

I-65 AND US 52 INTERCHANGE IMPROVEMENT PROJECT

LEBANON, BOONE COUNTY, INDIANA
DES. NO. 2200176



PROJECT INFORMATION PACKET

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June 17, 2024

Welcome Local Resident, Interested Citizen, and Elected / Local Public Official:

Welcome to the Indiana Department of Transportation's (INDOT) public hearing regarding the I-65 and US 52 Interchange Improvement Project (Des. No. 2200176) located in Lebanon, Boone County, IN.

The purpose of this public hearing is to offer all interested persons an opportunity to comment on current design plans and the environmental document for this project. There are several ways your comments may be presented this evening and following tonight's public hearing. You may submit comments in the following manner:

1. **Complete** a comment form and return it to an INDOT representative attending the public hearing. Comment forms are available at the sign-in table and also included in your information packet
2. **Participate** as speaker during the comment session following tonight's presentation
3. **E-mail** comments to Sarah Everhart, American Structurepoint, Inc. at severhart@structurepoint.com
4. **Mail** comments to Sarah Everhart of American Structurepoint, Inc. at 9025 River Road, Suite 200, Indianapolis, Indiana 46240
5. **Fax** comments to Sarah Everhart of American Structurepoint, Inc. at (317) 547-2070.
6. **Visit** www.52at65.com to learn more about this project and submit comments online
7. **Submit** comments (or have comments postmarked by) **July 2, 2024**. Comments will be reviewed and considered as part of the INDOT decision making process
8. **Questions?** Contact Sarah Everhart, American Structurepoint, Inc. or INDOT Customer Service at 1-855-INDOT-4-U (1-855-463-6848) INDOT@indot.in.gov.

The INDOT Crawfordsville District is responsible for maintaining 5,003 lane miles of state roads, 850 lane miles of interstate, 1,556 large culverts, 899 state bridges, 159 snow routes, 378 traffic signals, 89 flashers, 48,283 road signs, and 969 panel signs. There are five subdistricts (Cloverdale, Crawfordsville, Frankfort, Terre Haute and West Lafayette) and 14 counties (Benton, Boone, Clay, Clinton, Fountain, Hendricks, Montgomery, Morgan, Parke, Putnam, Tippecanoe, Vermillion, Vigo and Warren) in this west central Indiana district.

Public Hearing Agenda

Meeting Called to Order
Formal presentation
Public Comment Session
Project Open House

All substantive comments received prior to, during and following the public hearing will be evaluated and responded to in writing within subsequent project documentation. The documentation will address concerns presented during the public hearing process and describe project decisions reached following careful consideration of the views and concerns of the public.

The project team will be available in the display area to explain project details and address questions prior to and following the public hearing.

The Environmental Assessment (EA) is available for public review and inspection at the following locations:

1. In-person at the hearing
2. Project Website: www.52at65.com
3. Lebanon Public Library, 104 E Washington Street, Lebanon, IN 46052

Thank you for attending tonight's public hearing.

Environmental Documentation

The National Environmental Policy Act (NEPA) requires federally funded projects to evaluate how the proposed project could impact the surrounding environment, including both the natural environment, like waterways, wetlands, and endangered species, and the social environment, like historic resources and social and economic factors. These evaluations go into the environmental document that is prepared for the project.

At this point in the process, an Environmental Assessment (EA) has been completed that evaluated a wide variety of impacts including things like right-of-way, water resources, and historic resources. We also coordinated with local, state, and federal agencies that may have jurisdiction or special expertise. As a reminder, the EA document is available for review online at the project website, and in-person at the locations discussed earlier.

The EA was reviewed and approved by INDOT and FHWA then was released for public involvement on May 22, 2024. A Finding of No Significant Impact (FONSI) is anticipated for the project. A FONSI is issued for a project if the undertaking is a major action but is determined to not result in a significant impact, based on the EA findings.

The information below is a summary of the project and impacts as described in the EA.

Project Description

The need for the 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 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 from the development, 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 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.

As proposed, the project will relocate the existing I-65/US 52 interchange to approximately 0.28 mile north of existing CR 300 N and construct a conventional diverging diamond interchange (DDI). US 52 will be realigned to travel in an east/west direction to the new interchange location. A connection will be made to the remaining portion of US 52 south of the new alignment, which will be renamed Old US 52. Old US 52 will terminate south of CR 250 N in a cul-de-sac, prior to reaching I-65, and all traffic will be shifted onto the old northbound lanes, which will be restriped to maintain two-directional traffic and maintain access to all properties. At the intersection of the newly aligned US 52 and Old US 52, a continuous Green-T intersection will be constructed. East of the interchange, a new road, CR 325 N, will be extended to the east and a new multi-lane roundabout will be constructed at Witt Road. The existing CR 300 N and the CR 300 N over I-65 bridge will remain in place for local

access and emergency services. The existing I-65/US 52 interchange ramps will be removed including the ramp from northbound Lafayette Avenue to I-65 northbound.

Maintenance of Traffic

A Transportation Management Plan (TMP) is under development for this project. The TMP will continue to be developed and finalized as the project progresses. The goals are to construct the project in a way that is safe during construction for contractors as well as the traveling public, to minimize the number of lane closures, and to minimize ramp closures and local road detours. At this time, two TMP meetings have been held to discuss the project. The TMP Task Force included various representatives from INDOT, City of Lebanon, Boone County, Indiana State Police, and the design team.

The Maintenance of Traffic (MOT) plan for this project will consist of phased construction. A majority of the project is off existing alignment and will have minimal traffic impacts during construction except for work to tie into existing alignment along US 52, I-65, Witt Road, and CR 300 N. During construction along I-65, it is anticipated that three lanes in each direction will be maintained. A temporary runaround will be constructed for CR 300 N to maintain access at US 52. Temporary crossovers will be constructed on US 52 to maintain one lane of traffic in each direction.

Right-of-Way and Relocations

The project requires approximately 66.7 acres of permanent ROW, which consists of 61.1 acres from agricultural land, 3.4 acres from residential land, 1.2 acres from commercial land, and 1 acre of wetlands. The project will require 1.1 acres of temporary ROW from residential and agricultural land. The ROW is needed for the construction of the interchange at the new location, realignment of US 52, and construction of tie-ins to local roadways and access drives. The project will result in one relocation, which is a residence located along Witt Road where CR 325 N will be constructed.

The land acquisition process must follow the Relocation Assistance and Real Property Acquisition Policies Act of 1970. The Uniform Act of 1970's goal is to ensure fair compensation and assistance for those whose property is acquired for public use. Brochures that describe this process can be found on the project website and at the hearing information stations. Anyone with property specific questions are invited to reach out by phone, email, or comment form.

Project Schedule and Estimated Cost

Milestone	Completed/Expected Dates
Environmental Assessment Approved and Released for Public Involvement	May 22, 2024
Public Comment Opportunity	May 31 – July 2, 2024
Anticipated Finding of No Significant Impact (FONSI)	Spring/Summer 2024
Final Design	Summer 2024
Project Letting	Winter 2024
Construction Begins	Spring 2025

The estimated cost for this project is \$84,560,640, which includes design, right-of-way, and construction. This project includes both federal and state funding. This project is included in the Fiscal Year (FY) 2024- 2028 Statewide Transportation Improvement Program (STIP).

Water Resources

A Wetland Delineation Report and Waters Report was approved by INDOT Ecology, Waterway Permitting, and Stormwater Office (EWPSO) on March 4, 2024. It was determined that four streams (Prairie Creek, UNT 3 to Prairie Creek, UNT 7 to Prairie Creek, and UNT 8 to Prairie Creek) were identified within the investigated area. No streams will be impacted below their ordinary high water mark. The Floodplain of Prairie Creek will have minor impacts.

It was determined that 49 wetlands totaling 4.759 acres are located within the investigated area. A total of 11 wetlands (Wetland BD, Wetlands P to U, Wetlands 3 to 4, Wetland 17, and Wetland 21) are anticipated to be permanently impacted for approximately 1.6 acres due to the construction of the new interchange, realignment of US 52, and associated construction grading. Of the 1.6 acres of permanent impacts to wetlands, 1.591 acres are permanent impacts to waters of the State (Wetland BD, Wetlands P to U, Wetlands 3 to 4, and Wetland 21) that are anticipated to be exempted by IDEM under IC 13-18-22-1(b)(7), IC 13-11-2-74.5(5), and IC 13-11-2-74.5(6). The remaining 0.009 acre of permanent impacts is to Wetland 17, which is a waters of the US and is the only impact that is anticipated to require a permit application. No temporary impacts will occur.

It is anticipated that the impacts to wetlands described above will require an IDEM Section 401 Nationwide Permit (NWP) and a USACE Section 404 NWP. Due to impact to regulated wetlands totaling less than 0.1 acre, mitigation is not anticipated to be required, but will be determined during permitting.

Terrestrial Habitat

The project will impact approximately 90 acres of terrestrial habitat, consisting of approximately 61.1 acres of agricultural land, 20 acres of maintained grass, 1.6 acres of wetlands, and 1.62 acres of trees, due to the construction of the new interchange and realignment of US 52. Of the 1.62 acres of tree clearing, approximately 1.16 acre is within 100-feet of existing roadway and approximately 0.46 acre is between 100-300 feet of existing roadway. No tree clearing will occur along Prairie Creek.

Noise

A noise analysis was completed for the project. The analysis identified 375 receptors within the area. 29 receptors were identified to be impacted. Noise abatement was determined to be not feasible or reasonable at any of the locations. Additional details concerning the noise analysis can be found in the EA. A reevaluation 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, the abatement measures will be provided. The final decision on the installation of any abatement measures will be made after completion of the project's final design and the public involvement process.

Cultural Resources

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires federal agencies to consider the effects of their actions on cultural resources that are listed, or eligible for listing in the National Register of Historic

Places (NRHP) in consultation with the State Historic Preservation Officer (SHPO) and other consulting parties and to share their findings with the public.

To meet the requirements of Section 106, an Historic Properties Short Report was completed to identify any resources eligible for the National Register. Two bridges, the US 52 bridges over Prairie Creek, were identified that had previously been determined to be eligible for the National Register. No work will occur to these bridges except for the temporary median crossovers that will be installed for maintenance of traffic during the project. Additionally, archaeological investigations were conducted for the project. No archaeological sites were recommended eligible for the National Register. Beck Cemetery is located adjacent to the project and was not recommended eligible. However, it must be avoided. A Cemetery Development Plan was prepared for ground disturbance within 100 feet of the cemetery.

A Section 106 Finding of “No Adverse Effect” was issued by INDOT and FHWA for the project on April 2, 2024. Additional details can be found in the EA.

Community Impacts and Environmental Justice

Identification and evaluation of effects to low income, minority, and other disadvantaged communities were evaluated. Community Benefits identified for the project include improved mobility and direct access to the areas east and west of I-65. Additionally, the project will create pedestrian facilities that cross I-65. Temporary inconveniences associated with construction are expected, however, permanent socioeconomic effects are not expected. The project will not have any disproportionately high and adverse impacts to low income or minority populations

For more information regarding the project plans and potential impacts of the project, please refer to the EA document, which is available at the following locations:

1. In-person at the hearing
2. Project Website: www.52at65.com
3. Lebanon Public Library, 104 E Washington Street, Lebanon, IN 46052

