRACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2024	2025	2026	2027	2028
Performance Measure Impacted: Safety																	
Location: New Interchange CN																	
Comments:DES includes 2200176, 1800069, 2000160, 2300277, 2300278, 2300279, 2300280, 2300281, 2300282, 2300284. Move FY2024 $3,251,269.87 to FY2025, Move FY2024 $2,000,000 to FY2025																	
Indiana Department of Transportation	44240 / 2200176	M 45	I 65	New Interchange Construction	Crawfordsville	6.02	NHPP	$80,000,000.00	Economic Development - ROW	RW	$0.00	$0.00		($2,000,000.00)	$2,000,000.00		
Performance Measure Impacted: Safety																	
Location: 0.3 mi E of US52, 0.28 mi N of CR 300 N																	
Comments:Move RW from FY 25 to FY 26																	
Boone County	44243 / 2101725	M 32	IR 1098	Signing	Crawfordsville	100	Multiple	$2,120,280.03	Local Safety Program	CN	$264,000.00	$0.00		$264,000.00			
									Local Funds	CN	$0.00	$66,000.00		$66,000.00			
Performance Measure Impacted: Safety																	
Location: Various locations throughout Boone County on roads that are in Boone County's jurisdiction.																	
Comments:Increase funds in SFY 25 in CN from $140,051 to $173,008 Increase funds in SFY 25 in CN from $1,260,455 to $1,557,075 Total project cost increased from $1,790,703 to $2,120,280 (18.4%) IMPO Mod 24-07.3 AQC Exempt																	
Boone County	44244 / 2101727	M 30	IR 8663	Bridge Replacement	Crawfordsville	.23	STBG	$2,488,200.00	Local Funds	CN	$0.00	$196,000.00				$196,000.00	
									Local Bridge Program	CN	$786,000.00	$0.00				$786,000.00	
Performance Measure Impacted: Bridge Condition																	
Location: Bridge 61 On CR N 1000 E in Boone County approximately .5 miles north of SR 32																	
Comments:Increase funds in SFY 27 in CN from $349,800 to $546,200 Increase funds in SFY 27 in CN from $1,399,200 to $2,184,800 Total project cost increased from $2,488,200 to $3,470,200 (39.5%) IMPO Mod 24-07.3 AQC Exempt																	
Lebanon	44250 / 2101720	A 01	ST 3039	New Road Construction	Crawfordsville	.41	STBG	$4,590,000.00	Local Funds	CN	$0.00	$730,560.00			$730,560.00		
									Local Funds	RW	$0.00	$65,478.00	$65,478.00				
									Group III Program	CN	$2,922,240.00	$0.00			$2,922,240.00		
									Group III Program	RW	$261,912.00	$0.00	$261,912.00				
Performance Measure Impacted: Pavement Condition																	
Location: Grant Street (phase 2) from Indianapolis Avenue (SR 32) to Washington Street																	
Comments:Add RW to FY 24 and CN to FY 24. AQC Exempt 9/29/23.																	

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

DES 2200176 Environmental Assessment

Appendix I: Noise

AMERICAN STRUCTUREPOINT INC.

9025 RIVER ROAD, SUITE 200
INDIANAPOLIS, INDIANA 46240
TEL 317.547.5580
FAX 317.543.0270

NOISE ANALYSIS REPORT

I- 65 AND US 52 INTERCHANGE IMPROVEMENT PROJECT
BOONE COUNTY, INDIANA

DES. NO. 2200176

Prepared for:

INDIANA DEPARTMENT OF TRANSPORTATION
CRAWFORDSVILLE DISTRICT
41 WEST COUNTY ROAD 300 NORTH
CRAWFORDSVILLE, INDIANA 47933

Prepared by:

AMERICAN STRUCTUREPOINT, INC.
9025 RIVER ROAD, SUITE 200
INDIANAPOLIS, INDIANA 46240

KAITLYNN WALKER, PROJECT MANAGER
GRACE OLSEN, ENVIRONMENTAL SPECIALIST

SUBMITTED JANUARY 4, 2024
REVISED MARCH 5, 2024
REVISED MARCH 29, 2024

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Appendix B – Field Measurement Data Sheets
Appendix C – Sound Level Meter Calibration Certificates
Appendix D - Calculated Noise Levels
Appendix E – Noise Barrier Analysis and Optimization
Appendix F – Traffic Data

Executive Summary

This analysis was developed to determine the traffic noise levels and traffic noise impacts associated with the proposed relocation of the existing Interstate 65 (I-65) and US 52 interchange to County Road (CR) 300 N in Boone County, Indiana. The proposed project would relocate the existing I-65/US 52 interchange to CR 300 N, but would be offset approximately 0.28 mile north of existing CR 300 N. Under this conceptual alternative, US 52 would be realigned to travel in an east/west direction to the interchange. East of the interchange, CR 300 N would be realigned beginning east of Witt Road and extend west on new alignment to the relocated I-65/US 52 interchange. A connection would be made to the remaining portion of US 52 south of the new alignment and this remaining portion of US 52 would terminate south of CR 250 N, prior to reaching I-65. Stormwater detention ponds (dry ponds) would be utilized as required within the interchange infields to meet the appropriate detention requirements. The existing I-65/US 52 interchange ramps would be removed including the ramp from northbound Lafayette Avenue to I-65 northbound. The Lafayette Avenue to I-65 northbound ramp would be removed because it would be too close to the proposed I-65 northbound exit ramp, which would cause potential conflicts between merging and diverging traffic. Although this access point would be removed, a new improved access point would be provided from CR 300 N that would allow vehicles access to northbound and southbound I-65, as well as westbound US 52. Additionally, Lafayette Avenue traffic would still be able to utilize the I-65 and SR 32 interchange that is approximately 1.25 miles south of the existing Lafayette Avenue to I-65 northbound entrance ramp.

The proposed project is considered a Type I Project as it involves the construction of interchange ramps and new roadway alignments. This noise analysis was prepared in accordance with the Federal Highway Administration's (FHWA's) *Highway Traffic Noise: Analysis and Abatement Guidance (December 2011),* and the Indiana Department of Transportation's (INDOT's) *Traffic Noise Analysis Procedure (October 2022)*.

The existing year (2023) noise levels, as well as the design year (2045) noise levels were predicted using FHWA'S approved noise predicting program, *Traffic Noise Model, Version 2.5 (TNM 2.5)*. To validate the model, short-term (10-15 minute) field measurements were taken at six sites within the analysis area. All six sites were validated in the model. It should be noted that Noise Measurement Site No. 2 was only recorded for seven minutes due to the construction noise along I-65 toward the end of the measurement.

A total of 375 receptors were identified within the noise analysis area, representing two different noise abatement criteria (NAC) land use activity categories, Activity Categories B and C. Of the 375 receptors analyzed, 365 are classified as single family residential units (Activity Category B), one receptor is associated with the Beck Family Cemetery (Activity Category C), six receptors are associated with the recreational amenities of Kise Estate Apartments (Activity Category C), and three receptors are associated with Trophy Club Golf Course (Activity Category C). The analysis area also includes agricultural, industrial, and undeveloped land that, at the time of this analysis, was not permitted for future development (i.e., new subdivision or commercial building that has been platted). These areas are considered to be Activity Category F and Activity Category G land use types for which there is no NAC. While receptors were not placed in these areas, approximate contours representing the areas likely to experience noise exposure levels of 66 dBA and 71 dBA have been defined (illustrated in Appendix A, Page A-5 to A-21). This will assist local planning officials responsible for the permitting of future development in ensuring incompatible land use types do not encroach upon this contour.

The results of this analysis identified 29 receptors (28 Activity Category B and one Activity Category C) as approaching/exceeding the NAC in the design year (2045). Twelve noise barrier locations were modeled within the analysis area. Based on the studies completed to date, it has been determined that noise abatement is not feasible or reasonable at any of these locations. A re-evaluation of the noise analysis will occur during final design. If during final design it is determined that conditions have changed such that noise abatement is feasible and reasonable, the abatement measures will be provided. The final decision on the installation of noise abatement measures will be made after completion of the project's final design.

1.0 Introduction

The Indiana Department of Transportation (INDOT) is advancing a federal-aid project to relocate the existing I-65/US 52 interchange to CR 300 N but would be offset approximately 0.28 mile north of existing CR 300 N in Boone County, Indiana. The project area is centered along I-65 and extends along I-65, US 52, and W CR 300 N. Along I-65, the project area begins at the existing I-65 and Lafayette Avenue patrial interchange and extends north for approximately 2.15 miles. Along US 52, the project area begins at the existing I-65 and US 52 partial interchange and extends northwest for approximately 2.17 miles. Along W CR 300 N, the project area begins at the intersection of US 52 and W CR 300 N and extends east for approximately 1.94 miles to the intersection of W CR 300 N and SR 39.

1.1 Purpose of Analysis

The purpose of this noise analysis is to assess existing and future traffic noise levels associated with the I-65/US 52 Interchange Improvement project, identify impacted receptors within common noise environments (CNEs) and evaluate potential abatement solutions for feasibility and reasonableness if impacted receptors are present. The analysis was performed in accordance with the current INDOT's *Traffic Noise Analysis Procedure (October 2022)*.

1.2 Project Description

The proposed project is located at the I-65/US 52 interchange in Boone County, Indiana. It is within Center Township, Hazelrigg and Lebanon USGS Topographic Quadrangles, in Sections 9, 13, 14, 15, 16, 22, 23, 24, 26, Township 19 North, Range 1 West. Please refer to Figure 1 (Appendix A) for the project location map.

1.2.1 Existing Road Conditions

The section of I-65 in this area is functionally classified as a four-lane interstate with two northbound and two southbound lanes. I-65 has a posted speed limit of 70 miles per hour (mph) for passenger cars and 65 mph for heavy trucks. However, the observed speed of the majority of all vehicle types is 70 mph. Additionally, the interstate is currently being widened to accommodate six 12-foot wide travel lanes (three northbound and three southbound) bordered by 12-foot wide paved inside and outside shoulders in each direction as part of the I-65 Added Travel Lanes (ATL) Project from SR 32 to SR 47 project (Des. No. 1802967). Construction had begun on the I-65 ATL Project but was not complete at the time of the noise measurements. Therefore, the existing noise model does not include the additional travel lanes. The posted speed during construction in this area is 55 mph. The existing right-of-way along I-65 varies from approximately 240 to 260 feet wide. Drainage along I-65 is generally conveyed towards Prairie Creek via constructed roadside ditches.

The section of US 52 in this area is functionally classified as a major collector and is a four-lane highway (two westbound and two eastbound) with a posted speed limit of 60 mph. The existing typical roadway section of US 52 consists of two 12-foot-wide travel lanes bordered by 2-foot wide paved inside and outside shoulders in each direction. An approximately 20-foot-wide grass median separates the westbound and eastbound lanes. The existing right-of-way along US 52 varies from 150 to 175 feet wide. Drainage along US 52 is generally conveyed towards Prairie Creek via constructed roadside ditches.

The existing I-65/US 52 partial interchange consists of an I-65 northbound right-side exit ramp to US 52 westbound, a US 52 eastbound entrance ramp to I-65 southbound, and a Lafayette Avenue northbound entrance ramp to I-65 northbound. The interchange does not provide access to US 52 from I-65 southbound, from US 52 to I-65 northbound, or from I-65 to Lafayette Avenue. The existing I-65 northbound to US 52 westbound exit lane begins just south of Prairie Creek and is separated from I-65 by a concrete barrier. This exit lane is adjacent to the Lafayette Avenue to I-65 entrance lane. Vehicles utilizing the I-65 northbound to US 52 exit and the Lafayette Avenue to I-65 entrance are required to cross lanes to reach their respective destinations.

Please note that the previously existing I-65 to Lafayette Avenue left-hand exit ramp was removed as part of the separate I-65 to Lafayette Flyover Ramp project (Des. No. 2000160), which would have reconfigured the left-hand exit ramp to a right-hand flyover ramp. The I-65 to Lafayette Avenue Flyover Ramp project (Des. No. 2000160) was evaluated as part of the I-65 ATL from SR 32 to SR 47 project (Des. No. 1802967). Once this project is complete, the typical roadway section of I-65 will consist of three 12-foot-wide travel lanes bordered by a 12-foot wide paved outside shoulder and a 12-foot wide paved inside shoulder in each direction. A 45-inch-tall concrete median barrier will separate the northbound and southbound travel lanes. These projects proceeded with construction and the previously existing I-65 to Lafayette Avenue left-hand exit ramp was removed. It should be noted that the I-65 ATL roadway improvements were not considered to be the existing condition as this project is currently under construction. However, the construction of the new right-hand exit ramp was put on hold upon identification of the need for this I-65 and US 52 Interchange Improvement project (Des. No. 2200176). This was due to the overlap of the project areas and that the I-65 and US 52 Interchange Improvement project (Des. No. 2200176) may result in a preferred alternative that conflicts with the I-65 to Lafayette Avenue Flyover ramp. Therefore, the I-65 to Lafayette Avenue exit ramp will be reevaluated as part of the I-65 and US 52 Interchange Improvement project (Des. No. 2200176) and the existing conditions described for this project will reflect the current lack of an I-65 to Lafayette Avenue exit ramp.

1.2.2 Proposed Road Improvements

The proposed project would relocate the existing I-65/US 52 interchange to CR 300 N, but would be offset approximately 0.28 mile north of existing CR 300 N. Under this conceptual alternative, US 52 would be realigned to travel in an east/west direction to the interchange. East of the interchange, CR 300 N would be realigned beginning east of Witt Road and extend west on new alignment to the relocated I-65/US 52 interchange. A connection would be made to the remaining portion of US 52 south of the new alignment and this remaining portion of US 52 would terminate south of CR 250 N, prior to reaching I-65. Stormwater detention ponds (dry ponds) would be utilized as required within the interchange infields to meet the appropriate detention requirements. The existing I-65/US 52 interchange ramps would be removed including the ramp from northbound Lafayette Avenue to I-65 northbound. The Lafayette Avenue to I-65 northbound ramp would be removed because it would be too close to the proposed I-65 northbound exit ramp, which would cause potential conflicts between merging and diverging traffic. Although this access point would be removed, a new improved access point would be provided from CR 300 N that would allow vehicles access to northbound and southbound I-65, as well as westbound US 52. Additionally, Lafayette Avenue traffic would still be able to utilize the I-65 and SR 32 interchange that is approximately 1.25 miles south of the existing Lafayette Avenue to I-65 northbound entrance ramp.

2.0 Existing Noise Environments

In accordance with the INDOT *Traffic Noise Analysis Procedure (October 2022)*, potential receptors were identified within the analysis area, which is roughly defined as the area 500 feet off the proposed edge of pavement. Due to the presence of impacted receptors at 500 feet along I-65, the analysis area was extended to 800 feet. A total of 375 receptors were identified within the analysis area and evaluated as part of this noise impact analysis. Of the 375 receptors identified and analyzed, 365 were classified as Activity Category B land uses and ten were classified as Activity Category C land uses. Section 2.1 below provides a more comprehensive description of each modeled receptor and its associated activity category.

2.1 Common Noise Environments

The overall land use within the analysis area is primarily residential and agricultural uses, with some scattered industrial and maintenance facilities. The analysis area defined for this project is divided into four Common Noise Environments (CNEs) and discussed further below (See Appendix A, Page A-5 to A-21 for mapping). **Table 2-1** identifies the composition of receptors within each CNE.

TABLE 2-1 - RECEPTOR COMPOSITION WITHIN CNE'S

CNE	Single Family Res.	Rec. Facilities (ERUs)	Total DU / ERU
CNE 1	37	0	37
CNE 2	296	6	302
CNE 3	1	0	1
CNE 4	31	4	35
Total DUs[1]	*365*		***375***
Total ERUs[2]		*10*	

1 – DU = dwelling unit. Each single family residence or business with an exterior use is considered to represent one DU. One apartment would represent 1 DU.

2 – ERU =equivalent residential unit. Special use lands, such as recreational facilities, require a conversion to ERUs. This conversion is accomplished using an algorithm that factors usage, area of resource within the noise analysis area and seasonal / daily availability.

2.1.1 Common Noise Environment 1

CNE 1 is comprised of agricultural land uses and single family residences. The surrounding topography is generally flat with general elevations of 925 to 935 feet above mean sea level (MSL). The main traffic noise source for this CNE is I-65. According to historic imagery, while some receptors were constructed prior to I-65's construction, a majority of the receptors within CNE 1 were constructed after the completion of I-65.

2.1.2 Common Noise Environment 2

CNE 2 is comprised primarily of single family residences and residential units in Kise Estate Apartments and Eden Garden Homes. The surrounding topography is generally flat with general elevations of 923 to 930 feet above MSL. The main traffic noise sources for this CNE are I-65 and Lafayette Avenue. According to historic imagery, a majority of the receptors within CNE 2 were constructed after the construction of I-65 and Lafayette Avenue.

Within Kise Estate Apartments are two recreational amenities reserved for the residents, including a playground and basketball court. These recreational areas are modeled as Activity Category C receptors. Since these amenities do not contain any dwelling units, the use of an algorithm to convert usage data into an appropriate number of receptors, or equivalent residential units (ERUs), was required. The algorithm used to determine the appropriate number of ERUs to be applied to the recreational facilities within Kise Estate Apartments is shown below.

The standard INDOT algorithm for converting special use lands into ERUs is as follows:

$$\frac{\text{Daily No. of Users}}{\text{2.65 people on average per household}} \times \text{Percentage of property within 500 ft.} = \text{Number of Receptors (Rounded Up)}$$

The recreational facilities associated with Kise Estate Apartments are restricted to residents of the complex. It is anticipated that 25 percent of the total units utilize the recreational space any given day. Since there are 144 total units, 36 was utilized as the number of daily users. In addition, other factors added to the algorithm included the average available daylight per day, and the average months over the course of a year the facilities are likely to be used (i.e., spring, summer and fall). The total ERU's determined to be appropriate for modeling purposes was 6. Two receptors, R-154 and R-156, were assigned 3 ERUs each to represent these recreational facilities. The algorithm below was utilized to determine the appropriate ERUs.

$$\frac{36\ (25\%\ \text{of total units})}{2.65} \times \frac{0.15\ \text{ac. (within 500 ft.)}}{0.15\ \text{ac. (total size)}} \times \frac{14\ \text{hrs.}}{24\ \text{hrs./day}} \times \frac{9\ \text{mo.}}{12\ \text{mo./yr.}} = \textbf{6 Total ERUs}$$

(Avg. Daylight / Day; Avg. Months of Usability)

2.1.3 Common Noise Environment 3

CNE 3 is comprised primarily of agricultural land uses, with scattered single family residences and maintenance and industrial facilities. The surrounding topography is generally flat with elevations ranging between 914 to 923 feet above MSL. The main traffic noise source for this CNE is I-65. According to historic imagery, while some houses were constructed prior to the construction of I-65, a majority of the receptors within CNE 3 were constructed after the completion of I-65.

2.1.4 Common Noise Environment 4

CNE 4 is comprised of agricultural land uses, single family residences, one cemetery (the Beck Family Cemetery), and one recreational facility (the Trophy Club Golf Course). The surrounding topography is generally flat with general elevations of 877 to 920 feet above MSL. The main traffic noise source for this CNE is I-65. According to historic imagery, a majority of the receptors within CNE 4 were constructed after the construction of I-65.

Within the Trophy Club Golf Course are three recreational receptors, representing varying distances from I-65 and US 52. These recreational areas are modeled as Activity Category C receptors. Since these amenities do not contain any dwelling units, the use of an algorithm to convert usage data into an appropriate number of receptors, or ERUs, was required.

To determine the approximate number of daily users, the Trophy Club Golf Course was contacted on October 31, 2019. According to the Trophy Club Golf Course, there are approximately 25,000 users per year. Utilizing the assumption of 9 months of usage each year, the average daily number of users was calculated to be 91.3. In addition to the standard INDOT algorithm, the algorithm utilized included the average available daylight per day. Total ERU's determined to be appropriate for modeling purposes for Trophy Club Golf Course was three. Three receptors, R-4, R-5, and R-7 were assigned one ERU each to represent this recreational facility. The algorithm below was utilized to determine the appropriate ERUs.

$$\frac{91.3\ (\text{avg. daily users})}{2.65} \times \frac{23\ \text{ac. (within 800 ft.)}}{210\ \text{ac. (total size)}} \times \frac{14\ \text{hrs.}}{24\ \text{hrs./day}} = \textbf{3 Total ERUs}$$

(Avg. Daylight / Day)

The Beck Family Cemetery is also located within CNE 4. It is estimated that approximately 50 people visit the cemetery per year based on the age and size of the cemetery. One receptor, R-24, was assigned one ERU to represent this facility. The algorithm below was utilized to determine the appropriate ERUs.

$$\frac{0.14\ (\text{avg. daily users})}{2.65} \times \frac{0.72\ \text{ac. (within 800 ft.)}}{0.72\ \text{ac. (total size)}} \times \frac{14\ \text{hrs.}}{24\ \text{hrs./day}} = \textbf{1 Total ERU}$$

(Avg. Daylight / Day)

2.2 Field Measurements and Validation

For this analysis, a Larson Davis Class 1 Integrating Sound Level Meter (SLM) / Analyzer 831 was used to obtain short-term field measurements of ambient noise levels at representative receptors in the analysis area. The field measurements were taken by personnel of American Structurepoint on October 20, 2022. Two additional measurements were taken on May 11, 2023. Short term measurements were collected for a duration of 10-15 minutes at 7 sites. The field data sheets for each measurement taken are included in Appendix B of this analysis. Prior to use, the SLM was calibrated to 94 dBA and 114 dBA using the appropriate calibrator for this model. The Certificates of Calibration for this SLM are included in Appendix C. During the sampling time, atmospheric conditions, and any unanticipated noise events were noted.

Short-term field measurements were collected to validate the constructed TNM 2.5 existing condition model. Traffic counts and vehicle classification were collected concurrently with the field measurements. To validate the TNM, the measured noise levels were compared to the modeled noise levels using the same traffic volumes, speeds, and vehicle types that were present during each field measurement. Sites are considered to be validated when the field measured reading is found to be within 3 dBA (+/-) of the modeled reading. The results of the validation effort are illustrated in Table 2-2 below.

TABLE 2-2 – FIELD MEASUREMENTS AND VALIDATION

Site No.	CNE No.	Measured Level (dBA)	Modeled Level (dBA)	Difference (dBA)	Validated
1	4	62.1	59.1	- 3.0	Yes
2	3	62.1	59.4	- 2.7	Yes
3	1	64.9	61.9	- 3.0	Yes
4	1	57.9	55.5	- 2.4	Yes
5	4	71.8	69.5	- 2.3	Yes
6	1	57.3	58.6	+ 1.3	Yes

Note: NM 2 was cut short at approximately 7 minutes due to construction noise beginning near the end of the measurement.

As noted in Table 2-4, all the sites modeled were validated. The model was found to be acceptable using the inputted parameters such as, road elevations, receptor elevation, terrain lines, ground zones, and building row height and density, to determine the existing ambient levels at all modeled receptors. Since the modeled noise levels were within +/- 3 dB of measured noise levels, the noise model developed for this analysis is considered to be valid.

3.0 Methodology and Assumptions

This noise analysis is developed as part of the National Environmental Policy Act (NEPA) environmental documentation for the project. In accordance with 23 Code of Federal Regulations (CFR) Part 772, FHWAs Highway *Traffic Noise: Analysis and Abatement Guidance (December 2011)* and the INDOT *Traffic Noise Analysis Procedure (October 2022)*, design year (2045) noise exposure levels were predicted using FHWAs approved noise modeling software, *TNM 2.5*.

3.1 Noise Abatement Criteria

The FHWA has developed NAC that INDOT has adopted in their *Traffic Noise Analysis Procedure* (Table 3-1). These criteria define when noise impacts occur for specific types of land uses. Residential receptors fall into Activity Category B. The applicable noise criterion for this form of land use is 67 dBA, defined in terms of the one-hour equivalent noise level, expressed as Leq (1h). The recreational facilities associated with Kise Estate Apartments and the Trophy Club Golf Course fall under Activity Category C with the same criterion of 67 dBA.

Because Part 772 of 23 CFR defines potential impacts in terms of noise levels approaching or exceeding the NAC and INDOT's *Traffic Noise Analysis Procedure* defines approaching as one decibel, the effective value for impact analysis in Indiana for Activity Categories B and C is 66 dBA, rather than 67 dBA. Commercial uses including motels and restaurants having exterior functionalities such as patios/decks, picnic benches or outdoor pools, fall into NAC Activity Category E, which has an effective criterion of 71 dBA. Retail uses, together with industrial and trucking/logistics/warehousing, and agriculture are in NAC Activity Category F, for which there is no noise impact criterion. It should be noted this definition of "approach" does not apply to Activity Category D land uses.

TABLE 3-1 - FHWA NAC LAND USES

Activity Category	Activity Criteria Leq(h)	Evaluation Location	Activity Description
A	57 dBA	Exterior	Land uses on which serenity and quiet are of extraordinary significance and serve an important public need. The preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 dBA	Exterior	Residential
C	67 dBA	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 dBA	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72 dBA	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F	--		Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	--		Undeveloped lands that are not permitted.

Source: FHWA Highway *Traffic Noise: Analysis and Abatement Guidance (December 2011)*

For this analysis, Activity Categories B, C, F and G land uses were identified within the analysis area.

3.2 Traffic Volumes

The traffic data for the existing conditions was obtained from the INDOT Traffic Count Database System. The traffic data for the future conditions was obtained from the Draft Interstate Access Document (IAD) approved by FHWA on July 7, 2023. The traffic volumes developed for the IAD utilized a travel demand model to forecast traffic to the design year 2045. All roadways included in the noise analysis are anticipated to operate at level of service (LOS) C or better during the design hour for the future conditions, per the traffic analysis from the IAD. The travel demand

model consisted of existing traffic counts, background traffic growth, added traffic from anticipated developments in the surrounding area, and accounted for the new roadway network generated by the proposed interchange. The volumes are illustrated in Appendix F of this report.

3.3 Traffic Noise Model Assumptions

The following TNM 2.5 model assumptions were incorporated into the analysis of this project:

- Traffic volumes were assigned to the appropriate TNM vehicle classifications. For the purposes of this analysis, automobiles and heavy trucks were designated the appropriate vehicle classifications for 2023 and 2045 projections. Assignments were not made to the medium truck, motorcycle or bus classifications.
- The percentage of heavy vehicles used in *TNM 2.5* is included in Appendix F.
- A constant vehicle speed of 70 miles per hour (mph) was used along I-65, 60 mph was used along US 52, 55 mph was used along the US 52 connector, 40 mph was used along CR 300 N, 40 mph was used along Witt Road, and 40 mph was used along CR 325 N. Vehicle speeds were reduced to 30 mph at the CR 325 roundabout to reflect the deceleration of traffic around the roundabout.
- Traffic volumes were not included along the remainder of auxiliary roadways due to the low traffic volumes and utilization as residential access.

4.0 Impact Assessment

The analysis of the proposed project was completed using the FHWA's approved model for predicting noise levels associated with highway projects, *TNM 2.5*. TNM generated noise emission levels for the project, which are reported in dBA, and compared against the NAC thresholds identified in **Table 3-1** to determine whether a receptor is impacted. As defined in the INDOT *Traffic Noise Analysis Procedures (October 2022)*, a traffic noise impact occurs if one of the following criteria is found to be true:

- Predicted dBA levels approach (within at least 1 dBA) or exceed the NAC identified in **Table 3-1**, or
- Predicted dBA levels substantially exceed the existing ambient levels (at least 15 dBA above the existing conditions).

FHWA assesses noise impacts based upon the Leq(h). That is, a receptor's cumulative noise exposure from all events over a one hour period. The one hour period used for highway projects is identified as the peak travel hour, or busiest hour of the day. Based upon the completed analysis, 29 receptors were identified as approaching or exceeding the NAC, including 28 residential receptors (Activity Category B) and one recreational receptor (Activity Category C). No receptors were identified as having predicted levels substantially exceeding the existing ambient levels. The noise level at the 29 impacted receptors ranges from approximately 60 to 80 dBA. A breakdown of impacted receptors per CNE is provided in Table 4-1 below:

TABLE 4-1 – IMPACTED RECEPTORS BY CNE

CNE	Number of Impacted Receptors	Activity Category
CNE 1	2	B - 2
CNE 2	13	B - 13
CNE 3	1	B - 1
CNE 4	13	B – 12; C - 1

5.0 Noise Abatement

Consideration of measures to mitigate or abate traffic noise impacts must be afforded if impacted receptors have been identified in the analysis area. In order for abatement to be considered and implemented into the project it must undergo scrutiny to determine if it is both feasible and reasonable to construct. The definition of feasible and reasonable is identified in the INDOT *Traffic Noise Analysis Procedures (October 2022)* and is summarized below.

Noise abatement is **feasible** if it meets all of the following conditions:

Engineering Feasibility:

- Engineering considerations to determine if a particular form of abatement can actually have an effect on the traffic noise levels at a receptor. These considerations include topography, drainage, barrier height, utilities, safety and access / maintenance needs control.

Acoustic Feasibility:

- A majority (greater than 50%) of the impacted receptors achieve a 5 dBA reduction in noise.

The **reasonableness** of noise abatement is based on a measured design goal for noise abatement, square footage and views of impacted receptors:

Design Goal:

- A majority (greater than 50%) of the benefited first row receptors achieve at least a 7 dBA reduction in noise.

Maximum Square Footage:

- The required barrier area (in square feet) per benefit must be less than or equal to the allowable barrier area per benefited receptor for that noise abatement location. The allowable maximum square footage per benefited receptor in Indiana is 1000 square feet per benefited receptor or less if a majority of the nearby receptors in a given CNE were not constructed prior to the roadway and 1,250 square feet per benefited receptor or less if a majority of the nearby receptors in a given CNE were constructed prior to the roadway being constructed.

Views of the Impacted and/or Benefited Receptors:

- A majority (more than 50%) of the benefited receptors must affirm support for the prescribed mitigation.

5.1 Traffic Noise Barriers

The construction of noise barriers is often viewed as an effective way to shield or deflect the noise exposure path between the source (i.e., road) and the impacted receptors. Traditionally, constructed noise barriers are a post and panel system. With the post and panel wall, steel posts are driven into the ground followed by the installation

of several noise absorbing panels between the posts. Several factors weigh into determining the feasibility of a barrier. Barriers need to be allowed to extend uninterrupted (i.e., no drive access points, utility crossings) the length of area it is intended to shield. Additionally, the barrier length needs to extend at either end at least four times the distance between the noise source and receptor to adequately deflect noise that spills around the end of the barrier. The barrier should also avoid interference with the line of sight at intersections, which could affect a driver's ability to see approaching traffic and create an unsafe condition to enter the roadway. The inability to address these factors weighs heavily in the consideration of barrier abatement as a feasible measure of mitigation.

Noise barriers were modeled at twelve locations within the study area (See Appendix A, Page A-5 to A-21 for mapping). The analyzed barriers are described below:

- Noise Barrier (NB) 1: NB 1 is located along the east side of I-65 northbound lanes. NB 1 extends south to meet the existing noise barrier along I-65. This noise barrier location analyzes impacts to receptors R-73 to R-323, not including R-82.
- NB 2: NB 2 is located along the west side of I-65 southbound lanes. This noise barrier location analyzes impacts to receptor R-82.
- NB 3 A and B: NB 3 A and B are located on the west side of the I-65 southbound lanes and the north side of the US 52 westbound lanes, respectively. These barriers were analyzed as individual barriers as well as together in noise barrier system known as NB 3. These noise barrier locations analyze impacts to receptors R-64, R-66, R-70, and R-71.
- NB 4: NB 4 is located on the east side of the I-65 southbound lanes. This noise barrier location analyzes impacts to receptors R-32, R-33, R-42, R-43, R-46, R-48 through 50, R-53, R-55 through R-58, and R-61.
- NB 5: NB 5 is located on the south side of US 52 eastbound. This noise barrier location analyzes impacts to receptor R-62.
- NB 6: NB 6 is located on the north side of US 52 westbound. This noise barrier location analyzes impacts to receptor R-59.
- NB 7: NB 7 is located on the south side of the eastbound US 52 lanes. This noise barrier location analyzes impacts to receptors R-54.
- NB 8: NB 8 is located on the west side of the ramp from CR 325 east to I-65 southbound. This noise barrier location analyzes impacts to receptors R-33, R-36, R-37, and R-52.
- NB 9: NB 9 is located on the west side of I-65 southbound, north of the proposed interchange. This noise barrier location analyzes impacts to receptor R-4.
- NB 10: NB 10 is located on the north side of US 52 eastbound. This noise barrier location analyzes impacts to receptor R-10.
- NB 11: NB 11 is located on the north side of US 52 eastbound. This noise barrier location analyzes impacts to receptor R-11
- NB 12: NB 12 is located on the south side of US 52 westbound. This noise barrier location analyzes impacts to receptors R-1 through 3. It should be noted that this barrier is unable to extend eastbound the full four times the distance between the noise source and the receptor due to the intersection of West 400 North and US 52.

It was determined that none of the twelve noise barriers modeled meet INDOT's feasible and reasonable criteria. The results of the noise barrier analysis are summarized in Table 5-1 below. Maps showing the noise barrier locations and noise receptors are located in Appendix A, Page A-5 to A-21. Tables showing the optimization and analysis of the noise barriers are located in Appendix E, Page E-1 to E-27.

TABLE 5-1 – NOISE BARRIER ANALYSIS SUMMARY

Proposed Barrier	CNE	Length (feet)	Average Height (feet)	Benefited Receptors	Feasibility Criteria Met	Design Goal Met	Total Area (sq ft)	Maximum Square Footage per Benefited Receptor	Reasonable Criteria Met
NB 1	2	3,307	16	48	Yes	Yes	52,911	1,102	No
NB 2	3	1,106	14.7	1	Yes	Yes	16,240	16,240	No
NB 3	4	3,808	19	3	No	Yes	75,588	25,196	No
NB 4	1	4,387	22	5	Yes	No	96,504	19,917	No
NB 5	4	650	11.2	1	Yes	Yes	7,303	7,303	No
NB 6	4	875	11.7	1	No	Yes	10,251	10,251	No
NB 7	4	983	12.5	1	No	Yes	12,321	12,321	No
NB 8	4	1,438	16.1	1	Yes	No	21,880	21,880	No
NB 9	4	2,010	16.8	1	Yes	Yes	33,915	33,915	No
NB 10	4	545	12	1	No	Yes	6,536	6,536	No
NB 11	4	999	13.8	1	No	Yes	13,793	6,897	No
NB 12	4	464	16.2	2	Yes	Yes	7,494	3,747	No

5.2 Additional Noise Abatement Measures

Additional noise abatement measures considered for this project include the restriction or prohibiting of truck traffic, altering of the horizontal and vertical alignments, acquisition of property for construction of berms, and acquisition of buffer zones to prevent development that could be adversely impacted.

The restriction or prohibition of trucks traffic along I-65 and US 52 is beyond the scope of this project and would require changes in legislation. Alteration of the horizontal and vertical alignment within the current right-of-way and design criteria would not provide sufficient changes in the traffic noise levels to the abutting properties. Acquisition of property for construction of berms or as a buffer zone was not considered reasonable as it would require a substantial amount of additional right-of-way.

6.0 Construction Noise

The identified receptors will be affected by the noise generated from power-operated equipment utilized during construction. This equipment will be operated intermittently and will likely produce noise in the range of 70-98 dBA at a distance of approximately 50 feet, with louder experiences occurring at those receptors closest to the construction limits. To minimize these impacts, construction equipment should be operated in compliance with all applicable local noise ordinances and regulations pertaining to construction noise for Boone County and the City of Lebanon. Also, restricting construction activities to daytime working hours may help minimize construction noise impacts during nighttime hours. The project plans and specifications should include provisions requiring the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and maintenance of muffler systems. If such measures are applied, the temporary effects to the nearby receptors should be minimized.

7.0 Information for Local Officials

Conflicts with future development along the proposed corridor can be minimized with appropriate noise compatible planning. This effort starts with knowledge about a project's specific noise impacts being shared with those local officials having the decision-making authority over the planning and zoning status of land within the analysis area. In accordance with the *INDOT Traffic Noise Analysis Procedure (October 2022) and 23 CFR 772.15* this report will be provided to the City of Lebanon's Area Planning Organization following the completion of the environmental document. This is typically done to allow the local government planning branches to protect incompatible land use types, such as Activity Categories B and C, from developing within the approximate 66 dBA contour. The 71 dBA contour was also included to allow the local government planning branches to protect incompatible land use types, such as Activity Category E, from developing within the approximate 71 dBA contour.

The 66 dBA and 71dBA contours are an estimation of the future receptor impact zone following construction of the project. The 66 dBA contour for the proposed project is estimated to occur 725 linear feet from the I-65 edge of pavement and 200 linear feet from the US-52 edge of pavement, varying slightly depending on topography. The 71 dBA contour for the proposed project is estimated to occur 320 linear feet from the I-65 edge of pavement and 60 linear feet from the US-52 edge of pavement, varying slightly depending on topography (Appendix A, Page A-5 to A-21).

8.0 Conclusion

A total of 29 receptors were identified within the noise analysis area as approaching/exceeding the NAC in the 2045 design year. Twelve noise barrier locations were evaluated within the noise analysis area. Based on the studies completed to date, it has been determined that noise abatement is not feasible or reasonable at any of these locations. A re-evaluation of the noise analysis will occur during final design. If during final design it is determined that conditions have changed such that noise abatement is feasible and reasonable, the abatement measures will be provided. The final decision on the installation of noise abatement measures will be made after completion of the project's final design. Additional information regarding the evaluated noise barriers is provided in Appendix E.

9.0 References

Environmental Protection Agency Publication EPAPB 206717, December 1971, *Noise from Construction Equipment and Operations.*

Federal Highway Program Manual, Volume 7, Section 3, August 9, 1982.

23 CFR 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise*, July 13, 2010.

FHWA *Highway Traffic Noise: Analysis and Abatement Guidance,* December 1, 2011.

Federal Highway Administration, *Federal Lands Highway Project Development and Design Manual*, February 8, 2008.

INDOT *Traffic Noise Analysis Procedure*, October 2022.

Appendix A – Project Mapping

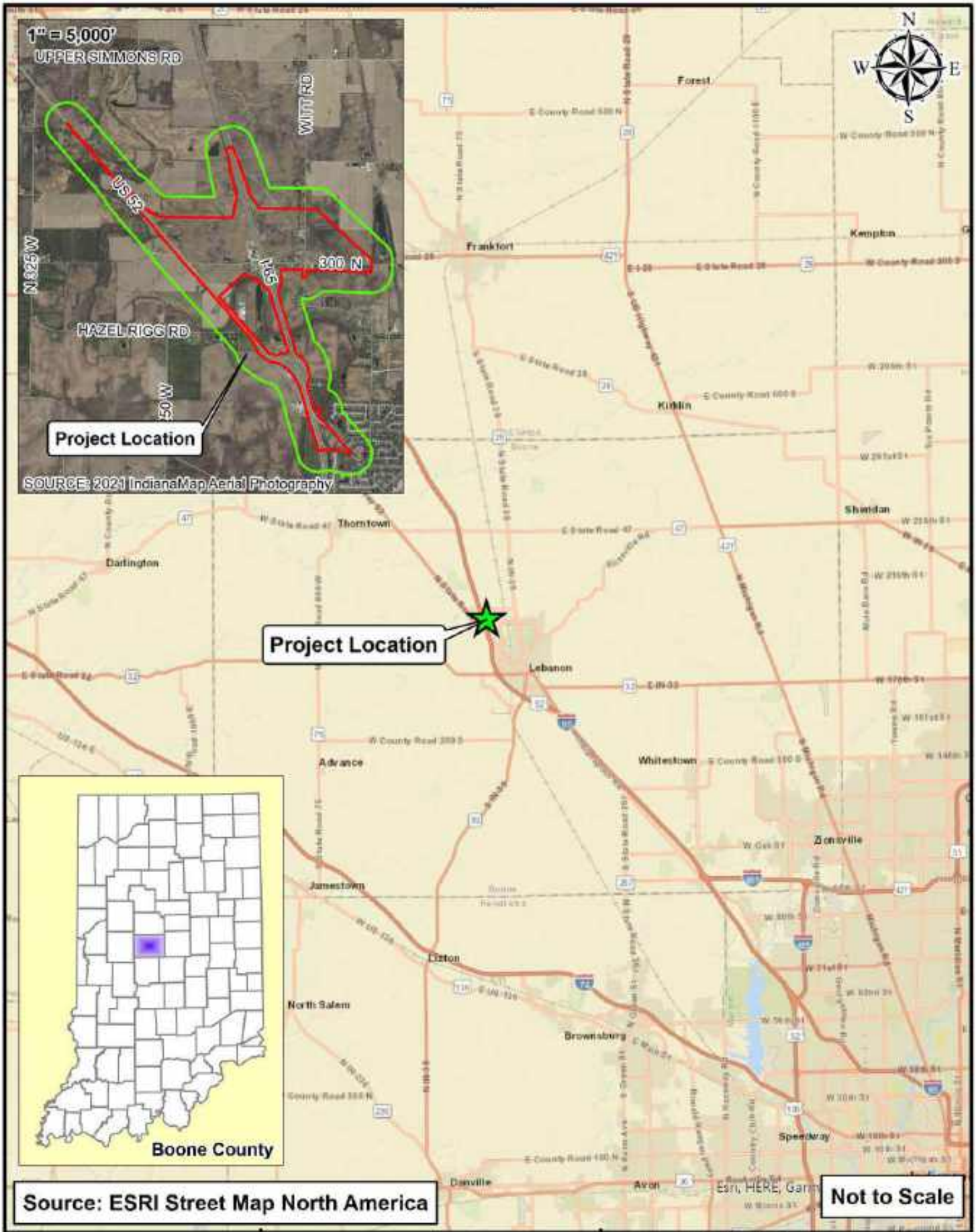

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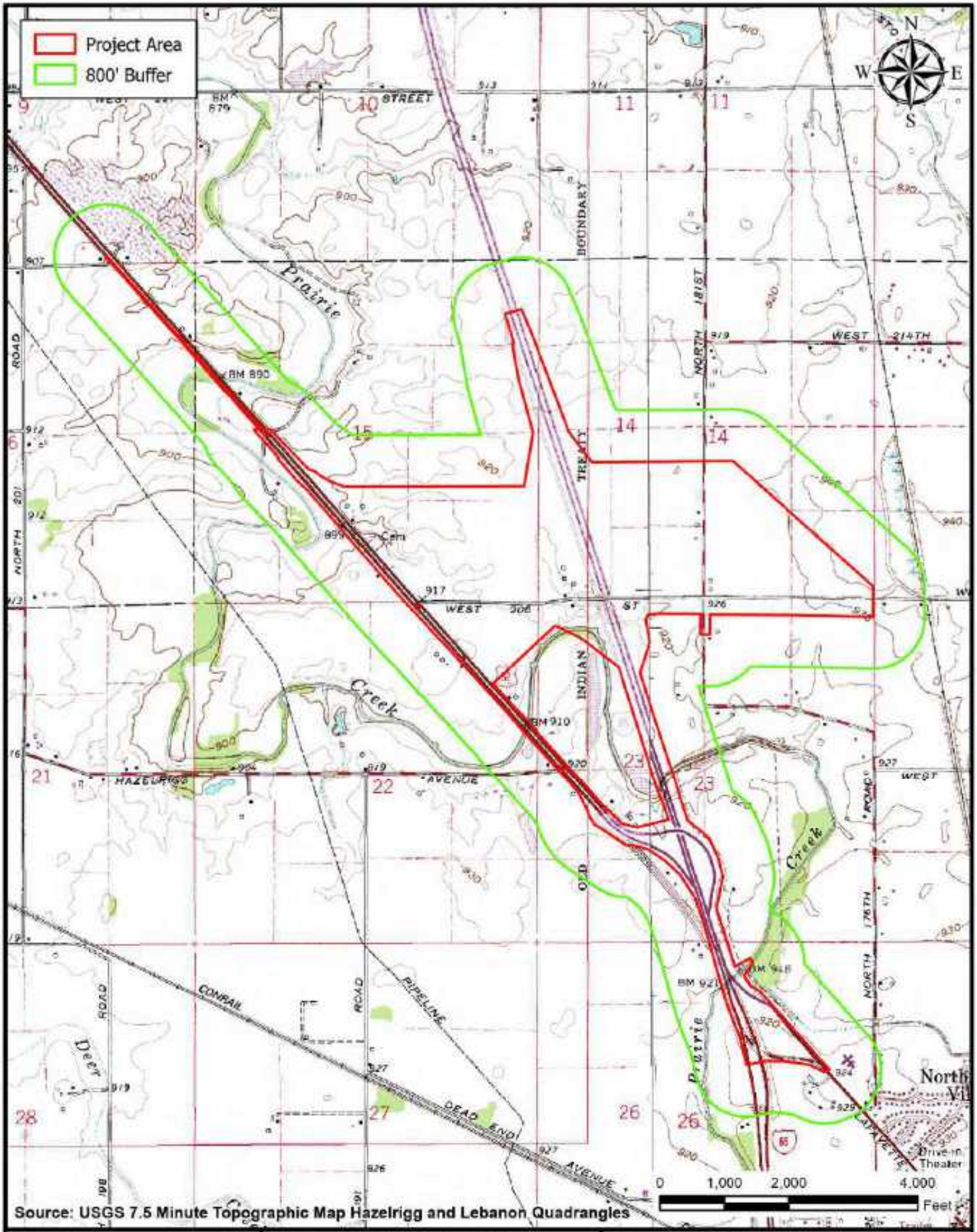
Figure 1: State Location Map

INDOT Crawfordsville District
41 West County Road 300 North
Crawfordsville, Indiana 47933

I-65 and US 52 Interchange Improvements
Noise Analysis, Des No. 2200176
Location: Near Lebanon
Township: Center
County: Boone
State: Indiana
Date: 3/1/2024



Source: USGS 7.5 Minute Topographic Map Hazelrigg and Lebanon Quadrangles

AMERICAN STRUCTUREPOINT INC.

Figure 2: USGS Topographic Mapping

INDOT Crawfordsville District
41 West County Road 300 North
Crawfordsville, Indiana 47933

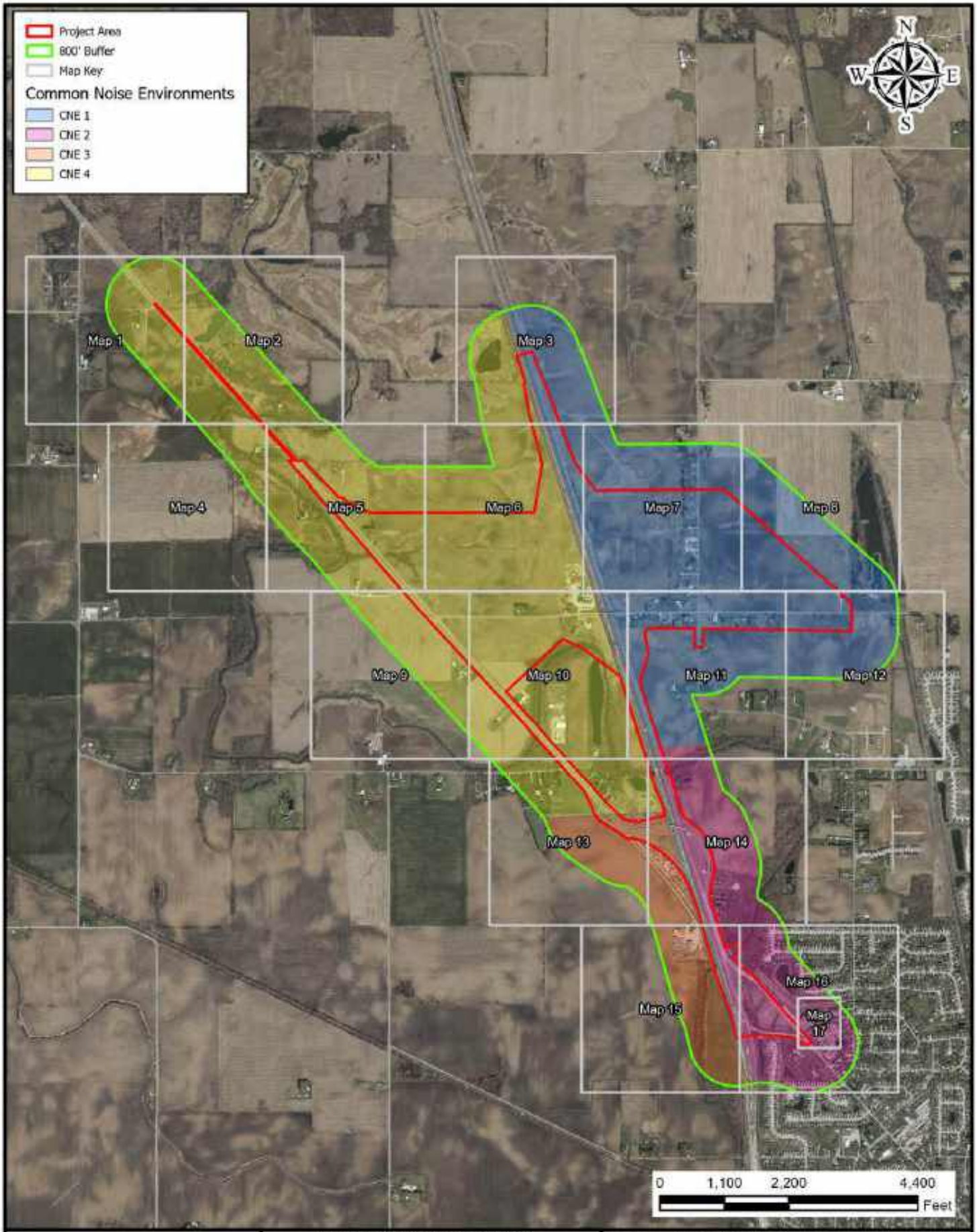
I-65 and US 52 Interchange Improvements
Noise Analysis, Des No. 2200176
Location: Near Lebanon
Township: Center
County: Boone
State: Indiana
Date: 1/4/2024

AMERICAN STRUCTUREPOINT INC.

Figure 3: 2021 Aerial Photography

INDOT Crawfordsville District
41 West County Road 300 North
Crawfordsville, Indiana 47933

I-65 and US 52 Interchange Improvements
Noise Analysis, Des No. 2200176
Location: Near Lebanon
Township: Center
County: Boone
State: Indiana
Date: 1/4/2024



AMERICAN STRUCTUREPOINT INC.

Figure 4: Noise Analysis
Map - Key

INDOT Crawfordsville District
41 West County Road 300 North
Crawfordsville, Indiana 47933

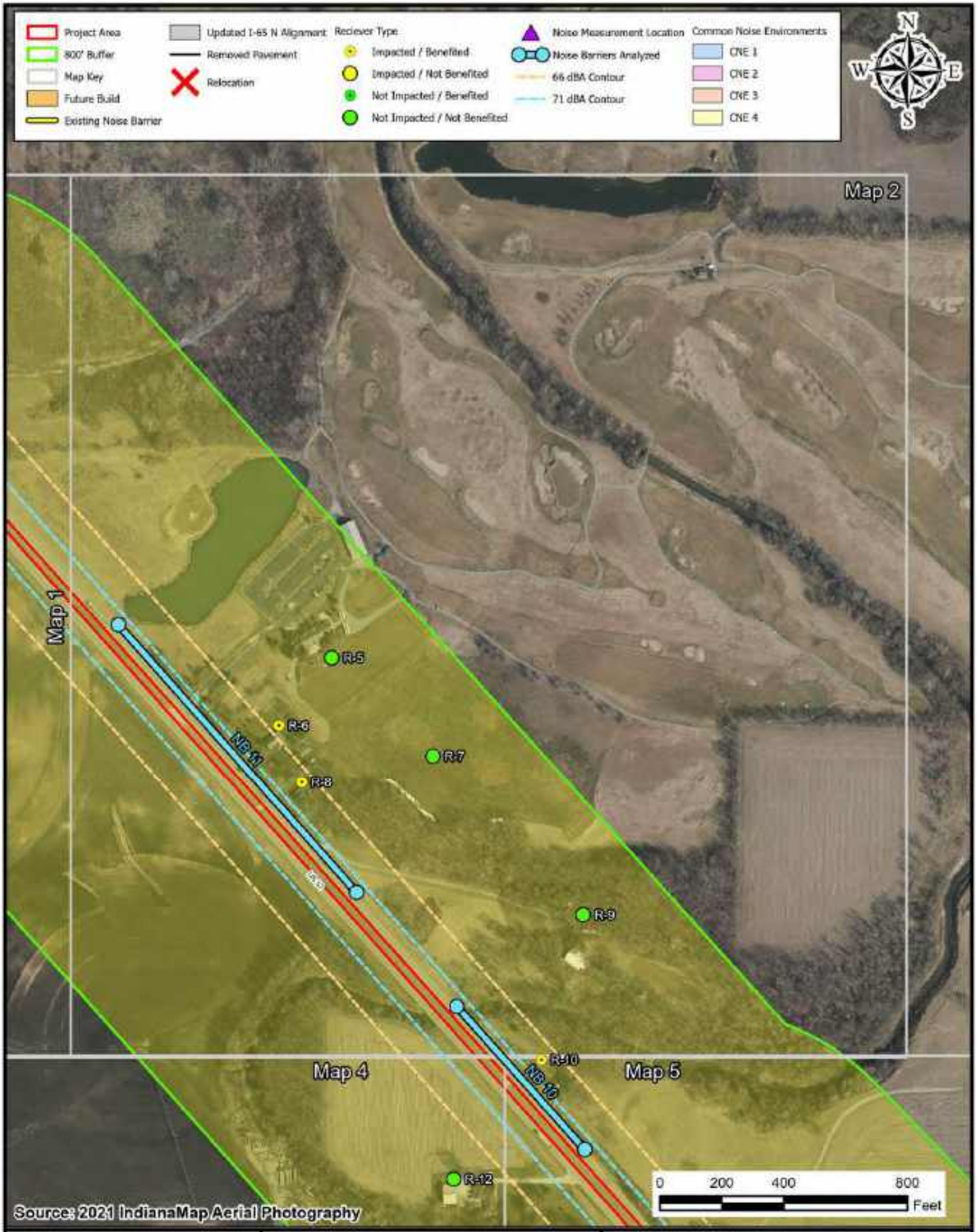
I-65 and US 52 Interchange Improvements
Noise Analysis, Des No. 2200176
Location: Near Lebanon
Township: Center
County: Boone
State: Indiana
Date: 1/4/2024

AMERICAN STRUCTUREPOINT INC.

Figure 4: Noise Analysis Map

INDOT Crawfordsville District
41 West County Road 300 North
Crawfordsville, Indiana 47933

I-65 and US 52 Interchange Improvements
Noise Analysis, Des No. 2200176
Location: Near Lebanon
Township: Center
County: Boone
State: Indiana
Date: 1/4/2024

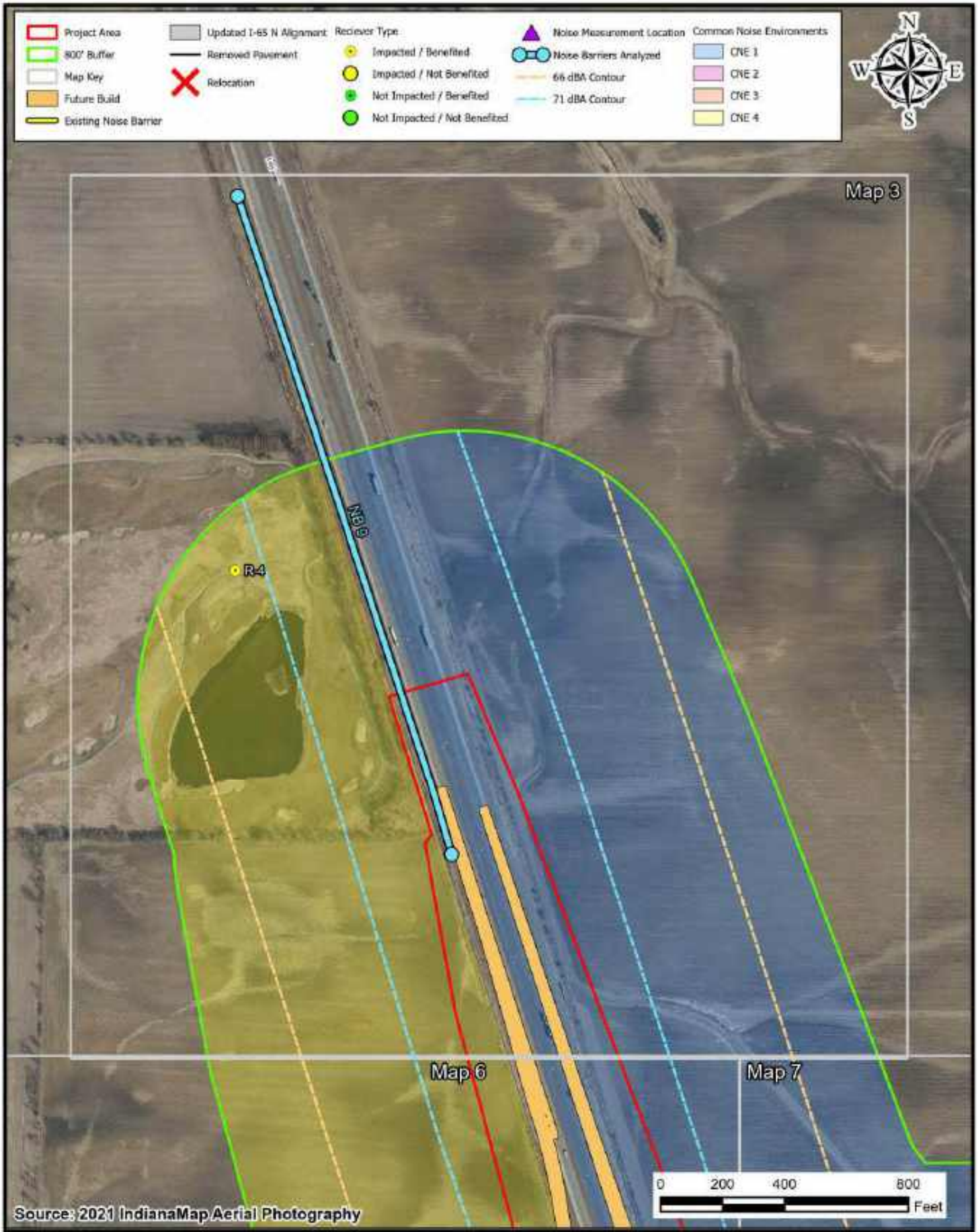


STRUCTUREPOINT

Figure 4: Noise Analysis Map

INDOT Crawfordsville District
41 West County Road 300 North
Crawfordsville, Indiana 47933

I-65 and US 52 Interchange Improvements
Noise Analysis, Des No. 2200176
Location: Near Lebanon
Township: Center
County: Boone
State: Indiana
Date: 1/4/2024

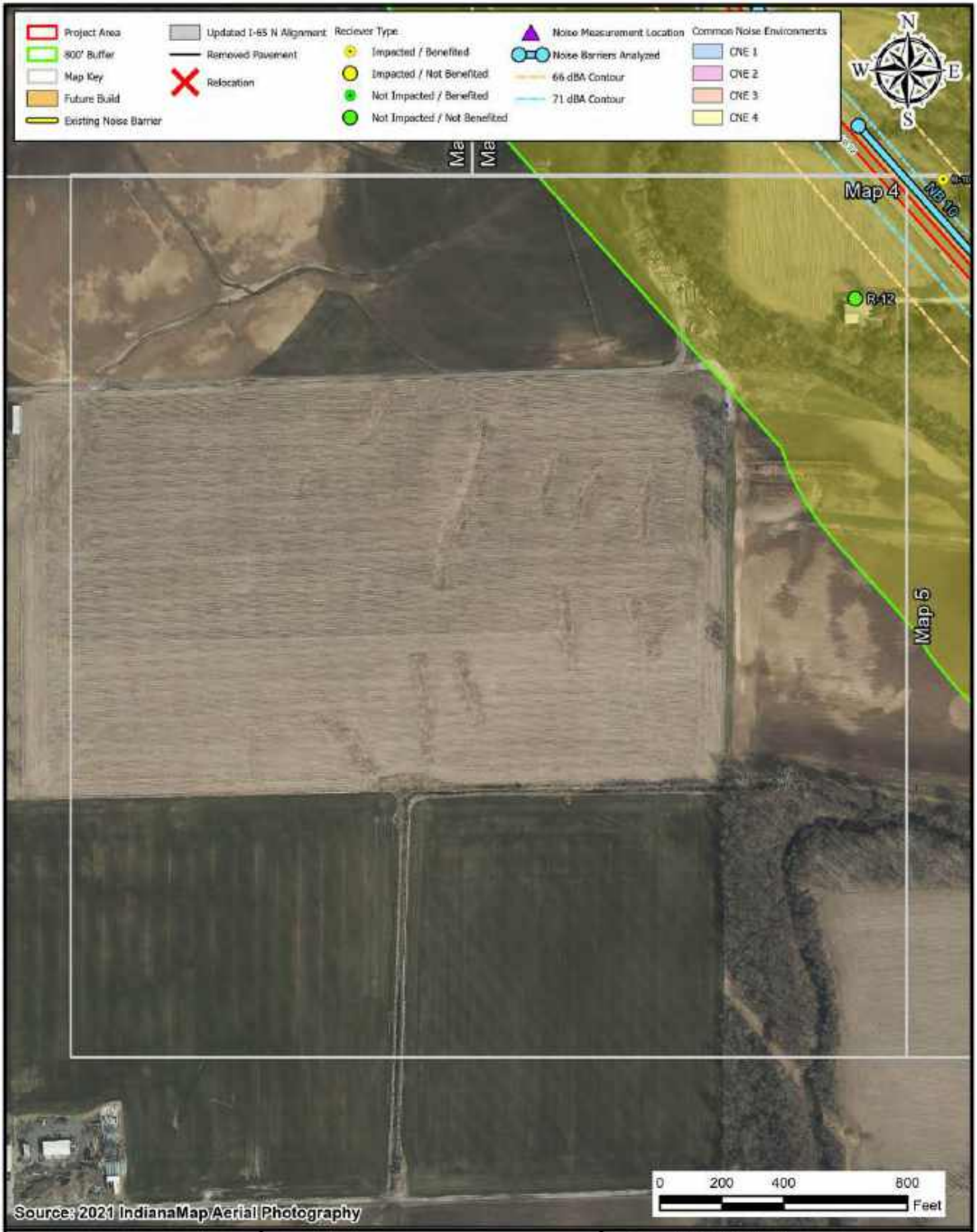


AMERICAN STRUCTUREPOINT INC.

Figure 4: Noise Analysis Map

INDOT Crawfordsville District
41 West County Road 300 North
Crawfordsville, Indiana 47933

I-65 and US 52 Interchange Improvements
Noise Analysis, Des No. 2200176
Location: Near Lebanon
Township: Center
County: Boone
State: Indiana
Date: 1/4/2024



AMERICAN STRUCTUREPOINT INC.

Figure 4: Noise Analysis Map

INDOT Crawfordsville District
41 West County Road 300 North
Crawfordsville, Indiana 47933

I-65 and US 52 Interchange Improvements
Noise Analysis, Des No. 2200176
Location: Near Lebanon
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County: Boone
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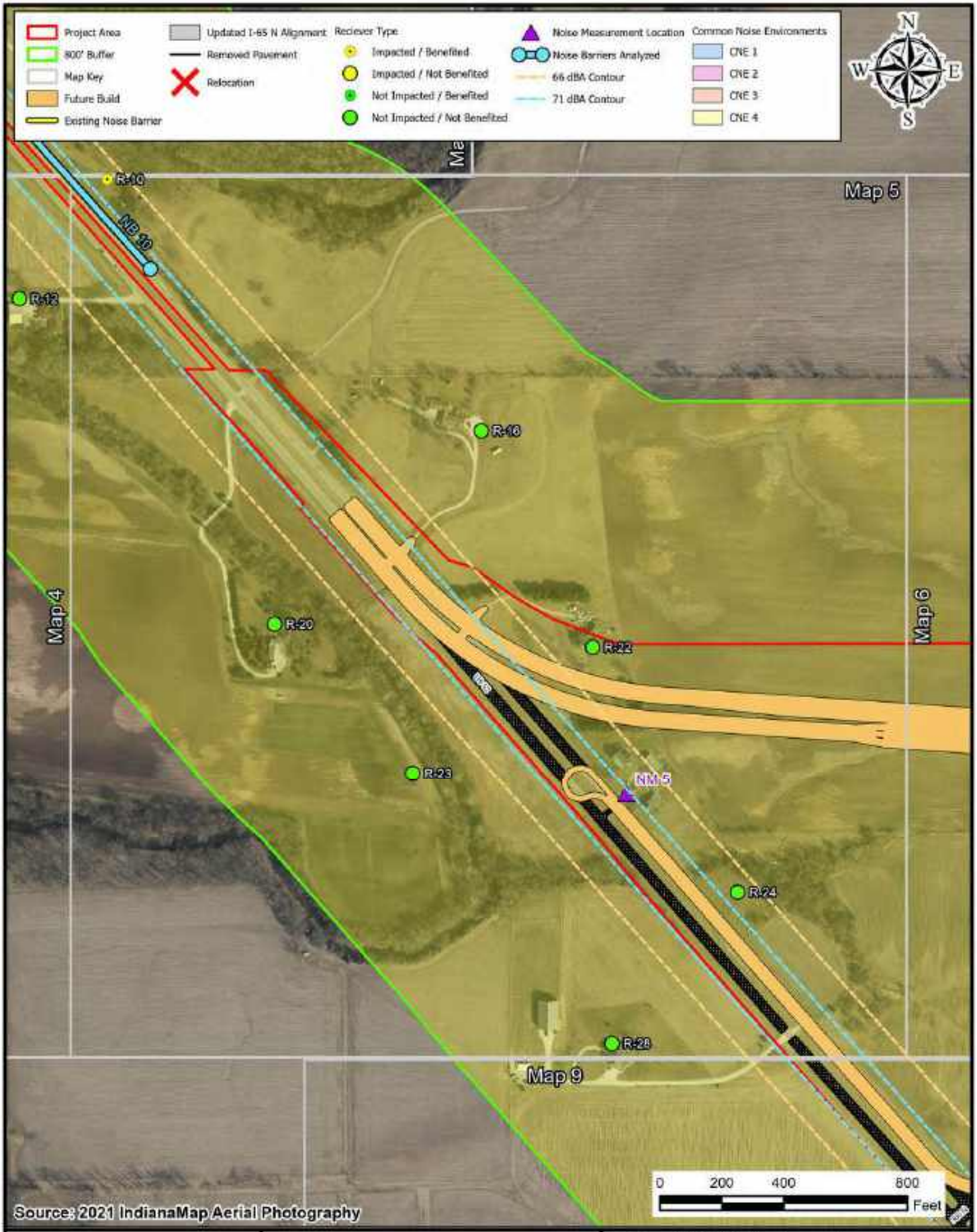

AMERICAN STRUCTUREPOINT INC.

Figure 4: Noise Analysis Map

INDOT Crawfordsville District
41 West County Road 300 North
Crawfordsville, Indiana 47933

I-65 and US 52 Interchange Improvements
Noise Analysis, Des No. 2200176
Location: Near Lebanon
Township: Center
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AMERICAN STRUCTUREPOINT INC.

Figure 4: Noise Analysis Map

INDOT Crawfordsville District
41 West County Road 300 North
Crawfordsville, Indiana 47933

I-65 and US 52 Interchange Improvements
Noise Analysis, Des No. 2200176
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STRUCTUREPOINT

Figure 4: Noise Analysis Map

INDOT Crawfordsville District
41 West County Road 300 North
Crawfordsville, Indiana 47933

I-65 and US 52 Interchange Improvements
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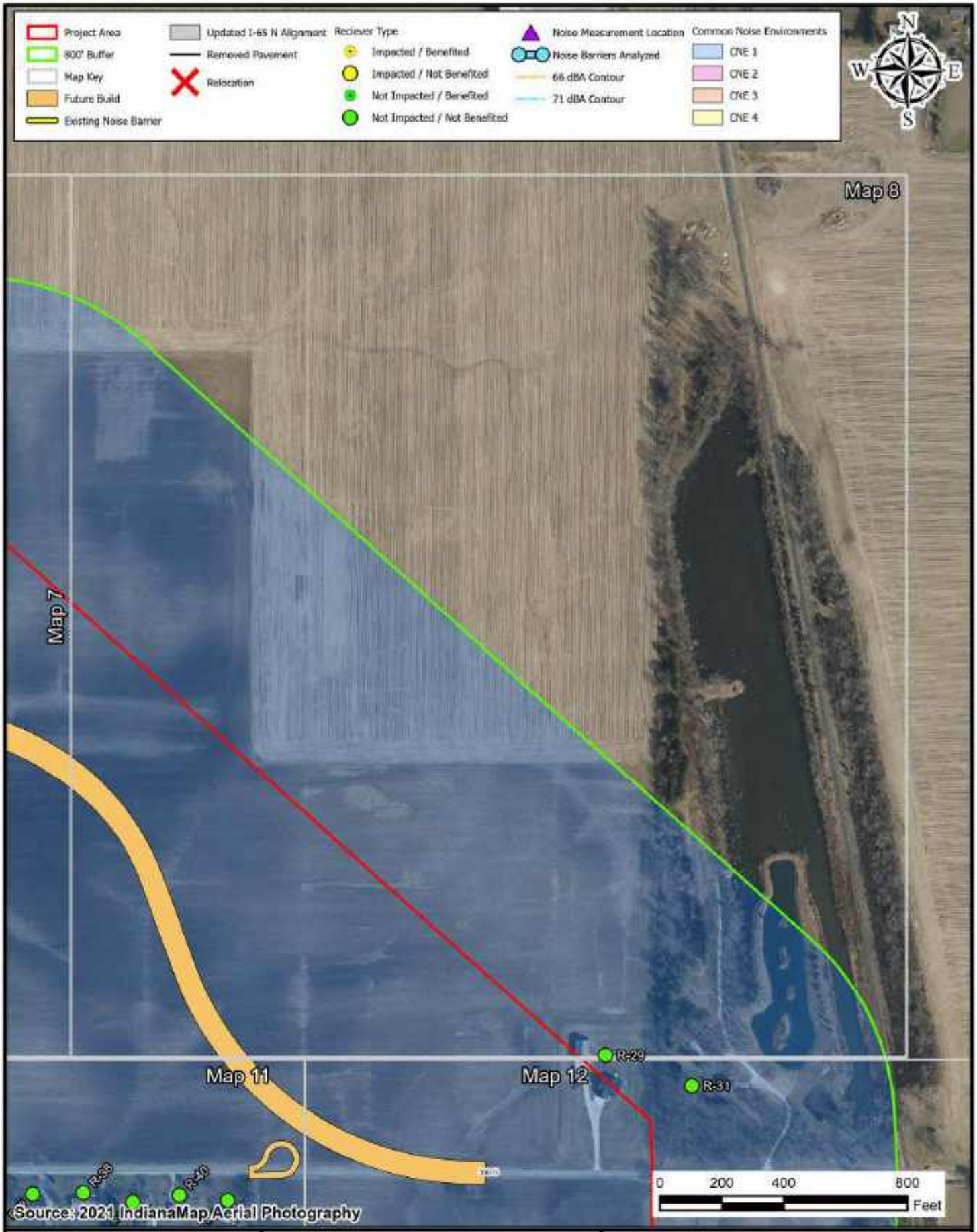

AMERICAN STRUCTUREPOINT INC.

Figure 4: Noise Analysis Map

INDOT Crawfordsville District
41 West County Road 300 North
Crawfordsville, Indiana 47933

I-65 and US 52 Interchange Improvements
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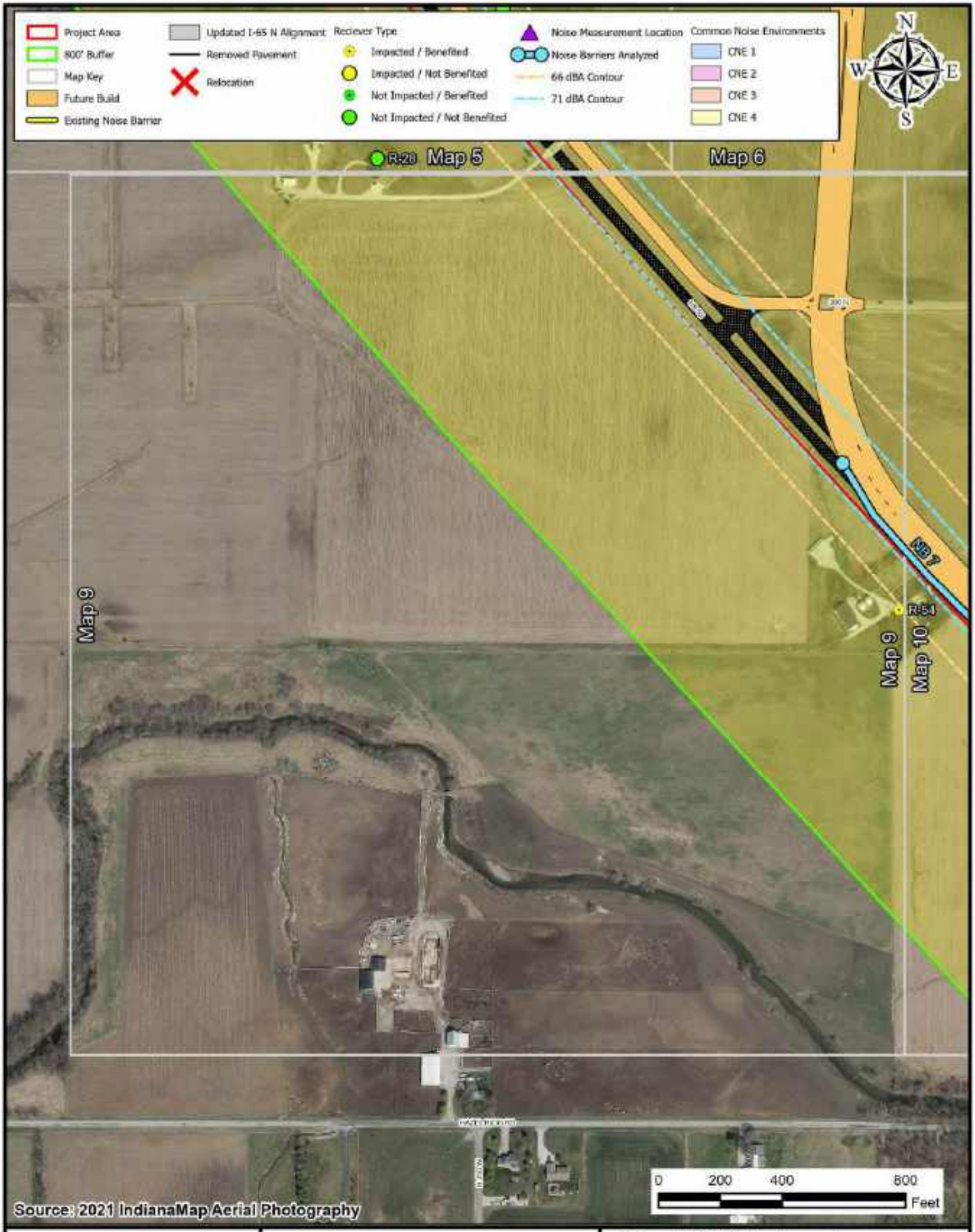

STRUCTUREPOINT LLC

Figure 4: Noise Analysis Map

INDOT Crawfordsville District
41 West County Road 300 North
Crawfordsville, Indiana 47933

I-65 and US 52 Interchange Improvements
Noise Analysis, Des No. 2200176
Location: Near Lebanon
Township: Center
County: Boone
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AMERICAN STRUCTUREPOINT INC.

Figure 4: Noise Analysis Map

INDOT Crawfordsville District
41 West County Road 300 North
Crawfordsville, Indiana 47933

I-65 and US 52 Interchange Improvements
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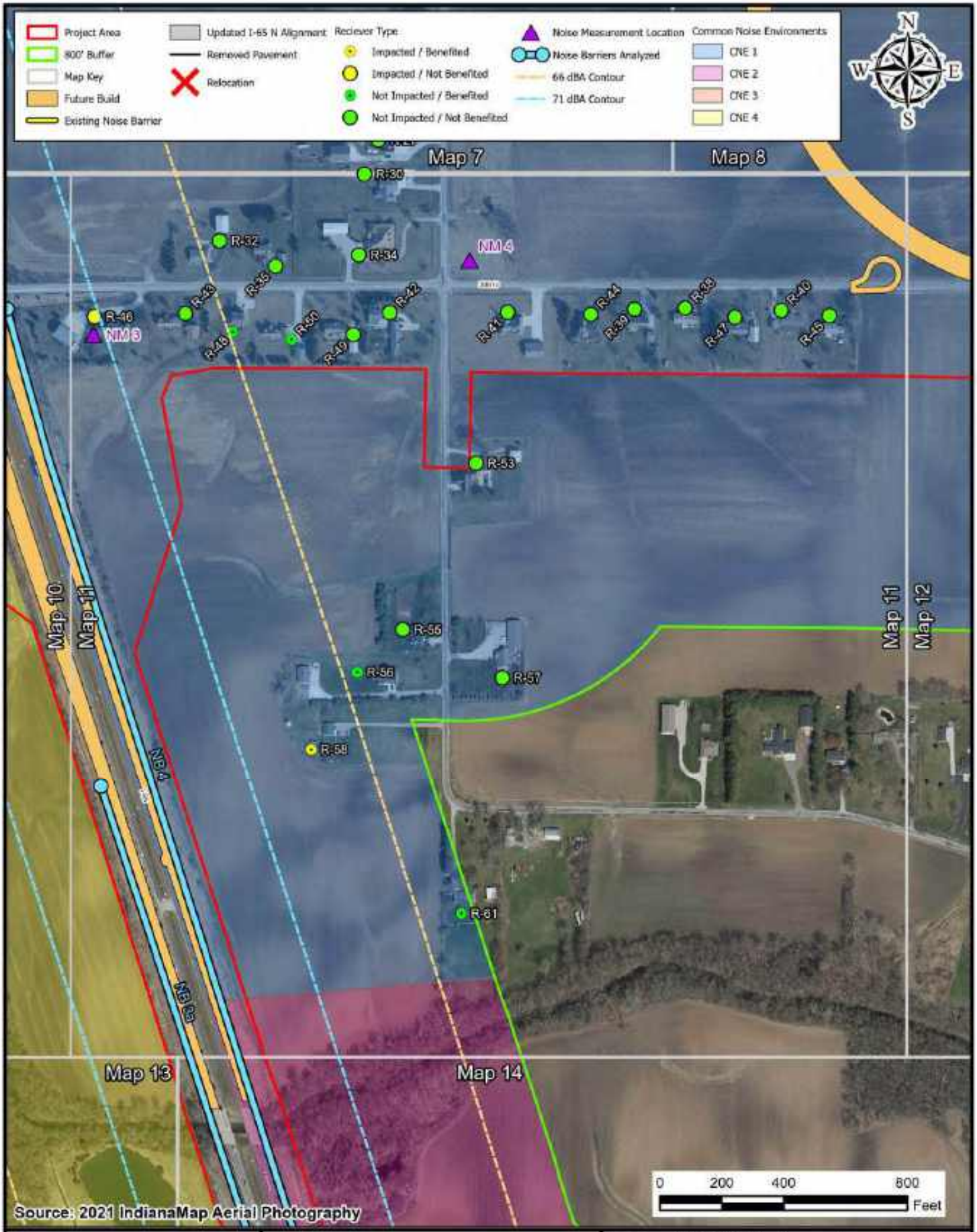

AMERICAN STRUCTUREPOINT INC.

Figure 4: Noise Analysis Map

INDOT Crawfordsville District
41 West County Road 300 North
Crawfordsville, Indiana 47933

I-65 and US 52 Interchange Improvements
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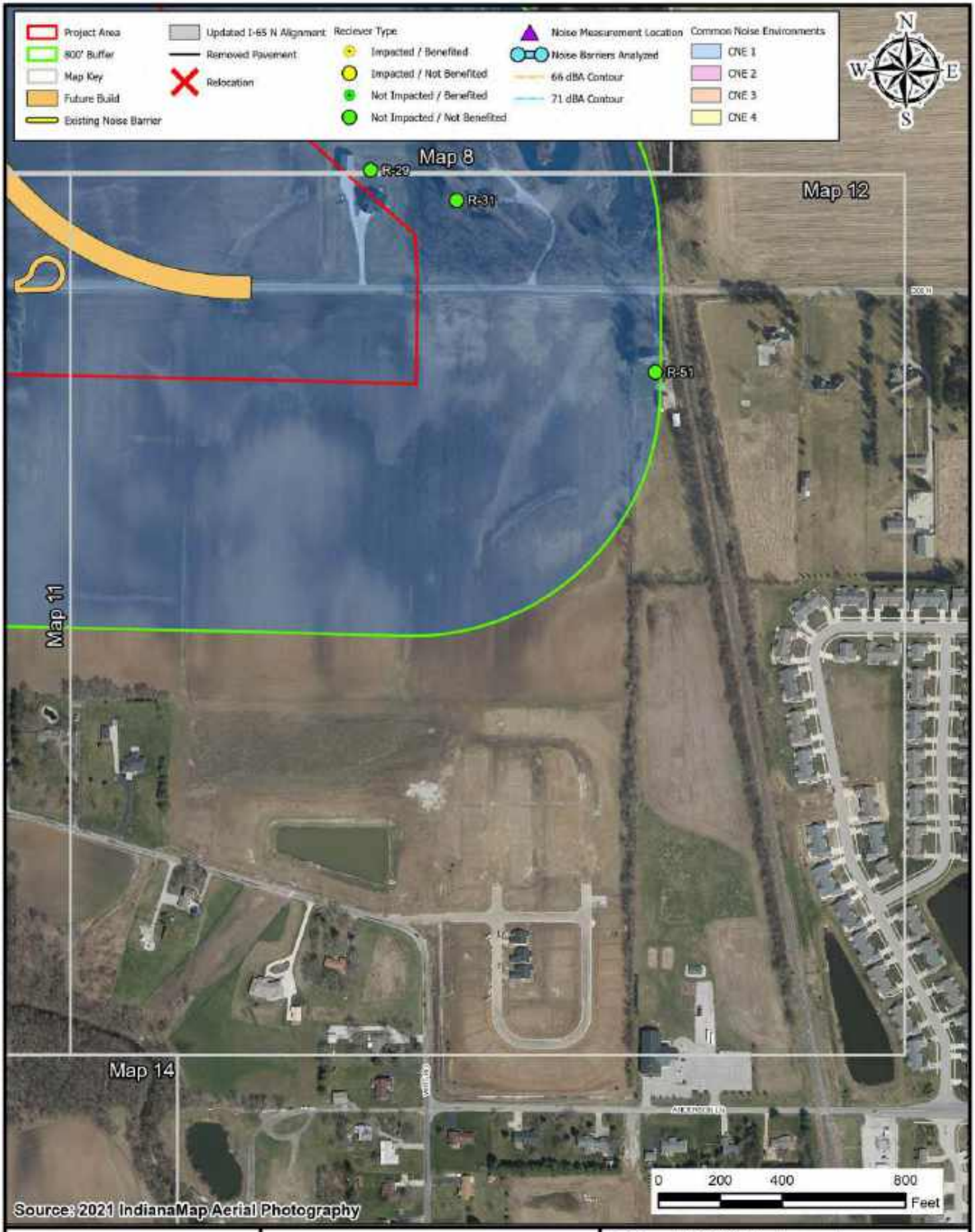

AMERICAN STRUCTUREPOINT INC.

Figure 4: Noise Analysis Map

INDOT Crawfordsville District
41 West County Road 300 North
Crawfordsville, Indiana 47933

I-65 and US 52 Interchange Improvements
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AMERICAN STRUCTUREPOINT INC.

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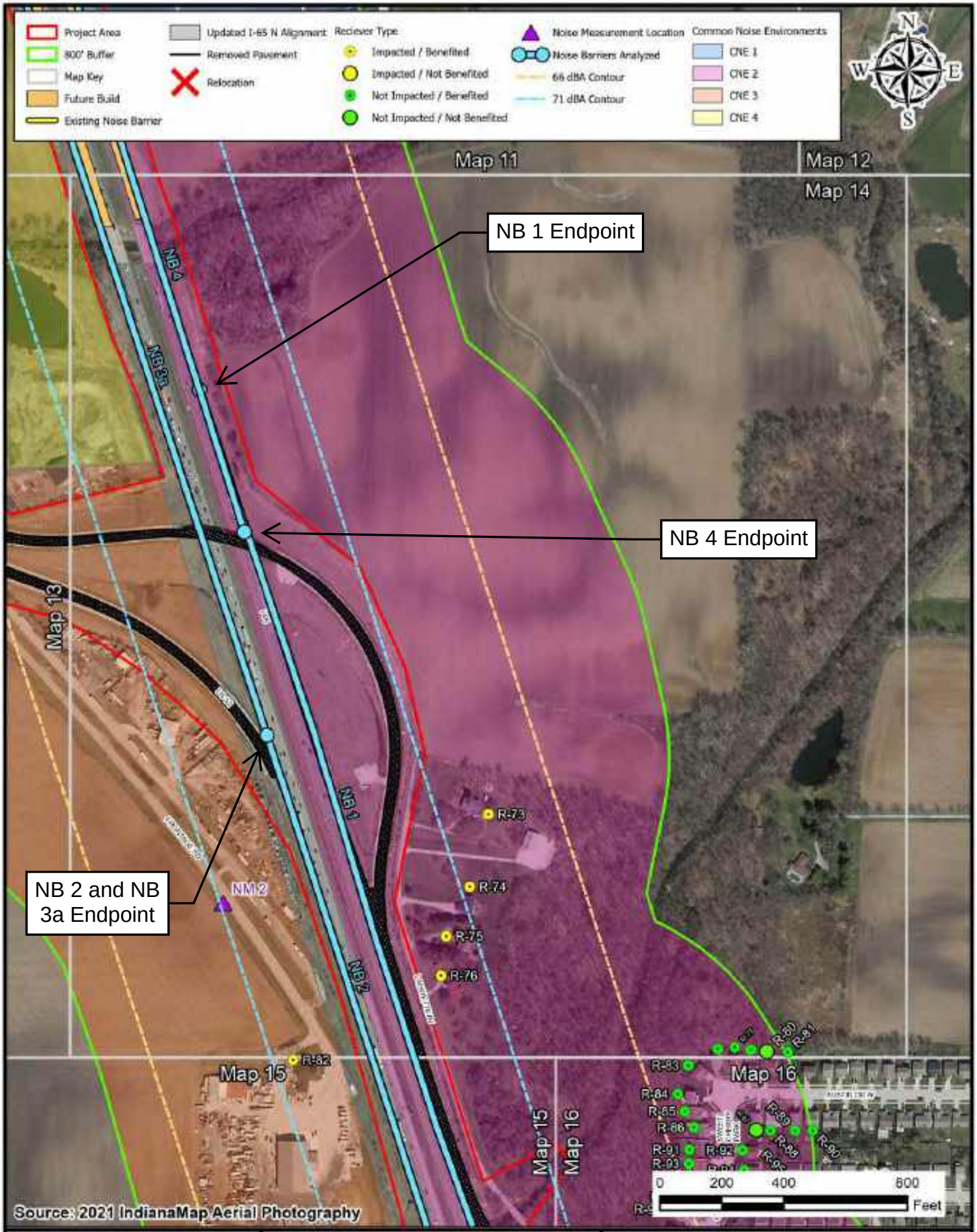

AMERICAN STRUCTUREPOINT INC.

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INDOT Crawfordsville District
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Crawfordsville, Indiana 47933

I-65 and US 52 Interchange Improvements
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AMERICAN STRUCTUREPOINT INC.

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AMERICAN STRUCTUREPOINT INC

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AMERICAN STRUCTUREPOINT INC.

Figure 4: Noise Analysis Map

INDOT Crawfordsville District
41 West County Road 300 North
Crawfordsville, Indiana 47933

I-65 and US 52 Interchange Improvements
Noise Analysis, Des No. 2200176
Location: Near Lebanon
Township: Center
County: Boone
State: Indiana
Date: 1/4/2024

Appendix B – Field Measurement Data Sheets

NOISE FIELD MEASUREMENT DATA SHEET

				AM / PM	Site: NM-1
Job No.:	2022.00646	Des. No.: 2200176	Location (City / County): Lebanon, Boone County	Date:	10/20/2022
Project:	I-65 & US 52 Interchange			Atmospheric Cond.	
Instrument:	Larson Davis (LD) Class 1 Integrating Sound Level Meter (SLM) / Analyzer 831			Temp:	35°
Calibrator:	Model CAL200 Calibrator		Calibrated: ☑ 94 dBA ☑ 114 dBA	Weather:	Partly Cloudy
Completed By:	K. Walker & B. Miller			Relative Humidity:	50.00%
Major Noise Source:	I-65			Avg. Windspd.:	6 mph NE
Secondary Source:	CR 300 N			Pavement:	**Dry** / Wet
Distance from Roadway (ft)	172 ft. from CR 300 N, 391 ft. from I-65			Other Observations:	

Land Use Cat. (*Select All Applicable*)	A - 57 dBA Serene Areas	B - 67 dBA Residential	C - 67 dBA Hosp/Parks/Schls/Church/ Cem/Trail/Historic/Day Care	E - 72 dBA Hotels/Offices/Rest.	**F - N/A Ag/Manuf/Maint./Retail**	G - NA Undev. Land Not Permit.

Road Config.:	# of Lanes	Lane Width (ft.)	Median Width (ft.)	Posted Speed	Observed Speed
Primary Road (I-65)	4	10	*N/A	*55	*55
Secondary Road (CR 300 N)	2	10	N/A	40	40

* Construction is currently ongoing. As a result, the median width and posted speed have been altered.

Test Time	Start: 9:45		Finish: 10:00	
Measured dBA	62.1 L_{Aeq}		91.0 L_{max}	
Unexpected Events				
Traffic Volumes	Primary Road (I-65)		Secondary Road (CR 300 N)	
	NB	SB	EB	WB
Cars	168	159	11	11
Med. Trucks	11	8	1	N/A
Heavy Trucks	150	154	N/A	N/A
Buses	2	N/A	N/A	N/A
Motorcycles	N/A	N/A	N/A	N/A

NOISE FIELD MEASUREMENT DATA SHEET

					AM / PM	Site: NM-2
Job No.:	2022.00646	Des. No.: 2200176	Location (City / County):	Lebanon, Boone County	Date:	10/20/2022
Project:	I-65 & US 52 Interchange				Atmospheric Cond.	
Instrument:	Larson Davis (LD) Class 1 Integrating Sound Level Meter (SLM) / Analyzer 831				Temp:	35°
Calibrator:	Model CAL200 Calibrator		Calibrated: ☑ 94 dBA ☑ 114 dBA		Weather:	Partly Cloudy
Completed By:	K. Walker & B. Miller				Relative Humidity:	55.00%
Major Noise Source:	I-65				Avg. Windspd.:	7 mph NE
Secondary Source:	Frontage Rd				Pavement:	**Dry** / Wet
Distance from Roadway (ft)	60 ft. from Frontage Rd.				Other Observations:	

Land Use Cat. (*Select All Applicable*)	A - 57 dBA Serene Areas	**B - 67 dBA Residential**	C - 67 dBA Hosp/Parks/Schls/Church/ Cem/Trail/Historic/Day Care	E - 72 dBA Hotels/Offices /Rest.	**F - N/A Ag/Manuf/Maint./Retail**	G - NA Undev. Land Not Permit.

Road Config.:	# of Lanes	Width (ft.)	Median Width (ft.)	Posted Speed	Observed Speed
Primary Road (I-65)	4	10	*N/A	*55	*55
Secondary Road (Frontage Rd.)	2	10	N/A	45	45

* Construction is currently ongoing. As a result, the median width and posted speed have been altered.

Test Time	Start: 9:15		Finish: 9:22	
Measured dBA	62.1 L_{Aeq}		87.4 L_{max}	
Unexpected Events	Dump trucks and construction noises.			
Traffic Volumes	Primary Road (I-65)		Secondary Road (Frontage Rd)	
	NB	SB	NB	SB
Cars	142	199	N/A	N/A
Med. Trucks	13	14	1	N/A
Heavy Trucks	137	138	N/A	N/A
Buses	2	N/A	N/A	N/A
Motorcycles	N/A	N/A	N/A	N/A

NOISE FIELD MEASUREMENT DATA SHEET

						AM / PM	Site: NM-3
Job No.:	2022.00646	Des. No.: 2200176	Location (City / County): Lebanon, Boone County			Date:	10/20/2022
Project:	I-65 & US 52 Interchange					Atmospheric Cond.	
Instrument:	Larson Davis (LD) Class 1 Integrating Sound Level Meter (SLM) / Analyzer 831					Temp:	38°
Calibrator:	Model CAL200 Calibrator		Calibrated: ☑ 94 dBA ☑ 114 dBA			Weather:	Cloudy
Completed By:	K. Walker & B. Miller					Relative Humidity:	47.00%
Major Noise Source:	I-65					Avg. Windspd.:	7 mph NE
Secondary Source:	CR 300 N					Pavement:	**Dry** / Wet
Distance from Roadway (ft)	134 ft. from CR 300 N, 291 ft. from I-65					Other Observations:	
Land Use Cat. (*Select All Applicable*)	A - 57 dBA Serene Areas	**B - 67 dBA Residential**	C - 67 dBA Hosp/Parks/Schls/Church/ Cem/Trail/Historic/Day Care	E - 72 dBA Hotels/Offices /Rest.	F - N/A Ag/Manuf/Maint./Retail	G - NA Undev. Land Not Permit.	

Road Config.:	# of Lanes	Lane Width (ft.)	Median Width (ft.)	Posted Speed	Observed Speed
Primary Road (I-65)	4	12	*N/A	*55	*55
Secondary Road (CR 300 N)	2	12	N/A	40	40

* Construction is currently ongoing. As a result, the median width and posted speed have been altered.

Test Time	Start: 10:20		Finish: 10:30	
Measured dBA	64.9 L_{Aeq}		89.7 L_{max}	
Unexpected Events				
Traffic Volumes	Primary Road (I-65)		Secondary Road (CR 300 N)	
	NB	SB	EB	WB
Cars	161	133	13	13
Med. Trucks	4	6	1	N/A
Heavy Trucks	97	104	N/A	N/A
Buses	N/A	2	N/A	N/A
Motorcycles	1	N/A	N/A	N/A

NOISE FIELD MEASUREMENT DATA SHEET

				AM / PM	Site: NM-4
Job No.:	2022.00646	Des. No.: 2200176	Location (City / County): Lebanon, Boone County	Date:	10/20/2022
Project:	I-65 & US 52 Interchange			Atmospheric Cond.	
Instrument:	Larson Davis (LD) Class 1 Integrating Sound Level Meter (SLM) / Analyzer 831			Temp:	38°
Calibrator:	Model CAL200 Calibrator		Calibrated: ☑ 94 dBA ☑ 114 dBA	Weather:	Partly Cloudy
Completed By:	K. Walker & B. Miller			Relative Humidity:	47.00%
Major Noise Source:	I-65			Avg. Windspd.:	7 mph
Secondary Source:	CR 300 N			Pavement:	**Dry** / Wet
Tertiary Source:	Witt Rd.			Other Observations:	
Distance from Roadway (ft)	145 ft. from Witt Rd, 349 ft. from CR 300 N				

Land Use Cat. (*Select All Applicable*)	A - 57 dBA Serene Areas	B - 67 dBA Residential	C - 67 dBA Hosp/Parks/Schls/Church/ Cem/Trail/Historic/Day Care	E - 72 dBA Hotels/Offices /Rest.	F - N/A Ag/Manuf/Maint./Retail	**G - NA Undev. Land Not Permit.**

Road Config.:	# of Lanes	Lane Width (ft.)	Median Width (ft.)	Posted Speed	Observed Speed
Primary Road (I-65)	4	12	*N/A	*55	*55
Secondary Road (CR 300 N)	2	12	N/A	40	40
Tertiary Road (Witt Rd.)	2	12	N/A	30	30

* Construction is currently ongoing. As a result, the median width and posted speed have been altered.

Test Time	Start: 10:39		Finish: 10:55			
Measured dBA	57.9 L_{Aeq}		86.5 L_{max}			
Unexpected Events						
Traffic Volumes	Primary Road (I-65)		Secondary Road (CR 300 N)		Tertiary Road (Witt Rd.)	
	NB	SB	EB	WB	NB	SB
Cars	155	145	16	22	3	7
Med. Trucks	7	4	1	N/A	N/A	N/A
Heavy Trucks	99	104	N/A	N/A	N/A	N/A
Buses	N/A	N/A	N/A	N/A	N/A	N/A
Motorcycles	N/A	N/A	N/A	N/A	N/A	N/A

NOISE FIELD MEASUREMENT DATA SHEET

				AM / PM	Site: NM-5
Job No.:	2022.00646	Des. No.: 2200176	Location (City / County): Lebanon, Boone County	Date:	5/11/2023
Project:	I-65 & US 52 Interchange			Atmospheric Cond.	
Instrument:	Larson Davis (LD) Class 1 Integrating Sound Level Meter (SLM) / Analyzer 831			Temp:	60°
Calibrator:	Model CAL200 Calibrator		Calibrated: ☑ 94 dBA ☑ 114 dBA	Weather:	Sunny
Completed By:	K. Walker and B. Miller			Relative Humidity:	61.00%
Major Noise Source:	US 52			Avg. Windspd.:	8 mph
Secondary Source:	I-65			Pavement:	**Dry** / Wet
Distance from Roadway (ft)	65 ft. from US 52			Other Observations:	

Land Use Cat. (*Select All Applicable*)	A - 57 dBA Serene Areas	**B - 67 dBA Residential**	C - 67 dBA Hosp/Parks/Schls/Church/ Cem/Trail/Historic/Day Care	E - 72 dBA Hotels/Offices /Rest.	F - N/A Ag/Manuf/Maint./Retail	G - NA Undev. Land Not Permit.

Road Config.:	# of Lanes	Lane Width (ft.)	Median Width (ft.)	Posted Speed	Observed Speed
Primary Road (US 52)	4	12	20	60	60
Secondary Road (I-65)	4	12	*N/A	*55	*55

* Construction is currently ongoing. As a result, the median width and posted speed have been altered.

Test Time	Start: 9:06		Finish: 9:21	
Measured dBA	71.8 L_{Aeq}		98.6 L_{max}	
Unexpected Events				
Traffic Volumes	Primary Road (US 52)		Secondary Road (I-65)	
	NB	**SB**	**NB**	**SB**
Cars	48	85	168	159
Med. Trucks	14	10	11	8
Heavy Trucks	5	10	150	154
Buses	N/A	N/A	2	N/A
Motorcycles	N/A	N/A	N/A	N/A

NOISE FIELD MEASUREMENT DATA SHEET

						AM / PM	Site: NM-6
Job No.:	2022.00646	Des. No.: 2200176	Location (City / County): Lebanon, Boone County			Date:	5/11/2023
Project:	I-65 & US 52 Interchange					Atmospheric Cond.	
Instrument:	Larson Davis (LD) Class 1 Integrating Sound Level Meter (SLM) / Analyzer 831					Temp:	60°
Calibrator:	Model CAL200 Calibrator		Calibrated:			Weather:	Sunny
Completed By:	K. Walker and B. Miller					Relative Humidity:	61.00%
Major Noise Source:	Witt Rd.					Avg. Windspd.:	8 mph
Secondary Source:	I-65					Pavement:	**Dry** / Wet
Distance from Roadway (ft)	55 ft. from Witt Rd.					Other Observations:	
Land Use Cat. (*Select All Applicable*)	A - 57 dBA Serene Areas	**B - 67 dBA Residential**	C - 67 dBA Hosp/Parks/Schls/Church/ Cem/Trail/Historic/Day	E - 72 dBA Hotels/Offices /Rest.	F - N/A Ag/Manuf/Mai nt./Retail	G - NA Undev. Land Not Permit.	

Road Config.:	# of Lanes	Lane Width (ft.)	Median Width (ft.)	Posted Speed	Observed Speed
Primary Road (Witt Rd.)	2	12	N/A	30	30
Secondary Road (I-65)	4	12	*N/A	*55	*55

* Construction is currently ongoing. As a result, the median width and posted speed have been altered.

Test Time	Start: 8:35		Finish: 8:50	
Measured dBA	57.3 L_{Aeq}		89 L_{max}	
Unexpected Events				
Traffic Volumes	Primary Road (Witt Rd.)		Secondary Road (I-65)	
	NB	SB	NB	SB
Cars	1	1	155	145
Med. Trucks	N/A	N/A	7	4
Heavy Trucks	4	3	99	104
Buses	N/A	N/A	N/A	N/A
Motorcycles	N/A	N/A	N/A	N/A

Appendix C – Sound Level Meter Calibration Certificates

THE MODAL SHOP
AN AMPHENOL COMPANY

~Calibration Certificate~

10310 Aerohub Boulevard
Cincinnati, OH 45215
Ph: 513.351.9919
Fax: 513.458.2172
www.modalshop.com

Manufacturer:	Larson Davis	Asset ID:	80829
Model:	CAL200	Calibration Date / Cal ID:	Aug 26, 2022 10:39:36
Serial Number:	18982	Due Date:	
Description:	Acoustic Calibrator	Technician:	Michael Wardlow
Customer:	TMS Rental	Approval:	

Calibration Results:

Measured SPL : 113.86 dB re. 20µPa	Humidity:	55.00%
Measured Frequency : 1,000.20 Hz	Pressure:	994.8 mbar

Upon receipt for calibration, the instrument was found to be:
WITHIN the stated tolerance of the manufacturer's specification.

Note: **As Found / As Left : In Tolerance**

Measurement uncertainty at 95% confidence level: 0.30 dB

The subject instrument was calibrated to the indicated specification using standards stated below or to accepted values of natural physical constants. This document certifies that the instrument met the following specification upon its return to the customer.

This calibration is traceable through : A2109

Notes:
The calibration was performed under operating procedures intended to implement the requirements of ISO 9001, ISO 17025 and ANSI Z540. Unless otherwise noted, the reported value is both "as found" and "as left" data. Calibration results relate only to the items calibrated. This certificate may not be reproduced, except in full, without written permission.

Reference Equipment Used:

Manuf.	*Model*	*Serial*	*Cal. Date*	*Due Date*
GRAS	40AG	9542	6/16/2022	6/16/2023

THE MODAL SHOP
AN AMPHENOL COMPANY

~Calibration Certificate~

10310 Aerohub Boulevard
Cincinnati, OH 45215
Ph: 513.351.9919
Fax: 513.458.2172
www.modalshop.com

Manufacturer:	Larson Davis	Asset ID:	80829
Model:	CAL200	Calibration Date / Cal ID:	Aug 26, 2022 10:29:52
Serial Number:	18982	Due Date:	
Description:	Acoustic Calibrator	Technician:	Michael Wardlow
Customer:	TMS Rental	Approval:	

Calibration Results:

Measured SPL : 93.87 dB re. 20µPa	Humidity:	51.00%
Measured Frequency : 1,000.20 Hz	Pressure:	994.8 mbar

Upon receipt for calibration, the instrument was found to be:
WITHIN the stated tolerance of the manufacturer's specification.

Note: **As Found / As Left : In Tolerance**

Measurement uncertainty at 95% confidence level: 0.30 dB

The subject instrument was calibrated to the indicated specification using standards stated below or to accepted values of natural physical constants. This document certifies that the instrument met the following specification upon its return to the customer.

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Notes:
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Reference Equipment Used:

Manuf.	*Model*	*Serial*	*Cal. Date*	*Due Date*
GRAS	40AG	9542	6/16/2022	6/16/2023

THE MODAL SHOP
AN AMPHENOL COMPANY

~Certificate of Calibration~

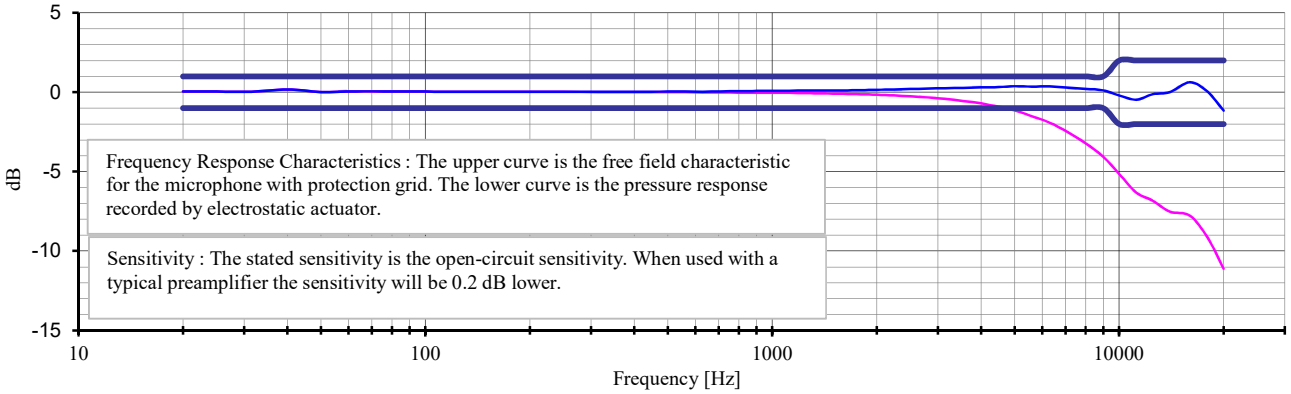
10310 Aerohub Boulevard
Cincinnati, OH 45215
Ph: 513.351.9919
Fax: 513.458.2172
www.modalshop.com

Manufacturer:	PCB	**Customer:**	TMS Rental
Model Number:	377B02	**Address:**	
Serial Number:	334329		
Asset ID:	84918	**Cal Date / Cal ID:**	Jan 18, 2023 13:24:04
Description:	Free-Field Microphone	**Due Date:**	

Sensitivity:	**251.29 Hz**	**1000 Hz**		**Temperature:**	73 (23)	°F (°C)
	-25.52	-25.55	dB re. 1V/Pa	**Humidity:**	35	%
	52.96	52.78	mV/Pa	**Ambient Pressure:**	994	mbar

Reference Sens: In Tolerance
Freq. Response: In Tolerance

Polarization Voltage: 0 VDC



Traceability: The calibration is traceable through NIST Project A2212.

Notes:
Calibration results relate only to the items calibrated.
This certificate may not be reproduced, except in full, without written permission.
This calibration is performed in compliance with ISO 9001, ISO 17025 and ANSI Z540.
Measurement uncertainty (250 Hz sensitivity calibration) at 95% confidence level: 0.30 dB
Calibrated per procedure PRD-P204.

User Note: As Found / As Left : In Tolerance

Frequency Response with reference to level at 251.29 Hz

Frequency (Hz)	Upper (dB)	Frequency (Hz)	Upper (dB)	Frequency (Hz)	Upper (dB)	Frequency (Hz)	Upper (dB)
20	0.04	**630**	0.04	**4500**	0.33		
25	0.04	**800**	0.07	**5000**	0.38		
31.5	0.03	**1000**	0.09	**5600**	0.36		
40	0.18	**1120**	0.10	**6300**	0.37		
50	0.01	**1250**	0.10	**7100**	0.29		
63	0.06	**1400**	0.11	**8000**	0.21		
80	0.05	**1600**	0.12	**9000**	0.12		
100	0.04	**1800**	0.13	**10000**	-0.20		
125	0.03	**2000**	0.16	**11200**	-0.47		
160	0.03	**2240**	0.17	**12500**	-0.12		
200	0.03	**2500**	0.21	**14000**	0.01		
250	0.02	**2800**	0.23	**16000**	0.63		
315	0.03	**3150**	0.26	**18000**	0.02		
400	0.02	**3550**	0.27	**20000**	-1.16		
500	0.05	**4000**	0.31				

Technician: Michael Wardlow

Approval: _____

Reference Equipment Used:

Manuf.	*Model*	*Serial*	*Cal. Date*	*Due Date*
GRAS	40AG	9542	6/16/2022	6/16/2023

ACCREDITED
Calibration Lab
CALIBRATION CERT 2649.01

Calibration Certificate

Certificate Number 2022012596

Customer:

The Modal Shop
10310 AeroHub Boulevard
Cincinnati, OH 45215, United States

Model Number	831	***Procedure Number***	D0001.8378		
Serial Number	0004278	***Technician***	Jacob Cannon		
Test Results	**Pass**	***Calibration Date***	21 Sep 2022		
Initial Condition	Inoperable	***Calibration Due***			
		Temperature	23.62	°C	± 0.25 °C
Description	Larson Davis Model 831	***Humidity***	48.4	%RH	± 2.0 %RH
	Class 1 Sound Level Meter	***Static Pressure***	86.06	kPa	± 0.13 kPa
	Firmware Revision: 2.403				

Evaluation Method Tested electrically using Larson Davis PRM831 S/N 036756 and a 12.0 pF capacitor to simulate microphone capacitance. Data reported in dB re 20 µPa assuming a microphone sensitivity of 50.0 mV/Pa.

Compliance Standards Compliant to Manufacturer Specifications and the following standards when combined with Calibration Certificate from procedure D0001.8384:

IEC 60651:2001 Type 1	ANSI S1.4-2014 Class 1
IEC 60804:2000 Type 1	ANSI S1.4 (R2006) Type 1
IEC 61252:2002	ANSI S1.25 (R2007)
IEC 61672:2013 Class 1	ANSI S1.43 (R2007) Type 1
IEC 61260:2001 Class 1	ANSI S1.11 (R2009) Class 1

Issuing lab certifies that the instrument described above meets or exceeds all specifications as stated in the referenced procedure (unless otherwise noted). It has been calibrated using measurement standards traceable to the International System of Units (SI) through the National Institute of Standards and Technology (NIST), or other national measurement institutes, and meets the requirements of ISO/IEC 17025:2017. **Test points marked with a ‡ in the uncertainties column do not fall within this laboratory's scope of accreditation.**

The quality system is registered to ISO 9001:2015.

This calibration is a direct comparison of the unit under test to the listed reference standards and did not involve any sampling plans to complete. No allowance has been made for the instability of the test device due to use, time, etc. Such allowances would be made by the customer as needed.

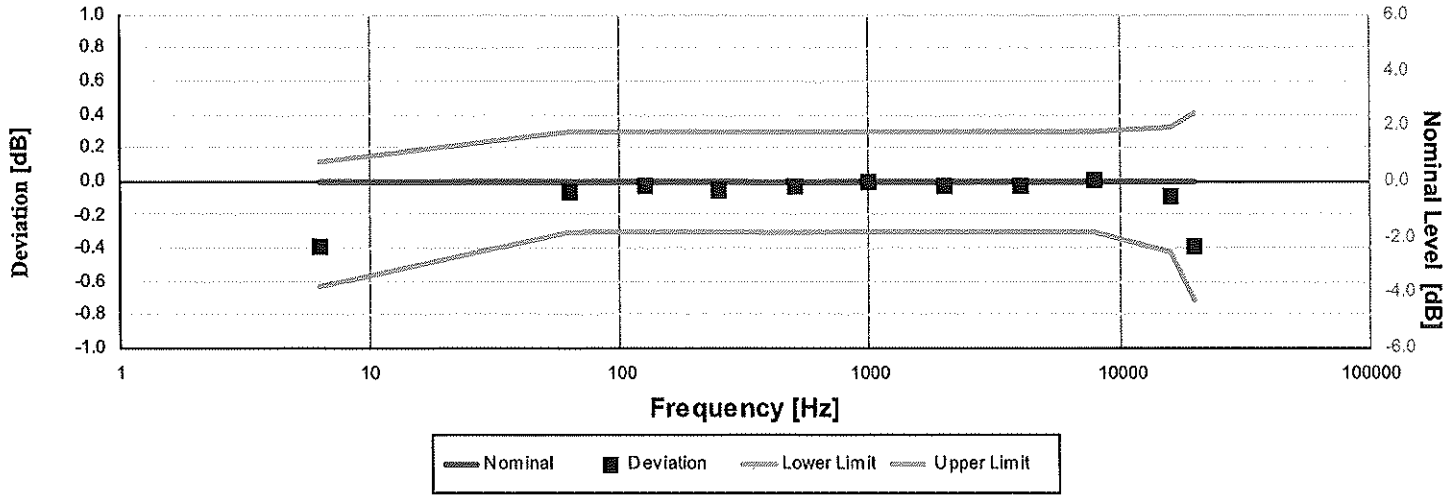
The uncertainties were computed in accordance with the ISO Guide to the Expression of Uncertainty in Measurement (GUM). A coverage factor of approximately 2 sigma (k=2) has been applied to the standard uncertainty to express the expanded uncertainty at approximately 95% confidence level.

Correction data from Larson Davis Model 831 Sound Level Meter Manual, I831.01 Rev S, 2019-09-10

Calibration Check Frequency: 1000 Hz; Reference Sound Pressure Level: 114 dB re 20 µPa; Reference Range: 0 dB gain

Standards Used			
Description	**Cal Date**	**Cal Due**	**Cal Standard**
Hart Scientific 2626-H Temperature Probe	2021-08-25	2023-02-25	006798
SRS DS360 Ultra Low Distortion Generator	2022-01-03	2023-01-03	007118

Z-weight Filter Response

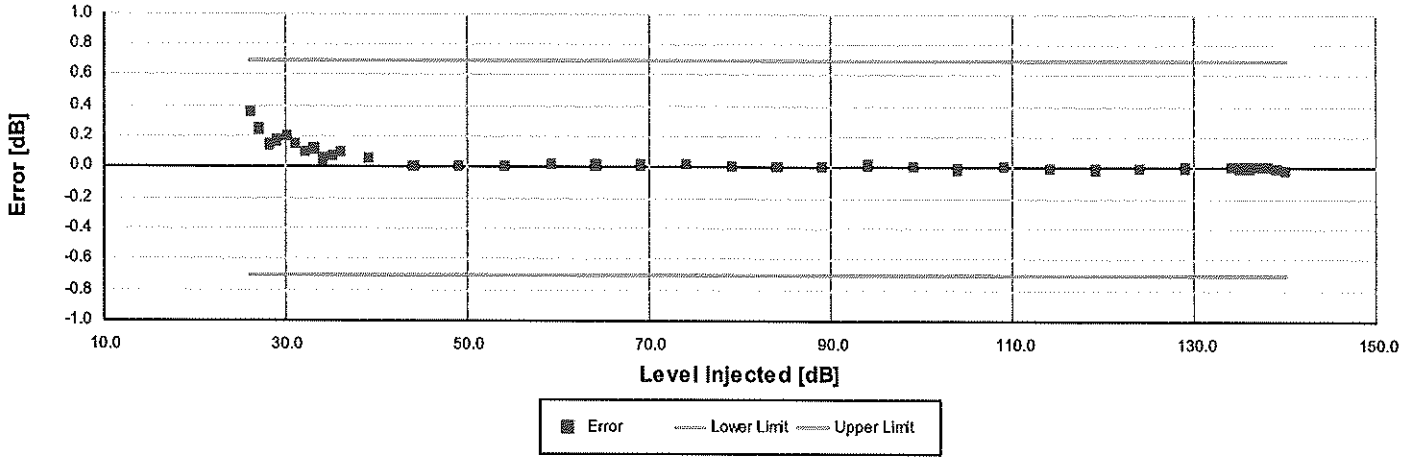


Electrical signal test of frequency weighting performed according to IEC 61672-3:2013 13 and ANSI S1.4-2014 Part 3: 13 for compliance to IEC 61672-1:2013 5.5; IEC 60651:2001 6.1 and 9.2.2; IEC 60804:2000 5; ANSI S1.4:1983 (R2006) 5.1 and 8.2.1; ANSI S1.4-2014 Part 1: 5.5

Frequency [Hz]	Test Result [dB]	Deviation [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
6.31	-0.38	-0.38	-0.63	0.12	0.15	Pass
63.10	-0.06	-0.06	-0.30	0.30	0.15	Pass
125.89	-0.03	-0.03	-0.30	0.30	0.15	Pass
251.19	-0.05	-0.05	-0.30	0.30	0.15	Pass
501.19	-0.02	-0.02	-0.30	0.30	0.15	Pass
1,000.00	0.00	0.00	-0.30	0.30	0.15	Pass
1,995.26	-0.03	-0.03	-0.30	0.30	0.15	Pass
3,981.07	-0.02	-0.02	-0.30	0.30	0.15	Pass
7,943.28	0.01	0.01	-0.30	0.30	0.15	Pass
15,848.93	-0.08	-0.08	-0.42	0.32	0.15	Pass
19,952.62	-0.39	-0.39	-0.71	0.41	0.15	Pass

-- End of measurement results--

A-weighted 0 dB Gain Broadband Log Linearity: 8,000.00 Hz



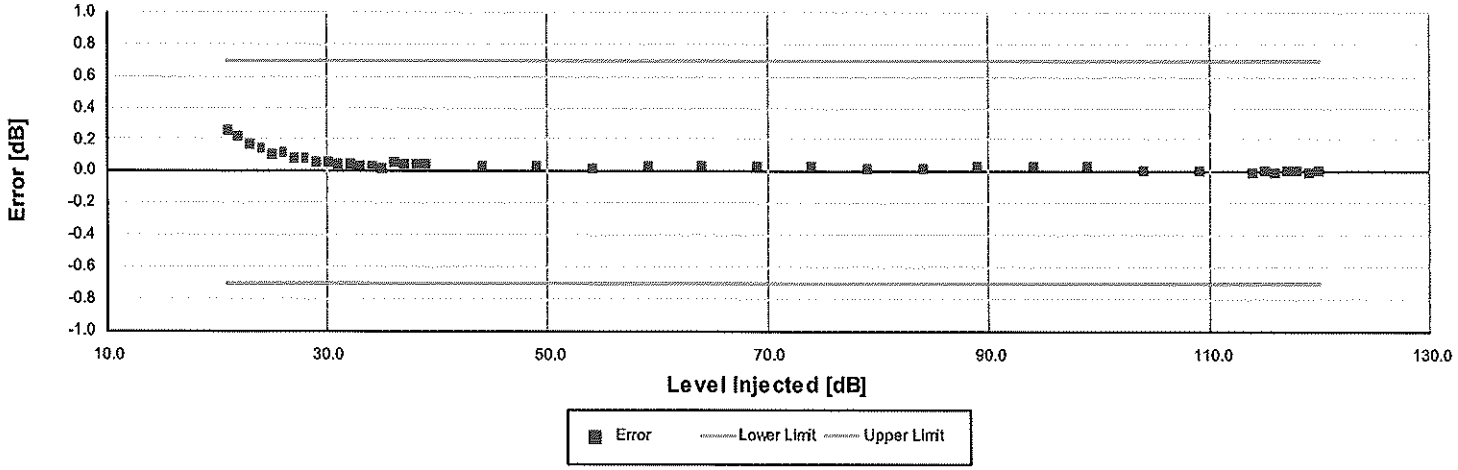
Broadband level linearity performed according to IEC 61672-3:2013 16 and ANSI S1.4-2014 Part 3: 16 for compliance to IEC 61672-1:2013 5.6, IEC 60804:2000 6.2, IEC 61252:2002 8, ANSI S1.4 (R2006) 6.9, ANSI S1.4-2014 Part 1: 5.6, ANSI S1.43 (R2007) 6.2

Level [dB]	Error [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
26.00	0.37	-0.70	0.70	0.16	Pass
27.00	0.25	-0.70	0.70	0.16	Pass
28.00	0.15	-0.70	0.70	0.16	Pass
29.00	0.18	-0.70	0.70	0.16	Pass
30.00	0.21	-0.70	0.70	0.16	Pass
31.00	0.16	-0.70	0.70	0.16	Pass
32.00	0.10	-0.70	0.70	0.16	Pass
33.00	0.12	-0.70	0.70	0.16	Pass
34.00	0.06	-0.70	0.70	0.16	Pass
35.00	0.08	-0.70	0.70	0.16	Pass
36.00	0.11	-0.70	0.70	0.16	Pass
39.00	0.06	-0.70	0.70	0.16	Pass
44.00	0.02	-0.70	0.70	0.16	Pass
49.00	0.02	-0.70	0.70	0.16	Pass
54.00	0.01	-0.70	0.70	0.16	Pass
59.00	0.02	-0.70	0.70	0.16	Pass
64.00	0.02	-0.70	0.70	0.16	Pass
69.00	0.02	-0.70	0.70	0.16	Pass
74.00	0.02	-0.70	0.70	0.16	Pass
79.00	0.01	-0.70	0.70	0.16	Pass
84.00	0.02	-0.70	0.70	0.16	Pass
89.00	0.02	-0.70	0.70	0.16	Pass
94.00	0.02	-0.70	0.70	0.16	Pass
99.00	0.02	-0.70	0.70	0.16	Pass
104.00	-0.01	-0.70	0.70	0.15	Pass
109.00	0.01	-0.70	0.70	0.15	Pass
114.00	0.00	-0.70	0.70	0.15	Pass
119.00	-0.01	-0.70	0.70	0.15	Pass
124.00	0.00	-0.70	0.70	0.15	Pass
129.00	0.01	-0.70	0.70	0.15	Pass
134.00	0.01	-0.70	0.70	0.15	Pass
135.00	0.01	-0.70	0.70	0.15	Pass
136.00	0.00	-0.70	0.70	0.15	Pass
137.00	0.01	-0.70	0.70	0.15	Pass
138.00	0.01	-0.70	0.70	0.15	Pass
139.00	0.00	-0.70	0.70	0.15	Pass

Level [dB]	Error [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
140.00	-0.01	-0.70	0.70	0.15	Pass

-- End of measurement results--

A-weighted 20 dB Gain Broadband Log Linearity: 8,000.00 Hz



Broadband level linearity performed according to IEC 61672-3:2013 16 and ANSI S1.4-2014 Part 3: 16 for compliance to IEC 61672-1:2013 5.6, IEC 60804:2000 6.2, IEC 61252:2002 8, ANSI S1.4 (R2006) 6.9, ANSI S1.4-2014 Part 1: 5.6, ANSI S1.43 (R2007) 6.2

Level [dB]	Error [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
21.00	0.26	-0.70	0.70	0.16	Pass
22.00	0.23	-0.70	0.70	0.16	Pass
23.00	0.18	-0.70	0.70	0.16	Pass
24.00	0.15	-0.70	0.70	0.16	Pass
25.00	0.12	-0.70	0.70	0.16	Pass
26.00	0.12	-0.70	0.70	0.16	Pass
27.00	0.08	-0.70	0.70	0.16	Pass
28.00	0.09	-0.70	0.70	0.16	Pass
29.00	0.07	-0.70	0.70	0.16	Pass
30.00	0.06	-0.70	0.70	0.16	Pass
31.00	0.05	-0.70	0.70	0.16	Pass
32.00	0.05	-0.70	0.70	0.16	Pass
33.00	0.04	-0.70	0.70	0.16	Pass
34.00	0.04	-0.70	0.70	0.16	Pass
35.00	0.03	-0.70	0.70	0.16	Pass
36.00	0.06	-0.70	0.70	0.16	Pass
37.00	0.04	-0.70	0.70	0.16	Pass
38.00	0.05	-0.70	0.70	0.16	Pass
39.00	0.05	-0.70	0.70	0.16	Pass
44.00	0.03	-0.70	0.70	0.16	Pass
49.00	0.03	-0.70	0.70	0.16	Pass
54.00	0.02	-0.70	0.70	0.16	Pass
59.00	0.04	-0.70	0.70	0.16	Pass
64.00	0.03	-0.70	0.70	0.16	Pass
69.00	0.03	-0.70	0.70	0.16	Pass
74.00	0.03	-0.70	0.70	0.16	Pass
79.00	0.02	-0.70	0.70	0.16	Pass
84.00	0.02	-0.70	0.70	0.16	Pass
89.00	0.04	-0.70	0.70	0.16	Pass
94.00	0.04	-0.70	0.70	0.16	Pass
99.00	0.04	-0.70	0.70	0.16	Pass
104.00	0.02	-0.70	0.70	0.15	Pass
109.00	0.02	-0.70	0.70	0.15	Pass
114.00	0.00	-0.70	0.70	0.15	Pass
115.00	0.01	-0.70	0.70	0.15	Pass
116.00	0.00	-0.70	0.70	0.15	Pass

Level [dB]	Error [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
117.00	0.01	-0.70	0.70	0.15	Pass
118.00	0.01	-0.70	0.70	0.15	Pass
119.00	0.00	-0.70	0.70	0.15	Pass
120.00	0.01	-0.70	0.70	0.15	Pass

-- End of measurement results--

Peak Rise Time

Peak rise time performed according to IEC 60651:2001 9.4.4 and ANSI S1.4:1983 (R2006) 8.4.4

Amplitude [dB]	Duration [µs]		Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
139.00	40	Negative Pulse	135.99	134.52	136.52	0.15	Pass
		Positive Pulse	136.00	134.52	136.52	0.15	Pass
	30	Negative Pulse	135.06	134.52	136.52	0.15	Pass
		Positive Pulse	135.06	134.52	136.52	0.15	Pass

-- End of measurement results--

Positive Pulse Crest Factor

200 µs pulse tests at 2.0, 12.0, 22.0, 32.0 dB below Overload Limit

Crest Factor measured according to IEC 60651:2001 9.4.2 and ANSI S1.4:1983 (R2006) 8.4.2

Amplitude [dB]	Crest Factor	Test Result [dB]	Limits [dB]	Expanded Uncertainty [dB]	Result
138.00	3	OVLD	± 0.50	0.15 ‡	Pass
	5	OVLD	± 1.00	0.15 ‡	Pass
	10	OVLD	± 1.50	0.15 ‡	Pass
128.00	3	-0.13	± 0.50	0.15 ‡	Pass
	5	-0.13	± 1.00	0.15 ‡	Pass
	10	OVLD	± 1.50	0.15 ‡	Pass
118.00	3	-0.13	± 0.50	0.16 ‡	Pass
	5	-0.11	± 1.00	0.15 ‡	Pass
	10	-0.08	± 1.50	0.15 ‡	Pass
108.00	3	-0.15	± 0.50	0.18 ‡	Pass
	5	-0.12	± 1.00	0.15 ‡	Pass
	10	-0.25	± 1.50	0.15 ‡	Pass

-- End of measurement results--

Negative Pulse Crest Factor

200 µs pulse tests at 2.0, 12.0, 22.0, 32.0 dB below Overload Limit

Crest Factor measured according to IEC 60651:2001 9.4.2 and ANSI S1.4:1983 (R2006) 8.4.2

Amplitude [dB]	Crest Factor	Test Result [dB]	Limits [dB]	Expanded Uncertainty [dB]	Result
138.00	3	OVLD	± 0.50	0.15 ‡	Pass
	5	OVLD	± 1.00	0.15 ‡	Pass
	10	OVLD	± 1.50	0.15 ‡	Pass
128.00	3	-0.12	± 0.50	0.15 ‡	Pass
	5	-0.13	± 1.00	0.15 ‡	Pass
	10	OVLD	± 1.50	0.15 ‡	Pass
118.00	3	-0.13	± 0.50	0.15 ‡	Pass
	5	-0.12	± 1.00	0.15 ‡	Pass
	10	-0.08	± 1.50	0.15 ‡	Pass
108.00	3	-0.15	± 0.50	0.15 ‡	Pass
	5	-0.14	± 1.00	0.15 ‡	Pass
	10	-0.25	± 1.50	0.15 ‡	Pass

-- End of measurement results--

Gain

Gain measured according to IEC 61672-3:2013 17.3 and 17.4 and ANSI S1.4-2014 Part 3: 17.3 and 17.4

Measurement	Test Result [dB]	Lower limit [dB]	Upper limit [dB]	Expanded Uncertainty [dB]	Result
0 dB Gain	94.02	93.92	94.12	0.15	Pass
0 dB Gain, Linearity	29.12	28.32	29.72	0.16	Pass
20 dB Gain	94.03	93.92	94.12	0.15	Pass
20 dB Gain, Linearity	24.11	23.32	24.72	0.16	Pass
OBA Low Range	94.01	93.92	94.12	0.15	Pass
OBA Normal Range	94.02	93.20	94.80	0.15	Pass

-- End of measurement results--

Broadband Noise Floor

Self-generated noise measured according to IEC 61672-3:2013 11.2 and ANSI S1.4-2014 Part 3: 11.2

Measurement	Test Result [dB]	Upper limit [dB]	Result
A-weight Noise Floor	7.06	15.00	Pass
C-weight Noise Floor	12.52	17.30	Pass
Z-weight Noise Floor	21.82	24.50	Pass

-- End of measurement results--

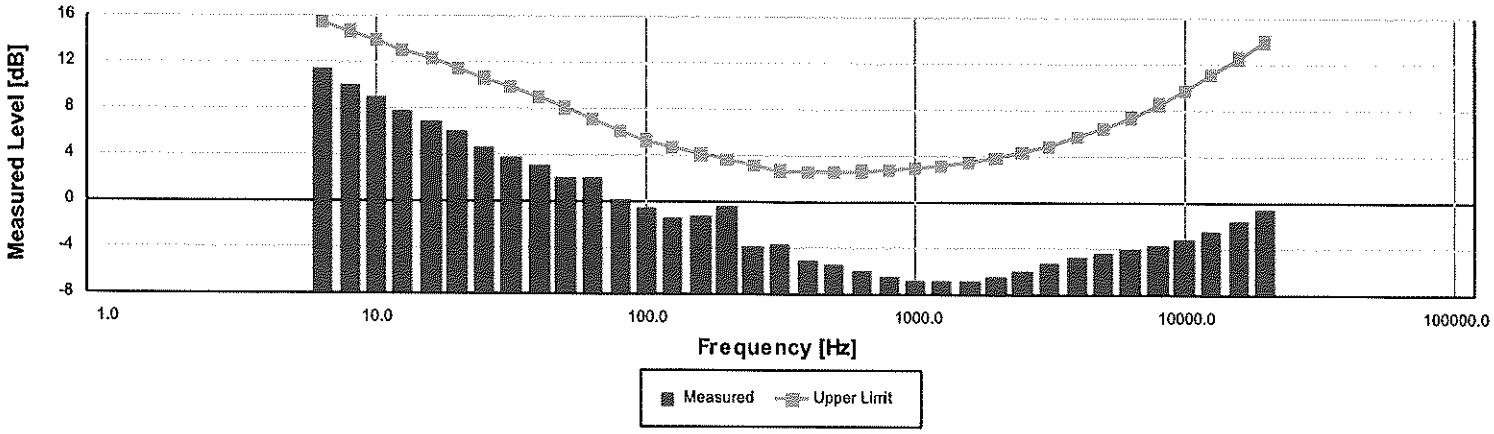
Total Harmonic Distortion

Measured using 1/3-Octave filters

Measurement	Test Result [dB]	Lower Limit [dB]	Upper Limit [dB]	Expanded Uncertainty [dB]	Result
10 Hz Signal	137.56	137.20	138.80	0.15	Pass
THD	-70.52		-60.00	0.01 ‡	Pass
THD+N	-64.81		-60.00	0.01 ‡	Pass

-- End of measurement results--

1/3-Octave Self-Generated Noise



The SLM is set to low range and 20 dB gain.

Frequency [Hz]	Test Result [dB]	Upper limit [dB]	Result
6.30	11.40	15.50	Pass
8.00	10.17	14.70	Pass
10.00	8.97	13.90	Pass
12.50	7.75	13.10	Pass
16.00	6.92	12.30	Pass
20.00	6.06	11.50	Pass
25.00	4.74	10.70	Pass
31.50	3.82	9.90	Pass
40.00	3.16	9.10	Pass
50.00	2.15	8.10	Pass
63.00	2.11	7.10	Pass
80.00	0.26	6.10	Pass
100.00	-0.56	5.30	Pass
125.00	-1.30	4.70	Pass
160.00	-1.17	4.10	Pass
200.00	-0.39	3.60	Pass
250.00	-3.84	3.10	Pass
315.00	-3.70	2.70	Pass
400.00	-5.07	2.60	Pass
500.00	-5.43	2.60	Pass
630.00	-5.98	2.70	Pass
800.00	-6.41	2.80	Pass
1,000.00	-6.69	3.00	Pass
1,250.00	-6.82	3.20	Pass
1,600.00	-6.69	3.50	Pass
2,000.00	-6.41	3.80	Pass
2,500.00	-5.96	4.30	Pass
3,150.00	-5.23	4.90	Pass
4,000.00	-4.60	5.70	Pass
5,000.00	-4.26	6.40	Pass
6,300.00	-4.05	7.40	Pass
8,000.00	-3.68	8.60	Pass
10,000.00	-3.08	9.80	Pass
12,500.00	-2.35	11.20	Pass
16,000.00	-1.49	12.60	Pass
20,000.00	-0.57	14.00	Pass

-- End of measurement results--

-- End of Report--

Signatory: *Jacob Cannon*

LARSON DAVIS – A PCB DIVISION
1681 West 820 North
Provo, UT 84601, United States
716-684-0001

ACCREDITED
Cert. #3822.01

LARSON DAVIS
A PCB DIVISION

Appendix D – Calculated Noise Levels

Calculated Noise Levels									
Name	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted
					Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)	
R-1	Residence	B	1	69.9	72.7	66	2.8	15	Yes
R-2	Residence	B	1	69.2	72.1	66	2.9	15	Yes
R-3	Residence	B	1	58	60.8	66	2.8	15	----
R-4	Outdoor Recreation	C	1	67.5	69.6	66	2.1	15	Yes
R-5	Outdoor Recreation	C	1	57.9	60.7	66	2.8	15	----
R-6	Residence	B	1	64.1	66.9	66	2.8	15	Yes
R-7	Outdoor Recreation	C	1	57.8	60.6	66	2.8	15	----
R-8	Residence	B	1	67.3	70.1	66	2.8	15	Yes
R-9	Residence	B	1	57.3	59.9	66	2.6	15	----
R-10	Residence	B	1	68.4	71.1	66	2.7	15	Yes
R-12	Residence	B	1	61.1	63.9	66	2.8	15	----
R-13	Residence	B	1	53.2	58.5	66	5.3	15	----
R-14	Residence	B	1	53.7	59.5	66	5.8	15	----
R-15	Residence	B	1	53.5	57.8	66	4.3	15	----
R-16	Residence	B	1	57.5	60.2	66	2.7	15	----
R-17	Residence	B	1	53.7	59.3	66	5.6	15	----
R-18	Residence	B	1	55.1	61.4	66	6.3	15	----
R-19	Residence	B	1	55.3	61	66	5.7	15	----
R-20	Residence	B	1	59.1	61.8	66	2.7	15	----
R-21	Residence	B	1	54.8	61.1	66	6.3	15	----
R-22	Residence	B	1	60.9	64.9	66	4	15	----
R-23	Residence	B	1	58.7	58.9	66	0.2	15	----
R-24	Cemetery	C	1	67.8	57.3	66	-10.5	15	----
R-25	Residence	B	1	55.1	59.2	66	4.1	15	----
R-26	Residence	B	1	55.5	59.1	66	3.6	15	----
R-27	Residence	B	1	56	59.7	66	3.7	15	----
R-28	Residence	B	1	57.2	54.5	66	-2.7	15	----
R-29	Residence	B	1	50	53	66	3	15	----
R-30	Residence	B	1	56.1	59.1	66	3	15	----
R-31	Residence	B	1	50.4	52.4	66	2	15	----
R-32	Residence	B	1	59.2	61.5	66	2.3	15	----
R-33	Residence	B	1	65.2	67.9	66	2.7	15	Yes
R-34	Residence	B	1	58.3	60.3	66	2	15	----
R-35	Residence	B	1	60.9	61.5	66	0.6	15	----
R-36	Residence	B	1	59.3	60.9	66	1.6	15	----
R-37	Residence	B	1	58.4	59.8	66	1.4	15	----
R-38	Residence	B	1	57.3	58.1	66	0.8	15	----
R-39	Residence	B	1	57.1	58	66	0.9	15	----
R-40	Residence	B	1	56.2	57.7	66	1.5	15	----
R-41	Residence	B	1	57.1	59.7	66	2.6	15	----
R-42	Residence	B	1	58.8	61.4	66	2.6	15	----
R-43	Residence	B	1	60.3	61.1	66	0.8	15	----
R-44	Residence	B	1	56.2	57.7	66	1.5	15	----
R-45	Residence	B	1	55.1	57.7	66	2.6	15	----
R-46	Residence	B	1	65	67.8	66	2.8	15	Yes
R-47	Residence	B	1	55.2	57	66	1.8	15	----
R-48	Residence	B	1	62.2	63	66	0.8	15	----
R-49	Residence	B	1	58.8	61	66	2.2	15	----
R-50	Residence	B	1	60.6	62.3	66	1.7	15	----
R-51	Residence	B	1	49.8	51.1	66	1.3	15	----
R-52	Residence	B	1	63.7	65.9	66	2.2	15	----
R-53	Residence	B	1	56.7	62.8	66	6.1	15	----
R-54	Residence	B	1	65.7	66.9	66	1.2	15	Yes
R-55	Residence	B	1	60.3	63.5	66	3.2	15	----
R-56	Residence	B	1	62.1	64.3	66	2.2	15	----
R-57	Residence	B	1	57.7	60.9	66	3.2	15	----
R-58	Residence	B	1	66.5	68.8	66	2.3	15	Yes
R-59	Residence	B	1	67.3	70	66	2.7	15	Yes
R-60	Residence	B	1	60.1	62.5	66	2.4	15	----
R-61	Residence	B	1	61.3	63.4	66	2.1	15	----
R-62	Residence	B	1	68.9	71.7	66	2.8	15	Yes
R-63	Residence	B	1	63	64.9	66	1.9	15	----
R-64	Residence	B	1	62.7	64.8	66	2.1	15	----
R-65	Residence	B	1	58.7	61.2	66	2.5	15	----
R-66	Residence	B	1	64.9	67.2	66	2.3	15	Yes
R-67	Residence	B	1	57.7	60.3	66	2.6	15	----
R-68	Residence	B	1	61	63.6	66	2.6	15	----
R-69	Residence	B	1	56.9	58.9	66	2	15	----
R-70	Residence	B	1	65.3	67.7	66	2.4	15	Yes
R-71	Residence	B	1	66.2	68.5	66	2.3	15	Yes
R-72	Residence	B	1	56.6	59	66	2.4	15	----
R-73	Residence	B	1	66.6	68.5	66	1.9	15	Yes
R-74	Residence	B	1	68.6	70.6	66	2	15	Yes
R-75	Residence	B	1	71.7	74.5	66	2.8	15	Yes
R-76	Residence	B	1	73.4	76.2	66	2.8	15	Yes
R-77	Residence	B	1	59.5	60.9	66	1.4	15	----
R-78	Residence	B	1	60.2	61.6	66	1.4	15	----
R-79	Residence	B	1	58.5	60.1	66	1.6	15	----
R-80	Residence	B	1	57.7	59.4	66	1.7	15	----
R-81	Residence	B	1	57	58.7	66	1.7	15	----
R-82	Residence	B	1	71.5	73.7	66	2.2	15	Yes
R-83	Residence	B	1	62	63.7	66	1.7	15	----
R-84	Residence	B	1	62.7	64	66	1.3	15	----
R-85	Residence	B	1	63	64.6	66	1.6	15	----

Note: Highlighted rows indicate impacted receptors.

Calculated Noise Levels									
Name	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted
					Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)	
R-86	Residence	B	1	62.9	64.6	66	1.7	15	----
R-87	Residence	B	1	55.2	57	66	1.8	15	----
R-88	Residence	B	1	57.9	59.6	66	1.7	15	----
R-89	Residence	B	1	57.9	59.4	66	1.5	15	----
R-90	Residence	B	1	57.6	59	66	1.4	15	----
R-91	Residence	B	1	63.5	65.1	66	1.6	15	----
R-92	Residence	B	1	61	62.5	66	1.5	15	----
R-93	Residence	B	1	63.7	65.4	66	1.7	15	----
R-94	Residence	B	1	61.4	62.8	66	1.4	15	----
R-95	Residence	B	1	59.5	60.9	66	1.4	15	----
R-96	Residence	B	1	58.5	60	66	1.5	15	----
R-97	Residence	B	1	64.1	65.8	66	1.7	15	----
R-98	Residence	B	1	64.6	66.4	66	1.8	15	Yes
R-99	Residence	B	1	65.3	67	66	1.7	15	Yes
R-100	Residence	B	1	57.5	59.2	66	1.7	15	----
R-101	Residence	B	1	58.3	60	66	1.7	15	----
R-102	Residence	B	1	60.2	61.9	66	1.7	15	----
R-103	Residence	B	1	59.6	61.3	66	1.7	15	----
R-104	Residence	B	1	58.9	60.6	66	1.7	15	----
R-105	Residence	B	1	59.9	61.9	66	2	15	----
R-106	Residence	B	1	66.1	67.8	66	1.7	15	Yes
R-107	Residence	B	1	59.3	61.4	66	2.1	15	----
R-108	Residence	B	1	65.6	67.5	66	1.9	15	Yes
R-109	Residence	B	1	58.4	60.1	66	1.7	15	----
R-110	Residence	B	1	61.2	63.1	66	1.9	15	----
R-111	Residence	B	1	63.4	65.3	66	1.9	15	----
R-112	Residence	B	1	58.6	60.3	66	1.7	15	----
R-113	Residence	B	1	64.6	66.5	66	1.9	15	Yes
R-114	Residence	B	1	56.5	58.1	66	1.6	15	----
R-115	Residence	B	1	59	60.6	66	1.6	15	----
R-116	Residence	B	1	59.1	60.8	66	1.7	15	----
R-117	Residence	B	1	55.1	56.5	66	1.4	15	----
R-118	Residence	B	1	57	58.6	66	1.6	15	----
R-119	Residence	B	1	59.3	61	66	1.7	15	----
R-120	Residence	B	1	53.8	55.3	66	1.5	15	----
R-121	Residence	B	1	57.2	58.7	66	1.5	15	----
R-122	Residence	B	1	59.2	61	66	1.8	15	----
R-123	Residence	B	1	59.2	60.9	66	1.7	15	----
R-124	Residence	B	1	57.1	58.7	66	1.6	15	----
R-125	Residence	B	1	54	55.8	66	1.8	15	----
R-126	Residence	B	1	53.6	55.3	66	1.7	15	----
R-127	Residence	B	1	54.5	56.2	66	1.7	15	----
R-128	Residence	B	1	55.4	57.1	66	1.7	15	----
R-129	Residence	B	1	56.5	57.9	66	1.4	15	----
R-130	Residence	B	1	59	60.8	66	1.8	15	----
R-131	Residence	B	1	58.7	60.6	66	1.9	15	----
R-132	Residence	B	1	58.3	60.2	66	1.9	15	----
R-133	Residence	B	1	52.7	54.4	66	1.7	15	----
R-134	Residence	B	1	53.5	55.3	66	1.8	15	----
R-135	Residence	B	1	53.1	55	66	1.9	15	----
R-136	Residence	B	1	57.5	59.3	66	1.8	15	----
R-137	Residence	B	1	54.5	56.3	66	1.8	15	----
R-138	Residence	B	1	53.9	55.7	66	1.8	15	----
R-139	Residence	B	1	56.4	58.3	66	1.9	15	----
R-140	Residence	B	1	55.2	57	66	1.8	15	----
R-141	Residence	B	1	55.6	57.3	66	1.7	15	----
R-142	Residence	B	1	40.4	42.5	66	2.1	15	----
R-143	Residence	B	1	43.1	45.4	66	2.3	15	----
R-144	Residence	B	1	42.6	45.3	66	2.7	15	----
R-145	Residence	B	1	44.4	47.6	66	3.2	15	----
R-146	Residence	B	1	43.4	45.6	66	2.2	15	----
R-147	Residence	B	1	42.1	44.4	66	2.3	15	----
R-148	Residence	B	1	42.6	45	66	2.4	15	----
R-149	Residence	B	1	41.8	44.1	66	2.3	15	----
R-150	Residence	B	1	41.9	45.1	66	3.2	15	----
R-151	Residence	B	1	43.4	45.8	66	2.4	15	----
R-152	Residence	B	1	43.1	45.9	66	2.8	15	----
R-153	Residence	B	1	41.9	44.2	66	2.3	15	----
R-154	Outdoor Recreation	C	3	56	57.7	66	1.7	15	----
R-155	Residence	B	1	46.6	48.1	66	1.5	15	----
R-156	Outdoor Recreation	C	3	59.4	61.3	66	1.9	15	----
R-157	Residence	B	1	56.6	58.4	66	1.8	15	----
R-158	Residence	B	1	60.1	62.2	66	2.1	15	----
R-159	Residence	B	1	56.8	58.6	66	1.8	15	----
R-160	Residence	B	1	45.7	48.6	66	2.9	15	----
R-161	Residence	B	1	45.7	49.1	66	3.4	15	----
R-162	Residence	B	1	45.2	47.8	66	2.6	15	----
R-163	Residence	B	1	42.1	44.4	66	2.3	15	----
R-164	Residence	B	1	45.3	48.8	66	3.5	15	----
R-165	Residence	B	1	61.9	64	66	2.1	15	----
R-166	Residence	B	1	46.5	48	66	1.5	15	----
R-167	Residence	B	1	43.4	46.5	66	3.1	15	----
R-168	Residence	B	1	47.5	50.1	66	2.6	15	----
R-169	Residence	B	1	44.9	47.2	66	2.3	15	----

Calculated Noise Levels									
Name	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted
					Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)	
R-170	Residence	B	1	53.9	56	66	2.1	15	----
R-171	Residence	B	1	46.2	49.4	66	3.2	15	----
R-172	Residence	B	1	44.9	48.4	66	3.5	15	----
R-173	Residence	B	1	60.4	62.5	66	2.1	15	----
R-174	Residence	B	1	57	58.8	66	1.8	15	----
R-175	Residence	B	1	46.7	49.2	66	2.5	15	----
R-176	Residence	B	1	46.6	49	66	2.4	15	----
R-177	Residence	B	1	62.1	64.3	66	2.2	15	----
R-178	Residence	B	1	43.6	46.2	66	2.6	15	----
R-179	Residence	B	1	47.6	50	66	2.4	15	----
R-180	Residence	B	1	60.9	63	66	2.1	15	----
R-181	Residence	B	1	57.3	59.2	66	1.9	15	----
R-182	Residence	B	1	46.1	48.7	66	2.6	15	----
R-183	Residence	B	1	62.4	64.6	66	2.2	15	----
R-184	Residence	B	1	47.9	50.3	66	2.4	15	----
R-185	Residence	B	1	48.1	50.4	66	2.3	15	----
R-186	Residence	B	1	61.1	63.2	66	2.1	15	----
R-187	Residence	B	1	42.2	44.8	66	2.6	15	----
R-188	Residence	B	1	46.8	48.9	66	2.1	15	----
R-189	Residence	B	1	40.7	43.3	66	2.6	15	----
R-190	Residence	B	1	41.6	44.3	66	2.7	15	----
R-191	Residence	B	1	38.9	41.9	66	3	15	----
R-192	Residence	B	1	39.2	41.9	66	2.7	15	----
R-193	Residence	B	1	42.3	44.9	66	2.6	15	----
R-194	Residence	B	1	42.8	45.2	66	2.4	15	----
R-195	Residence	B	1	52.2	54.8	66	2.6	15	----
R-196	Residence	B	1	47.2	49.6	66	2.4	15	----
R-197	Residence	B	1	40.9	43.5	66	2.6	15	----
R-198	Residence	B	1	42.8	45.8	66	3	15	----
R-199	Residence	B	1	46.8	49.5	66	2.7	15	----
R-200	Residence	B	1	41.5	45	66	3.5	15	----
R-201	Residence	B	1	39.2	42.6	66	3.4	15	----
R-202	Residence	B	1	53.7	56.1	66	2.4	15	----
R-203	Residence	B	1	49.9	52	66	2.1	15	----
R-204	Residence	B	1	50.4	52.8	66	2.4	15	----
R-205	Residence	B	1	58.3	59.7	66	1.4	15	----
R-206	Residence	B	1	56.7	58.3	66	1.6	15	----
R-207	Residence	B	1	47.2	50.3	66	3.1	15	----
R-208	Residence	B	1	62.6	64.7	66	2.1	15	----
R-209	Residence	B	1	48.4	50.8	66	2.4	15	----
R-210	Residence	B	1	61.4	63.5	66	2.1	15	----
R-211	Residence	B	1	48.1	50.7	66	2.6	15	----
R-212	Residence	B	1	57.8	59.7	66	1.9	15	----
R-213	Residence	B	1	51.4	53.3	66	1.9	15	----
R-214	Residence	B	1	47.6	50.6	66	3	15	----
R-215	Residence	B	1	52.5	54.7	66	2.2	15	----
R-216	Residence	B	1	62.8	65	66	2.2	15	----
R-217	Residence	B	1	54.4	56.8	66	2.4	15	----
R-218	Residence	B	1	48.8	51.3	66	2.5	15	----
R-219	Residence	B	1	61.7	63.8	66	2.1	15	----
R-220	Residence	B	1	58	59.9	66	1.9	15	----
R-221	Residence	B	1	50.6	54.2	66	3.6	15	----
R-222	Residence	B	1	48.4	50.8	66	2.4	15	----
R-223	Residence	B	1	50.5	52.8	66	2.3	15	----
R-224	Residence	B	1	46.5	49.1	66	2.6	15	----
R-225	Residence	B	1	45	47.5	66	2.5	15	----
R-226	Residence	B	1	43.5	47.2	66	3.7	15	----
R-227	Residence	B	1	45.2	47.7	66	2.5	15	----
R-228	Residence	B	1	42.6	46.3	66	3.7	15	----
R-229	Residence	B	1	43	46.6	66	3.6	15	----
R-230	Residence	B	1	49.7	52.1	66	2.4	15	----
R-231	Residence	B	1	41	45	66	4	15	----
R-232	Residence	B	1	48.5	51.6	66	3.1	15	----
R-233	Residence	B	1	52.1	54.4	66	2.3	15	----
R-234	Residence	B	1	46.4	49.1	66	2.7	15	----
R-235	Residence	B	1	45.9	48.3	66	2.4	15	----
R-236	Residence	B	1	41.2	43.8	66	2.6	15	----
R-237	Residence	B	1	44.6	47.8	66	3.2	15	----
R-238	Residence	B	1	45.7	48.4	66	2.7	15	----
R-239	Residence	B	1	46.7	48.5	66	1.8	15	----
R-240	Residence	B	1	45.8	48.5	66	2.7	15	----
R-241	Residence	B	1	41	43.7	66	2.7	15	----
R-242	Residence	B	1	42.4	47.3	66	4.9	15	----
R-243	Residence	B	1	40.3	43.2	66	2.9	15	----
R-244	Residence	B	1	54.1	56.3	66	2.2	15	----
R-245	Residence	B	1	48.1	50.5	66	2.4	15	----
R-246	Residence	B	1	41.8	44.4	66	2.6	15	----
R-247	Residence	B	1	50.2	52.6	66	2.4	15	----
R-248	Residence	B	1	43.2	45.8	66	2.6	15	----
R-249	Residence	B	1	42	44.9	66	2.9	15	----
R-250	Residence	B	1	52.6	54.9	66	2.3	15	----
R-251	Residence	B	1	54.4	56.6	66	2.2	15	----
R-252	Residence	B	1	45.5	48.1	66	2.6	15	----
R-253	Residence	B	1	54.4	56.6	66	2.2	15	----

Calculated Noise Levels									
Name	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted
					Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)	
R-254	Residence	B	1	62.5	64.7	66	2.2	15	----
R-255	Residence	B	1	42.6	45.1	66	2.5	15	----
R-256	Residence	B	1	50.6	52.4	66	1.8	15	----
R-257	Residence	B	1	54.1	56.4	66	2.3	15	----
R-258	Residence	B	1	44.1	46.6	66	2.5	15	----
R-259	Residence	B	1	46	48.5	66	2.5	15	----
R-260	Residence	B	1	55.9	58	66	2.1	15	----
R-261	Residence	B	1	45	48.2	66	3.2	15	----
R-262	Residence	B	1	44.8	47.6	66	2.8	15	----
R-263	Residence	B	1	46.4	49.3	66	2.9	15	----
R-264	Residence	B	1	42.5	45.4	66	2.9	15	----
R-265	Residence	B	1	46.8	50	66	3.2	15	----
R-266	Residence	B	1	52.6	54.9	66	2.3	15	----
R-267	Residence	B	1	46	48.9	66	2.9	15	----
R-268	Residence	B	1	56.7	58.9	66	2.2	15	----
R-269	Residence	B	1	47.7	50.3	66	2.6	15	----
R-270	Residence	B	1	41.3	43.8	66	2.5	15	----
R-271	Residence	B	1	58.6	60.7	66	2.1	15	----
R-272	Residence	B	1	54.1	56.2	66	2.1	15	----
R-273	Residence	B	1	58.5	60.5	66	2	15	----
R-274	Residence	B	1	60.2	62.2	66	2	15	----
R-275	Residence	B	1	44	46.5	66	2.5	15	----
R-276	Residence	B	1	39.7	42.1	66	2.4	15	----
R-277	Residence	B	1	45.6	48.2	66	2.6	15	----
R-278	Residence	B	1	55.3	57.2	66	1.9	15	----
R-279	Residence	B	1	41	43.8	66	2.8	15	----
R-280	Residence	B	1	59.5	61.5	66	2	15	----
R-281	Residence	B	1	47.6	50	66	2.4	15	----
R-282	Residence	B	1	51.3	54.6	66	3.3	15	----
R-283	Residence	B	1	56.2	58	66	1.8	15	----
R-284	Residence	B	1	44.4	46.5	66	2.1	15	----
R-285	Residence	B	1	43.8	46.8	66	3	15	----
R-286	Residence	B	1	60	62.1	66	2.1	15	----
R-287	Residence	B	1	46.4	48.9	66	2.5	15	----
R-288	Residence	B	1	61.6	63.7	66	2.1	15	----
R-289	Residence	B	1	43.1	46	66	2.9	15	----
R-290	Residence	B	1	47.9	50.3	66	2.4	15	----
R-291	Residence	B	1	43.4	46	66	2.6	15	----
R-292	Residence	B	1	48.2	50.6	66	2.4	15	----
R-293	Residence	B	1	47.3	49.8	66	2.5	15	----
R-294	Residence	B	1	49	51.4	66	2.4	15	----
R-295	Residence	B	1	46.7	49.2	66	2.5	15	----
R-296	Residence	B	1	46.7	49.2	66	2.5	15	----
R-297	Residence	B	1	50.2	52.6	66	2.4	15	----
R-298	Residence	B	1	37.6	40.3	66	2.7	15	----
R-299	Residence	B	1	60.8	63	66	2.2	15	----
R-300	Residence	B	1	38.5	40.9	66	2.4	15	----
R-301	Residence	B	1	63.1	65.3	66	2.2	15	----
R-302	Residence	B	1	45.9	48.3	66	2.4	15	----
R-303	Residence	B	1	45.2	47.9	66	2.7	15	----
R-304	Residence	B	1	48.4	50.8	66	2.4	15	----
R-305	Residence	B	1	64.4	66.6	66	2.2	15	Yes
R-306	Residence	B	1	43.3	46.1	66	2.8	15	----
R-307	Residence	B	1	49.2	51.5	66	2.3	15	----
R-308	Residence	B	1	65.1	67.2	66	2.1	15	Yes
R-309	Residence	B	1	61.8	64	66	2.2	15	----
R-310	Residence	B	1	61.4	63.5	66	2.1	15	----
R-311	Residence	B	1	44.9	47.6	66	2.7	15	----
R-312	Residence	B	1	47.6	50.1	66	2.5	15	----
R-313	Residence	B	1	64.5	66.6	66	2.1	15	Yes
R-314	Residence	B	1	60	62.2	66	2.2	15	----
R-315	Residence	B	1	63.9	66	66	2.1	15	Yes
R-316	Residence	B	1	50.8	52.8	66	2	15	----
R-317	Residence	B	1	59.9	62.1	66	2.2	15	----
R-318	Residence	B	1	45.3	47.5	66	2.2	15	----
R-319	Residence	B	1	52.3	54.2	66	1.9	15	----
R-320	Residence	B	1	45.1	47.9	66	2.8	15	----
R-321	Residence	B	1	59.5	61.6	66	2.1	15	----
R-322	Residence	B	1	62.9	65	66	2.1	15	----
R-323	Residence	B	1	40.7	43.3	66	2.6	15	----
R-324	Residence	B	1	45.8	48.4	66	2.6	15	----
R-325	Residence	B	1	57.1	59.3	66	2.2	15	----
R-326	Residence	B	1	59.1	61.2	66	2.1	15	----
R-327	Residence	B	1	51.7	53.6	66	1.9	15	----
R-328	Residence	B	1	62.3	64.5	66	2.2	15	----
R-329	Residence	B	1	51.3	53.2	66	1.9	15	----
R-330	Residence	B	1	59	61	66	2	15	----
R-331	Residence	B	1	62.6	64.7	66	2.1	15	----
R-332	Residence	B	1	46.2	48.7	66	2.5	15	----
R-333	Residence	B	1	48.2	50.6	66	2.4	15	----
R-334	Residence	B	1	62.2	64.3	66	2.1	15	----
R-335	Residence	B	1	58.8	60.9	66	2.1	15	----
R-336	Residence	B	1	62.7	64.5	66	1.8	15	----
R-337	Residence	B	1	58.9	61	66	2.1	15	----

Calculated Noise Levels									
Name	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted
					Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)	
R-338	Residence	B	1	50.4	52.2	66	1.8	15	----
R-339	Residence	B	1	58.9	61.1	66	2.2	15	----
R-340	Residence	B	1	60.9	63.2	66	2.3	15	----
R-341	Residence	B	1	53.8	55.9	66	2.1	15	----
R-342	Residence	B	1	49.8	51.7	66	1.9	15	----
R-343	Residence	B	1	60.6	62.9	66	2.3	15	----
R-344	Residence	B	1	59.1	61.1	66	2	15	----
R-345	Residence	B	1	60.4	62.7	66	2.3	15	----
R-346	Residence	B	1	58.7	61	66	2.3	15	----
R-347	Residence	B	1	53.1	55.2	66	2.1	15	----
R-348	Residence	B	1	53.8	56	66	2.2	15	----
R-349	Residence	B	1	58.6	60.9	66	2.3	15	----
R-350	Residence	B	1	56.4	58.5	66	2.1	15	----
R-351	Residence	B	1	55.8	57.9	66	2.1	15	----
R-352	Residence	B	1	54	56.3	66	2.3	15	----
R-353	Residence	B	1	55.9	58.1	66	2.2	15	----
R-354	Residence	B	1	55.4	57.6	66	2.2	15	----
R-355	Residence	B	1	55.2	57.4	66	2.2	15	----
R-356	Residence	B	1	56.2	58.4	66	2.2	15	----
R-357	Residence	B	1	54.5	56.7	66	2.2	15	----
R-358	Residence	B	1	53.4	55.6	66	2.2	15	----
R-359	Residence	B	1	52.8	54.9	66	2.1	15	----
R-360	Residence	B	1	52	54.1	66	2.1	15	----
R-361	Residence	B	1	51.7	53.8	66	2.1	15	----
R-362	Residence	B	1	60.2	62.6	66	2.4	15	----
R-363	Residence	B	1	51.4	53.3	66	1.9	15	----
R-364	Residence	B	1	52.3	54.4	66	2.1	15	----
R-365	Residence	B	1	51	52.8	66	1.8	15	----
R-366	Residence	B	1	58.5	60.7	66	2.2	15	----
R-367	Residence	B	1	53.4	55.5	66	2.1	15	----
R-368	Residence	B	1	53.5	55.8	66	2.3	15	----
R-369	Residence	B	1	53.9	56.1	66	2.2	15	----
R-370	Residence	B	1	52	54.2	66	2.2	15	----
R-371	Residence	B	1	52.9	55.1	66	2.2	15	----
R-11	Residence	B	1	53.6	58.5	66	4.9	15	----

Appendix E – Noise Barrier Analysis and Optimization

Noise Barrier Optimization - Noise Barrier 1 (NB1)				
	Analysis 1.0	**Analysis 2.0**	**Analysis 3.0**	**Analysis 4.0**
Total Number of Impacted Receptors	12	12	12	12
Impacted Receptors Receiving 5 dBA Decrease	10	10	10	10
% Impacted Receptors Receiving 5dBA Decrease	83%	83%	83%	83%
Total Number of 1st Row Receptors	21	21	21	21
First Row Benefited Receptors Receiving > 5 dBA Decrease	17	17	17	16
First Row Benefited Receptors Receiving 7dBA Decrease	7	7	10	5
% Benefited First Row Receptors Meeting 7dBA Decrease	41%	41%	59%	31%
Total Number of Benefited Receptors	49	49	51	47
Total Area (sq ft)	52,911	55,660	57,867	50,103
Maximum Square Footage per Benefited Receptor	1,080	1,136	1,135	1,066
Four alternatives were analyzed for this scenario to account for all possible abatement options. However, none were found to meet INDOT's feasibility or reasonability criteria.				

Note: Red Boxes indicate best possible barrier alternative. However, none of the barriers analyzed were found to be feasible or reasonable.

NB1 Analysis 1														
Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted	Calculated Noise Level with Barrier (dBA)	Barrier Noise Reduction		Calculated Reduction minus Goal (dBA)
						Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-76	*	Residence	B	1	73.4	76.2	66	2.8	15	Yes	66	10.2	7	3.2
R-75	*	Residence	B	1	71.7	74.5	66	2.8	15	Yes	65.3	9.2	7	2.2
R-74	*	Residence	B	1	68.6	70.6	66	2	15	Yes	63.5	7.1	7	0.1
R-73	*	Residence	B	1	66.6	68.5	66	1.9	15	Yes	62.6	5.9	7	-1.1
R-81		Residence	B	1	57	58.7	66	1.7	15	----	53.8	4.9	7	-2.1
R-80		Residence	B	1	57.7	59.4	66	1.7	15	----	54.3	5.1	7	-1.9
R-79		Residence	B	1	58.5	60.1	66	1.6	15	----	54.8	5.3	7	-1.7
R-77		Residence	B	1	59.5	60.9	66	1.4	15	----	55.5	5.4	7	-1.6
R-78		Residence	B	1	60.2	61.6	66	1.4	15	----	56.1	5.5	7	-1.5
R-83	*	Residence	B	1	62	63.6	66	1.6	15	----	57.8	5.8	7	-1.2
R-90		Residence	B	1	57.6	59	66	1.4	15	----	52.8	6.2	7	-0.8
R-89		Residence	B	1	57.9	59.3	66	1.4	15	----	53.2	6.1	7	-0.9
R-88		Residence	B	1	57.9	59.5	66	1.6	15	----	53.5	6	7	-1
R-87		Residence	B	1	55.2	57	66	1.8	15	----	52.3	4.7	7	-2.3
R-84	*	Residence	B	1	62.7	64	66	1.3	15	----	57.9	6.1	7	-0.9
R-85	*	Residence	B	1	63	64.6	66	1.6	15	----	58.4	6.2	7	-0.8
R-86	*	Residence	B	1	62.9	64.5	66	1.6	15	----	58.5	6	7	-1
R-96		Residence	B	1	58.5	59.9	66	1.4	15	----	53.5	6.4	7	-0.6
R-95		Residence	B	1	59.5	60.9	66	1.4	15	----	54.2	6.7	7	-0.3
R-92		Residence	B	1	61	62.4	66	1.4	15	----	56.1	6.3	7	-0.7
R-94		Residence	B	1	61.4	62.8	66	1.4	15	----	56.2	6.6	7	-0.4
R-91	*	Residence	B	1	63.5	65.1	66	1.6	15	----	58.6	6.5	7	-0.5
R-93	*	Residence	B	1	63.7	65.3	66	1.6	15	----	58.7	6.6	7	-0.4
R-97	*	Residence	B	1	64.1	65.7	66	1.6	15	----	58.9	6.8	7	-0.2
R-98	*	Residence	B	1	64.6	66.3	66	1.7	15	Yes	59.5	6.8	7	-0.2
R-99	*	Residence	B	1	65.3	66.9	66	1.6	15	Yes	59.9	7	7	0
R-106	*	Residence	B	1	66.1	67.7	66	1.6	15	Yes	60.4	7.3	7	0.3
R-108	*	Residence	B	1	65.6	67.4	66	1.8	15	Yes	60.4	7	7	0
R-113	*	Residence	B	1	64.6	66.3	66	1.7	15	Yes	59.3	7	7	0
R-111		Residence	B	1	63.4	65.2	66	1.8	15	----	58.3	6.9	7	-0.1
R-110		Residence	B	1	61.2	63	66	1.8	15	----	56.2	6.8	7	-0.2
R-107		Residence	B	1	59.3	61.3	66	2	15	----	55.2	6.1	7	-0.9
R-105		Residence	B	1	59.9	61.8	66	1.9	15	----	55.2	6.6	7	-0.4
R-102		Residence	B	1	60.2	61.8	66	1.6	15	----	55.3	6.5	7	-0.5
R-103		Residence	B	1	59.6	61.2	66	1.6	15	----	54.9	6.3	7	-0.7
R-104		Residence	B	1	58.9	60.6	66	1.7	15	----	54.3	6.3	7	-0.7
R-101		Residence	B	1	58.3	59.9	66	1.6	15	----	53.8	6.1	7	-0.9
R-100		Residence	B	1	57.5	59.1	66	1.6	15	----	53.2	5.9	7	-1.1
R-109		Residence	B	1	58.4	60.1	66	1.7	15	----	54.6	5.5	7	-1.5
R-112		Residence	B	1	58.6	60.3	66	1.7	15	----	55	5.3	7	-1.7
R-115		Residence	B	1	59	60.6	66	1.6	15	----	55.3	5.3	7	-1.7
R-129		Residence	B	1	56.5	57.9	66	1.4	15	----	51.8	6.1	7	-0.9
R-116		Residence	B	1	59.1	60.8	66	1.7	15	----	55.5	5.3	7	-1.7
R-119		Residence	B	1	59.3	60.9	66	1.6	15	----	55.7	5.2	7	-1.8
R-122		Residence	B	1	59.2	60.9	66	1.7	15	----	55.7	5.2	7	-1.8
R-123		Residence	B	1	59.2	60.9	66	1.7	15	----	55.6	5.3	7	-1.7
R-130		Residence	B	1	59	60.7	66	1.7	15	----	55.5	5.2	7	-1.8
R-131		Residence	B	1	58.7	60.5	66	1.8	15	----	55.3	5.2	7	-1.8
R-156		Outdoor Recreation	C	3	59.4	61.2	66	1.8	15	----	56.3	4.9	7	-2.1
R-301	*	Residence	B	1	63.1	65.1	66	2	15	----	59.6	5.5	7	-1.5
R-305	*	Residence	B	1	64.4	66.4	66	2	15	Yes	60.9	5.5	7	-1.5
R-308	*	Residence	B	1	65.1	67	66	1.9	15	Yes	62.7	4.3	7	-2.7
R-309		Residence	B	1	61.8	63.9	66	2.1	15	----	58.9	5	7	-2
R-310		Residence	B	1	61.4	63.4	66	2	15	----	58.5	4.9	7	-2.1
R-313	*	Residence	B	1	64.5	66.5	66	2	15	Yes	63.2	3.3	7	-3.7
R-314		Residence	B	1	60	62.1	66	2.1	15	----	58.2	3.9	7	-3.1
R-315	*	Residence	B	1	63.9	65.9	66	2	15	----	62.8	3.1	7	-3.9
R-317		Residence	B	1	59.9	62	66	2.1	15	----	58.4	3.6	7	-3.4
R-321		Residence	B	1	59.5	61.5	66	2	15	----	58.3	3.2	7	-3.8
R-322		Residence	B	1	62.9	64.8	66	1.9	15	----	62.3	2.5	7	-4.5
R-326		Residence	B	1	59.1	61.1	66	2	15	----	58.1	3	7	-4
R-328		Residence	B	1	62.3	64.3	66	2	15	----	61.9	2.4	7	-4.6

NB1 Analysis 2														
Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted	Calculated Noise Level with Barrier (dBA)	Barrier Noise Reduction		Calculated Reduction minus Goal (dBA)
						Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-76	*	Residence	B	1	73.4	76.2	66	2.8	15	Yes	66.1	10.1	7	3.1
R-75	*	Residence	B	1	71.7	74.5	66	2.8	15	Yes	65.5	9	7	2
R-74	*	Residence	B	1	68.6	70.6	66	2	15	Yes	63.6	7	7	0
R-73	*	Residence	B	1	66.6	68.5	66	1.9	15	Yes	63.1	5.4	7	-1.6
R-81		Residence	B	1	57	58.7	66	1.7	15	----	53.9	4.8	7	-2.2
R-80		Residence	B	1	57.7	59.4	66	1.7	15	----	54.4	5	7	-2
R-79		Residence	B	1	58.5	60.1	66	1.6	15	----	54.9	5.2	7	-1.8
R-77		Residence	B	1	59.5	60.9	66	1.4	15	----	55.5	5.4	7	-1.6
R-78		Residence	B	1	60.2	61.6	66	1.4	15	----	56.1	5.5	7	-1.5
R-83	*	Residence	B	1	62	63.6	66	1.6	15	----	57.7	5.9	7	-1.1
R-90		Residence	B	1	57.6	59	66	1.4	15	----	52.9	6.1	7	-0.9
R-89		Residence	B	1	57.9	59.3	66	1.4	15	----	53.1	6.2	7	-0.8
R-88		Residence	B	1	57.9	59.5	66	1.6	15	----	53.5	6	7	-1
R-87		Residence	B	1	55.2	57	66	1.8	15	----	52.4	4.6	7	-2.4
R-84	*	Residence	B	1	62.7	64	66	1.3	15	----	57.9	6.1	7	-0.9
R-85	*	Residence	B	1	63	64.6	66	1.6	15	----	58.4	6.2	7	-0.8
R-86	*	Residence	B	1	62.9	64.5	66	1.6	15	----	58.6	5.9	7	-1.1
R-96		Residence	B	1	58.5	59.9	66	1.4	15	----	53.5	6.4	7	-0.6
R-95		Residence	B	1	59.5	60.9	66	1.4	15	----	54.2	6.7	7	-0.3
R-92		Residence	B	1	61	62.4	66	1.4	15	----	56.1	6.3	7	-0.7
R-94		Residence	B	1	61.4	62.8	66	1.4	15	----	56.3	6.5	7	-0.5
R-91	*	Residence	B	1	63.5	65.1	66	1.6	15	----	58.6	6.5	7	-0.5
R-93	*	Residence	B	1	63.7	65.3	66	1.6	15	----	58.7	6.6	7	-0.4
R-97	*	Residence	B	1	64.1	65.7	66	1.6	15	----	59	6.7	7	-0.3
R-98	*	Residence	B	1	64.6	66.3	66	1.7	15	Yes	59.5	6.8	7	-0.2
R-99	*	Residence	B	1	65.3	66.9	66	1.6	15	Yes	59.9	7	7	0
R-106	*	Residence	B	1	66.1	67.7	66	1.6	15	Yes	60.4	7.3	7	0.3
R-108	*	Residence	B	1	65.6	67.4	66	1.8	15	Yes	60.4	7	7	0
R-113	*	Residence	B	1	64.6	66.3	66	1.7	15	Yes	59.2	7.1	7	0.1
R-111		Residence	B	1	63.4	65.2	66	1.8	15	----	58.3	6.9	7	-0.1
R-110		Residence	B	1	61.2	63	66	1.8	15	----	56.2	6.8	7	-0.2
R-107		Residence	B	1	59.3	61.3	66	2	15	----	55.2	6.1	7	-0.9
R-105		Residence	B	1	59.9	61.8	66	1.9	15	----	55.2	6.6	7	-0.4
R-102		Residence	B	1	60.2	61.8	66	1.6	15	----	55.3	6.5	7	-0.5
R-103		Residence	B	1	59.6	61.2	66	1.6	15	----	54.9	6.3	7	-0.7
R-104		Residence	B	1	58.9	60.6	66	1.7	15	----	54.2	6.4	7	-0.6
R-101		Residence	B	1	58.3	59.9	66	1.6	15	----	53.8	6.1	7	-0.9
R-100		Residence	B	1	57.5	59.1	66	1.6	15	----	53.2	5.9	7	-1.1
R-109		Residence	B	1	58.4	60.1	66	1.7	15	----	54.6	5.5	7	-1.5
R-112		Residence	B	1	58.6	60.3	66	1.7	15	----	54.9	5.4	7	-1.6
R-115		Residence	B	1	59	60.6	66	1.6	15	----	55.2	5.4	7	-1.6
R-129		Residence	B	1	56.5	57.9	66	1.4	15	----	51.8	6.1	7	-0.9
R-116		Residence	B	1	59.1	60.8	66	1.7	15	----	55.4	5.4	7	-1.6
R-119		Residence	B	1	59.3	60.9	66	1.6	15	----	55.6	5.3	7	-1.7
R-122		Residence	B	1	59.2	60.9	66	1.7	15	----	55.7	5.2	7	-1.8
R-123		Residence	B	1	59.2	60.9	66	1.7	15	----	55.6	5.3	7	-1.7
R-130		Residence	B	1	59	60.7	66	1.7	15	----	55.5	5.2	7	-1.8
R-131		Residence	B	1	58.7	60.5	66	1.8	15	----	55.3	5.2	7	-1.8
R-156		Outdoor Recreation	C	3	59.4	61.2	66	1.8	15	----	56.3	4.9	7	-2.1
R-301	*	Residence	B	1	63.1	65.1	66	2	15	----	59.6	5.5	7	-1.5
R-305	*	Residence	B	1	64.4	66.4	66	2	15	Yes	60.9	5.5	7	-1.5
R-308	*	Residence	B	1	65.1	67	66	1.9	15	Yes	62.7	4.3	7	-2.7
R-309		Residence	B	1	61.8	63.9	66	2.1	15	----	58.9	5	7	-2
R-310		Residence	B	1	61.4	63.4	66	2	15	----	58.5	4.9	7	-2.1
R-313	*	Residence	B	1	64.5	66.5	66	2	15	Yes	63.2	3.3	7	-3.7
R-314		Residence	B	1	60	62.1	66	2.1	15	----	58.2	3.9	7	-3.1
R-315	*	Residence	B	1	63.9	65.9	66	2	15	----	62.8	3.1	7	-3.9
R-317		Residence	B	1	59.9	62	66	2.1	15	----	58.3	3.7	7	-3.3
R-321		Residence	B	1	59.5	61.5	66	2	15	----	58.3	3.2	7	-3.8
R-322		Residence	B	1	62.9	64.8	66	1.9	15	----	62.2	2.6	7	-4.4
R-326		Residence	B	1	59.1	61.1	66	2	15	----	58.1	3	7	-4
R-328		Residence	B	1	62.3	64.3	66	2	15	----	61.9	2.4	7	-4.6

NB1 Analysis 3														
Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted	Calculated Noise Level with Barrier (dBA)	Barrier Noise Reduction		Calculated Reduction minus Goal (dBA)
						Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-76	*	Residence	B	1	73.4	76.2	66	2.8	15	Yes	66.1	10.1	7	3.1
R-75	*	Residence	B	1	71.7	74.5	66	2.8	15	Yes	65.5	9	7	2
R-74	*	Residence	B	1	68.6	70.6	66	2	15	Yes	63.6	7	7	0
R-73	*	Residence	B	1	66.6	68.5	66	1.9	15	Yes	63.1	5.4	7	-1.6
R-81		Residence	B	1	57	58.7	66	1.7	15	----	53.8	4.9	7	-2.1
R-80		Residence	B	1	57.7	59.4	66	1.7	15	----	54.3	5.1	7	-1.9
R-79		Residence	B	1	58.5	60.1	66	1.6	15	----	54.8	5.3	7	-1.7
R-77		Residence	B	1	59.5	60.9	66	1.4	15	----	55.5	5.4	7	-1.6
R-78		Residence	B	1	60.2	61.6	66	1.4	15	----	56	5.6	7	-1.4
R-83	*	Residence	B	1	62	63.6	66	1.6	15	----	57.5	6.1	7	-0.9
R-90		Residence	B	1	57.6	59	66	1.4	15	----	52.7	6.3	7	-0.7
R-89		Residence	B	1	57.9	59.3	66	1.4	15	----	52.9	6.4	7	-0.6
R-88		Residence	B	1	57.9	59.5	66	1.6	15	----	53.3	6.2	7	-0.8
R-87		Residence	B	1	55.2	57	66	1.8	15	----	52.2	4.8	7	-2.2
R-84	*	Residence	B	1	62.7	64	66	1.3	15	----	57.7	6.3	7	-0.7
R-85	*	Residence	B	1	63	64.6	66	1.6	15	----	58.1	6.5	7	-0.5
R-86	*	Residence	B	1	62.9	64.5	66	1.6	15	----	58.3	6.2	7	-0.8
R-96		Residence	B	1	58.5	59.9	66	1.4	15	----	53.2	6.7	7	-0.3
R-95		Residence	B	1	59.5	60.9	66	1.4	15	----	53.9	7	7	0
R-92		Residence	B	1	61	62.4	66	1.4	15	----	55.8	6.6	7	-0.4
R-94		Residence	B	1	61.4	62.8	66	1.4	15	----	56	6.8	7	-0.2
R-91	*	Residence	B	1	63.5	65.1	66	1.6	15	----	58.2	6.9	7	-0.1
R-93	*	Residence	B	1	63.7	65.3	66	1.6	15	----	58.3	7	7	0
R-97	*	Residence	B	1	64.1	65.7	66	1.6	15	----	58.6	7.1	7	0.1
R-98	*	Residence	B	1	64.6	66.3	66	1.7	15	Yes	59.1	7.2	7	0.2
R-99	*	Residence	B	1	65.3	66.9	66	1.6	15	Yes	59.4	7.5	7	0.5
R-106	*	Residence	B	1	66.1	67.7	66	1.6	15	Yes	59.9	7.8	7	0.8
R-108	*	Residence	B	1	65.6	67.4	66	1.8	15	Yes	59.9	7.5	7	0.5
R-113	*	Residence	B	1	64.6	66.3	66	1.7	15	Yes	58.8	7.5	7	0.5
R-111		Residence	B	1	63.4	65.2	66	1.8	15	----	57.8	7.4	7	0.4
R-110		Residence	B	1	61.2	63	66	1.8	15	----	55.7	7.3	7	0.3
R-107		Residence	B	1	59.3	61.3	66	2	15	----	54.8	6.5	7	-0.5
R-105		Residence	B	1	59.9	61.8	66	1.9	15	----	54.8	7	7	0
R-102		Residence	B	1	60.2	61.8	66	1.6	15	----	54.9	6.9	7	-0.1
R-103		Residence	B	1	59.6	61.2	66	1.6	15	----	54.5	6.7	7	-0.3
R-104		Residence	B	1	58.9	60.6	66	1.7	15	----	53.8	6.8	7	-0.2
R-101		Residence	B	1	58.3	59.9	66	1.6	15	----	53.4	6.5	7	-0.5
R-100		Residence	B	1	57.5	59.1	66	1.6	15	----	52.9	6.2	7	-0.8
R-109		Residence	B	1	58.4	60.1	66	1.7	15	----	54.3	5.8	7	-1.2
R-112		Residence	B	1	58.6	60.3	66	1.7	15	----	54.5	5.8	7	-1.2
R-115		Residence	B	1	59	60.6	66	1.6	15	----	54.8	5.8	7	-1.2
R-129		Residence	B	1	56.5	57.9	66	1.4	15	----	51.4	6.5	7	-0.5
R-116		Residence	B	1	59.1	60.8	66	1.7	15	----	55	5.8	7	-1.2
R-119		Residence	B	1	59.3	60.9	66	1.6	15	----	55.2	5.7	7	-1.3
R-122		Residence	B	1	59.2	60.9	66	1.7	15	----	55.3	5.6	7	-1.4
R-123		Residence	B	1	59.2	60.9	66	1.7	15	----	55.2	5.7	7	-1.3
R-130		Residence	B	1	59	60.7	66	1.7	15	----	55.1	5.6	7	-1.4
R-131		Residence	B	1	58.7	60.5	66	1.8	15	----	54.9	5.6	7	-1.4
R-156		Outdoor Recreation	C	3	59.4	61.2	66	1.8	15	----	56	5.2	7	-1.8
R-301	*	Residence	B	1	63.1	65.1	66	2	15	----	59.4	5.7	7	-1.3
R-305	*	Residence	B	1	64.4	66.4	66	2	15	Yes	60.8	5.6	7	-1.4
R-308	*	Residence	B	1	65.1	67	66	1.9	15	Yes	62.6	4.4	7	-2.6
R-309		Residence	B	1	61.8	63.9	66	2.1	15	----	58.8	5.1	7	-1.9
R-310		Residence	B	1	61.4	63.4	66	2	15	----	58.4	5	7	-2
R-313	*	Residence	B	1	64.5	66.5	66	2	15	Yes	63.2	3.3	7	-3.7
R-314		Residence	B	1	60	62.1	66	2.1	15	----	58.1	4	7	-3
R-315	*	Residence	B	1	63.9	65.9	66	2	15	Yes	62.8	3.1	7	-3.9
R-317		Residence	B	1	59.9	62	66	2.1	15	----	58.3	3.7	7	-3.3
R-321		Residence	B	1	59.5	61.5	66	2	15	----	58.2	3.3	7	-3.7
R-322		Residence	B	1	62.9	64.8	66	1.9	15	----	62.2	2.6	7	-4.4
R-326		Residence	B	1	59.1	61.1	66	2	15	----	58	3.1	7	-3.9
R-328		Residence	B	1	62.3	64.3	66	2	15	----	61.8	2.5	7	-4.5

NB1 Analysis 4														
Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted	Calculated Noise Level with Barrier (dBA)	Barrier Noise Reduction		Calculated Reduction minus Goal (dBA)
						Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-76	*	Residence	B	1	73.4	76.2	66	2.8	15	Yes	66.1	10.1	7	3.1
R-75	*	Residence	B	1	71.7	74.5	66	2.8	15	Yes	65.7	8.8	7	1.8
R-74	*	Residence	B	1	68.6	70.6	66	2	15	Yes	64.1	6.5	7	-0.5
R-73	*	Residence	B	1	66.6	68.5	66	1.9	15	Yes	64.1	4.4	7	-2.6
R-81		Residence	B	1	57	58.7	66	1.7	15	----	54.1	4.6	7	-2.4
R-80		Residence	B	1	57.7	59.4	66	1.7	15	----	54.6	4.8	7	-2.2
R-79		Residence	B	1	58.5	60.1	66	1.6	15	----	55.1	5	7	-2
R-77		Residence	B	1	59.5	60.9	66	1.4	15	----	55.8	5.1	7	-1.9
R-78		Residence	B	1	60.2	61.6	66	1.4	15	----	56.4	5.2	7	-1.8
R-83	*	Residence	B	1	62	63.6	66	1.6	15	----	57.9	5.7	7	-1.3
R-90		Residence	B	1	57.6	59	66	1.4	15	----	53.1	5.9	7	-1.1
R-89		Residence	B	1	57.9	59.3	66	1.4	15	----	53.4	5.9	7	-1.1
R-88		Residence	B	1	57.9	59.5	66	1.6	15	----	53.7	5.8	7	-1.2
R-87		Residence	B	1	55.2	57	66	1.8	15	----	52.6	4.4	7	-2.6
R-84	*	Residence	B	1	62.7	64	66	1.3	15	----	58.1	5.9	7	-1.1
R-85	*	Residence	B	1	63	64.6	66	1.6	15	----	58.5	6.1	7	-0.9
R-86	*	Residence	B	1	62.9	64.5	66	1.6	15	----	58.5	6	7	-1
R-96		Residence	B	1	58.5	59.9	66	1.4	15	----	53.6	6.3	7	-0.7
R-95		Residence	B	1	59.5	60.9	66	1.4	15	----	54.3	6.6	7	-0.4
R-92		Residence	B	1	61	62.4	66	1.4	15	----	56.3	6.1	7	-0.9
R-94		Residence	B	1	61.4	62.8	66	1.4	15	----	56.4	6.4	7	-0.6
R-91	*	Residence	B	1	63.5	65.1	66	1.6	15	----	58.7	6.4	7	-0.6
R-93	*	Residence	B	1	63.7	65.3	66	1.6	15	----	58.8	6.5	7	-0.5
R-97	*	Residence	B	1	64.1	65.7	66	1.6	15	----	59	6.7	7	-0.3
R-98	*	Residence	B	1	64.6	66.3	66	1.7	15	Yes	59.6	6.7	7	-0.3
R-99	*	Residence	B	1	65.3	66.9	66	1.6	15	Yes	59.9	7	7	0
R-106	*	Residence	B	1	66.1	67.7	66	1.6	15	Yes	60.5	7.2	7	0.2
R-108	*	Residence	B	1	65.6	67.4	66	1.8	15	Yes	60.4	7	7	0
R-113	*	Residence	B	1	64.6	66.3	66	1.7	15	Yes	59.4	6.9	7	-0.1
R-111		Residence	B	1	63.4	65.2	66	1.8	15	----	58.3	6.9	7	-0.1
R-110		Residence	B	1	61.2	63	66	1.8	15	----	56.3	6.7	7	-0.3
R-107		Residence	B	1	59.3	61.3	66	2	15	----	55.2	6.1	7	-0.9
R-105		Residence	B	1	59.9	61.8	66	1.9	15	----	55.3	6.5	7	-0.5
R-102		Residence	B	1	60.2	61.8	66	1.6	15	----	55.3	6.5	7	-0.5
R-103		Residence	B	1	59.6	61.2	66	1.6	15	----	55	6.2	7	-0.8
R-104		Residence	B	1	58.9	60.6	66	1.7	15	----	54.4	6.2	7	-0.8
R-101		Residence	B	1	58.3	59.9	66	1.6	15	----	53.9	6	7	-1
R-100		Residence	B	1	57.5	59.1	66	1.6	15	----	53.3	5.8	7	-1.2
R-109		Residence	B	1	58.4	60.1	66	1.7	15	----	54.7	5.4	7	-1.6
R-112		Residence	B	1	58.6	60.3	66	1.7	15	----	55	5.3	7	-1.7
R-115		Residence	B	1	59	60.6	66	1.6	15	----	55.3	5.3	7	-1.7
R-129		Residence	B	1	56.5	57.9	66	1.4	15	----	51.9	6	7	-1
R-116		Residence	B	1	59.1	60.8	66	1.7	15	----	55.5	5.3	7	-1.7
R-119		Residence	B	1	59.3	60.9	66	1.6	15	----	55.7	5.2	7	-1.8
R-122		Residence	B	1	59.2	60.9	66	1.7	15	----	55.7	5.2	7	-1.8
R-123		Residence	B	1	59.2	60.9	66	1.7	15	----	55.7	5.2	7	-1.8
R-130		Residence	B	1	59	60.7	66	1.7	15	----	55.5	5.2	7	-1.8
R-131		Residence	B	1	58.7	60.5	66	1.8	15	----	55.3	5.2	7	-1.8
R-156		Outdoor Recreation	C	3	59.4	61.2	66	1.8	15	----	56.3	4.9	7	-2.1
R-301	*	Residence	B	1	63.1	65.1	66	2	15	----	59.6	5.5	7	-1.5
R-305	*	Residence	B	1	64.4	66.4	66	2	15	Yes	60.9	5.5	7	-1.5
R-308	*	Residence	B	1	65.1	67	66	1.9	15	Yes	62.7	4.3	7	-2.7
R-309		Residence	B	1	61.8	63.9	66	2.1	15	----	58.9	5	7	-2
R-310		Residence	B	1	61.4	63.4	66	2	15	----	58.6	4.8	7	-2.2
R-313	*	Residence	B	1	64.5	66.5	66	2	15	Yes	63.2	3.3	7	-3.7
R-314		Residence	B	1	60	62.1	66	2.1	15	----	58.2	3.9	7	-3.1
R-315	*	Residence	B	1	63.9	65.9	66	2	15	----	62.8	3.1	7	-3.9
R-317		Residence	B	1	59.9	62	66	2.1	15	----	58.4	3.6	7	-3.4
R-321		Residence	B	1	59.5	61.5	66	2	15	----	58.3	3.2	7	-3.8
R-322		Residence	B	1	62.9	64.8	66	1.9	15	----	62.3	2.5	7	-4.5
R-326		Residence	B	1	59.1	61.1	66	2	15	----	58.1	3	7	-4
R-328		Residence	B	1	62.3	64.3	66	2	15	----	61.9	2.4	7	-4.6

Noise Barrier Optimization - Noise Barrier 2 (NB2)		
	Analysis 1.0	Analysis 2.0
Total Number of Impacted Receptors	1	1
Impacted Receptors Receiving 5 dBA Decrease	1	1
% Impacted Receptors Receiving 5dBA Decrease	100%	100%
Total Number of 1st Row Receptors	1	1
First Row Benefited Receptors Receiving > 5 dBA Decrease	1	1
First Row Benefited Receptors Receiving 7dBA Decrease	1	1
% Benefited First Row Receptors Meeting 7dBA Decrease	100%	100%
Total Number of Benefited Receptors	1	1
Total Area (sq ft)	16,744	16,240
Maximum Square Footage per Benefited Receptor	16,744	16,240

NB2 Analysis 1

Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted	Calculated Noise Level with Barrier (dBA)	Barrier Noise Reduction		Calculated Reduction minus Goal (dBA)
						Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-82	*	Residence	B	1	71.5	73.8	66	2.3	15	Yes	66.5	7.3	7	0.3

NB2 Analysis 2

Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted	Calculated Noise Level with Barrier (dBA)	Barrier Noise Reduction		Calculated Reduction minus Goal (dBA)
						Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-82	*	Residence	B	1	71.5	73.8	66	2.3	15	Yes	66.7	7.1	7	0.1

Noise Barrier Optimization - Noise Barrier 3 (NB3) - Double Barrier Scenario		
	Analysis 1.0	Analysis 2.0
Total Number of Impacted Receptors	3	3
Impacted Receptors Receiving 5 dBA Decrease	3	3
% Impacted Receptors Receiving 5dBA Decrease	100%	100%
Total Number of 1st Row Receptors	5	5
First Row Benefited Receptors Receiving > 5 dBA Decrease	3	3
First Row Benefited Receptors Receiving 7dBA Decrease	3	3
% Benefited First Row Receptors Meeting 7dBA Decrease	60%	60%
Total Number of Benefited Receptors	3	3
Total Area (sq ft)	77,867	75,588
Maximum Square Footage per Benefited Receptor	25,956	25,196

Noise Barrier Optimization - Noise Barrier 3a (NB3a) - Single Barrier Scenario		
	Analysis 1.0	Analysis 2.0
Total Number of Impacted Receptors	3	3
Impacted Receptors Receiving 5 dBA Decrease	0	0
% Impacted Receptors Receiving 5dBA Decrease	0%	0%
Total Number of 1st Row Receptors	5	5
First Row Benefited Receptors Receiving > 5 dBA Decrease	0	0
First Row Benefited Receptors Receiving 7dBA Decrease	0	0
% Benefited First Row Receptors Meeting 7dBA Decrease	0%	0%
Total Number of Benefited Receptors	0	0
Total Area (sq ft)	62,090	57,638
Maximum Square Footage per Benefited Receptor	N/A	N/A

Noise Barrier Optimization - Noise Barrier 3b (NB3b) - Single Barrier Scenario		
	Analysis 1.0	Analysis 2.0
Total Number of Impacted Receptors	3	3
Impacted Receptors Receiving 5 dBA Decrease	0	0
% Impacted Receptors Receiving 5dBA Decrease	0%	0%
Total Number of 1st Row Receptors	5	5
First Row Benefited Receptors Receiving > 5 dBA Decrease	0	0
First Row Benefited Receptors Receiving 7dBA Decrease	0	0
% Benefited First Row Receptors Meeting 7dBA Decrease	0%	0%
Total Number of Benefited Receptors	0	0
Total Area (sq ft)	21,694	18,318
Maximum Square Footage per Benefited Receptor	N/A	N/A

NB3 A and B Analysis 1 - Double Barrier Scenario

Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted	Calculated Noise Level with Barrier (dBA)	Barrier Noise Reduction		Calculated Reduction minus Goal (dBA)
						Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-71	*	Residence	B	1	66.2	68.5	66	2.3	15	Yes	60.5	8	7	1
R-70	*	Residence	B	1	65.3	67.7	66	2.4	15	Yes	60.1	7.6	7	0.6
R-66	*	Residence	B	1	64.9	67.2	66	2.3	15	Yes	60.1	7.1	7	0.1
R-64	*	Residence	B	1	62.7	64.9	66	2.2	15	----	60.6	4.3	7	-2.7
R-63	*	Residence	B	1	63	64.9	66	1.9	15	----	61.5	3.4	7	-3.6

NB3 A and B Analysis 2 - Double Barrier Scenario

Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted	Calculated Noise Level with Barrier (dBA)	Barrier Noise Reduction		Calculated Reduction minus Goal (dBA)
						Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-71	*	Residence	B	1	66.2	68.5	66	2.3	15	Yes	60.6	7.9	7	0.9
R-70	*	Residence	B	1	65.3	67.7	66	2.4	15	Yes	60.2	7.5	7	0.5
R-66	*	Residence	B	1	64.9	67.2	66	2.3	15	Yes	60.2	7	7	0
R-64	*	Residence	B	1	62.7	64.9	66	2.2	15	----	60.7	4.2	7	-2.8
R-63	*	Residence	B	1	63	64.9	66	1.9	15	----	61.5	3.4	7	-3.6

NB3 A Analysis 1 - Single Barrier Scenario

Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted	Calculated Noise Level with Barrier (dBA)	Barrier Noise Reduction		Calculated Reduction minus Goal (dBA)
						Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-71	*	Residence	B	1	66.2	68.5	66	2.3	15	Yes	65.5	3	7	-4
R-70	*	Residence	B	1	65.3	67.7	66	2.4	15	Yes	64	3.7	7	-3.3
R-66	*	Residence	B	1	64.9	67.2	66	2.3	15	Yes	63.6	3.6	7	-3.4
R-64	*	Residence	B	1	62.7	64.9	66	2.2	15	----	61.8	3.1	7	-3.9
R-63	*	Residence	B	1	63	64.9	66	1.9	15	----	62.6	2.3	7	-4.7

NB3 A Analysis 2 - Single Barrier Scenario

Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted	Calculated Noise Level with Barrier (dBA)	Barrier Noise Reduction		Calculated Reduction minus Goal (dBA)
						Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-71	*	Residence	B	1	66.2	68.5	66	2.3	15	Yes	65.5	3	7	-4
R-70	*	Residence	B	1	65.3	67.7	66	2.4	15	Yes	64	3.7	7	-3.3
R-66	*	Residence	B	1	64.9	67.2	66	2.3	15	Yes	63.6	3.6	7	-3.4
R-64	*	Residence	B	1	62.7	64.9	66	2.2	15	----	61.8	3.1	7	-3.9
R-63	*	Residence	B	1	63	64.9	66	1.9	15	----	62.6	2.3	7	-4.7

NB3 B Analysis 1 - Single Barrier Scenario

Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Level		Increase over Existing Noise Levels		Impacted	Calculated Noise Level with Barrier (dBA)	Barrier Noise Reduction		Calculated Reduction minus Goal (dBA)
						Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-71	*	Residence	B	1	66.2	68.5	66	2.3	15	Yes	66.6	1.9	7	-5.1
R-70	*	Residence	B	1	65.3	67.7	66	2.4	15	Yes	66.3	1.4	7	-5.6
R-66	*	Residence	B	1	64.9	67.2	66	2.3	15	Yes	66	1.2	7	-5.8
R-63	*	Residence	B	1	63	64.9	66	1.9	15	----	64.2	0.7	7	-6.3
R-64	*	Residence	B	1	62.7	64.9	66	2.2	15	----	64.2	0.7	7	-6.3

NB3 B Analysis 2 - Single Barrier Scenario

Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted	Calculated Noise Level with Barrier (dBA)	Barrier Noise Reduction		Calculated Reduction minus Goal (dBA)
						Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-71	*	Residence	B	1	66.2	68.5	66	2.3	15	Yes	66.6	1.9	7	-5.1
R-70	*	Residence	B	1	65.3	67.7	66	2.4	15	Yes	66.3	1.4	7	-5.6
R-66	*	Residence	B	1	64.9	67.2	66	2.3	15	Yes	66	1.2	7	-5.8
R-63	*	Residence	B	1	63	64.9	66	1.9	15	----	64.3	0.6	7	-6.4
R-64	*	Residence	B	1	62.7	64.9	66	2.2	15	----	64.2	0.7	7	-6.3

Noise Barrier Optimization - Noise Barrier 4 (NB4)		
	Analysis 1.0	Analysis 2.0
Total Number of Impacted Receptors	2	2
Impacted Receptors Receiving 5 dBA Decrease	1	1
% Impacted Receptors Receiving 5dBA Decrease	50%	50%
Total Number of 1st Row Receptors	6	6
First Row Benefited Receptors Receiving > 5 dBA Decrease	3	3
First Row Benefited Receptors Receiving 7dBA Decrease	1	1
% Benefited First Row Receptors Meeting 7dBA Decrease	17%	17%
Total Number of Benefited Receptors	5	5
Total Area (sq ft)	99,583	82,357
Maximum Square Footage per Benefited Receptor	19,917	16,471

NB4 Analysis 1

Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted	Calculated Noise Level with Barrier (dBA)	Barrier Noise Reduction		Calculated Reduction minus Goal (dBA)
						Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-61	*	Residence	B	1	61.3	63.4	66	2.1	15	----	57.7	5.7	7	-1.3
R-58	*	Residence	B	1	66.5	68.8	66	2.3	15	Yes	59.9	8.9	7	1.9
R-56	*	Residence	B	1	62.1	64.2	66	2.1	15	----	58.2	6	7	-1
R-55	*	Residence	B	1	60.3	63.5	66	3.2	15	----	60.3	3.2	7	-3.8
R-49		Residence	B	1	58.8	60.9	66	2.1	15	----	57.4	3.5	7	-3.5
R-50		Residence	B	1	60.6	62.4	66	1.8	15	----	57.2	5.2	7	-1.8
R-48		Residence	B	1	62.2	62.9	66	0.7	15	----	57.7	5.2	7	-1.8
R-43		Residence	B	1	60.3	61.1	66	0.8	15	----	58.1	3	7	-4
R-46	*	Residence	B	1	65	67.7	66	2.7	15	Yes	63.9	3.8	7	-3.2
R-35		Residence	B	1	60.9	61.6	66	0.7	15	----	59.3	2.3	7	-4.7
R-32	*	Residence	B	1	59.2	61.6	66	2.4	15	----	59.8	1.8	7	-5.2

NB4 Analysis 2

Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted	Calculated Noise Level with Barrier (dBA)	Barrier Noise Reduction		Calculated Reduction minus Goal (dBA)
						Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-61	*	Residence	B	1	61.3	63.4	66	2.1	15	----	58.4	5	7	-2
R-58	*	Residence	B	1	66.5	68.8	66	2.3	15	Yes	60.3	8.5	7	1.5
R-56	*	Residence	B	1	62.1	64.2	66	2.1	15	----	58.5	5.7	7	-1.3
R-55	*	Residence	B	1	60.3	63.5	66	3.2	15	----	60.4	3.1	7	-3.9
R-49		Residence	B	1	58.8	60.9	66	2.1	15	----	57.6	3.3	7	-3.7
R-50		Residence	B	1	60.6	62.4	66	1.8	15	----	57.4	5	7	-2
R-48		Residence	B	1	62.2	62.9	66	0.7	15	----	57.9	5	7	-2
R-43		Residence	B	1	60.3	61.1	66	0.8	15	----	58.2	2.9	7	-4.1
R-46	*	Residence	B	1	65	67.7	66	2.7	15	Yes	64	3.7	7	-3.3
R-35		Residence	B	1	60.9	61.6	66	0.7	15	----	59.4	2.2	7	-4.8
R-32	*	Residence	B	1	59.2	61.6	66	2.4	15	----	59.9	1.7	7	-5.3

Noise Barrier Optimization - Noise Barrier 5 (NB5)		
	Analysis 1.0	Analysis 2.0
Total Number of Impacted Receptors	1	1
Impacted Receptors Receiving 5 dBA Decrease	1	1
% Impacted Receptors Receiving 5dBA Decrease	100%	100%
Total Number of 1st Row Receptors	1	1
First Row Benefited Receptors Receiving > 5 dBA Decrease	1	1
First Row Benefited Receptors Receiving 7dBA Decrease	1	1
% Benefited First Row Receptors Meeting 7dBA Decrease	100%	100%
Total Number of Benefited Receptors	1	1
Total Area (sq ft)	7,804	7,303
Maximum Square Footage per Benefited Receptor	7,804	7,303

NB5 Analysis 1

Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted	Calculated Noise Level with Barrier (dBA)	Barrier Noise Reduction		Calculated Reduction minus Goal (dBA)
						Calculated dBA	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-62	*	Residence	B	1	68.9	71.7	66	2.8	15	Snd Lvl	64.2	7.5	7	0.5

NB5 Analysis 2

Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted	Calculated Noise Level with Barrier (dBA)	Barrier Noise Reduction		Calculated Reduction minus Goal (dBA)
						Calculated dBA	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-62	*	Residence	B	1	68.9	71.7	66	2.8	15	Snd Lvl	64.7	7	7	0

Noise Barrier Optimization - Noise Barrier 6 (NB6)		
	Analysis 1.0	Analysis 2.0
Total Number of Impacted Receptors	1	1
Impacted Receptors Receiving 5 dBA Decrease	1	1
% Impacted Receptors Receiving 5dBA Decrease	100%	100%
Total Number of 1st Row Receptors	1	1
First Row Benefited Receptors Receiving > 5 dBA Decrease	1	1
First Row Benefited Receptors Receiving 7dBA Decrease	1	1
% Benefited First Row Receptors Meeting 7dBA Decrease	100%	100%
Total Number of Benefited Receptors	1	1
Total Area (sq ft)	10,545	10,251
Maximum Square Footage per Benefited Receptor	10,545	10,251

NB6 Analysis 1															
Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted	Calculated Noise Level with Barrier (dBA)	Barrier Noise Reduction		Calculated Reduction minus Goal (dBA)
						Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-59	*	Residence	B	1	67.3	70	66	2.7	15	Yes	63	7	7	0

NB6 Analysis 2															
Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted	Calculated Noise Level with Barrier (dBA)	Barrier Noise Reduction		Calculated Reduction minus Goal (dBA)
						Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-59	*	Residence	B	1	67.3	70	66	2.7	15	Yes	63	7	7	0

Noise Barrier Optimization - Noise Barrier 7 (NB7)		
	Analysis 1.0	Analysis 2.0
Total Number of Impacted Receptors	1	1
Impacted Receptors Receiving 5 dBA Decrease	1	1
% Impacted Receptors Receiving 5dBA Decrease	100%	100%
Total Number of 1st Row Receptors	1	1
First Row Benefited Receptors Receiving > 5 dBA Decrease	1	1
First Row Benefited Receptors Receiving 7dBA Decrease	1	1
% Benefited First Row Receptors Meeting 7dBA Decrease	100%	100%
Total Number of Benefited Receptors	1	1
Total Area (sq ft)	12,474	12,321
Maximum Square Footage per Benefited Receptor	12,474	12,321

NB7 Analysis 1

Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted	Calculated Noise Level with Barrier (dBA)	Barrier Noise Reduction		Calculated Reduction minus Goal (dBA)
						Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-54	*	Residence	B	1	65.7	66.8	66	1.1	15	Yes	59.8	7	7	0

NB7 Analysis 2

Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted	Calculated Noise Level with Barrier (dBA)	Barrier Noise Reduction		Calculated Reduction minus Goal (dBA)
						Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-54	*	Residence	B	1	65.7	66.8	66	1.1	15	Yes	59.8	7	7	0

Noise Barrier Optimization - Noise Barrier 8 (NB8)		
	Analysis 1.0	Analysis 2.0
Total Number of Impacted Receptors	1	1
Impacted Receptors Receiving 5 dBA Decrease	0	0
% Impacted Receptors Receiving 5dBA Decrease	0%	0%
Total Number of 1st Row Receptors	2	2
First Row Benefited Receptors Receiving > 5 dBA Decrease	0	0
First Row Benefited Receptors Receiving 7dBA Decrease	0	0
% Benefited First Row Receptors Meeting 7dBA Decrease	0%	0%
Total Number of Benefited Receptors	0	0
Total Area (sq ft)	25,892	21,880
Maximum Square Footage per Benefited Receptor	N/A	N/A

NB8 Analysis 1

Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise		Impacted	Calculated Noise Level with Barrier (dBA)	Barrier Noise Reduction		Calculated Reduction minus Goal (dBA)
						Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-33	*	Residence	B	1	65.2	67.5	66	2.3	15	Yes	63.4	4.1	7	-2.9
R-36		Residence	B	1	59.3	60.8	66	1.5	15	----	58.9	1.9	7	-5.1
R-37		Residence	B	1	58.4	59.8	66	1.4	15	----	58.4	1.4	7	-5.6
R-52	*	Residence	B	1	63.7	65.8	66	2.1	15	----	64	1.8	7	-5.2

NB8 Analysis 2

Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise		Impacted	Calculated Noise Level with Barrier (dBA)	Barrier Noise Reduction		Calculated Reduction minus Goal (dBA)
						Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-33	*	Residence	B	1	65.2	67.5	66	2.3	15	Yes	63.7	3.8	7	-3.2
R-36		Residence	B	1	59.3	60.8	66	1.5	15	----	59.1	1.7	7	-5.3
R-37		Residence	B	1	58.4	59.8	66	1.4	15	----	58.6	1.2	7	-5.8
R-52	*	Residence	B	1	63.7	65.8	66	2.1	15	----	64	1.8	7	-5.2

Noise Barrier Optimization - Noise Barrier 9 (NB9)		
	Analysis 1.0	Analysis 2.0
Total Number of Impacted Receptors	1	1
Impacted Receptors Receiving 5 dBA Decrease	1	1
% Impacted Receptors Receiving 5dBA Decrease	100%	100%
Total Number of 1st Row Receptors	1	1
First Row Benefited Receptors Receiving > 5 dBA Decrease	1	1
First Row Benefited Receptors Receiving 7dBA Decrease	1	0
% Benefited First Row Receptors Meeting 7dBA Decrease	100%	0%
Total Number of Benefited Receptors	1	1
Total Area (sq ft)	33,915	21,030
Maximum Square Footage per Benefited Receptor	33,915	21,030

NB9 Analysis 1

Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted	Calculated Noise Level with Barrier (dBA)	Barrier Noise Reduction		Calculated Reduction minus Goal (dBA)
						Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-4	*	Golf Course	C	1	67.5	69.6	66	2.1	15	Yes	62.6	7	7	0

NB9 Analysis 2

Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted	Calculated Noise Level with Barrier (dBA)	Barrier Noise Reduction		Calculated Reduction minus Goal (dBA)
						Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-4	*	Golf Course	C	1	67.5	69.6	66	2.1	15	Yes	63.9	5.7	7	-1.3

Noise Barrier Optimization - Noise Barrier 10 (NB10)		
	Analysis 1.0	Analysis 2.0
Total Number of Impacted Receptors	1	1
Impacted Receptors Receiving 5 dBA Decrease	1	1
% Impacted Receptors Receiving 5dBA Decrease	100%	100%
Total Number of 1st Row Receptors	1	1
First Row Benefited Receptors Receiving > 5 dBA Decrease	1	1
First Row Benefited Receptors Receiving 7dBA Decrease	1	1
% Benefited First Row Receptors Meeting 7dBA Decrease	100%	100%
Total Number of Benefited Receptors	1	1
Total Area (sq ft)	6,668	6,536
Maximum Square Footage per Benefited Receptor	6,668	6,536

NB10 Analysis 1

Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise		Impacted	Calculated Noise Level with Barrier (dBA)	Barrier Noise Reduction		Calculated Reduction minus Goal (dBA)
						Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-10	*	Residence	B	1	68.4	71.1	66	2.7	15	Yes	64.1	7	7	0

NB10 Analysis 2

Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise		Impacted	Calculated Noise Level with Barrier (dBA)	Barrier Noise Reduction		Calculated Reduction minus Goal (dBA)
						Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-10	*	Residence	B	1	68.4	71.1	66	2.7	15	Yes	64.1	7	7	0

Noise Barrier Optimization - Noise Barrier 11 (NB11)		
	Analysis 1.0	Analysis 2.0
Total Number of Impacted Receptors	2	2
Impacted Receptors Receiving 5 dBA Decrease	2	1
% Impacted Receptors Receiving 5dBA Decrease	100%	50%
Total Number of 1st Row Receptors	2	2
First Row Benefited Receptors Receiving > 5 dBA Decrease	2	2
First Row Benefited Receptors Receiving 7dBA Decrease	2	1
% Benefited First Row Receptors Meeting 7dBA Decrease	100%	50%
Total Number of Benefited Receptors	2	2
Total Area (sq ft)	13,793	13,993
Maximum Square Footage per Benefited Receptor	6,897	6,997

NB11 Analysis 1

Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted	Calculated Noise Level with Barrier	Barrier Noise Reduction		Calculated Reduction minus Goal
						Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-5		Golf Course	C	1	57.9	60.7	66	2.8	15	----	57.2	3.5	7	-3.5
R-6	*	Residence	B	1	64.1	66.9	66	2.8	15	Yes	59.9	7	7	0
R-7		Golf Course	C	1	57.8	60.6	66	2.8	15	----	58.4	2.2	7	-4.8
R-8	*	Residence	B	1	67.3	70.2	66	2.9	15	Yes	62.7	7.5	7	0.5

NB11 Analysis 2

Name		Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted	Calculated Noise Level with Barrier	Barrier Noise Reduction		Calculated Reduction minus Goal
						Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated (dBA)	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-5		Golf Course	C	1	57.9	60.7	66	2.8	15	----	57.1	3.6	7	-3.4
R-6	*	Residence	B	1	64.1	66.9	66	2.8	15	Yes	60.2	6.7	7	-0.3
R-7		Golf Course	C	1	57.8	60.6	66	2.8	15	----	58.3	2.3	7	-4.7
R-8	*	Residence	B	1	67.3	70.2	66	2.9	15	Yes	62.8	7.4	7	0.4

Noise Barrier Optimization - Noise Barrier 12 (NB12)		
	Analysis 1.0	Analysis 2.0
Total Number of Impacted Receptors	2	2
Impacted Receptors Receiving 5 dBA Decrease	2	1
% Impacted Receptors Receiving 5dBA Decrease	100%	50%
Total Number of 1st Row Receptors	2	2
First Row Benefited Receptors Receiving > 5 dBA Decrease	2	1
First Row Benefited Receptors Receiving 7dBA Decrease	1	1
% Benefited First Row Receptors Meeting 7dBA Decrease	50%	100%
Total Number of Benefited Receptors	2	1
Total Area (sq ft)	7,494	7,103
Maximum Square Footage per Benefited Receptor	3,747	7,103

NB12 Analysis 1

Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted	Calculated Noise Level with Barrier (dBA)	Barrier Noise Reduction		Calculated Reduction minus Goal (dBA)
						Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated dBA	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-2	*	Residence	B	1	69.2	72.1	66	2.9	15	Yes	66.1	6	7	-1
R-1	*	Residence	B	1	69.9	72.7	66	2.8	15	Yes	65.7	7	7	0

NB12 Analysis 2

Name	Front Row	Description	NAC Activity Category	Number of Units	Existing Noise Level (dBA)	Proposed Conditions Noise Levels		Increase over Existing Noise Levels		Impacted	Calculated Noise Level with Barrier (dBA)	Barrier Noise Reduction		Calculated Reduction minus Goal (dBA)
						Calculated (dBA)	Critical Impact Criteria (dBA)	Calculated dBA	Critical Increase Criteria (dBA)			Calculated (dBA)	Reduction Goal (dBA)	
R-2	*	Residence	B	1	69.2	72.1	66	2.9	15	Yes	67.2	4.9	7	-2.1
R-1	*	Residence	B	1	69.9	72.7	66	2.8	15	Yes	64.4	8.3	7	1.3

Appendix F – Traffic Data

I-65 AND US 52 INTERCHANGE IMPROVEMENTS PROJECT TRAFFIC DATA

Roadway	Annual Average Daily Traffic (AADT)		Design Hour Volume (DHV)		% Trucks
	2023	2045	2023	2045	
I-65	56,270	94,170	4,510	7,550	33%
I-65 Northbound Off-Ramp	N/A	12,140	N/A	1,110	15%
I-65 Northbound On-Ramp	N/A	4,930	N/A	710	10%
I-65 Southbound Off-Ramp	N/A	4,920	N/A	560	10%
I-65 Southbound On-Ramp	N/A	12,650	N/A	1,600	15%
US 52	11,800	22,400	1,370	2,600	15%
CR 300 N	2,070	1,000	190	100	2%
Witt Rd	440	3,900	50	460	10%
CR 325 N	N/A	11,640	N/A	1,290	10%
US 52 Connector	N/A	17,800	N/A	1,910	10%

Walker, Kaitlynn

From: Passmore, Andrew D <APassmore@indot.IN.gov>
Sent: Thursday, April 18, 2024 10:44 AM
To: Olsen, Grace
Cc: Ahmed, Arshad; Wallace, Jonathan N; Olson, Ken; Balog, Sam; Hope, Briana; Everhart, Sarah; McGeorge, Tyler B; Walker, Kaitlynn
Subject: Des 2200176 I-65 and US 52 Interchange Project Noise Analysis Report Approval

Grace,

A traffic noise analysis report was completed by American Structurepoint in April 2024 to evaluate potential traffic noise impacts for the proposed I-65 and US 52 Interchange project in Boone County, Indiana. Traffic noise was evaluated at all receptors within 500 feet of edge of pavement within the study area. Traffic noise levels were evaluated for the existing (2023) and projected (2045) traffic volumes for the build alternative.

This report evaluated potential noise impacts for the proposed improvements in compliance with the Federal Highway Administration's (FHWA) Procedures for Abatement of Highway Traffic Noise and Construction Noise as presented in the Code of Federal Regulations, Title 23 Part 772 (23 CFR 772) and the Indiana Department of Transportation (INDOT) *Traffic Noise Analysis Procedure* (2022).

Predicted design year (2045) noise levels would approach or exceed the Noise Abatement Criteria (NAC) at 29 receptors resulting in the need to evaluate noise abatement. Noise abatement was analyzed at 2 locations within the study area. No barriers met the feasibility and reasonableness criterion established by the INDOT *Traffic Noise Analysis Procedure* (2022).

Based on the studies thus far accomplished, the State of Indiana has not identified any locations where noise abatement is likely. 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 feasible and reasonable, noise abatement may be provided. The final decision on the installation of noise abatement measures will be made upon the completion of the project's final design.

The following is required as a firm project commitment: Upon completion of the environmental document phase, the noise study will be provided directly to the county's planning unit by the environmental preparer and/or member of the project team. If the project is in a municipality that has a planning unit, a noise study will also be provided to the municipality's planning unit. INDOT Environmental Services Division shall be copied on this correspondence.

This email will serve as INDOT's approval of the traffic noise analysis report for the proposed I-65 and US 52 Interchange project (Des. No. 2200176).

Drew Passmore
NEPA Review Team Lead
Environmental Services Division
Indiana Department of Transportation
Cell: (317) 439-7500

DES 2200176 Environmental Assessment

Appendix J: Additional Studies

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated March 2022)

ProjectNumber	SubProjectCode	County	Property
1800485	1800485	Boone	Nancy Burton Park
1800520	1800520	Boone	Zion Park
1800573	1800573	Boone	Heritage Trail Park
1800604	1800604	Boone	Overly-Worman Park
1800607	1800607	Boone	Anson Park

*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination with IDNR, Division of Outdoor Recreation, should occur.

Everhart, Sarah

From: Everhart, Sarah
Sent: Wednesday, January 10, 2024 5:26 PM
To: mike@thetrophyclubgolf.com
Cc: Olson, Ken; Balog, Sam
Subject: Trophy Club - Coordination for I-65 and US 52 Interchange Improvement Project (Des No 2200176)
Attachments: I65&US52Interchange_2200176_Recoordination_2024-01-04.pdf

Mr. O'Toole

I'm reaching out to coordinate with you and The Trophy Club concerning the I-65 and US 52 Interchange Improvement project (Des No 2200176) in Boone County, IN. As you may be aware, the project is proposing relocation the existing I-65 and US 52 interchange. A preliminary preferred alternative has been identified that will relocate the interchange to approximately 0.28 mile north of existing CR 300 N. As part of this relocation, US 52 would be realigned to travel in an east/west direction to the relocated interchange. This realignment of US 52 would begin approximately 0.80 mile south of CR 400 N, which would be south of Prairie Creek and the The Trophy Club. However, the anticipated maintenance of traffic for US 52 is to construct temporary crossovers in the median of US 52 for a portion of construction, so that as one side of US 52 is being realigned traffic can be maintained on the opposite side. This crossover of traffic is anticipated to be south of the Trophy Club between Prairie Creek and the first driveway to the north. The project will maintain access to properties, including The Trophy Club, throughout construction. Please review the attached letter that has more details concerning the project and exhibits of the preliminary preferred alternative that were sent to agencies. Please let us know if you have any questions, concerns, or comments about the project.

Feel free to give me a call if you would like to discuss anything over the phone.

Thank you,

Sarah J. Everhart, CHMM
Environmental Project Manager

9025 River Road, Suite 200
Indianapolis, IN 46240
OFFICE (317) 547-5580
CELL (317) 512-5693
EMAIL severhart@structurepoint.com
WEB www.structurepoint.com

Bridge Inspection Report

052-06-03142
US 52
over
PRAIRIE CREEK

Inspection Date:	08/08/2022
Inspected By:	Jacob Gould
Inspection Type(s):	Scour

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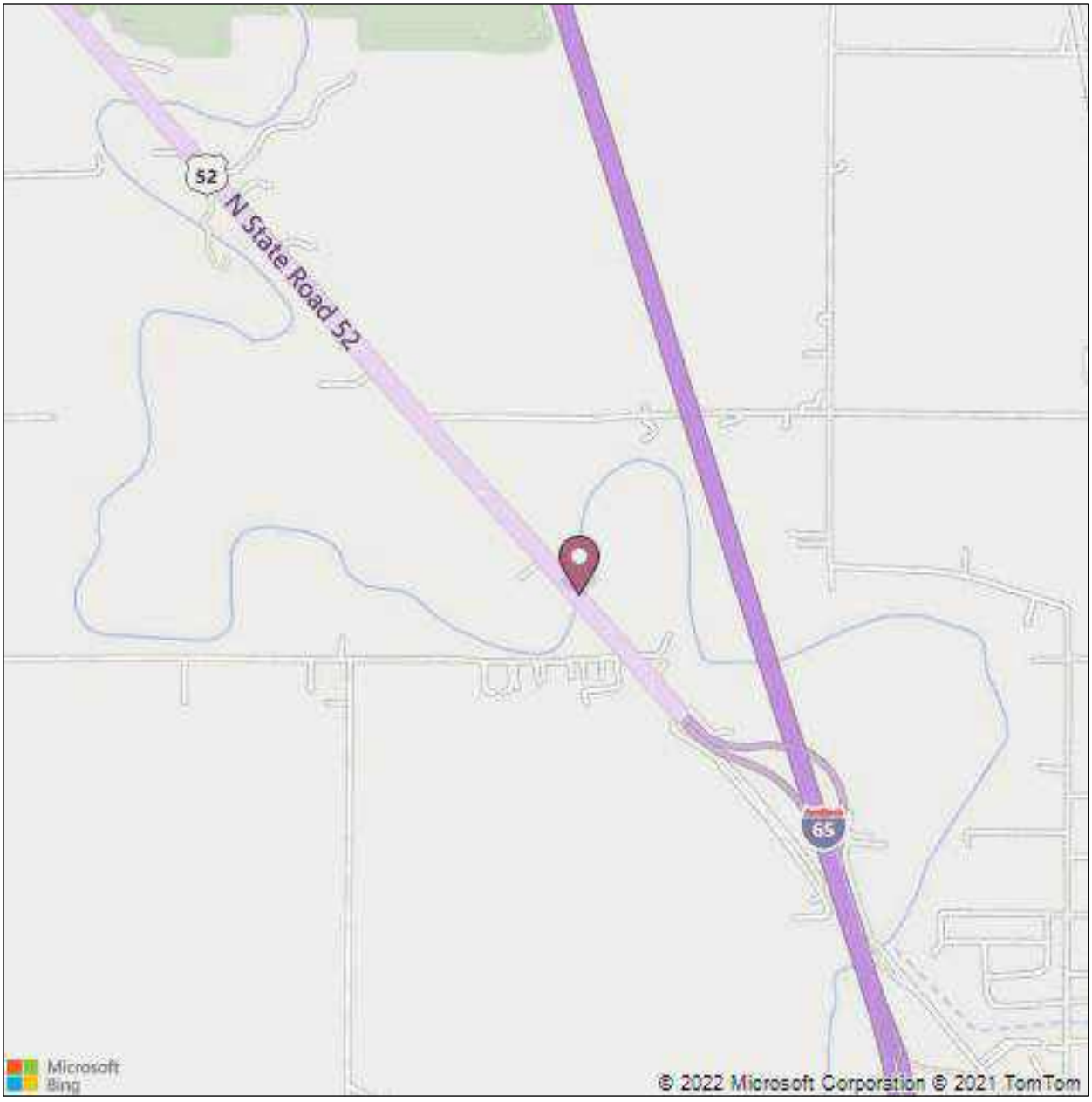
Portions of the report noted by the boxes above were removed to reduce file size.



Latitude: 40.07753

Longitude: -86.50685

Routine

The structure is in over all satisfactory condition. Bridge is considered scour critical based on analysis from the 01/11/2022 scour memo. The roadway surface is in good condition. The guardrail runs through the bridge in front of the parapet walls. The North parapet wall is extremely spalled with exposed rebar.

Has maintenance need for unwanted trees.

No work is scheduled in SPMS.

History

- New Bridge / 1941 / Contract# 019160

IDENTIFICATION

(1) STATE CODE:	185 - Indiana
(8) STRUCTURE:	019160
(5 A-B-C-D-E) INV. ROUTE:	1 - 2 - 1 - 00052 - 0
(2) HIGHWAY AGENCY DISTRICT:	01 - Crawfordsville
(3) COUNTY CODE:	006 - BOONE
(4) PLACE CODE:	42624 - LEBANON
(6) FEATURES INTERSECTED:	PRAIRIE CREEK
(7) FACILITY CARRIED:	US 52
(9) LOCATION:	00.73 W I-65
(11) MILEPOINT:	0009.150

(12) BASE HIGHWAY NETWORK:	0
(13A) INVENTORY ROUTE:	
(13B) SUBROUTE NUMBER:	
(16) LATITUDE:	40.07753
(17) LONGITUDE:	-86.50685
(98) BORDER	
A) STATE NAME:	
B) PERCENT	%
(99) BORDER BRIDGE STRUCT. NO:	

STRUCTURE TYPE AND MATERIAL

(43) STRUCTURE TYPE, MAIN:	
A) KIND OF MATERIAL/DESIGN:	1 - Concrete
B) TYPE OF DESIGN/CONSTR:	11 - Arch - Deck
(44) STRUCTURE TYPE, APPROACH SPANS:	
A) KIND OF MATERIAL/DESIGN:	0 - Other
B) TYPE OF DESIGN/CONSTR:	00 - Other

(45) NUMBER OF SPANS IN MAIN UNIT:	001
(46) NUMBER OF APPROACH SPANS:	0000
(107) DECK STRUCTURE TYPE:	N - Not Applicable
(108) WEARING SURFACE/PROT SYS:	
A) WEARING SURFACE:	N - NA
B) DECK MEMBRANE:	N - NA
C) DECK PROTECTION:	N - NA

AGE OF SERVICE

(27) YEAR BUILT:	1941
(106) YEAR RECONSTRUCTED:	0000
(42) TYPE OF SERVICE:	
A) ON BRIDGE:	1 - Highway
B) UNDER BRIDGE:	5 - Waterway

(28) LANES:		
A) ON BRIDGE:	04	
B) UNDER BRIDGE:	00	
(29) AVERAGE DAILY TRAFFIC:	010947	
(30) YEAR OF AVERAGE DAILY TRAFFIC:	2021	
(109) AVERAGE DAILY TRUCK TRAFFIC:	05	%
(19) BYPASS DETOUR LENGTH:	001	MI

GEOMETRIC DATA

(48) LENGTH OF MAX SPAN:	00065.0	FT	(35) STRUCTURE FLARED:	0 - No flare	
(49) STRUCTURE LENGTH:	00065.0	FT	(10) INV RTE, MIN VERT CLEARANCE:	99.99	FT
(50) CURB/SIDEWALK WIDTHS:			(47) TOT HORIZ CLEARANCE:	032.7	FT
A) LEFT	00.2	FT	(53) VERT CLEAR OVER BR RDWY:	99.99	FT
B) RIGHT:	00.2	FT	(54) MIN VERTICAL UNDERCLEARANCE:		
(51) BRDG RDWY WIDTH CURB-TO-CURB:	091.1	FT	A) REFERENCE FEATURE:	N	
(52) DECK WIDTH, OUT-TO-OUT:	093.7	FT	B) MIN VERT UNDERCLEAR:	00.00	FT
(32) APPROACH ROADWAY	080.0	FT	(55) LATERAL UNDERCLEARANCE RIGHT:		
(33) BRIDGE MEDIAN:	2 - Closed median (no barrier)		A) REFERENCE FEATURE:	N	
			B) MIN LATERAL UNDERCLEAR:	000.0	FT
(34) SKEW:	30	DEG	(56) MIN LATERAL UNDERCLEAR ON LEFT:	000.0	FT

INSPECTIONS

(90) INSPECTION DATE:	07/08/2021	(91) DESIGNATED INSPECTION FREQUENCY:	24 MONTHS
(92) CRITICAL FEATURE INSPECTION:		(93) CRITICAL FEATURE INSPECTION DATE:	
A) FRACTURE CRITICAL REQUIRED/FREQUENCY:	N	A) FRACTURE CRITICAL DATE:	
B) UNDERWATER INSPECTION REQUIRED/FREQUENCY:	N	B) UNDERWATER INSP DATE:	
C) OTHER SPECIAL INSPECTION REQUIRED/FREQUENCY:	N	C) OTHER SPECIAL INSP DATE:	

CONDITION

(58) DECK:	N - Not Applicable	(60) SUBSTRUCTURE:	6 - Satisfactory Condition (minor deterioration)
(58.01) WEARING SURFACE:	N - Not Applicable		
(59) SUPERSTRUCTURE:	6 - Satisfactory Condition (minor deterioration)	(61) CHANNEL/CHANNEL PROTECTION:	7 - Bank protection needs minor repairs
		(62) CULVERTS:	N - Not Applicable

CONDITION COMMENTS

(58) DECK: N - Not Applicable

Comments:

(58.01) WEARING SURFACE: N - Not Applicable

Comments:
Asphalt pavement over earth-filled arch bridge with no deck; therefore no wearing surface (NP 3/11/2019). The wearing surface is the same as the approach pavement.

(59) SUPERSTRUCTURE: 6 - Satisfactory Condition (minor deterioration)

Comments:
The arch barrel has hairline to medium width cracking with efflorescence and spalling. Southeast spandrel wall has hairline to medium width cracks and spalling rebar exposed.

(60) SUBSTRUCTURE: 6 - Satisfactory Condition (minor deterioration)

Comments:
Abutments have hairline to medium width cracking with efflorescence.

(61) CHANNEL/CHANNEL PROTECTION: 7 - Bank protection needs minor repairs

Comments:
The channel flows from north to south. The banks outside the structure are well vegetated.

(62) CULVERTS: N - Not Applicable

Comments:

LOAD RATING AND POSTING

(31) DESIGN LOAD:	5 - HS 20	(66) INVENTORY RATING:	27.397
(70) BRIDGE POSTING	5 - Equal to or above legal loads	(65) INVENTORY RATING METHOD:	0 - Field evaluation and documented engineering judgment
(41) STRUCTURE OPEN/POSTED/CLOSED:	A - Open	(66B) INVENTORY RATING (H):	
(64) OPERATING RATING:	45.72	(66C) TONS POSTED :	
(63) OPERATING RATING METHOD:	0 - Field evaluation and documented engineering judgment	(66D) DATE POSTED/CLOSED:	

APPRAISAL

SUFFICIENCY RATING:	90.1	(36) TRAFFIC SAFETY FEATURE:	
STATUS:	0	36A) BRIDGE RAILINGS:	1
(67) STRUCTURAL EVALUATION:	6	36B) TRANSITIONS:	0
(68) DECK GEOMETRY:	9	36C) APPROACH GUARDRAIL:	0
(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL:	N	36D) APPROACH GUARDRAIL ENDS:	0

(71) WATERWAY ADEQUACY: 9 - Bridge Above Flood Water Elevations

Comments:
Bridge is above flood elevations.

(72) APPROACH ROADWAY ALIGNMENT: 8 - Equal to present desirable criteria

Comments:

(113) SCOUR CRITICAL BRIDGES: 3 - Foundations unstable for scour conditions

Comments:
Per memo dated 01/11/2022, bridge is considered scour critical by analysis.

CLASSIFICATION

(20) TOLL:	3 - On Free Road	(21) MAINT. RESPONSIBILITY:	01 - State Highway Agency
(22) OWNER:	01 - State Highway Agency	(26) FUNCTIONAL CLASS OF INVENTORY RTE:	16 - Urban - Minor Arterial
(37) HISTORICAL SIGNIFICANCE:	2 - Eligible for National Register	(100) STRAHNET HIGHWAY:	Not a STRAHNET route
(101) PARALLEL STRUCTURE:	N - No parallel structure	(102) DIRECTION OF TRAFFIC:	2-way traffic
(103) TEMPORARY STRUCTURE:		(104) HIGHWAY SYSTEM OF INVENTORY ROUTE:	0 - Structure/Route is NOT on NHS
(105) FEDERAL LANDS HIGHWAYS:	0-Not Applicable	(110) DESIGNATED NATIONAL NETWORK:	Inventory route not on network
(112) NBIS BRIDGE LENGTH:	Yes		

NAVIGATION DATA

(38) NAVIGATION CONTROL:	0 - No navigation control on waterway (bridge permit not required)	(39) NAVIGATION VERTICAL CLEAR:	000.0 FT
(111) PIER OR ABUTMENT PROTECTION:		(116) MINIMUM NAVIGATION VERT. CLEARANCE, VERT. LIFT BRIDGE:	FT
		(40) NAV HORIZONTAL CLEARANCE:	0000.0 FT

PROPOSED IMPROVEMENTS

(75A) TYPE OF WORK:		(95) ROADWAY IMPROVEMENT COST:	$ 000000
(75B) WORK DONE BY:		(96) TOTAL PROJECT COST:	$ 000000
(76) LENGTH OF IMPROVEMENT:	000000 FT	(97) YR OF IMPROVEMENT COST EST:	
(94) BRIDGE IMPROVEMENT COST:	$ 000000	(114) FUTURE AVG DAILY TRAFFIC:	008792
		(115) YR OF FUTURE ADT:	2030

- No items available

Miscellaneous Asset Data

019160

Asset Management

Load Rating 2:

Has the dead load or the structural condition of the primary load carrying members changed since the last inspection? No - Load Rating Update Not Required

---

Extended Frequency: Submittal Date:

Inspector:

INDOT Reviewer:

This bridge has been accepted into the Extended Frequency Program. Approval Date:

Joints: ** Indicate location, type, and rating of lowest rated joint.*

L

Comments:

No joints.

Terminal Joints: **Rating of lowest rated terminal joint.* N

Comments:

Concrete Slopewall: **Rating of lowest rated slopewall.* N

Comments:

Bearings: ** Indicate type, and rating of lowest rated bearing.*

N - No Bearing(s)

Comments:

Approach Slabs: ** Indicate if present & condition rating.*

N - No Approach Slabs

Comments:

Paint: ** Indicate if paint present , year painted & condition rating.*

N - No Paint N

Comments:

Endangered Species: ** If yes, add one photo to the dropdown field*

Bats: seen or heard under structure? * N

Birds/swallows/nests seen? Empty nests present? * N

BRIDGE Culvert Geometry:

Barrel Length:

Height:

Width:

Inspector:	Gould,Jacob	**Structure Number:**	019160
Inspection Date:	08/08/2022	**Facility Carried:**	US 52

Bridge Inspection Report

NBI Data come from National Inventory

NBI 113: Scour Critical Bridges	3	NBI 113a Scour Critical Bridges Comments	Per memo dated 01/11/2022, bridge is considered scour critical by analysis.

To Be Completed by Hydraulics

Scour Analysis Status	1-Scour Analysis on file	Scour Analysis Date	01/11/2022	Scour Analysis Determination	2 – Scour Analysis complete, bridge IS hydraulically scour critical by analysis

Hydraulics Comments

To Be Completed by Bridge Inspection

Scour Critical Safety Status	2-Bridge IS scour critical based on analysis findings, Scour POA or Countermeasures REQUIRED	Date of Counter Measure Placed or Field Verified	

Bridge Inspectoin Comments

Scour Delineators installed

LOAD RATING - BRADIN

Load Rating Date: 09-NOV-20

National Bridge Inventory (NBI):

(65) INVENTORY RATING METHOD:	0
(66) INVENTORY RATING:	27.397
(63) OPERATING RATING METHOD:	0
(64) OPERATING RATING:	45.72
(31) DESIGN LOAD:	5
(70) BRIDGE POSTING:	5
(41) STRUCTURE OPEN/POSTED/CLOSED:	A
(66C) TONS POSTED:	
(66D) DATE POSTED/CLOSED:	

Posting Configurations:

Emergency Vehicles:

EV2: LEGAL RF:	1.88
EV3: LEGAL RF:	1.21

2-Axles:

H20-44: LEGAL RF:	1.84
ALTERNATE MILITARY: LEGAL RF:	1.52

3-Axles:

HS20: LEGAL RF:	1.27
AASHTO TYPE 3: LEGAL RF:	1.71

4-Axles:

SU4: LEGAL RF:	1.51
TOLL ROAD LOADING NO. 2: ROUTINE PERMIT RF:	

Other Configurations:

H20-44: DESIGN RF:	1.1
NRL: LEGAL RF:	

5-Axles:

AASHTO TYPE 3S2: LEGAL RF:	1.66
SU5: LEGAL RF:	1.38
TOLL ROAD LOADING NO. 1: ROUTINE PERMIT RF:	

6+-Axles:

AASHTO TYPE 3-3: LEGAL RF:	1.81
LANE TYPE: LEGAL RF:	
SU6: LEGAL RF:	1.24
SPECIAL TOLL ROAD TRUCK: ROUTINE PERMIT RF:	
SU7: LEGAL RF:	1.14
MICHIGAN TRAIN TRUCK NO. 5: ROUTINE PERMIT RF:	
MICHIGAN TRAIN TRUCK NO. 8: ROUTINE PERMIT RF:	

SUPERLOAD-11 AXLES: SPECIAL PERMIT RF:	0.77
SUPERLOAD-13 AXLES: SPECIAL PERMIT RF:	0.85
SUPERLOAD-14 AXLES: SPECIAL PERMIT RF:	0.61
SUPERLOAD-19 AXLES (152.5T): SPECIAL PERMIT RF:	0.75
SUPERLOAD-19 AXLES (240.045T): SPECIAL PERMIT RF:	0.64

Bridge Inspection Report

Structure Information

Structure:	I65-141-03143 C	Facility Carried:	I-65
NBI Number:	037230	Features Intersected:	PRAIRIE CREEK

Inspection Information

Inspection Date:	06/01/2023	Lead Inspector:	Melvin Hughes
Inspection Type:	Routine	Additional Inspectors:	

Condition Ratings Summary

(58) Deck:	**N**	(60) Substructure:	**6**
(58.01) Wearing Surface:	**N**	(61) Channel / Channel Protection:	**7**
(58.02) Joints:		(62) Culverts:	**N**
(58.03) Approach Slabs:		(71) Waterway Adequacy:	**9**
(59) Superstructure:	**6**	(72) Approach Roadway Alignment:	**8**
(59.01) Paint:	**N**	(113) Scour Critical Bridge:	**5**

Structure:	I65-141-03143 C	Facility Carried:	I-65	Inspector:	Melvin Hughes
NBI Number:	037230	Features Intersected:	PRAIRIE CREEK	Inspection Date:	06/01/2023

LOCATION MAP

Location:	01.41 N SR 32	Latitude:	40.06671
County:	006Ohio	Longitude:	-86.49565

Structure:	I65-141-03143 C	Facility Carried:	I-65	Inspector:	Melvin Hughes
NBI Number:	037230	Features Intersected:	PRAIRIE CREEK	Inspection Date:	06/01/2023

IDENTIFICATION

(1) STATE CODE:	185 - Indiana	(12) BASE HIGHWAY NETWORK:	1
(8) STRUCTURE:	037230	(13A) INVENTORY ROUTE:	0000000001
(5) INV. ROUTE:	1 - Route carried "on" the structure - 1 - Interstate - 1 - Mainline - 00065 - 0	(13B) SUBROUTE NUMBER:	01
(2) HIGHWAY AGENCY DISTRICT:		(16) LATITUDE:	40.06671
(3) COUNTY CODE:	006 - Boone	(17) LONGITUDE:	-86.49565
(4) PLACE CODE:	42624	(98) BORDER	
(6) FEATURES INTERSECTED:	PRAIRIE CREEK	(A) STATE NAME:	
(7) FACILITY CARRIED:	I-65	(B) PERCENT:	
(9) LOCATION:	01.41 N SR 32	(99) BORDER BRIDGE STRUCT. NO:	
(11) MILEPOINT:	0141.290		

AGE OF SERVICE

(27) YEAR BUILT:	1948	(19) BYPASS DETOUR LENGTH:	001
(106) YEAR RECONSTRUCTED:	1970	(29) ADT:	057066
(42) TYPE OF SERVICE		(30) YEAR OF ADT:	2021
(A) ON BRIDGE:	1 - Highway	(109) ADTT:	47
(B) UNDER BRIDGE:	5 - Waterway	(114) FUTURE AVERAGE DAILY TRAFFIC:	081440
(28) LANES		(115) YEAR OF FUTURE ADT:	2030
(A) ON BRIDGE:	07		
(B) UNDER BRIDGE:	00		

STRUCTURE TYPE AND MATERIAL

(43) STRUCTURE TYPE, MAIN:		(45) NUMBER OF SPANS IN MAIN UNIT:	001
(A) KIND OF MATERIAL:	1 - Concrete	(46) NUMBER OF APPROACH SPANS:	0000
(B) TYPE OF DESIGN:	11 - Arch - Deck (Spandrel)	(107) DECK STRUCTURE TYPE:	N - Not applicable
(44) STRUCTURE TYPE, APPROACH SPANS		(108) WEARING SURFACE PROTECTION SYSTEM	
(A) KIND OF MATERIAL:	0 - Other	A) WEARING SURFACE:	N - Not Applicable
(B) TYPE OF DESIGN:	00 - Other	B) DECK MEMBRANE:	N - Not Applicable
		C) DECK PROTECTION:	N - Not Applicable

Structure:	I65-141-03143 C	Facility Carried:	I-65	Inspector:	Melvin Hughes
NBI Number:	037230	Features Intersected:	PRAIRIE CREEK	Inspection Date:	06/01/2023

GEOMETRIC DATA

(48) LENGTH OF MAX SPAN:	0048.5	(35) STRUCTURE FLARED:	0 - No
(49) STRUCTURE LENGTH:	00052.0	(10) INV RTE, MIN VERT CLEARANCE:	99.99
(50) CURB/SIDEWALK WIDTHS		(47) TOT HORIZ CLEARANCE:	038.0
A) LEFT:	00.0	(53) VERT CLEAR OVER BR RDWY:	99.99
B) RIGHT:	00.0	(54) MIN VERTICAL UNDERCLEARANCE:	
(51) BRDG RDWY WIDTH CURB-TO-CURB:	221.7	A) REFERENCE FEATURE:	N - Feature not a highway or a railroad
(52) DECK WIDTH, OUT-TO-OUT:	232.1	B) MIN VERT UNDERCLEAR:	00.00
(32) APPROACH ROADWAY:	190.0	(55) LATERAL UNDERCLEARANCE RIGHT:	
(33) BRIDGE MEDIAN:	3 - Closed Median (with non-mountable barriers)	A) REFERENCE FEATURE:	N - Feature not a highway or a railroad
(34) SKEW:	10	B) MIN LATERAL UNDERCLEAR:	00.00
		(56) MIN LATERAL UNDERCLEAR ON LEFT:	000.0

CLASSIFICATION

(20) TOLL:	3 - On free road	(21) MAINT RESPONSIBILITY:	01 - State Highway Administration
(22) OWNER:	01 - State Highway Administration	(26) FUNCTIONAL CLASS OF INVENTORY RTE:	11 - Urban Principal Arterial - Interstate
(37) HISTORICAL SIGNIFICANCE:	5 - Not eligible	(100) STRAHNET HIGHWAY:	1 - Is a defense highway
(101) PARALLEL STRUCTURE:	N - No parallel structure	(102) DIRECTION OF TRAFFIC:	2 - 2-way traffic
(103) TEMPORARY STRUCTURE:		(104) HIGHWAY SYSTEM OF INVENTORY ROUTE:	1 - Structure/Route is on NHS
(105) FEDERAL LANDS HIGHWAYS:	0	(110) DESIGNATED NATIONAL NETWORK:	1 - The inventory route is part of the national network for trucks
(112) NBIS BRIDE LENGTH:	Y - Yes		

Structure:	I65-141-03143 C	Facility Carried:	I-65	Inspector:	Melvin Hughes
NBI Number:	037230	Features Intersected:	PRAIRIE CREEK	Inspection Date:	06/01/2023

LOAD RATING & POSTING

5.1 – LOADS AND LOAD RATINGS
B.LR.01 - Design Load
B.LR.02 - Design Method
B.LR.03 - Load Rating Date
B.LR.04 - Load Rating Method
B.LR.05 - Inventory Load Rating Factor
B.LR.06 - Operating Load Rating Factor
B.LR.07 - Controlling Legal Load Rating Factor
B.LR.08 - Routine Permit Loads

LEGACY CODING	
(65) Inventory Rating Method	0
(66) Inventory Rating	32.4
(63) Operating Rating Method	0
(64) Operating Rating	54
(31) Design Load	6
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open
Tons Posted	
Date Posted/Closed	

5.2 – LOAD POSTING STATUS
B.PS.01 - Load Posting Status
B.PS.02 - Posting Status Change Date

POSTING – EMERGENCY VEHICLES (TON)
Emergency Vehicle Sign
Posted Tonnage (Single Axle) EV
Posted Tonnage (Tandem) EV
Posted Tonnage (Gross) EV

POSTING – COMMERCIAL VEHICLE (TON)
Commercial Vehicle Sign
Posted Tonnage (Single Axle) CV
Posted Tonnage (Gross) CV
Posted Tonnage (2-axle) CV
Posted Tonnage (3-axle) CV
Posted Tonnage (4-axle) CV
Posted Tonnage (5-axle) CV
Posted Tonnage (6-axle) CV

MAXIMUM ALLOWABLE TONNAGES

*Actual posted values may not exceed those as shown below

Structure:	I65-141-03143 C	Facility Carried:	I-65	Inspector:	Melvin Hughes
NBI Number:	037230	Features Intersected:	PRAIRIE CREEK	Inspection Date:	06/01/2023

NAVIGATION DATA

(38) NAVIGATION CONTROL:	0 - No navigation control on waterway	(39) NAVIGATION VERTICAL CLEAR:	000.0
(111) PIER OR ABUTMENT PROTECTION:		(116) MINIMUM NAVIGATION VERTI.CLEARANCE, VERT. LIFT BRIDGE:	
		(40) NAV HORIZONTAL CLEARANCE:	0000.0

INSPECTIONS

(90) INSPECTION DATE:		(91) DESIGNATED IINSPECTION FREQUENCY:	
(92) CRITICAL FEATURE INSPECTION		(93) CRITICAL FEATURE INSPECTION DATE	
A) NSTM INSP REQ / FREQ:	N - No	A) NSTM DATE:	
B) UNDERWATER INSP REQ / FREQ:		B) UNDERWATER INSP DATE:	
C) SPECIAL INSP REQ / FREQ:		C) SPECIAL INSP DATE:	
D) INSPECTION EQUIPMENT NEEDED:		D) SPECIAL INSP DATE:	

PROPOSED IMPROVEMENTS

(75A) TYPE OF WORK:			
(75B) WORK DONE BY:			
(76) LENGTH OF IMPROVEMENT:		(94) BRIDGE IMPROVEMENT COST:	
(97) YEAR OF IMPROVEMENT COST ESTIMATE:		(95) ROADWAY IMPROVEMENT COST:	
		(96) TOTAL PROJECT COST:	
COMMENTS:			

Structure:	I65-141-03143 C	Facility Carried:	I-65	Inspector:	Melvin Hughes
NBI Number:	037230	Features Intersected:	PRAIRIE CREEK	Inspection Date:	06/01/2023

NATIONAL BRIDGE INVENTORY CONDITION RATINGS

(58) DECK:	
(58.01) WEARING SURFACE:	N - N/A
(58.02) JOINTS:	
(58.03) APPROACH SLABS:	
(58.04) TERMINAL JOINTS:	
(59) SUPERSTRUCTURE:	
(59.01) PAINT:	
(59.02) BEARINGS:	
(60) SUBSTRUCTURE:	
(60.1) RETAINING WALLS:	
(61) CHANNEL / CHANNEL PROTECTION:	
(62) CULVERTS:	
(71) WATERWAY ADEQUACY:	The plans show a maximum high water elevation of 919.1 and a highwater elevation of 921.17 (NP 4/26/2017).
(72) APPROACH ROADWAY ALIGNMENT:	
(113) SCOUR CRITICAL BRIDGES:	

Structure:	I65-141-03143 C	Facility Carried:	I-65	Inspector:	Melvin Hughes
NBI Number:	037230	Features Intersected:	PRAIRIE CREEK	Inspection Date:	06/01/2023

INDOT DEFINED CONDITION RATINGS

CONCRETE SLOPEWALL:

BIRDS PRESENT?:

BATS PRESENT?:

APPRAISAL

36A) BRIDGE RAILS:

36B) TRANSITIONS:

36C) APPROACH GUARDRAIL:

36D) APPROACH GUARDRAIL ENDS:

SUFFICIENCY RATING:		(67) STRUCTURAL EVALUATION:	6 - Equal to present minimum criteria
STATUS:		(68) DECK GEOMETRY:	9 - Superior to present desireable criteria
		(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL	N - Not applicable

Structure:	I65-141-03143 C	Facility Carried:	I-65	Inspector:	Melvin Hughes
NBI Number:	037230	Features Intersected:	PRAIRIE CREEK	Inspection Date:	06/01/2023

SCOUR CRITICAL BRIDGE APPRAISAL

HYDRAULIC DETERMINATION BY ANALYSIS

Scour Analysis Status:

Scour Analysis Date:

Scour Analysis Determination:

Hydraulics Comments:

BRIDGE INSPECTION FOLLOW-UP

Scour Critical Safety Status:

Date of Countermeasures Placed or Field Verified:

Bridge Inspection Comments:

Structure:	I65-141-03143 C	Facility Carried:	I-65	Inspector:	Melvin Hughes
NBI Number:	037230	Features Intersected:	PRAIRIE CREEK	Inspection Date:	06/01/2023

ELEMENT LEVEL CONDITION RATINGS

Component	Total Quantity	Units	CS1	CS2	CS3	CS4	Comments
144 - Reinforced Concrete Arch	50	LF	23	24	3	0	
215 - Reinforced Concrete Abutment	465	LF	452	13	0	0	
331 - Reinforced Concrete Bridge Railing	100	LF	90	10	0	0	

Bridge Inspection Report

(52)I65-141-05570 C
US 52 WB
over
I-65 SB/NB

Inspection Date: 08/16/2021

Inspected By: Melvin Hughes

Inspection Type(s): Routine

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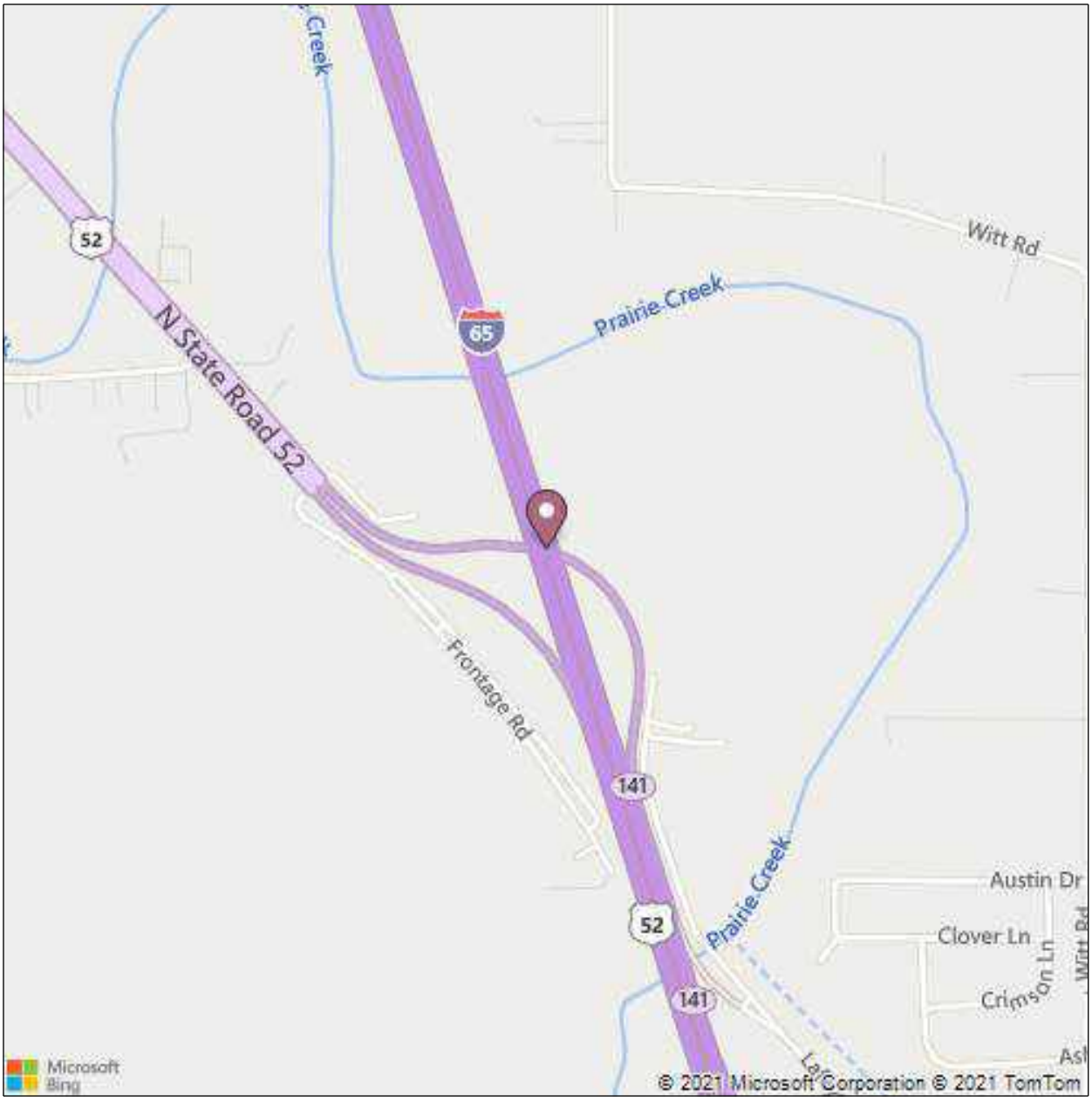
Portions of the report noted by the boxes above were removed to reduce file size.

Bridge Inspection Report



Latitude: 40.07298

Longitude: -86.49824

Routine

2021 Inspection, The structure is in overall fair condition.

Has maintenance need for loose bearings.

Has work scheduled in SPMS / Des # 1800069 / Contract # B-41627 / Letting date 7/13/2022 / Bridge deck replacement / Program year 2023 / Active.

History

New Bridge / 1970 / Contract # R-8232

Rehab A / 1987 / Bridge deck overlay 1 / Des # 8348350 / Contract # 15291

Rehab P / 1992 / Bridge painting / Des # 9200285 / Contract # M-19452

Rehab B / 2002 / Remove and replace beam / Des # 0200009 / Contract # B-26208

Rehab C / 2003 / Remove and replace beam / Des # 0101270 / Contract # B-26722

Rehab P / 2008 / Bridge painting / Des # 0600047 / Contract # B-28647

2019 / Bridge maintenance and repair / Des # 1801846 / Contract # B-39617

Special Inspections

5/21/2021. A Special Inspection of the end span pins was done. This was the only area of the bridge that was inspected. All of the pins in Span A & D were accessed by ladder. This was the only item inspected during the inspection. I65 was being worked on by contractors adding a 3rd lane at the time of the inspection. The pins all seemed to be sound, but pack rust was noted behind the gusset plates. No cracks were found during the inspection. In the East span on beam 4, above the gusset plate, the top of the beam is showing severe section loss. Al Naderi took a second look at this area for me. He advised the beam still has plenty of the web left, so it is still fair condition. He did advise Chris Wheeler should be contacted.

8/12/2019 Bridge is in overall fair condition. Deck Wearing Surface was sounded with 4 areas of delamination noted. Each area was about 10'X 10'. The superstructure looks good from below, however the Special inspection done 6/29/2015 says " The East end of the bridge seem to be the worse of the two ends. Beams 3 & 4 have section loss (3/8 web thickness down to 1/8) at the top of the beams. I also noted out of plane bending. Beam 1 on the West end has heavy rust across the top of the beam. A small spall was noted about mid span on the elevated side. The center bearing on the East end could be moved by hand pressure.

IDENTIFICATION

(1) STATE CODE:	185 - Indiana
(8) STRUCTURE:	037240
(5 A-B-C-D-E) INV. ROUTE:	1 - 2 - 1 - 00052 - 0
(2) HIGHWAY AGENCY DISTRICT:	01 - Crawfordsville
(3) COUNTY CODE:	006 - BOONE
(4) PLACE CODE:	42624 - LEBANON
(6) FEATURES INTERSECTED:	I-65 SB/NB
(7) FACILITY CARRIED:	US 52 WB
(9) LOCATION:	01.89 N SR 32
(11) MILEPOINT:	0000.450

(12) BASE HIGHWAY NETWORK:	0
(13A) INVENTORY ROUTE:	
(13B) SUBROUTE NUMBER:	
(16) LATITUDE:	40.07298
(17) LONGITUDE:	-86.49824
(98) BORDER	
A) STATE NAME:	
B) PERCENT	%
(99) BORDER BRIDGE STRUCT. NO:	

STRUCTURE TYPE AND MATERIAL

(43) STRUCTURE TYPE, MAIN:	
A) KIND OF MATERIAL/DESIGN:	4 - Steel continuous
B) TYPE OF DESIGN/CONSTR:	02 - Stringer/Multi-beam or Girder
(44) STRUCTURE TYPE, APPROACH SPANS:	
A) KIND OF MATERIAL/DESIGN:	3 - Steel
B) TYPE OF DESIGN/CONSTR:	02 - Stringer/Multi-beam or Girder

(45) NUMBER OF SPANS IN MAIN UNIT:	002
(46) NUMBER OF APPROACH SPANS:	0002
(107) DECK STRUCTURE TYPE:	1 - Concrete Cast-in-Place
(108) WEARING SURFACE/PROT SYS:	
A) WEARING SURFACE:	3 - Latex Concrete or similar additive
B) DECK MEMBRANE:	0 - None
C) DECK PROTECTION:	0 - None

AGE OF SERVICE

(27) YEAR BUILT:	1970
(106) YEAR RECONSTRUCTED:	1987
(42) TYPE OF SERVICE:	
A) ON BRIDGE:	1 - Highway
B) UNDER BRIDGE:	1 - Highway, with or w/out pedestrian

(28) LANES:		
A) ON BRIDGE:	01	
B) UNDER BRIDGE:	04	
(29) AVERAGE DAILY TRAFFIC:	002960	
(30) YEAR OF AVERAGE DAILY TRAFFIC:	2009	
(109) AVERAGE DAILY TRUCK TRAFFIC:	21	%
(19) BYPASS DETOUR LENGTH:	002	MI

GEOMETRIC DATA

(48) LENGTH OF MAX SPAN:	0106.1	FT	(35) STRUCTURE FLARED:	0 - No flare	
(49) STRUCTURE LENGTH:	00281.4	FT	(10) INV RTE, MIN VERT CLEARANCE:	99.99	FT
(50) CURB/SIDEWALK WIDTHS:			(47) TOT HORIZ CLEARANCE:	025.0	FT
A) LEFT	00.0	FT	(53) VERT CLEAR OVER BR RDWY:	99.99	FT
B) RIGHT:	00.0	FT	(54) MIN VERTICAL UNDERCLEARANCE:		
(51) BRDG RDWY WIDTH CURB-TO-CURB:	025.0	FT	A) REFERENCE FEATURE:	H	
(52) DECK WIDTH, OUT-TO-OUT:	028.0	FT	B) MIN VERT UNDERCLEAR:	16.01	FT
(32) APPROACH ROADWAY	034.0	FT	(55) LATERAL UNDERCLEARANCE RIGHT:		
(33) BRIDGE MEDIAN:	0 - No median		A) REFERENCE FEATURE:	H	
			B) MIN LATERAL UNDERCLEAR:	012.0	FT
(34) SKEW:	99	DEG	(56) MIN LATERAL UNDERCLEAR ON LEFT:	029.0	FT

INSPECTIONS

(90) INSPECTION DATE:	08/16/2021	(91) DESIGNATED INSPECTION FREQUENCY:	24 MONTHS
(92) CRITICAL FEATURE INSPECTION:		(93) CRITICAL FEATURE INSPECTION DATE:	
A) FRACTURE CRITICAL REQUIRED/FREQUENCY:	N	A) FRACTURE CRITICAL DATE:	
B) UNDERWATER INSPECTION REQUIRED/FREQUENCY:	N	B) UNDERWATER INSP DATE:	
C) OTHER SPECIAL INSPECTION REQUIRED/FREQUENCY:	Y 24	C) OTHER SPECIAL INSP DATE:	05/21/2021

CONDITION

(58) DECK:	5 - Fair Condition (minor section loss)	(60) SUBSTRUCTURE:	5 - Fair Condition (minor section loss)
(58.01) WEARING SURFACE:	5 - Fair Condition	(61) CHANNEL/CHANNEL PROTECTION:	N - Not Applicable
(59) SUPERSTRUCTURE:	5 - Fair Condition (minor section loss)	(62) CULVERTS:	N - Not Applicable

CONDITION COMMENTS

(58) DECK: 5 - Fair Condition (minor section loss)

Comments:
South deck coping has areas of spall with some rebar exposed.

(58.01) WEARING SURFACE: 5 - Fair Condition

Comments:
The Wearing Surface has hair line to medium width longitudinal, transverse and diagonal cracks. Shallow spalling was seen at the east end and about mid span on the elevated side of the wearing surface.

(59) SUPERSTRUCTURE: 5 - Fair Condition (minor section loss)

Comments:
Typical heavy pack rust about the pin plates and light to moderate rust in splice plates.

(60) SUBSTRUCTURE: 5 - Fair Condition (minor section loss)

Comments:
West abutment has hair line cracking with efflorescence.
Piers 2 and 4 show areas that have large spalls with exposed rebar.
East abutment has hair line cracking.

(61) CHANNEL/CHANNEL PROTECTION: N - Not Applicable

Comments:

(62) CULVERTS: N - Not Applicable

Comments:

LOAD RATING AND POSTING

(31) DESIGN LOAD:	6 - HS 20+Mod	(66) INVENTORY RATING:	44
(70) BRIDGE POSTING	5 - Equal to or above legal loads	(65) INVENTORY RATING METHOD:	1 - Load Factor (LF)
		(66B) INVENTORY RATING (H):	28
(41) STRUCTURE OPEN/POSTED/CLOSED:	A - Open	(66C) TONS POSTED :	
		(66D) DATE POSTED/CLOSED:	
(64) OPERATING RATING:	73		
(63) OPERATING RATING METHOD:	1 - Load Factor (LF)		

APPRAISAL

SUFFICIENCY RATING:	77.4	(36) TRAFFIC SAFETY FEATURE:	
STATUS:	2	36A) BRIDGE RAILINGS:	1
(67) STRUCTURAL EVALUATION:	5	36B) TRANSITIONS:	0
(68) DECK GEOMETRY:	2	36C) APPROACH GUARDRAIL:	1
(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL:	5	36D) APPROACH GUARDRAIL ENDS:	1

(71) WATERWAY ADEQUACY: N - Not Applicable
Comments:

(72) APPROACH ROADWAY ALIGNMENT: 6 - Equal to present minimum criteria
Comments:
The approach roadway alignment shows the bridge on a curve. The traffic is one way.

(113) SCOUR CRITICAL BRIDGES: N - Not over waterway
Comments:

CLASSIFICATION

(20) TOLL:	3 - On Free Road	(21) MAINT. RESPONSIBILITY:	01 - State Highway Agency
(22) OWNER:	01 - State Highway Agency	(26) FUNCTIONAL CLASS OF INVENTORY RTE:	16 - Urban - Minor Arterial
(37) HISTORICAL SIGNIFICANCE:	5 - Not eligible	(100) STRAHNET HIGHWAY:	Not a STRAHNET route
(101) PARALLEL STRUCTURE:	L - Left structure (South or West)	(102) DIRECTION OF TRAFFIC:	1-way traffic
(103) TEMPORARY STRUCTURE:		(104) HIGHWAY SYSTEM OF INVENTORY ROUTE:	0 - Structure/Route is NOT on NHS
(105) FEDERAL LANDS HIGHWAYS:	0-Not Applicable	(110) DESIGNATED NATIONAL NETWORK:	Inventory route not on network
(112) NBIS BRIDGE LENGTH:	Yes		

NAVIGATION DATA

(38) NAVIGATION CONTROL:	N - Not applicable, no waterway	(39) NAVIGATION VERTICAL CLEAR:	000.0 FT
(111) PIER OR ABUTMENT PROTECTION:		(116) MINIMUM NAVIGATION VERT. CLEARANCE, VERT. LIFT BRIDGE:	FT
		(40) NAV HORIZONTAL CLEARANCE:	0000.0 FT

PROPOSED IMPROVEMENTS

(75A) TYPE OF WORK:		(95) ROADWAY IMPROVEMENT COST:	$ 000000
(75B) WORK DONE BY:		(96) TOTAL PROJECT COST:	$ 000000
(76) LENGTH OF IMPROVEMENT:	000000 FT	(97) YR OF IMPROVEMENT COST EST:	
(94) BRIDGE IMPROVEMENT COST:	$ 000000	(114) FUTURE AVG DAILY TRAFFIC:	004171
		(115) YR OF FUTURE ADT:	2031

Load Rating 2:

Has the dead load or the structural condition of the primary load carrying members changed since the last inspection? No - Load Rating Update Not Required

Extended Frequency: Submittal Date:

Inspector:

INDOT Reviewer:

This bridge has been accepted into the Extended Frequency Program. Approval Date:

Joints: ** Indicate location, type, and rating of lowest rated joint.*

Transverse North/East	P - Poured Silicone (narrow width, repla	3

Comments:

Both Type BS-6 joints above the pin and hinge connections leak and are full of debris.

Terminal Joints: **Rating of lowest rated terminal joint.* N

Comments:

Concrete Slopewall: **Rating of lowest rated slopewall.* 4

Comments:

West slope wall is breaking up at the pier.
East slope wall has wide cracks.

Bearings: ** Indicate type, and rating of lowest rated bearing.*

1 - Steel 7

Comments:

bearings 2 and 3 on the East end are loose.
bearing 5 at the West end has pack rust.

Approach Slabs: ** Indicate if present & condition rating.*

2 - Approach Slab but paved over

Comments:

Paved over and asphalt has no issues.

Paint: ** Indicate if paint present , year painted & condition rating.*

1 - Steel Beams	5 - Fair Condition – areas of light rust and minor peeling	2008

Comments:

Rust at pinned areas and splice plates.
Paint Color: Light Blue. Contract#: B-28647

Endangered Species: ** If yes, add one photo to the dropdown field*

Bats: seen or heard under structure? *	N - No evidence of bats
Birds/swallows/nests seen? Empty nests present? *	N

BRIDGE Culvert Geometry:

Barrel Length:

Height:

Width:

NBI Data come from National Inventory

NBI 113: Scour Critical Bridges	N	NBI 113a Scour Critical Bridges Comments	

To Be Completed by Hydraulics

Scour Analysis Status	N/A-Bridge not over water	Scour Analysis Date	Scour Analysis Determination
Hydraulics Comments			

To Be Completed by Bridge Inspection

Scour Critical Safety Status	Date of Counter Measure Placed or Field Verified
Bridge Inspectoin Comments	
Scour Delineators installed	

LOAD RATING - BRADIN

Load Rating Date: 09-JUN-09

National Bridge Inventory (NBI):

(65) INVENTORY RATING METHOD: 1

(66) INVENTORY RATING: 44

(63) OPERATING RATING METHOD: 1

(64) OPERATING RATING: 73

(31) DESIGN LOAD: 6

(70) BRIDGE POSTING: 5

(41) STRUCTURE OPEN/POSTED/CLOSED: A

(66C) TONS POSTED:

(66D) DATE POSTED/CLOSED:

Posting Configurations:

Emergency Vehicles:

EV2: LEGAL RF: 2.382

EV3: LEGAL RF: 1.558

2-Axles:

H20-44: LEGAL RF: 2.393

ALTERNATE MILITARY: LEGAL RF: 2.122

3-Axles:

HS20: LEGAL RF: 2.043

AASHTO TYPE 3: LEGAL RF: 2.621

4-Axles:

SU4: LEGAL RF: 2.247

TOLL ROAD LOADING NO. 2: ROUTINE PERMIT RF:

5-Axles:

AASHTO TYPE 3S2: LEGAL RF: 2.461

SU5: LEGAL RF: 2.105

TOLL ROAD LOADING NO. 1: ROUTINE PERMIT RF:

6+-Axles:

AASHTO TYPE 3-3: LEGAL RF: 2.515

LANE TYPE: LEGAL RF:

SU6: LEGAL RF: 1.906

SPECIAL TOLL ROAD TRUCK: ROUTINE PERMIT RF:

SU7: LEGAL RF: 1.794

MICHIGAN TRAIN TRUCK NO. 5: ROUTINE PERMIT RF:

MICHIGAN TRAIN TRUCK NO. 8: ROUTINE PERMIT RF:

Other Configurations:

H20-44: DESIGN RF: 1.433

NRL: LEGAL RF: 1.701

SUPERLOAD-11 AXLES: SPECIAL PERMIT RF: 1.194

SUPERLOAD-13 AXLES: SPECIAL PERMIT RF: 1.186

SUPERLOAD-14 AXLES: SPECIAL PERMIT RF: .923

SUPERLOAD-19 AXLES (152.5T): SPECIAL PERMIT RF: 1.053

SUPERLOAD-19 AXLES (240.045T): SPECIAL PERMIT RF: .756

Date Reported: 08/16/2021

Priority: Green - 3

Work Code: Bearing Repair

Deficiency Description:
Bearings 2 and 3 at bent 5 are loose.

Work Description:

Date Repairs Completed:

Maintenance Comments:

Stage: Open

PHOTO 1 Description East bent bearing 3 is loose

Stage: Open

PHOTO 2 Description East bent bearing 2 is loose

Channel Measurement

Date of Channel Measurements:

Number of Fixed Objects in Channel:

Distance Measured From:

Water Level:

Depth Measured From:

High Water Mark:

Number of Measurement Points Taken:

Measurement Type:

INDOT BRIDGE INSPECTION DIVISION

SCOUR PLAN OF ACTION

GENERAL INFORMATION

District: 01

NBI Number: **037240** **Facility Carried :** **US 52 WB**

Feature Intersected: **I-65 SB/NB** **Location:** **01.89 N SR 32**

SCOUR STATUS SUMMARY

Scour Critical Rating: **N** **Substructure Rating:** **5** **Channel and Channel Protection Rating:** **N**

Culvert Rating: **N** **Waterway Adequacy Appraisal:** **N**

Scour/Flood History:

INITIAL SCOUR INSPECTION

Bridge Scour Critical Components:

Trigger:

Initial Scour Inspection following Trigger(Date/Findings):

MONITORING PLAN

Monitoring Required after Initial Scour Inspection (Y/N):

Reason for Bridge Monitoring:

If monitoring is required after initial inspection, the Bridge Scour Monitoring Log shall be used.

Person or Agency that will monitor the bridge:

Monitoring Methodology:

Monitoring History/Comments:

Monitoring Termination Criteria:

Bridge Owner Contact Information (Primary):

COUNTERMEASURE INFORMATION AND RECOMMENDATIONS

Existence/Type of Countermeasures Present:

Countermeasures Observations:

Countermeasures Recommendations:

EMERGENCY TRAFFIC INFORMATION AND RECOMMENDATIONS

Closure Plan:

Suggested Detour Route:

Re-opening Procedures:

Provide recommendations as needed, such as reduced routine inspection frequency, need for future underwater inspections, countermeasure recommendations, and other comments.

Bridge Inspection Report

Structure Information

Structure:	I65-142-05572 A	Facility Carried:	206TH ST/CR 300 N
NBI Number:	037270	Features Intersected:	I-65 SB/NB

Inspection Information

Inspection Date:	06/01/2023	Lead Inspector:	Melvin Hughes
Inspection Type:	Routine	Additional Inspectors:	

Condition Ratings Summary

(58) Deck:	**6**	(60) Substructure:	**6**
(58.01) Wearing Surface:	**9**	(61) Channel / Channel Protection:	**N**
(58.02) Joints:	**5 - Fair Condition, minor noising damage, very minor leakage**	(62) Culverts:	**N**
(58.03) Approach Slabs:		(71) Waterway Adequacy:	**N**
(59) Superstructure:	**6**	(72) Approach Roadway Alignment:	**8**

Bridge Inspection Report

(59.01) Paint:	**5 - Fair Condition – areas of light rust and minor peeling**	(113) Scour Critical Bridge:	**N**

Structure:	I65-142-05572 A	Facility Carried:	206TH ST/CR 300 N	Inspector:	Melvin Hughes
NBI Number:	037270	Features Intersected:	I-65 SB/NB	Inspection Date:	06/01/2023

LOCATION MAP

Location:	00.73 N US 52	Latitude:	40.08302
County:	006Ohio	Longitude:	-86.50242

Structure:	I65-142-05572 A	Facility Carried:	206TH ST/CR 300 N	Inspector:	Melvin Hughes
NBI Number:	037270	Features Intersected:	I-65 SB/NB	Inspection Date:	06/01/2023

IDENTIFICATION

(1) STATE CODE:	185 - Indiana	(12) BASE HIGHWAY NETWORK:	0
(8) STRUCTURE:	037270	(13A) INVENTORY ROUTE:	
(5) INV. ROUTE:	1 - Route carried "on" the structure - 5 - City Street - 1 - Mainline - 00000 - 0	(13B) SUBROUTE NUMBER:	
(2) HIGHWAY AGENCY DISTRICT:		(16) LATITUDE:	40.08302
(3) COUNTY CODE:	006 - Boone	(17) LONGITUDE:	-86.50242
(4) PLACE CODE:	42624	(98) BORDER	
(6) FEATURES INTERSECTED:	I-65 SB/NB	(A) STATE NAME:	
(7) FACILITY CARRIED:	206TH ST/CR 300 N	(B) PERCENT:	
(9) LOCATION:	00.73 N US 52	(99) BORDER BRIDGE STRUCT. NO:	
(11) MILEPOINT:	0000.000		

AGE OF SERVICE

(27) YEAR BUILT:	1970	(19) BYPASS DETOUR LENGTH:	006
(106) YEAR RECONSTRUCTED:	0000	(29) ADT:	001852
(42) TYPE OF SERVICE		(30) YEAR OF ADT:	2015
(A) ON BRIDGE:	1 - Highway	(109) ADTT:	05
(B) UNDER BRIDGE:	1 - Highway (with or without Pedestrian)	(114) FUTURE AVERAGE DAILY TRAFFIC:	004652
(28) LANES		(115) YEAR OF FUTURE ADT:	2030
(A) ON BRIDGE:	02		
(B) UNDER BRIDGE:	04		

STRUCTURE TYPE AND MATERIAL

(43) STRUCTURE TYPE, MAIN:		(45) NUMBER OF SPANS IN MAIN UNIT:	002
(A) KIND OF MATERIAL:	4 - Steel continous	(46) NUMBER OF APPROACH SPANS:	0000
(B) TYPE OF DESIGN:	02 - Stringer/Multibeam or Girder	(107) DECK STRUCTURE TYPE:	1 - Concrete Cast-in-Place
(44) STRUCTURE TYPE, APPROACH SPANS		(108) WEARING SURFACE PROTECTION SYSTEM	
(A) KIND OF MATERIAL:	0 - Other	A) WEARING SURFACE:	5 - Epoxy Overlay
(B) TYPE OF DESIGN:	00 - Other	B) DECK MEMBRANE:	0 - None
		C) DECK PROTECTION:	0 - None

Structure:	I65-142-05572 A	Facility Carried:	206TH ST/CR 300 N	Inspector:	Melvin Hughes
NBI Number:	037270	Features Intersected:	I-65 SB/NB	Inspection Date:	06/01/2023

GEOMETRIC DATA

(48) LENGTH OF MAX SPAN:	0110.0	(35) STRUCTURE FLARED:	0 - No
(49) STRUCTURE LENGTH:	00224.0	(10) INV RTE, MIN VERT CLEARANCE:	99.99
(50) CURB/SIDEWALK WIDTHS		(47) TOT HORIZ CLEARANCE:	032.0
A) LEFT:	00.2	(53) VERT CLEAR OVER BR RDWY:	99.99
B) RIGHT:	00.2	(54) MIN VERTICAL UNDERCLEARANCE:	
(51) BRDG RDWY WIDTH CURB-TO-CURB:	032.0	A) REFERENCE FEATURE:	H - Highway beneath structure
(52) DECK WIDTH, OUT-TO-OUT:	035.0	B) MIN VERT UNDERCLEAR:	15.99
(32) APPROACH ROADWAY:	018.0	(55) LATERAL UNDERCLEARANCE RIGHT:	
(33) BRIDGE MEDIAN:	0 - No Median	A) REFERENCE FEATURE:	H - Highway beneath structure
(34) SKEW:	17	B) MIN LATERAL UNDERCLEAR:	15.99
		(56) MIN LATERAL UNDERCLEAR ON LEFT:	029.0

CLASSIFICATION

(20) TOLL:	3 - On free road	(21) MAINT RESPONSIBILITY:	01 - State Highway Administration
(22) OWNER:	01 - State Highway Administration	(26) FUNCTIONAL CLASS OF INVENTORY RTE:	17 - Urban Collector
(37) HISTORICAL SIGNIFICANCE:	5 - Not eligible	(100) STRAHNET HIGHWAY:	0 - Not a defense highway
(101) PARALLEL STRUCTURE:	N - No parallel structure	(102) DIRECTION OF TRAFFIC:	2 - 2-way traffic
(103) TEMPORARY STRUCTURE:		(104) HIGHWAY SYSTEM OF INVENTORY ROUTE:	0 - Structure/Route is NOT on NHS
(105) FEDERAL LANDS HIGHWAYS:	0	(110) DESIGNATED NATIONAL NETWORK:	0 - The inventory route is not part of the national network for trucks
(112) NBIS BRIDE LENGTH:	Y - Yes		

Structure:	I65-142-05572 A	Facility Carried:	206TH ST/CR 300 N	Inspector:	Melvin Hughes
NBI Number:	037270	Features Intersected:	I-65 SB/NB	Inspection Date:	06/01/2023

LOAD RATING & POSTING

5.1 – LOADS AND LOAD RATINGS

B.LR.01 - Design Load	
B.LR.02 - Design Method	
B.LR.03 - Load Rating Date	
B.LR.04 - Load Rating Method	
B.LR.05 - Inventory Load Rating Factor	
B.LR.06 - Operating Load Rating Factor	
B.LR.07 - Controlling Legal Load Rating Factor	
B.LR.08 - Routine Permit Loads	

LEGACY CODING

(65) Inventory Rating Method	8
(66) Inventory Rating	1.123
(63) Operating Rating Method	8
(64) Operating Rating	1.456
(31) Design Load	5
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open
Tons Posted	
Date Posted/Closed	

5.2 – LOAD POSTING STATUS

B.PS.01 - Load Posting Status	
B.PS.02 - Posting Status Change Date	

POSTING – EMERGENCY VEHICLES (TON)

Emergency Vehicle Sign	
Posted Tonnage (Single Axle) EV	
Posted Tonnage (Tandem) EV	
Posted Tonnage (Gross) EV	

POSTING – COMMERCIAL VEHICLE (TON)

Commercial Vehicle Sign	
Posted Tonnage (Single Axle) CV	
Posted Tonnage (Gross) CV	
Posted Tonnage (2-axle) CV	
Posted Tonnage (3-axle) CV	
Posted Tonnage (4-axle) CV	
Posted Tonnage (5-axle) CV	
Posted Tonnage (6-axle) CV	

MAXIMUM ALLOWABLE TONNAGES

*Actual posted values may not exceed those as shown below

Structure:	I65-142-05572 A	Facility Carried:	206TH ST/CR 300 N	Inspector:	Melvin Hughes
NBI Number:	037270	Features Intersected:	I-65 SB/NB	Inspection Date:	06/01/2023

NAVIGATION DATA

(38) NAVIGATION CONTROL:	N - Not applicable, no waterway	(39) NAVIGATION VERTICAL CLEAR:	000.0
(111) PIER OR ABUTMENT PROTECTION:		(116) MINIMUM NAVIGATION VERTI.CLEARANCE, VERT. LIFT BRIDGE:	
		(40) NAV HORIZONTAL CLEARANCE:	0000.0

INSPECTIONS

(90) INSPECTION DATE:		(91) DESIGNATED IINSPECTION FREQUENCY:	
(92) CRITICAL FEATURE INSPECTION		(93) CRITICAL FEATURE INSPECTION DATE	
A) NSTM INSP REQ / FREQ:	N - No	A) NSTM DATE:	
B) UNDERWATER INSP REQ / FREQ:		B) UNDERWATER INSP DATE:	
C) SPECIAL INSP REQ / FREQ:		C) SPECIAL INSP DATE:	
D) INSPECTION EQUIPMENT NEEDED:		D) SPECIAL INSP DATE:	

PROPOSED IMPROVEMENTS

(75A) TYPE OF WORK:	35		
(75B) WORK DONE BY:	1		
(76) LENGTH OF IMPROVEMENT:		(94) BRIDGE IMPROVEMENT COST:	
(97) YEAR OF IMPROVEMENT COST ESTIMATE:	2010	(95) ROADWAY IMPROVEMENT COST:	
		(96) TOTAL PROJECT COST:	
COMMENTS:			

Structure:	I65-142-05572 A	Facility Carried:	206TH ST/CR 300 N	Inspector:	Melvin Hughes
NBI Number:	037270	Features Intersected:	I-65 SB/NB	Inspection Date:	06/01/2023

NATIONAL BRIDGE INVENTORY CONDITION RATINGS

(58) DECK:	
(58.01) WEARING SURFACE:	9 - EXCELLENT CONDITION
(58.02) JOINTS:	
(58.03) APPROACH SLABS:	
(58.04) TERMINAL JOINTS:	
(59) SUPERSTRUCTURE:	
(59.01) PAINT:	
(59.02) BEARINGS:	
(60) SUBSTRUCTURE:	
(60.1) RETAINING WALLS:	
(61) CHANNEL / CHANNEL PROTECTION:	
(62) CULVERTS:	
(71) WATERWAY ADEQUACY:	
(72) APPROACH ROADWAY ALIGNMENT:	
(113) SCOUR CRITICAL BRIDGES:	

Structure:	I65-142-05572 A	Facility Carried:	206TH ST/CR 300 N	Inspector:	Melvin Hughes
NBI Number:	037270	Features Intersected:	I-65 SB/NB	Inspection Date:	06/01/2023

INDOT DEFINED CONDITION RATINGS

CONCRETE SLOPEWALL:

BIRDS PRESENT?:

BATS PRESENT?:

APPRAISAL

36A) BRIDGE RAILS:

36B) TRANSITIONS:

36C) APPROACH GUARDRAIL:

36D) APPROACH GUARDRAIL ENDS:

SUFFICIENCY RATING:		(67) STRUCTURAL EVALUATION:	6 - Equal to present minimum criteria
STATUS:		(68) DECK GEOMETRY:	5 - Somewhat better than minimum adequacy
		(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL	5 - Somewhat better than minimum adequacy

Structure:	I65-142-05572 A	Facility Carried:	206TH ST/CR 300 N	Inspector:	Melvin Hughes
NBI Number:	037270	Features Intersected:	I-65 SB/NB	Inspection Date:	06/01/2023

SCOUR CRITICAL BRIDGE APPRAISAL

HYDRAULIC DETERMINATION BY ANALYSIS

Scour Analysis Status:

Scour Analysis Date:

Scour Analysis Determination:

Hydraulics Comments:

BRIDGE INSPECTION FOLLOW-UP

Scour Critical Safety Status:

Date of Countermeasures Placed or Field Verified:

Bridge Inspection Comments:

Structure:	I65-142-05572 A	Facility Carried:	206TH ST/CR 300 N	Inspector:	Melvin Hughes
NBI Number:	037270	Features Intersected:	I-65 SB/NB	Inspection Date:	06/01/2023

ELEMENT LEVEL CONDITION RATINGS

Component	Total Quantity	Units	CS1	CS2	CS3	CS4	Comments

Structure:	I65-142-05572 A	Facility Carried:	206TH ST/CR 300 N	Inspector:	Melvin Hughes
NBI Number:	037270	Features Intersected:	I-65 SB/NB	Inspection Date:	06/01/2023

North profile

Road alignment looking west

Bridge Inspection Report

052-06-03141 A
US 52
over
PRAIRIE CREEK

Inspection Date: 08/02/2022

Inspected By: Daniel W. Bewley

Inspection Type(s): Routine

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MISCELLANEOUS ASSET DATA	18
SCOUR ANALYSIS	20
LOAD RATING - BRADIN	21
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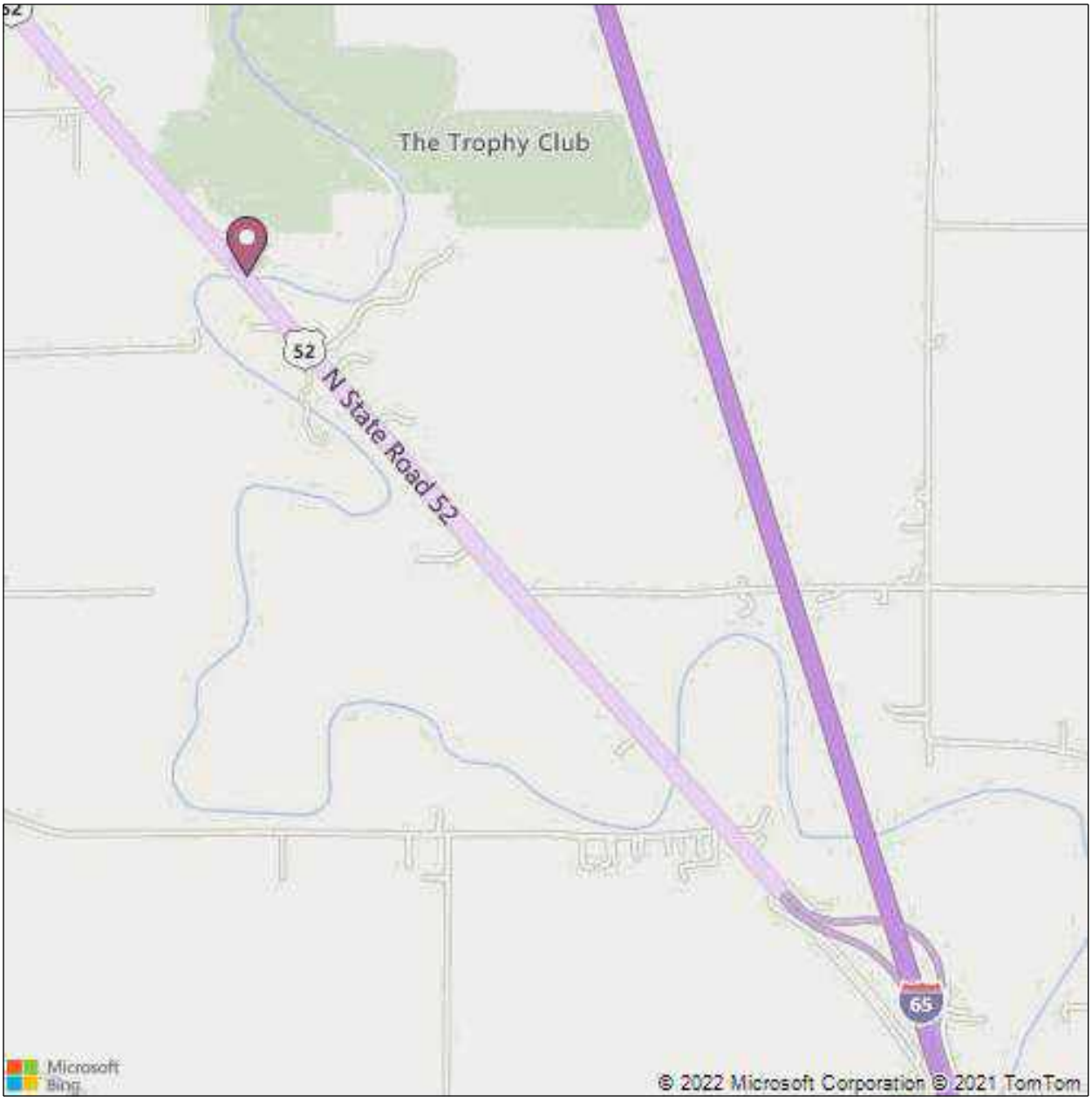
Portions of the report noted by the boxes above were removed to reduce file size.



Latitude: 40.09239

Longitude: -86.52390

Routine

This bridge is in satisfactory overall condition. A few areas of minor problems were seen, such as minor efflorescence at the top of the arch on the East side. The North construction joint near the East end of the span has an approximate 3' spall. The spandrel walls have some spalled areas. The bents have large rip rap in front of them, but they are beginning to "silt over".

No maintenance deficiencies or repairs are currently recommended.

No work is scheduled in SPMS

History

- A-Rehab, 2008, Contract B-29536, Scour Counter Measures (riprap)
- Original Build, 1941, Contract B-2270

IDENTIFICATION

(1) STATE CODE:	185 - Indiana
(8) STRUCTURE:	019150
(5 A-B-C-D-E) INV. ROUTE:	1 - 2 - 1 - 00052 - 0
(2) HIGHWAY AGENCY DISTRICT:	01 - Crawfordsville
(3) COUNTY CODE:	006 - BOONE
(4) PLACE CODE:	00000 - N/A
(6) FEATURES INTERSECTED:	PRAIRIE CREEK
(7) FACILITY CARRIED:	US 52
(9) LOCATION:	02.09 W I-65
(11) MILEPOINT:	0007.790

(12) BASE HIGHWAY NETWORK:	0
(13A) INVENTORY ROUTE:	
(13B) SUBROUTE NUMBER:	
(16) LATITUDE:	40.09239
(17) LONGITUDE:	-86.52390
(98) BORDER	
A) STATE NAME:	
B) PERCENT	%
(99) BORDER BRIDGE STRUCT. NO:	

STRUCTURE TYPE AND MATERIAL

(43) STRUCTURE TYPE, MAIN:	
A) KIND OF MATERIAL/DESIGN:	1 - Concrete
B) TYPE OF DESIGN/CONSTR:	11 - Arch - Deck
(44) STRUCTURE TYPE, APPROACH SPANS:	
A) KIND OF MATERIAL/DESIGN:	0 - Other
B) TYPE OF DESIGN/CONSTR:	00 - Other

(45) NUMBER OF SPANS IN MAIN UNIT:	001
(46) NUMBER OF APPROACH SPANS:	0000
(107) DECK STRUCTURE TYPE:	N - Not Applicable
(108) WEARING SURFACE/PROT SYS:	
A) WEARING SURFACE:	N - NA
B) DECK MEMBRANE:	N - NA
C) DECK PROTECTION:	N - NA

AGE OF SERVICE

(27) YEAR BUILT:	1941
(106) YEAR RECONSTRUCTED:	0000
(42) TYPE OF SERVICE:	
A) ON BRIDGE:	1 - Highway
B) UNDER BRIDGE:	5 - Waterway

(28) LANES:		
A) ON BRIDGE:	04	
B) UNDER BRIDGE:	00	
(29) AVERAGE DAILY TRAFFIC:	009868	
(30) YEAR OF AVERAGE DAILY TRAFFIC:	2021	
(109) AVERAGE DAILY TRUCK TRAFFIC:	13	%
(19) BYPASS DETOUR LENGTH:	001	MI

GEOMETRIC DATA

(48) LENGTH OF MAX SPAN:	0065.0	FT	(35) STRUCTURE FLARED:	0 - No flare	
(49) STRUCTURE LENGTH:	00065.0	FT	(10) INV RTE, MIN VERT CLEARANCE:	99.99	FT
(50) CURB/SIDEWALK WIDTHS:			(47) TOT HORIZ CLEARANCE:	033.0	FT
A) LEFT	00.2	FT	(53) VERT CLEAR OVER BR RDWY:	99.99	FT
B) RIGHT:	00.2	FT	(54) MIN VERTICAL UNDERCLEARANCE:		
(51) BRDG RDWY WIDTH CURB-TO-CURB:	090.9	FT	A) REFERENCE FEATURE:	N	
(52) DECK WIDTH, OUT-TO-OUT:	093.5	FT	B) MIN VERT UNDERCLEAR:	00.00	FT
(32) APPROACH ROADWAY	081.0	FT	(55) LATERAL UNDERCLEARANCE RIGHT:		
(33) BRIDGE MEDIAN:	2 - Closed median (no barrier)		A) REFERENCE FEATURE:	N	
(34) SKEW:	30	DEG	B) MIN LATERAL UNDERCLEAR:	000.0	FT
			(56) MIN LATERAL UNDERCLEAR ON LEFT:	00.0	FT

INSPECTIONS

(90) INSPECTION DATE:	08/02/2022	(91) DESIGNATED INSPECTION FREQUENCY:	24 MONTHS
(92) CRITICAL FEATURE INSPECTION:		(93) CRITICAL FEATURE INSPECTION DATE:	
A) FRACTURE CRITICAL REQUIRED/FREQUENCY:	N	A) FRACTURE CRITICAL DATE:	
B) UNDERWATER INSPECTION REQUIRED/FREQUENCY:	N	B) UNDERWATER INSP DATE:	
C) OTHER SPECIAL INSPECTION REQUIRED/FREQUENCY:	N	C) OTHER SPECIAL INSP DATE:	

CONDITION

(58) DECK:	N - Not Applicable	(60) SUBSTRUCTURE:	6 - Satisfactory Condition (minor deterioration)
(58.01) WEARING SURFACE:	N - Not Applicable		
(59) SUPERSTRUCTURE:	5 - Fair Condition (minor section loss)	(61) CHANNEL/CHANNEL PROTECTION:	7 - Bank protection needs minor repairs
		(62) CULVERTS:	N - Not Applicable

CONDITION COMMENTS

(58) DECK: N - Not Applicable

Comments:

(58.01) WEARING SURFACE: N - Not Applicable

Comments:
Asphalt pavement over earth-filled arch with no deck, therefore no wearing surface.

(59) SUPERSTRUCTURE: 5 - Fair Condition (minor section loss)

Comments:
The outer edges of the arch ring near the peak of the arch have tightly spaced map cracks with white efflorescence (near deck drain downspout). There are random hairline cracks in arch ring near both thrust blocks with white efflorescence. There is white efflorescence and rust staining leaching from the construction joints. The north construction joint near the east end of the span has a 3' long deep spall. The spandrel walls have deterioration with white efflorescence near base of parapet wall.

(60) SUBSTRUCTURE: 6 - Satisfactory Condition (minor deterioration)

Comments:
The thrust blocks have widely spaced hairline vertical cracks with white efflorescence. Most drain weep holes are still functioning. The weep holes have either heavy sediment build up with rust stains or white efflorescence and rust stains. No spalled areas on the bents.

(61) CHANNEL/CHANNEL PROTECTION: 7 - Bank protection needs minor repairs

Comments:
There is minor bank erosion with very little vegetation along both abutments. There is moderate channel scour at the upstream end of the channel. The channel flows from the Southwest to the Northeast. Large rip rap is in place, but is starting to "silt over" on both sides.

(62) CULVERTS: N - Not Applicable

Comments:

LOAD RATING AND POSTING

(31) DESIGN LOAD:	5 - HS 20	(66) INVENTORY RATING:	26.152
(70) BRIDGE POSTING	5 - Equal to or above legal loads	(65) INVENTORY RATING METHOD:	0 - Field evaluation and documented engineering judgment
(41) STRUCTURE OPEN/POSTED/CLOSED:	A - Open	(66B) INVENTORY RATING (H):	
(64) OPERATING RATING:	43.56	(66C) TONS POSTED :	
(63) OPERATING RATING METHOD:	0 - Field evaluation and documented engineering judgment	(66D) DATE POSTED/CLOSED:	

APPRAISAL

SUFFICIENCY RATING:	77.5	(36) TRAFFIC SAFETY FEATURE:	
STATUS:	0	36A) BRIDGE RAILINGS:	1
(67) STRUCTURAL EVALUATION:	5	36B) TRANSITIONS:	0
(68) DECK GEOMETRY:	9	36C) APPROACH GUARDRAIL:	0
(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL:	N	36D) APPROACH GUARDRAIL ENDS:	0

(71) WATERWAY ADEQUACY: 9 - Bridge Above Flood Water Elevations

Comments:
The peak of the arch is feet above the high water elevation.

High Water Elev. (1937): 881.3'

(72) APPROACH ROADWAY ALIGNMENT: 8 - Equal to present desirable criteria

Comments:

(113) SCOUR CRITICAL BRIDGES: 7 - Countermeasures installed to correct scour problem

Comments:
Designed scour countermeasures (riprap) were installed under contract B-29536 along both abutments. The riprap remains in-place and functioning, but is beginning to "silt over".

Original Flow Line Elev. = 873.0'
Bent 1 Top of Footing Elev. = 869.85'
Bent 1 Bottom of Footing Elev. = 867.60'
Bent 2 Top of Footing Elev. = 869.85'
Bent 2 Bottom of Footing Elev. = 867.60'

CLASSIFICATION

(20) TOLL:	3 - On Free Road	(21) MAINT. RESPONSIBILITY:	01 - State Highway Agency
(22) OWNER:	01 - State Highway Agency	(26) FUNCTIONAL CLASS OF INVENTORY RTE:	07 - Rural - Major Collector
(37) HISTORICAL SIGNIFICANCE:	2 - Eligible for National Register	(100) STRAHNET HIGHWAY:	Not a STRAHNET route
(101) PARALLEL STRUCTURE:	N - No parallel structure	(102) DIRECTION OF TRAFFIC:	2-way traffic
(103) TEMPORARY STRUCTURE:		(104) HIGHWAY SYSTEM OF INVENTORY ROUTE:	0 - Structure/Route is NOT on NHS
(105) FEDERAL LANDS HIGHWAYS:	0-Not Applicable	(110) DESIGNATED NATIONAL NETWORK:	Inventory route not on network
(112) NBIS BRIDGE LENGTH:	Yes		

NAVIGATION DATA

(38) NAVIGATION CONTROL:	0 - No navigation control on waterway (bridge permit not required)	(39) NAVIGATION VERTICAL CLEAR:	000.0 FT
(111) PIER OR ABUTMENT PROTECTION:		(116) MINIMUM NAVIGATION VERT. CLEARANCE, VERT. LIFT BRIDGE:	FT
		(40) NAV HORIZONTAL CLEARANCE:	0000.0 FT

PROPOSED IMPROVEMENTS

(75A) TYPE OF WORK:		(95) ROADWAY IMPROVEMENT COST:	$ 000000
(75B) WORK DONE BY:		(96) TOTAL PROJECT COST:	$ 000000
(76) LENGTH OF IMPROVEMENT:	000000 FT	(97) YR OF IMPROVEMENT COST EST:	0000
(94) BRIDGE IMPROVEMENT COST:	$ 000000	(114) FUTURE AVG DAILY TRAFFIC:	012100
		(115) YR OF FUTURE ADT:	2034

Miscellaneous Asset Data

019150

Asset Management

Load Rating 2:

Has the dead load or the structural condition of the primary load carrying members changed since the last inspection?

Extended Frequency: Submittal Date:

Inspector:

INDOT Reviewer:

This bridge has been accepted into the Extended Frequency Program. Approval Date:

Joints: ** Indicate location, type, and rating of lowest rated joint.*

No Joints Present

N - ONLY to remove other value that is no longer present.

Comments:

Terminal Joints: **Rating of lowest rated terminal joint.* N

Comments:

Concrete Slopewall: **Rating of lowest rated slopewall.* N

Comments:

Bearings: ** Indicate type, and rating of lowest rated bearing.*

N - No Bearing(s)

Comments:

Approach Slabs: ** Indicate if present & condition rating.*

N - No Approach Slabs

Comments:

Paint: ** Indicate if paint present , year painted & condition rating.*

N - No Paint N

Comments:

Endangered Species: ** If yes, add one photo to the dropdown field*

Bats: seen or heard under structure? * N

Birds/swallows/nests seen? Empty nests present? * N

BRIDGE Culvert Geometry:

Barrel Length:

Height:

Width:

Inspector:	Bewley,Daniel W.	**Structure Number:**	019150
Inspection Date:	08/02/2022	**Facility Carried:**	US 52

Bridge Inspection Report

NBI Data come from National Inventory

NBI 113: Scour Critical Bridges 7

NBI 113a Scour Critical Bridges Comments

Designed scour countermeasures (riprap) were installed under contract B-29536 along both abutments. The riprap remains in-place and functioning, but is beginning to "silt over".

Original Flow Line Elev. = 873.0'
Bent 1 Top of Footing Elev. = 869.85'
Bent 1 Bottom of Footing Elev. = 867.60'
Bent 2 Top of Footing Elev. = 869.85'
Bent 2 Bottom of Footing Elev. = 867.60'

To Be Completed by Hydraulics

Scour Analysis Status	1-Scour Analysis on file	Scour Analysis Date	09/18/2006	Scour Analysis Determination	2 – Scour Analysis complete, bridge IS hydraulically scour critical by analysis

Hydraulics Comments

To Be Completed by Bridge Inspection

Scour Critical Safety Status

Date of Counter Measure Placed or Field Verified

Bridge Inspectoin Comments

Scour Delineators installed

LOAD RATING - BRADIN

Load Rating Date: 06-NOV-20

National Bridge Inventory (NBI):

(65) INVENTORY RATING METHOD:	0
(66) INVENTORY RATING:	26.152
(63) OPERATING RATING METHOD:	0
(64) OPERATING RATING:	43.56
(31) DESIGN LOAD:	5
(70) BRIDGE POSTING:	5
(41) STRUCTURE OPEN/POSTED/CLOSED:	A
(66C) TONS POSTED:	
(66D) DATE POSTED/CLOSED:	

Posting Configurations:

Emergency Vehicles:

EV2: LEGAL RF:	1.8
EV3: LEGAL RF:	1.16

2-Axles:

H20-44: LEGAL RF:	1.75
ALTERNATE MILITARY: LEGAL RF:	1.45

3-Axles:

HS20: LEGAL RF:	1.21
AASHTO TYPE 3: LEGAL RF:	1.63

4-Axles:

SU4: LEGAL RF:	1.44
TOLL ROAD LOADING NO. 2: ROUTINE PERMIT RF:	

5-Axles:

AASHTO TYPE 3S2: LEGAL RF:	1.58
SU5: LEGAL RF:	1.32
TOLL ROAD LOADING NO. 1: ROUTINE PERMIT RF:	

6+-Axles:

AASHTO TYPE 3-3: LEGAL RF:	1.73
LANE TYPE: LEGAL RF:	
SU6: LEGAL RF:	1.18
SPECIAL TOLL ROAD TRUCK: ROUTINE PERMIT RF:	
SU7: LEGAL RF:	1.09
MICHIGAN TRAIN TRUCK NO. 5: ROUTINE PERMIT RF:	
MICHIGAN TRAIN TRUCK NO. 8: ROUTINE PERMIT RF:	

Other Configurations:

H20-44: DESIGN RF:	1.05
NRL: LEGAL RF:	
SUPERLOAD-11 AXLES: SPECIAL PERMIT RF:	0.74
SUPERLOAD-13 AXLES: SPECIAL PERMIT RF:	0.81
SUPERLOAD-14 AXLES: SPECIAL PERMIT RF:	0.58
SUPERLOAD-19 AXLES (152.5T): SPECIAL PERMIT RF:	0.72
SUPERLOAD-19 AXLES (240.045T): SPECIAL PERMIT RF:	0.61

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
4/25/2023 1:30 PM	2200176	I-65	Boone
Federal Structure ID	**Structure Coordinates** (latitude and longitude)	**Structure Height** (approximate)	**Structure Length**
I65-142-05571 BNBL	40.07558/ -86.49919	38 feet	125 feet

Structure Type (check one)

Bridge Construction Style

(•) Cast-in-place		( ) Pre-stressed Girder	
( ) Flat Slab/Box		( ) Steel I-beam	
( ) Truss	Side View	( ) Covered	
( ) Parallel Box Beam		( ) Other:	

Culvert Type

( ) Box	
( ) Pipe/Round	( )
( ) Other:	

Other Structure

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
[ ] Metal	[ ] None	[X] Concrete
[X] Concrete	[X] Concrete	[ ] Timber
[ ] Timber	[ ] Steel	[ ] Stone/Masonry
[ ] Open grid	[ ] Timber	[ ] Other:
[ ] Other:	[ ] Other:	

Culvert Material

[ ] Metal	
[ ] Concrete	
[ ] Plastic	
[ ] Stone/Masonry	
[ ] Other:	

Creosote Evidence

( ) Yes ( ) No ( ) Unknown

Notes:

Crossings Traversed (check all that apply)

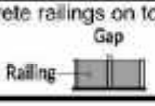
[ ] Bare ground	[X] Open vegetation
[ ] Rip-rap	[ ] Closed vegetation
[X] Flowing water	[ ] Railroad
[ ] Standing water	[ ] Road/trail - Type:
[ ] Seasonal water	[ ] Other:

Surrounding Habitat (check all that apply)

[ ] Agricultural	[ ] Grassland
[ ] Commercial	[ ] Ranching
[ ] Residential-urban	[X] Riparian/wetland
[ ] Residential-rural	[ ] Mixed use
[X] Woodland/forested	[ ] Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
[X] All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	[ ] Not present	[ ] Visual - live # dead # [ ] Guano [ ] Staining; [ ] Audible [ ] Odor [ ] Photos; [ ] Species
[X] Concrete surfaces (open roosting on concrete)	[ ] Not present	[ ] Visual - live # dead # [ ] Guano [ ] Staining; [ ] Audible [ ] Odor [ ] Photos; [ ] Species
[X] Spaces between concrete end walls and the bridge deck	[ ] Not present	[ ] Visual - live # dead # [ ] Guano [ ] Staining; [ ] Audible [ ] Odor [ ] Photos; [ ] Species
[ ] Crack between concrete railings on top of the bridge deck 	[X] Not present	[ ] Visual - live # dead # [ ] Guano [ ] Staining; [ ] Audible [ ] Odor [ ] Photos; [ ] Species
[X] Vertical surfaces on concrete I-beams	[ ] Not present	[ ] Visual - live # dead # [ ] Guano [ ] Staining; [ ] Audible [ ] Odor [ ] Photos; [ ] Species
[X] Spaces between walls, ceiling joists	[ ] Not present	[ ] Visual - live # dead # [ ] Guano [ ] Staining; [ ] Audible [ ] Odor [ ] Photos; [ ] Species
[X] Weep holes, scupper drains, and inlets/pipes	[ ] Not present	[ ] Visual - live # dead # [ ] Guano [ ] Staining; [ ] Audible [ ] Odor [ ] Photos; [ ] Species
[X] All guiderails	[ ] Not present	[ ] Visual - live # dead # [ ] Guano [ ] Staining; [ ] Audible [ ] Odor [ ] Photos; [ ] Species
[X] All expansion joints	[ ] Not present	[ ] Visual - live # dead # [ ] Guano [ ] Staining; [ ] Audible [ ] Odor [ ] Photos; [ ] Species

Name: Sarah Everhart

Signature: Sarah Everhart

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
4/25/2023 3:00 PM	2200176	I-65	Boone
Federal Structure ID	**Structure Coordinates** (latitude and longitude)	**Structure Height** (approximate)	**Structure Length**
I65-142-05571 BSBL	40.07558/ -86.49952	20 feet	125 feet

Structure Type (check one)

Bridge Construction Style

- (●) Cast-in-place
- ( ) Flat Slab/Box
- ( ) Truss (Side View)
- ( ) Parallel Box Beam
- ( ) Pre-stressed Girder
- ( ) Steel I-beam
- ( ) Covered
- ( ) Other:

Culvert Type

- ( ) Box
- ( ) Pipe/Round
- ( ) Other:

Other Structure

- ( )

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
[ ] Metal	[ ] None	[X] Concrete
[X] Concrete	[X] Concrete	[ ] Timber
[ ] Timber	[ ] Steel	[ ] Stone/Masonry
[ ] Open grid	[ ] Timber	[ ] Other:
[ ] Other:	[ ] Other:	

Culvert Material

- [ ] Metal
- [ ] Concrete
- [ ] Plastic
- [ ] Stone/Masonry
- [ ] Other:

Creosote Evidence

- ( ) Yes ( ) No
- ( ) Unknown

Notes:

Crossings Traversed (check all that apply)

[ ] Bare ground	[X] Open vegetation
[ ] Rip-rap	[ ] Closed vegetation
[X] Flowing water	[ ] Railroad
[ ] Standing water	[ ] Road/trail - Type:
[ ] Seasonal water	[ ] Other:

Surrounding Habitat (check all that apply)

[ ] Agricultural	[ ] Grassland
[ ] Commercial	[ ] Ranching
[ ] Residential-urban	[X] Riparian/wetland
[ ] Residential-rural	[ ] Mixed use
[X] Woodland/forested	[ ] Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)
[X] All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	[ ] Not present	[ ] Visual - live # dead # [ ] Guano [ ] Staining [ ] Audible [ ] Odor [ ] Photos [ ] Species
[X] Concrete surfaces (open roosting on concrete)	[ ] Not present	[ ] Visual - live # dead # [ ] Guano [ ] Staining [ ] Audible [ ] Odor [ ] Photos [ ] Species
[X] Spaces between concrete end walls and the bridge deck	[ ] Not present	[ ] Visual - live # dead # [ ] Guano [ ] Staining [ ] Audible [ ] Odor [ ] Photos [ ] Species
[ ] Crack between concrete railings on top of the bridge deck (Gap, Railing)	[X] Not present	[ ] Visual - live # dead # [ ] Guano [ ] Staining [ ] Audible [ ] Odor [ ] Photos [ ] Species
[X] Vertical surfaces on concrete I-beams	[ ] Not present	[ ] Visual - live # dead # [ ] Guano [ ] Staining [ ] Audible [ ] Odor [ ] Photos [ ] Species
[X] Spaces between walls, ceiling joists	[ ] Not present	[ ] Visual - live # dead # [ ] Guano [ ] Staining [ ] Audible [ ] Odor [ ] Photos [ ] Species
[X] Weep holes, scupper drains, and inlets/pipes	[ ] Not present	[ ] Visual - live # dead # [ ] Guano [ ] Staining [ ] Audible [ ] Odor [ ] Photos [ ] Species
[X] All guiderails	[ ] Not present	[ ] Visual - live # dead # [ ] Guano [ ] Staining [ ] Audible [ ] Odor [ ] Photos [ ] Species
[X] All expansion joints	[ ] Not present	[ ] Visual - live # dead # [ ] Guano [ ] Staining [ ] Audible [ ] Odor [ ] Photos [ ] Species

Name: Sarah Everhart

Signature: Sarah Everhart

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
4/25/2023 9:00 AM	2200176	US 52	Boone
Federal Structure ID	**Structure Coordinates** (latitude and longitude)	**Structure Height** (approximate)	**Structure Length**
052-06-03141	40.09239/ -86.52390	15 feet	65 feet

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss (Side View)
- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ◉ Other: Concrete Arch

Culvert Type

- ◉ Box
- ◉ Pipe/Round
- ◉ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☒ Concrete
☒ Concrete	☒ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

- ○ Yes ○ No ○ Unknown

Culvert Material

- ☐ Metal
- ☐ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Notes:

Crossings Traversed (check all that apply)

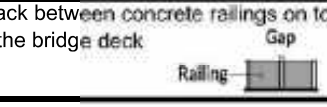
☐ Bare ground	☒ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☒ Flowing water	☐ Railroad
☐ Standing water	☐ Road/trail - Type:
☐ Seasonal water	☐ Other:

Surrounding Habitat (check all that apply)

☐ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☐ Residential-urban	☒ Riparian/wetland
☐ Residential-rural	☐ Mixed use
☒ Woodland/forested	☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Concrete surfaces (open roosting on concrete)	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Spaces between concrete end walls and the bridge deck	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Weep holes, scupper drains, and inlets/pipes	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ All guiderails	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Sarah Everhart

Signature: Sarah Everhart

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
4/25/2023 10:15 AM	2200176	US 52	Boone
Federal Structure ID	**Structure Coordinates** (latitude and longitude)	**Structure Height** (approximate)	**Structure Length**
052-06-03142	40.07753/ -85.50685	15 feet	65 feet

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss (Side View)
- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ◉ Other: Concrete Arch

Culvert Type

- ◉ Box
- ◉ Pipe/Round
- ◉ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☒ Concrete
☒ Concrete	☒ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

- ○ Yes ○ No ○ Unknown

Culvert Material

- ☐ Metal
- ☐ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Notes:

Crossings Traversed (check all that apply)

☐ Bare ground	☒ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☒ Flowing water	☐ Railroad
☐ Standing water	☐ Road/trail - Type:
☐ Seasonal water	☐ Other:

Surrounding Habitat (check all that apply)

☐ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☐ Residential-urban	☒ Riparian/wetland
☐ Residential-rural	☐ Mixed use
☒ Woodland/forested	☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Concrete surfaces (open roosting on concrete)	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Spaces between concrete end walls and the bridge deck	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck (Gap / Railing)	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Weep holes, scupper drains, and inlets/pipes	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ All guiderails	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Sarah Everhart

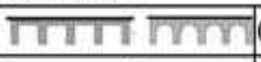
Signature: Sarah Everhart

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
4/25/2023 12:00 PM	2200176	I-65	Boone
Federal Structure ID	**Structure Coordinates** (latitude and longitude)	**Structure Height** (approximate)	**Structure Length**
I65-141-03143 C	40.06671/ -86.49565	15 feet	52 feet

Structure Type (check one)

Bridge Construction Style

○ Cast-in-place		○ Pre-stressed Girder	
○ Flat Slab/Box		○ Steel I-beam	
○ Truss		○ Covered	
○ Parallel Box Beam		◉ Other: Concrete Arch	

Culvert Type

- ○ Box
- ○ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☒ Concrete
☒ Concrete	☒ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Culvert Material

- ☐ Metal
- ☐ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Creosote Evidence

○ Yes ○ No ○ Unknown

Notes:

Crossings Traversed (check all that apply)

☐ Bare ground	☒ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☒ Flowing water	☐ Railroad
☐ Standing water	☐ Road/trail - Type:
☐ Seasonal water	☐ Other:

Surrounding Habitat (check all that apply)

☐ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☐ Residential-urban	☒ Riparian/wetland
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Areas Assessed (check all that apply)

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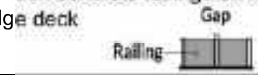
Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Concrete surfaces (open roosting on concrete)	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Spaces between concrete end walls and the bridge deck	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck 	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Weep holes, scupper drains, and inlets/pipes	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ All guiderails	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Sarah Everhart

Signature: Sarah Everhart

Table: ACSDT5Y2021.B17001

EJ Analysis - Table 1

	Boone County, Indiana		Census Tract 8103, Boone County, Indiana		Census Tract 8104, Boone County, Indiana	
Label	**Estimate**	**Margin of Error**	**Estimate**	**Margin of Error**	**Estimate**	**Margin of Error**
Total:	68,886	±247	5,609	±565	5,870	±576
Income in the past 12 months below poverty level:	4,042	±711	457	±263	529	±264
Male:	1,717	±410	228	±165	205	±122
Under 5 years	71	±60	15	±25	0	±17
5 years	0	±29	0	±17	0	±17
6 to 11 years	209	±121	31	±37	22	±36
12 to 14 years	124	±99	18	±30	0	±17
15 years	47	±48	19	±33	15	±26
16 and 17 years	33	±45	0	±17	0	±17
18 to 24 years	305	±200	21	±35	13	±21
25 to 34 years	187	±106	27	±31	81	±74
35 to 44 years	231	±130	15	±25	48	±52
45 to 54 years	86	±47	5	±10	12	±18
55 to 64 years	138	±69	19	±29	14	±21
65 to 74 years	188	±141	37	±34	0	±17
75 years and over	98	±60	21	±27	0	±17
Female:	2,325	±476	229	±145	324	±171
Under 5 years	120	±107	19	±29	44	±64
5 years	43	±68	0	±17	43	±68
6 to 11 years	96	±65	18	±28	10	±17
12 to 14 years	42	±46	0	±17	14	±22
15 years	34	±53	19	±31	15	±41
16 and 17 years	38	±32	0	±17	0	±17
18 to 24 years	232	±157	0	±17	0	±17
25 to 34 years	291	±138	35	±41	0	±17
35 to 44 years	370	±178	33	±36	50	±42
45 to 54 years	277	±140	68	±94	59	±66
55 to 64 years	273	±102	12	±19	20	±34
65 to 74 years	257	±145	25	±27	57	±44
75 years and over	252	±165	0	±17	12	±19
Income in the past 12 months at or above poverty level:	64,844	±768	5,152	±577	5,341	±576
Male:	32,542	±411	2,186	±300	2,702	±393
Under 5 years	2,240	±132	84	±57	198	±128
5 years	487	±193	0	±17	0	±17
6 to 11 years	3,244	±326	120	±75	229	±112
12 to 14 years	1,232	±211	79	±65	98	±55
15 years	674	±182	63	±58	99	±113
16 and 17 years	844	±158	75	±75	92	±76
18 to 24 years	2,364	±222	148	±110	285	±159
25 to 34 years	3,868	±180	159	±67	396	±175
35 to 44 years	4,733	±170	261	±79	476	±165
45 to 54 years	4,777	±147	372	±143	222	±102
55 to 64 years	4,272	±103	551	±153	292	±119
65 to 74 years	2,495	±144	164	±79	249	±86
75 years and over	1,312	±69	110	±53	66	±37

Table: ACSDT5Y2021.B17001

EJ Analysis - Table 1

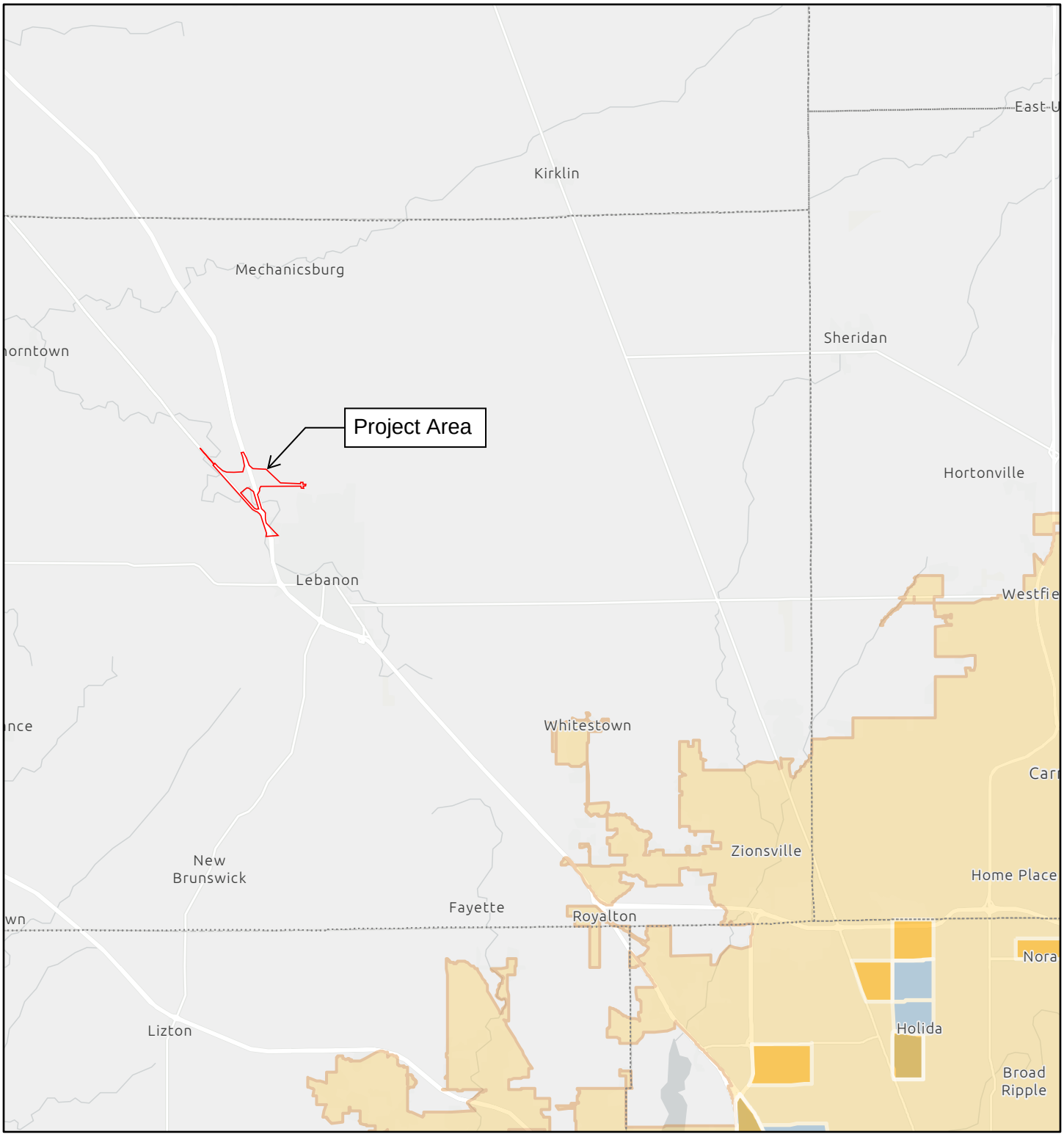
	Boone County, Indiana		Census Tract 8103, Boone County, Indiana		Census Tract 8104, Boone County, Indiana	
Label	**Estimate**	**Margin of Error**	**Estimate**	**Margin of Error**	**Estimate**	**Margin of Error**
Female:	32,302	±556	2,966	±408	2,639	±332
Under 5 years	2,002	±174	86	±70	221	±128
5 years	583	±225	49	±44	11	±20
6 to 11 years	2,777	±265	251	±142	159	±97
12 to 14 years	1,356	±267	104	±60	151	±116
15 years	413	±168	32	±53	17	±30
16 and 17 years	1,178	±202	61	±61	25	±39
18 to 24 years	2,242	±179	296	±156	403	±201
25 to 34 years	3,946	±178	246	±73	452	±178
35 to 44 years	4,471	±171	397	±175	346	±113
45 to 54 years	4,624	±153	289	±128	306	±126
55 to 64 years	4,294	±135	567	±160	256	±76
65 to 74 years	2,631	±156	419	±107	147	±68
75 years and over	1,785	±203	169	±87	145	±82

Table: ACSDT5Y2021.B03002

EJ Analysis - Table 2

	Boone County, Indiana		Census Tract 8103, Boone County, Indiana		Census Tract 8104, Boone County, Indiana	
Label	**Estimate**	**Margin of Error**	**Estimate**	**Margin of Error**	**Estimate**	**Margin of Error**
Total:	69,839	*****	5,930	±558	6,080	±625
Not Hispanic or Latino:	67,515	*****	5,738	±543	5,462	±599
White alone	62,309	±128	5,548	±513	5,349	±603
Black or African American alone	1,436	±135	63	±43	27	±38
American Indian and Alaska Native alone	35	±36	4	±8	7	±15
Asian alone	2,200	±269	0	±17	10	±20
Native Hawaiian and Other Pacific Islander alone	0	±29	0	±17	0	±17
Some other race alone	116	±129	0	±17	0	±17
Two or more races:	1,419	±300	123	±86	69	±61
Two races including Some other race	67	±75	0	±17	9	±17
Two races excluding Some other race, and three or more races	1,352	±305	123	±86	60	±59
Hispanic or Latino:	2,324	*****	192	±166	618	±207
White alone	966	±293	140	±155	185	±138
Black or African American alone	0	±29	0	±17	0	±17
American Indian and Alaska Native alone	0	±29	0	±17	0	±17
Asian alone	20	±50	0	±17	0	±17
Native Hawaiian and Other Pacific Islander alone	47	±89	0	±17	0	±17
Some other race alone	426	±264	44	±50	48	±57
Two or more races:	865	±336	8	±14	385	±191
Two races including Some other race	783	±324	8	±14	383	±196
Two races excluding Some other race, and three or more races	82	±113	0	±17	2	±7

Figure 1
I-65 and US 52 Interchange Improvement (Des. No. 2200176)



11/13/2023, 5:42:24 PM

1:288,895

0 1.75 3.5 7 mi

0 3 6 12 km

State Boundaries

Counties

USDOT Transportation Disadvantaged Areas 04-2022

CEJST Disadvantaged Areas

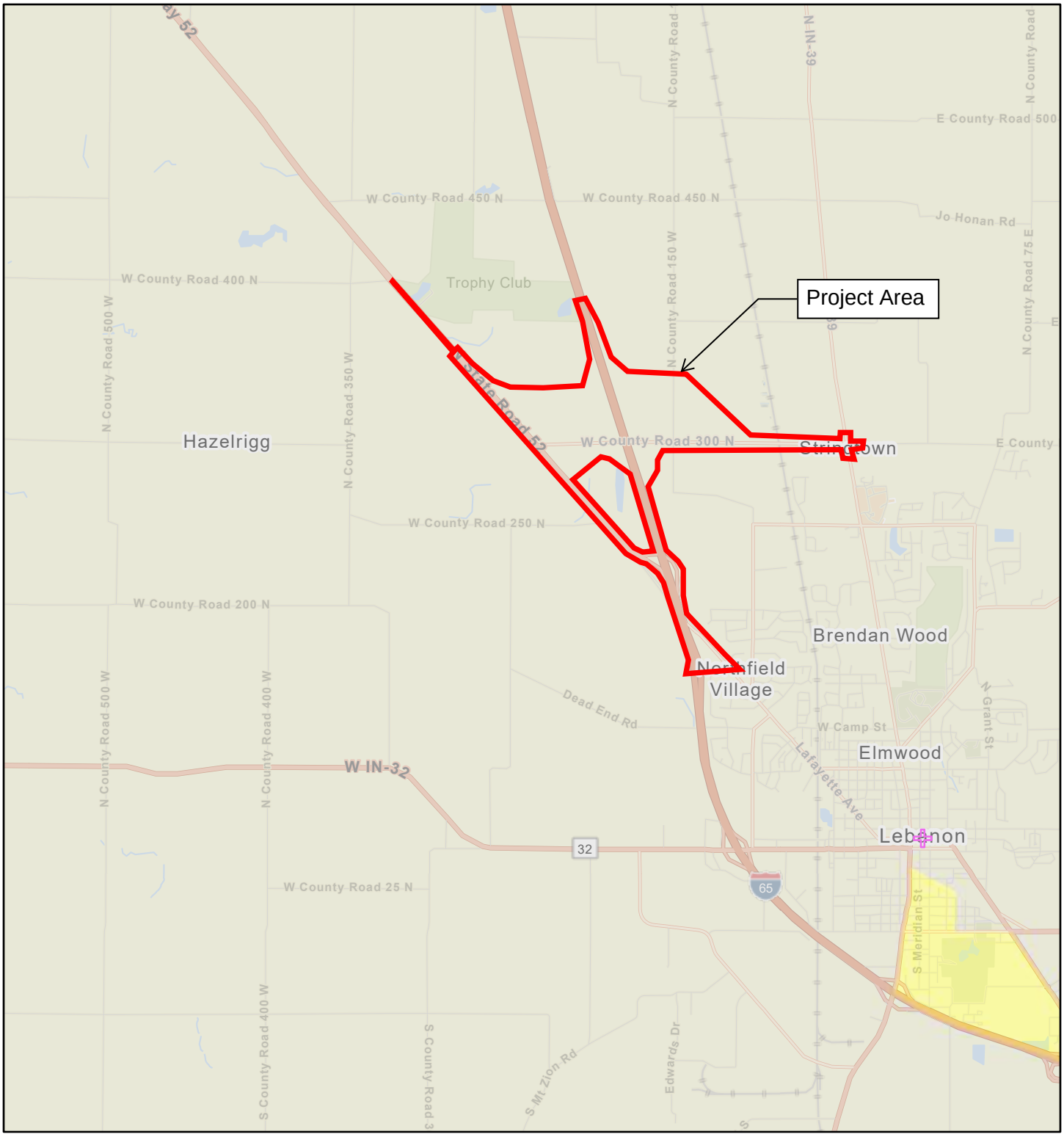
Census Urbanized Area

Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA

ArcGIS Web AppBuilder

Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA | Acknowledgment of the U.S. Department of Commerce, U.S. Census Bureau, Geography Division, and the Bureau of

Figure 2
Limited English Proficiency



11/13/2023

1:72,224

0 0.47 0.95 1.9 mi

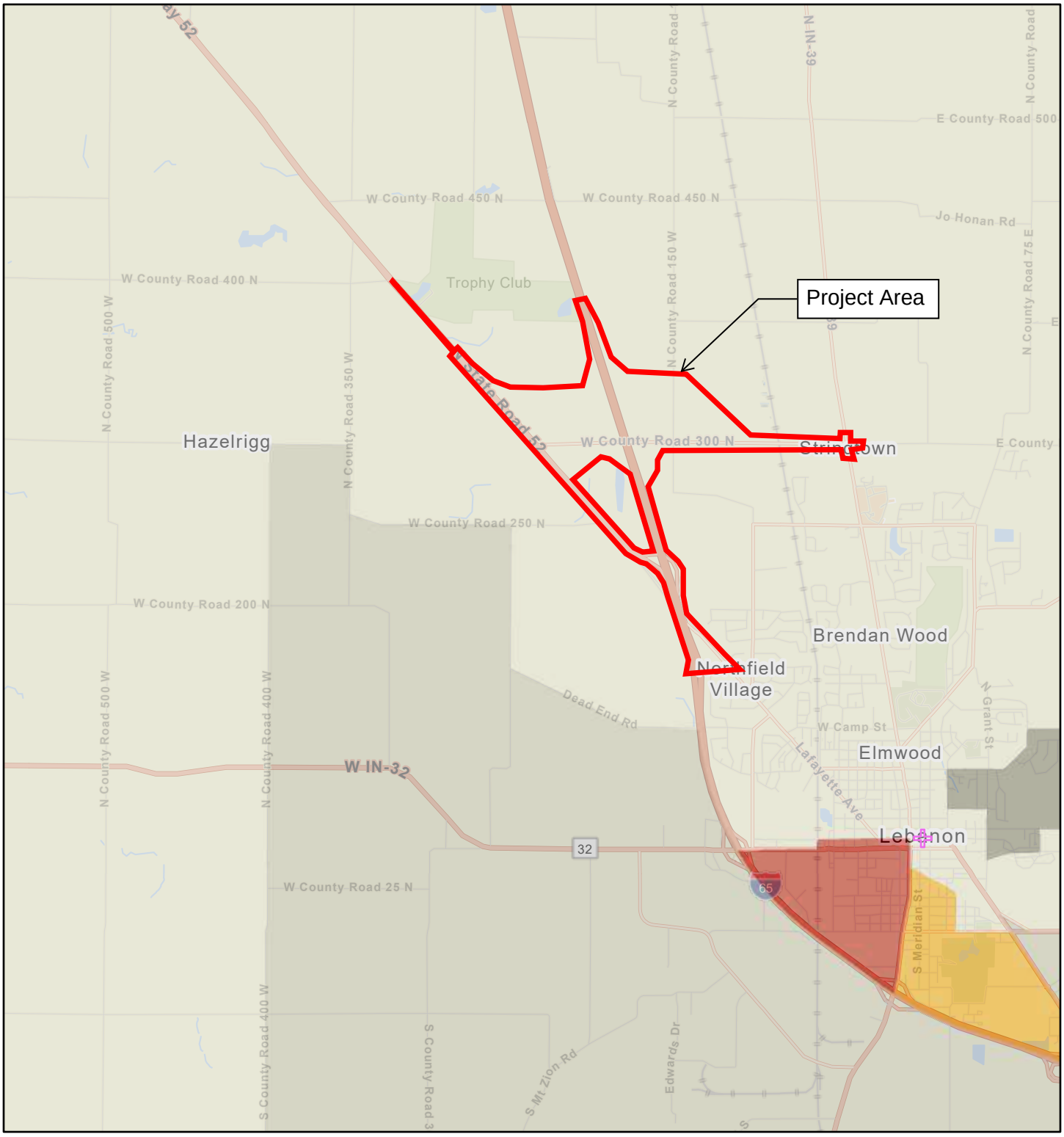
0 0.75 1.5 3 km

Limited English Speaking
(State Percentiles)

- Less than 50 percentile
- 80 - 90 percentile
- Search Result (point)

Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA

Figure 3
Less than High School Education



11/13/2023

1:72,224

0 0.47 0.95 1.9 mi

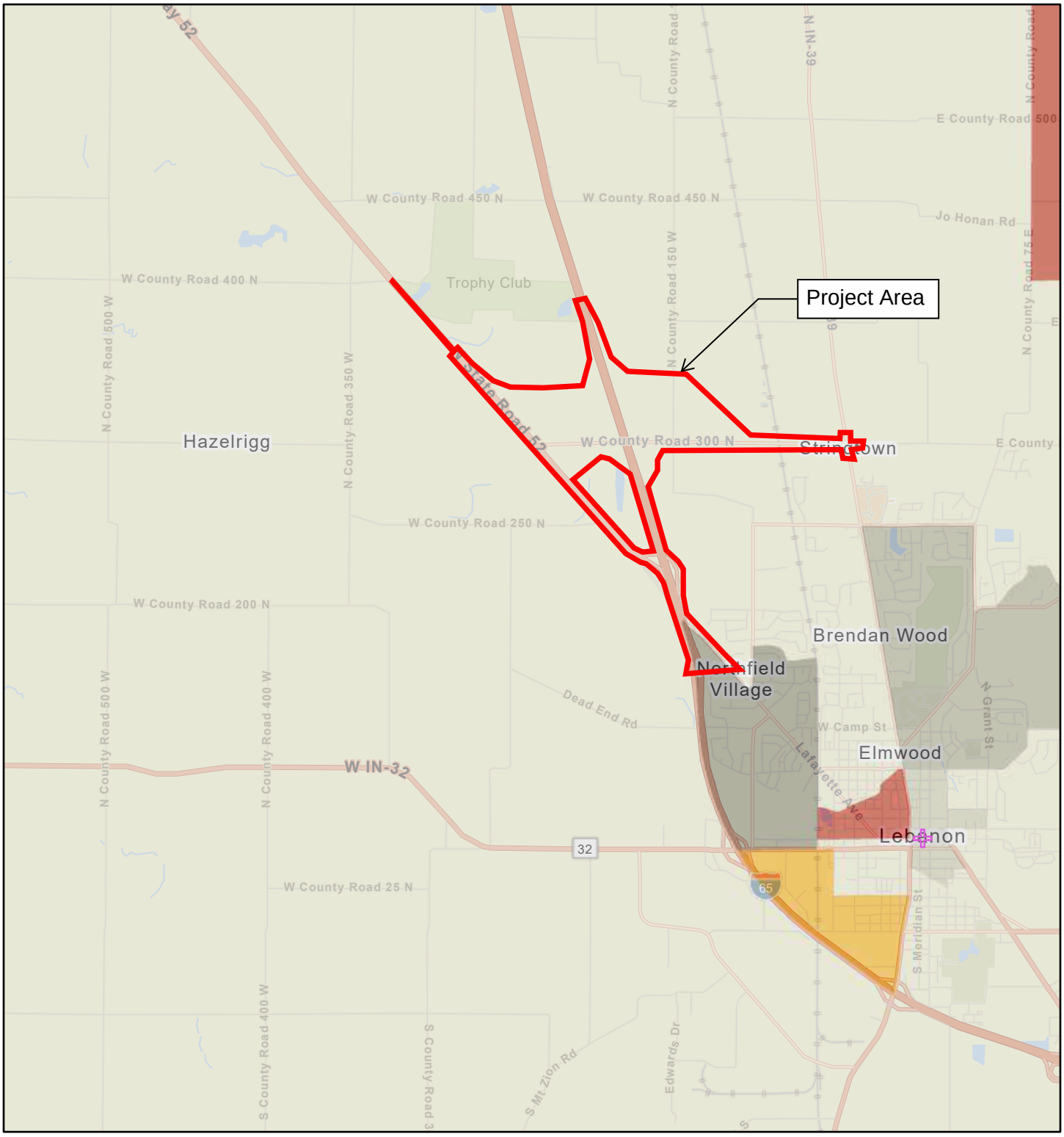
0 0.75 1.5 3 km

Less Than High School Education (State Percentiles)

- Less than 50 percentile
- 50 - 60 percentile
- 70 - 80 percentile
- 90 - 95 percentile
- 95 - 100 percentile
- Search Result (point)

Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA

Figure 4
Under Age 5



11/13/2023

Under Age 5
(State Percentiles)

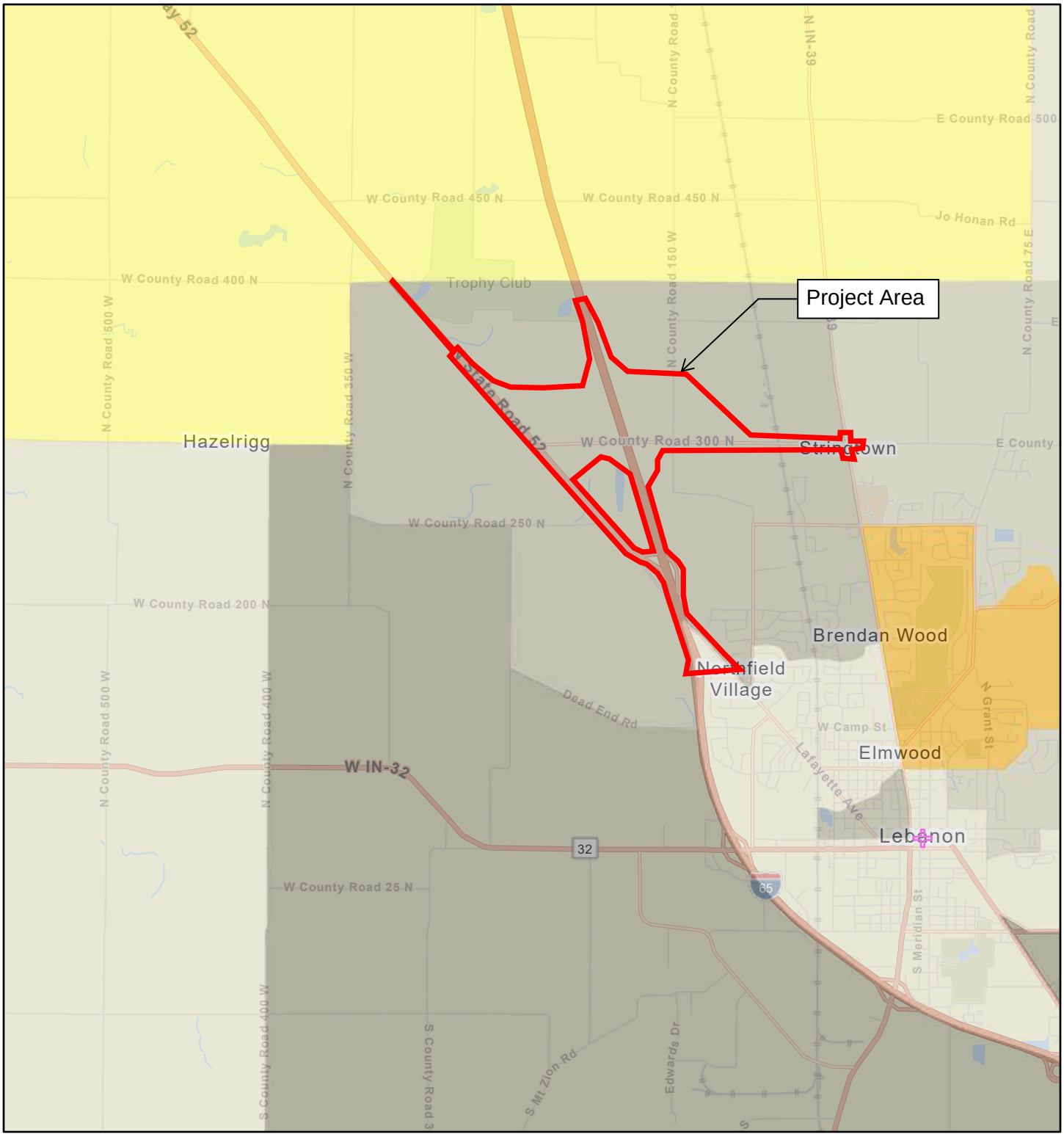
- Less than 50 percentile
- 50 - 60 percentile
- 60 - 70 percentile
- 70 - 80 percentile
- 90 - 95 percentile
- 95 - 100 percentile
- Search Result (point)

1:72,224

0 0.47 0.95 1.9 mi
0 0.75 1.5 3 km

Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA

Figure 5
Over Age 64



11/13/2023

1:72,224

0 0.47 0.95 1.9 mi

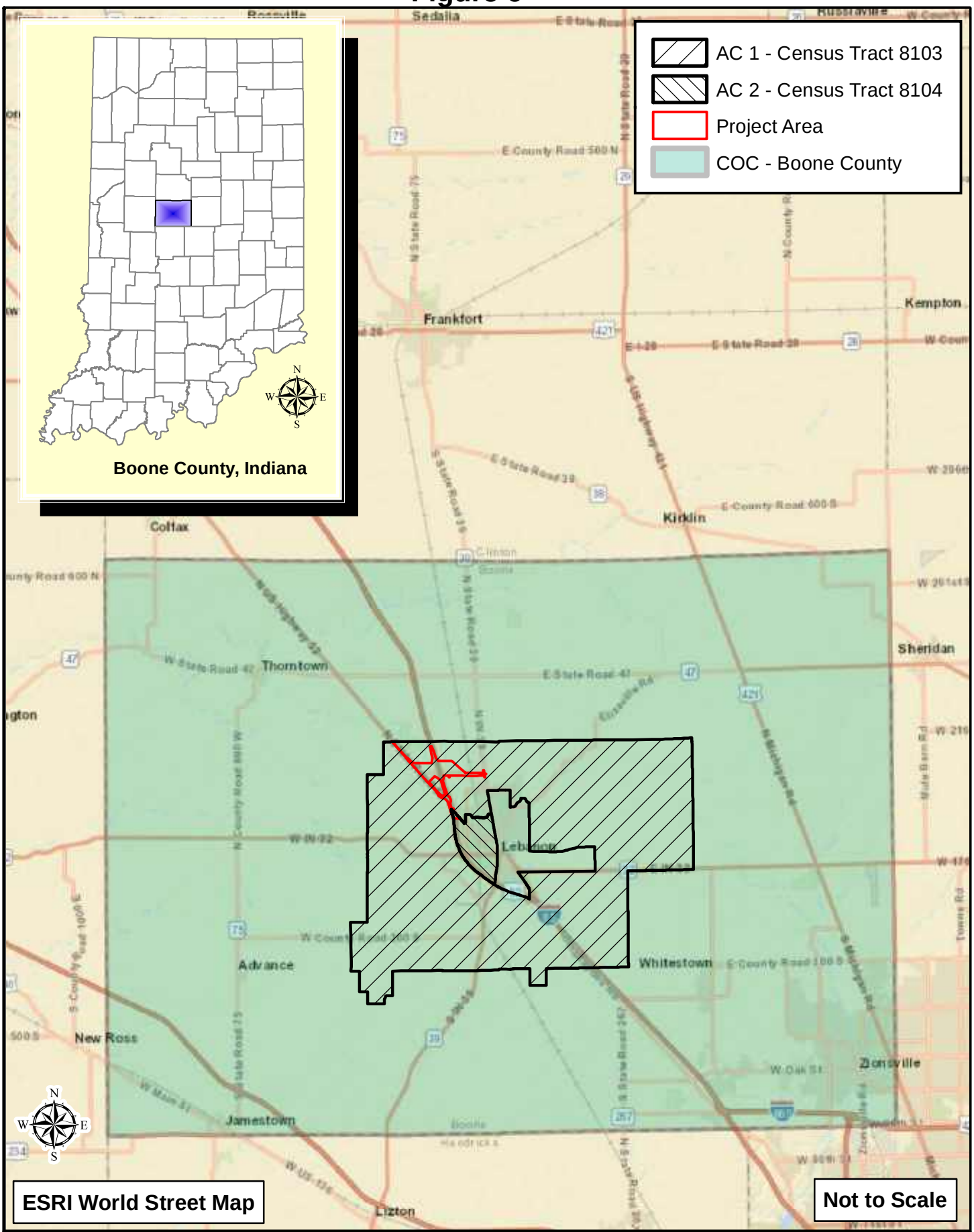
0 0.75 1.5 3 km

Over Age 64
(State Percentiles)

- Less than 50 percentile
- 50 - 60 percentile
- 60 - 70 percentile
- 70 - 80 percentile
- 80 - 90 percentile
- 90 - 95 percentile
- Search Result (point)

Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA

Figure 6



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AMERICAN STRUCTUREPOINT INC

Environmental Justice Analysis Map

INDOT Crawfordsville District
41 West 300 North
Crawfordsville, Indiana 47933

I-65 and US 52 Interchange Improvement
Des. No. 2200176
Location: Lebanon
Township: Center
County: Boone
State: Indiana

Date: 12/22/2023