

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

For

Indiana Project
Des. Number 2200176 et al
I-65 and US 52 New Interchange Relocation
Boone County, Indiana

The approved Environmental Assessment (EA) was released for public involvement by the Federal Highway Administration (FHWA) on May 22, 2024. The public comment period was from May 31, 2024, to July 2, 2024, with an in-person public hearing held on June 17, 2024. Sixty-four members of the public attended the meeting. Comments were received from twenty (20) members of the public and one (1) agency, the US Environmental Protection Agency. These comments provided no new substantive information requiring additional analysis.

The Indiana Department of Transportation (INDOT) proposes to relocate the I65 and US 52 interstate interchange in Boone County, Indiana near the City of Lebanon. The project will provide improved mobility and direct access to areas east and west of I65, north of Lebanon and increase the level of service¹ (LOS) of the I65 and US 52 interchange to LOS D or better. Level of service is a term used to refer to a collection of measures of automobile congestion and travel time delay that is intended to represent a traveler's perception of the quality of service provided by the transportation infrastructure. It is a letter grade scale from A to F with A being a free flow condition and F being a failure in the flow with unacceptable congestion. The current interchange is expected to operate at LOS F by 2045 due to the development that has taken place in the area. The project is expected to improve the 2045 LOS to a minimum of D.

The Selected Alternative includes actions that result in a new full access diverging diamond interchange located 0.28 miles north of the existing I65 and US 52 partial interchange and in removal of the existing interchange ramps. Below is a summary of the scope of the project, but a full project description is identified as the "Preferred Alternative" in the Environmental Assessment Document:

- Construct a conventional diverging diamond interchange including 2 new overpass bridges,
- Install traffic signals east and west of the new bridges to manage traffic flow through the interchange,
- Remove existing partial interchange infrastructure,
- Install new lighting at the interchange and along the interstate between the current interchange location and the new one,
- Build stormwater detention ponds within the new interchange infields,

¹ https://www.transportation.gov/sites/dot.gov/files/docs/LOS%20Case%20Study%20Introduction_508.pdf

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- Realign US 52 in an east / west direction at the new interchange location,
- Build a connection road between existing US 52 south of the US 52 realignment (which will become Old US 52) to the new US 52 on west side of the new interchange including a continuous Green-T intersection between the two roads,
- Construct a cul de sac to terminate the old US 52 alignment south of CR 250 North and shift all traffic to the former northbound lanes to allow access to properties,
- Build pedestrian facilities from the new interchange to the continuous Green-T intersection of the newly realigned US 52 and Old US 52,
- Construct a new road, CR 325 North, from the new interchange east to Witt Road and a roundabout at the new intersection,
- Remove existing I65 and US 52 interchange ramps, and
- Remove the I65 northbound ramp to Lafayette Ave northbound.

After the EA was released for the public hearing, a minor change was made to add signage along US 52 alerting drivers to residential driveways northwest of the new interchange.

No streams will be permanently impacted by the project. Eleven wetlands for a total of 1.6 acres will be impacted. The project has been designed to minimize stream and wetland impacts where possible within the project area. Wetland impacts will be mitigated through the waterway and wetland permitting process in compliance with federal and state regulations.

Terrestrial habitats impacted by the project include approximately 61.1 acres of agricultural land and 20 acres of maintained grass. A total of 1.62 acres of trees will be removed for the project.

The project is within range of the federally endangered Indiana bat and Northern long-eared bat (NLEB). The project effect finding for these species is “Not Likely to Adversely Affect”. On February 2, 2024, the USFWS concurred and agreed on site-specific Avoidance and Mitigation Measures.

There are two properties that are listed on or eligible for listing on the National Register of Historic Places within the area of potential effect for the project. There will be no adverse effect to the properties and, the State Historic Preservation Officer concurred with the “no adverse effect” finding for the project on May 2, 2024. Because the project will avoid the historic properties and the Stone Eater Bike Park, it was determined there would be no use of these Section 4(f) resources as a result of the project. There are no other types of Section 4(f) resource within or adjacent to the project area; therefore, there will be no Section 4(f) resource impacts caused by the project.

This project is in Boone County, which is currently a maintenance area for Ozone (1997 Standard). The project’s design concept and scope are accurately reflected in the Indianapolis Metropolitan Planning Organization’s (IMPO) 2050 Long Range

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Transportation Plan, which conforms to the State Implementation Plan. The project area is located outside of the IMPO planning area and, therefore, is not listed in the transportation improvement program. The conformity requirements of 40 CFR 93 have been met.

This project is considered a Type 1 project in terms of analyzing traffic noise impacts. Therefore, in accordance with 23 CFR 772 and the INDOT Traffic Noise Analysis Procedure (2022), this action required a formal noise analysis. Based on the studies completed, 29 impacted receptors will have noise impacts. However, according to the 2022 INDOT noise procedures, noise abatement measures are not feasible or reasonable at the 12 locations evaluated for potential noise abatement. Therefore, the project will not include noise abatement.

It was determined that the impacts associated with this project will not have a disproportionately high and adverse effect on minority and/or low-income populations of Environmental Justice (EJ) concern relative to non-EJ populations in accordance with the provisions of Executive Orders 12898 and 14096 and FHWA Order 6640.23a.

There are 27 commitments listed as firm commitments and 8 included for further consideration in the EA. After the public hearing one additional firm commitment was added to the project for a total of 28 firm commitments:

The project will be modified to include signage in the area of the new US 52 curve (west of the new interchange) that indicates the presence of residential driveways that should alert drivers of potential turns by other vehicles. (INDOT Environmental Services Division)

The FHWA has determined that this project, as identified in the Environmental Assessment and supplemental project information, will have no significant impact on the natural and human environment. This Finding of No Significant Impact (FONSI) is based on the environmental assessment, public hearing transcript, public and agency comments received. They have been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the project. These documents provide sufficient evidence and analysis for determining that significant impacts will not occur, and an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of these documents.

July 26, 2024

Date

Erica Tait
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Tait
Date: 2024.07.26 10:15:29
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For: Jermaine R. Hannon
Division Administrator

Appendix A: Approved Environmental Assessment


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

Road No./County:	Interstate 65 (I-65) and US 52 Interchange/ Boone County
Designation Number(s):	2200176 (lead), 1800069, 2300277, 2300278, 2300279, 2300280, 2300281 2300282, 2300284
Project Description/Termini:	Relocate interchange/ Along I-65 from the Lafayette Avenue extending north for 2.15 miles; Along US 52 from the existing I-65/US 52 interchange extending northwest for approximately 2.17 miles; Along County Road (CR) 300 N from the US 52 and CR 300 N intersection extending east for approximately 1.10 miles

	Categorical Exclusion, Level 2 – Required Signatories: INDOT DE and/or INDOT ESD
	Categorical Exclusion, Level 3 – Required Signatories: INDOT ESD
	Categorical Exclusion, Level 4 – Required Signatories: INDOT ESD and FHWA
X	Environmental Assessment (EA) – Required Signatories: INDOT ESD and FHWA
	Additional Investigation (AI) – The proposed action included a design change from the original approved environmental document. Required Signatories must include the appropriate environmental approval authority

Approval	N/A	 May 22, 2024
	INDOT DE Signature and Date KARSTIN MARIE CARMANY-GEORGE <small>Digitally signed by KARSTIN MARIE CARMANY-GEORGE Date: 2024.05.22 10:02:39 -04'00'</small>	INDOT ESD Signature and Date
	FHWA Signature and Date 5/22/24	

Release for Public Involvement	N/A	N/A
	INDOT DE Initials and Date	INDOT ESD Initials and Date

Certification of Public Involvement	 7-3-24
	INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date:	 May 22, 2024
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Name and Organization of CE/EA Preparer:	Sarah J. Everhart, American Structurepoint, Inc.
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Note: Refer to the most current INDOT CE Manual, guidance language, and other ESD resources for further guidance regarding any section of this form.

Part I – Public Involvement

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

	Yes	No
Does the project have a historic bridge processed under the Historic Bridges PA*?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If No, then: Opportunity for a Public Hearing Required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

Notice of Entry letters were mailed to potentially affected property owners near the project area on May 26, 2022, January 1, 2023, and February 9, 2023 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. Sample copies of the Notice of Entry letters are included in Appendix G, G-1 to G-3.

December 2022 – Public Information Meeting

A public information meeting was held on December 15, 2022 at Lebanon High School, 510 Tiger Way, Lebanon, Indiana. A public notice was mailed to approximately 300 entities including businesses and property owners within the project's initial study area, as well as local officials and stakeholders. Additionally, the public notice was published in the *Lebanon Reporter* on December 1 and 8, 2022. The intent of the meeting was to describe the purpose and need of the project, timeline of the project, and project alternatives. The public was invited to share comments and questions with the members of the project team during the informal open house after the presentation. Public comments were accepted through January 16, 2023. The presentation and meeting materials were also made available online at the project website (www.i65us52improvement.com; now www.52at65.com). Approximately 117 people signed in and attended the public meeting in-person. During the comment period, approximately 1,358 unique visitors visited the project website where the meeting materials and presentation were posted. Approximately 21 public comments were received (Appendix G, G-50 to G-77). Public comments focused on maintaining the existing I-65/US 52 interchange, maintaining the existing CR 300 N over I-65 bridge, emergency services routes, travel for farmers, overall impacts, and preference of conceptual alternatives. Comments were considered and incorporated into the project as appropriate. Information pertaining to the December 15, 2022 public information meeting, including the public notice, presentation, exhibits, and public comments can be found in Appendix G, G-4 to G-77.

May 2023 – Notice of Preliminary Preferred Alternative

After the alternative analysis was completed and a preliminary preferred alternative was recommended, a Notice of Preliminary Preferred Alternative (Appendix G, G-78) was mailed to approximately 350 entities and emailed to approximately 121 entities. These entities included those notified of the December 2022 public information meeting, people who signed in to the December 2022 public information meeting, people who signed up for the project newsletter, people that previously submitted comments, businesses and property owners within the project's initial study area, as well as local officials and stakeholders. The notice was also posted to the project website (www.i65us52improvement.com; now www.52at65.com). No comments were received in response to the Notice of Preliminary Preferred Alternative.

August 2023 – Public Information Meeting

A public information meeting was held on August 31, 2023 at Lebanon High School, 510 Tiger Way, Lebanon, Indiana. A public notice was mailed to approximately 367 entities and emailed to approximately 207 entities. These entities included those notified of the December 2022 public information meeting, people who signed into the December 2022 public information meeting, people who signed up for the project newsletter, people that previously submitted comments, businesses and property owners within the project's initial study area, as well as local officials and stakeholders. Additionally, the public notice was published in the *Lebanon Reporter* on August 24, 2023. The intent of the meeting was to review the preliminary preferred alternative and timeline of the project. The public was invited to share comments and questions with the members of the project team during the informal open house after the presentation. Public comments were accepted through October 2, 2023. The presentation and meeting materials

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were also made available online at the project website (www.52at65.com). Approximately 88 people signed in and attended the public meeting in-person. During the comment period, approximately 2,462 unique visitors visited the project website where the meeting materials and presentation were posted. Approximately 12 comments were received (Appendix G, G-106 to G-124). Public comment focused on maintaining the existing I-65/US 52 interchange and maintaining the existing CR 300 N over I-65 bridge. Comments were considered and incorporated into the project as appropriate. Information pertaining to the August 31, 2023 public information meeting, including the public notice, presentation, exhibits, and public comments can be found in Appendix G, G-79 to G-124.

Public Hearing

FHWA determined the National Environmental Policy Act (NEPA) class of action to be an Environmental Assessment (EA) on January 8, 2024 (Appendix A, A-62 to A-69). Per the current *Indiana Department of Transportation (INDOT) Project Development Public Involvement Procedures Manual*, a public hearing will be conducted. Upon approval and release of the EA for public involvement, a legal notice will be placed in a local publication notifying the public of the EA's availability for review and comment for a period of at least 30 days. The legal notice will also announce the date and venue of the public hearing at least 15 days in advance of the hearing and will appear again in local publication at least seven days in advance of the hearing.

The public hearing will allow the public to formally provide comments on the preferred alternative and potential effects to the social and natural environment. Comments will be accepted for a period of 15 days following the hearing. A Notice of Availability (NOA) will be advertised in the same local publications and mailed to the established mailing list compiled for the project, announcing the availability of the approved environmental document and disposition of public comments.

Subsequent to the satisfactory completion of the public involvement process, and if determined appropriate, a request for preparation of a Finding of No Significant Impact (FONSI) will be submitted to the FHWA through INDOT. All comments received during this period will be listed and individually addressed in the disposition of comments attachment included in the FONSI request packet. If any comments cause a re-examination or require a change to the EA, an Additional Information (AI) document may be prepared and approved by the FHWA prior to the submission of the FONSI request to the FHWA. The preparation of the FONSI by the FHWA will indicate that the NEPA process for this project has been completed. Individuals included on the mailing list for the project will be notified by US mail of the FONSI issuance by the FHWA. In addition, a public notice announcing the availability of the FONSI will be advertised in a local publication of general circulation.

Section 106

To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of "No Adverse Effect" was published in the *Lebanon Reporter* on April 9, 2024 offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on May 9, 2024. The text of the public notice and the affidavit of publication appear in Appendix D, D-86. The State Historic Preservation Office (SHPO) concurred with the finding on May 2, 2024 (Appendix D, D-87 to D-89). No other comments were received.

Public Controversy on Environmental Grounds

Discuss public controversy concerning community and/or natural resource impacts, including what is being done during the project to minimize impacts.

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

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

Sponsor of the Project: INDOT INDOT District: Crawfordsville

Local Name of the Facility: I-65 and US 52

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

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

This is page 3 of 48 Project name: I-65 and US 52 Interchange Improvement Date: May 20, 2024

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County BooneRoute I-65 and US 52Des. No. 2200176 (Lead)

PURPOSE AND NEED:

The need should describe the specific transportation problem or deficiency that the project will address. The purpose should describe the goal or objective of the project. The solution to the traffic problem should NOT be discussed in this section.

Need:

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 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 (Appendix A, A-7 to A-8 and A-39 to A-43).

Purpose:

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.

For additional details concerning the purpose and need, please see Appendix A, A-3 to A-8.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: BooneMunicipality: Lebanon

Limits of Proposed Work: Along I-65 from Lafayette Avenue extending north for 2.15 miles; Along US 52 from the existing I-65/US 52 interchange extending northwest for approximately 2.17 miles; Along County Road (CR) 300 N from the US 52 and CR 300 N intersection extending east for approximately 1.10 miles

Total Work Length: 5.31 Mile(s)Total Work Area: 100.25 Acre(s)Is an Interstate Access Document (IAD)¹ required?

If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?

¹If an IAD is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IAD.

Yes¹

No

☒☐

Date: July 7, 2023

Describe location of project including township, range, city, county, roads, etc. Existing conditions should include current conditions, current deficiencies, roadway description, surrounding features, etc. Preferred alternative should include the scope of work, anticipated impacts, and how the project will meet the Purpose and Need. Logical termini and independent utility also need discussed.

INDOT Crawfordsville District, with funding from the Federal Highway Administration (FHWA), intends to proceed with an interchange relocation project.

At the eastern termini (Witt Road) of this interchange relocation project, there is a potential unfunded future project to realign CR 300 N, east of Witt Road, being considered which is independent of this interchange relocation project. At this time, there is no funding allocated for this potential future project. If federal funding is allocated for this potential future project, a separate environmental document compliant with the National Environmental Policy Act (NEPA) will be completed. The potential unfunded future project is not included in this Environmental Assessment (EA).

Location:

The project is located at the I-65 and US 52 interchange in Lebanon, Boone County, Indiana. The project is specifically located on the Hazelrigg and Lebanon United States Geological Survey (USGS) 7.5 Minute Quadrangle Maps in Sections 9, 13, 14, 15, 16, 22,

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23, 24, 26, Township 19 North, Range 1 West. 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 partial 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. The State Location Map, USGS Topographic Map, and 2021 Aerial Photography Map for the original study area and the project area can be referenced in Appendix B, B-1 to B-6.

Existing Conditions:

The project area primarily consists of maintained grassy right-of-way (ROW) and agricultural land. Existing land use near the project limits is primarily agricultural, with some residential and commercial properties. Larger industrial/commercial buildings are actively being built to the northeast of the project.

I-65

This section of I-65 is functionally classified as a six-lane interstate (three northbound and three southbound). I-65 has a posted speed limit of 70 miles per hour (mph) for passenger cars and 65 mph for heavy trucks. The typical roadway section of I-65 consists 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 separates the northbound and southbound travel lanes. 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.

US 52

This section of US 52 is functionally classified as a major collector and is a four-lane highway (two northbound and two southbound) 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 northbound and southbound 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 US 52 currently merges with I-65 approximately 0.87 mile south of the existing CR 300 N overpass of I-65 and runs along I-65 into Indianapolis.

I-65/US 52 Interchange

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 Added Travel Lanes (ATL) from SR 32 to SR 47 project (Des. No. 1802967). These projects proceeded with construction and the previously existing I-65 to Lafayette Avenue left-hand exit ramp was removed. 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) could have resulted in a preferred alternative that conflicts with the I-65 to Lafayette Avenue Flyover ramp. Therefore, the I-65 to Lafayette Avenue exit ramp was reevaluated as part of this I-65 and US 52 Interchange Improvement project (Des. No. 2200176) and the existing conditions described for this project reflect the current lack of an I-65 to Lafayette Avenue exit ramp.

Preferred Alternative:

During project development with INDOT, FHWA, and project stakeholders, eight (8) conceptual alternatives were identified and evaluated through an Alternatives Analysis, including the no-build alternative, which is discussed in the *Other Alternatives Considered* section below. The Preliminary Preferred Alternative then went through minor revisions and refinements as the design progressed and the Preferred Alternative below reflects those refinements. The environmental information used for the remainder of this EA is based on the current refined design. It is anticipated that similar refinements would have been required for any alternative selected.

The Preferred Alternative 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). The DDI will require two new bridges to be constructed, I65-143-10802 and I65-143-10803. I65-143-10802 will carry eastbound traffic through the new DDI interchange and over I-65. The new 180-

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foot-long bridge will have a 47-foot-4-inch-wide out-to-out coping width and a 44-foot-wide clear roadway width. The typical section of the bridge will consist of three 12-foot-wide travel lanes, 4-foot-wide shoulders, and 1.5-foot-wide bridge railings. I65-143-10803 will carry westbound traffic through the new DDI interchange and over I-65. This 180-foot-long bridge will have a 63-foot-wide out-to-out coping width and a 44-foot-wide clear roadway width. The typical section of the bridge will consist of three 12-foot-wide travel lanes, 4-foot-wide shoulders, 1.5-inch-wide bridge railings, and a 14-foot-wide sidewalk separated from the travel lanes by a 1-foot-8-inch-wide bridge railing. Traffic signals will be installed west and east of the bridges to manage traffic flow through the interchange. Additionally, interstate and interchange lighting will be installed from the previous I-65/US 52 interchange location to north of the new relocated interchange. Stormwater detention ponds (dry ponds) will be utilized as required within the interchange infields to meet the appropriate storm water detention requirements.

US 52 will be realigned to travel in an east/west direction to the new interchange location. The typical section of US 52 will consist of four 12-foot-wide travel lanes, two in each direction separated by a grass median, with 4-foot-wide interior paved shoulders and 8-foot-wide exterior paved shoulders. 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. The old westbound lanes will be removed except where needed for access drives. At the intersection of the newly aligned US 52 and Old US 52, a continuous Green-T intersection will be constructed. Vehicles heading westbound on US 52 will have continuous free-flow and do not stop while the remaining directions of traffic are controlled via a signal. Specifically, this signal will stop eastbound traffic and provide dedicated phases for westbound vehicles turning left to head southbound and northbound vehicles turning left to head westbound. The pedestrian facilities from the interchange will also extend to this intersection where there will be pedestrian crossings, specifically pedestrian refuge islands for those crossing US 52.

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 north and south legs of the CR 325 N and Witt Road roundabout will tie into the new typical section of Witt Road that will be constructed by a separate project by Indiana Economic Development Corporation (IEDC) prior to this project.

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. The Lafayette Avenue to I-65 northbound ramp will be removed because it will be too close to the proposed I-65 northbound exit ramp, which will cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided from CR 325 N that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52. Additionally, Lafayette Avenue traffic will 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 preferred alternative will acquire approximately 66.7 acres of permanent right-of-way (ROW), which consists of 61.8 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 approximately 1.1 acres of temporary ROW from residential and agricultural land. The preferred alternative will result in one relocation, which is a residence located along Witt Road where CR 325 N will be constructed.

For additional details, please refer to the project plans in Appendix B, B-9 to B-219. All Des. Nos. associated with this project are summarized in the table below.

	Des No	Scope/Location
Lead	2200176	New Interchange Construction
Kin	1800069	US 52 over I-65 Removal
	2300277	New Bridge Construction US 52 EB over I-65
	2300278	New Bridge Construction US 52 WB over I-65
	2300279	Bridge rehabilitation of CR 300 N over I-65
	2300280	Traffic Signal Installation Green T and DDI
	2300281	Bridge Widening on I-65 over Prairie Creek
	2300282	All lighting, signing, and markings
	2300284	Witt Road Roundabout

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Maintenance of Traffic (MOT):

The MOT 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. For additional details, see the *Maintenance of Traffic During Construction* section of this document.

Logical Termini/Independent Utility:

The preferred alternative's termini represent the minimum limits needed to tie in the project with the existing roads that remain while meeting the purpose and need. These project limits are logical since they tie into US 52 and Old US 52 to the west, I-65 to the north and south, and Witt Road to the east. This alternative has independent utility as it does not create the need for additional work and does not rely on any other project to meet the purpose and need. Therefore, this project is a single and complete project.

Purpose and Need Fulfillment:

The preferred alternative described above meets the purpose and need for the interchange improvement project by constructing a full access interchange that provides access in all directions between I-65 and US 52, which improves mobility and direct access to the areas east and west of I-65, north of Lebanon. Additionally, the new interchange improves the LOS of the I-65 and US 52 interchange to LOS D or better.

OTHER ALTERNATIVES CONSIDERED:

Provide a header for each alternative. Describe all discarded alternatives, including the No Build Alternative. Explain why each discarded alternative was not selected. Make sure to state how each alternative meets or does not meet the Purpose and Need and why.

During project development with INDOT, FHWA, and project stakeholders, eight (8) conceptual alternatives were identified and evaluated through an Alternatives Analysis, including the no-build alternative. Conceptual Alternative 8 was identified as the preliminary preferred alternative, which was further refined into the preferred alternative as discussed above. The Alternatives Analysis and additional details can be found in Appendix A, A-1 to A-34.

Three conceptual alternatives (Conceptual Alternatives 1, 2 and 3) were determined to not meet the purpose and need, as discussed below, and were eliminated from further consideration.

Conceptual Alternative 1: No-Build

Conceptual Alternative 1 would leave the existing I-65/US 52 interchange as it currently exists. No improvements would be made. The existing interchange would continue to lack direct access to the areas east and west of I-65, north of Lebanon, and mobility would not be improved. The anticipated LOS of the I-65/US 52 interchange in 2035 would continue to be unacceptable (LOS F) and would not be improved. Conceptual Alternative 1 would not meet the purpose and need of the project; therefore, it was eliminated from further consideration. However, it is provided in the analysis as a baseline for comparison between the remaining conceptual alternatives.

Conceptual Alternative 2: Local Roadway Improvements

Conceptual Alternative 2 would improve existing facilities to meet the expected future traffic conditions without improving the entire existing I-65/US 52 interchange (Appendix A, A-28). The required improvements to existing facilities would include the following:

Location	Required Improvements
I-65 interchange with:	
US 52	<ul style="list-style-type: none">Widen the I-65 NB to US 52 WB exit ramp to 2-lanes
SR 32	<ul style="list-style-type: none">Widen SR 32 to 6-lane road, west of the I-65 interchangeWiden SR 32, east of the I-65 interchange, to accommodate three (3) WB through lanes approaching the I-65 NB Ramp intersectionWiden SR 32 bridge over I-65 to accommodate 8-lane sectionI-65 SB ramp added turn lanes: dual EBR (300'), dual WBL (250'), dual SBR (500')I-65 NB ramp added turn lanes: dual EBL (350'), dual NBL (350')
SR 47	<ul style="list-style-type: none">Install traffic signal control at both rampsWiden SR 47 bridge to accommodate 3-lane section

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	<ul style="list-style-type: none"> I-65 SB ramp added turn lanes: WBL (200'), SBR (200') I-65 NB ramp added turn lanes: EBL (300'), exist. WBR extended (350')
SR 39 intersection with:	
SR 32	<ul style="list-style-type: none"> West leg: widen to 4-lane from I-65 to SR 39 East leg: widen to 3-lane section from SR 39 to Indianapolis Ave South leg: widen to 4-lane from SR 32 to I-65 North leg: widen to 3-lane section from Washington St to SR 32
CR 300 N	<ul style="list-style-type: none"> Install traffic signal control Add dedicated turn lanes: WBL (400'), SBL (300')
US 52 intersection with:	
SR 47	<ul style="list-style-type: none"> Add dedicated turn lanes: EBL (250'), WBL (400'), NBR (400'), EBR (250') Extend storage length of existing turn lanes: NBL (400'), SBL (350')
CR 300 N	<ul style="list-style-type: none"> Install traffic signal control Add dedicated turn lanes: WBL (400'), SBL (300')
Witt Road intersection with:	
CR 300 N	<ul style="list-style-type: none"> Install traffic signal control Add dedicated turn lanes: WBL (400'), SBL (300')

Implementing the proposed improvement to existing facilities within the surrounding roadway network would improve the LOS of the I-65/US 52 interchange to LOS C. However, the existing I-65/US 52 interchange would continue to lack access to US 52 from I-65 southbound, from US 52 to I-65 northbound, and from I-65 southbound to Lafayette Avenue. Due to the remaining lack of access, this conceptual alternative would not improve direct access and mobility to the areas east and west of I-65, north of Lebanon. Conceptual Alternative 2 would not fully meet the purpose and need of the project; therefore, it was eliminated from further consideration.

Conceptual Alternative 3: I-65 and Lafayette Avenue Exit Ramp

Conceptual Alternative 3 would add a right-hand exit from I-65 southbound to Lafayette Avenue, which would replace the previously existing left-hand exit that was removed as part of the on-going I-65 ATL from SR 32 to SR 47 project (Des. No. 1802967). The existing Lafayette Avenue entrance ramp to I-65 northbound would remain in-place (Appendix A, A-29).

The right-hand exit from I-65 southbound to Lafayette Avenue would be a flyover ramp. Motorists would diverge from southbound I-65 on the right-hand side then cross over I-65 and continue onto Lafayette Avenue. This alternative would require design exceptions for horizontal stopping sight distance and minimum required shoulder width.

Conceptual Alternative 3 would partially improve direct access by providing an exit to Lafayette Avenue from I-65 southbound. However, the existing I-65/US 52 interchange would continue to lack access to US 52 from I-65 southbound and from US 52 to I-65 northbound. Additionally, under this conceptual alternative the I-65/US 52 interchange would operate at LOS F, which would not meet the purpose and need to improve to a LOS of D or better. Conceptual Alternative 3 does not meet the purpose and need of the project; therefore, it was eliminated from further consideration.

The remaining five alternatives (Conceptual Alternatives 4-8) were determined to meet the purpose and need. In analyzing the five conceptual alternatives that meet the purpose and need, environmental and engineering considerations and public input were considered.

Conceptual Alternative 4: I-65 and US 52 Reconstruction

Conceptual Alternative 4 would reconstruct the existing I-65/US 52 interchange at its existing location (Appendix A, A-30). Under this conceptual alternative, US 52 would be realigned west of I-65 to travel in an east/west direction to the interchange. East of the interchange, CR 250 N would be extended west on new alignment from where it currently terminates at Witt Road to the reconstructed I-65/US 52 interchange. This extension of CR 250 N would require a new bridge over Prairie Creek. 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 leaving the entrance ramp in place would require vehicles utilizing the I-65 northbound to US 52 exit and the Lafayette Avenue to I-65 entrance to cross lanes to reach their respective destinations. Although this access point would be removed, a new improved access point would be provided from CR 250 N that would allow vehicles access

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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 4 would improve mobility and direct access to the areas east and west of I-65, north of Lebanon, and improve the LOS of the I-65 & US 52 interchange to LOS D or better.

Preliminary analysis revealed that Conceptual Alternative 4 requires approximately 38.2 acres of right-of-way and would impact approximately 18.1 acres of farmland, which is the least amount out of the conceptual alternatives that meet the purpose and need. This conceptual alternative would have the lowest total miles of construction at 3.87 miles, the second lowest total miles of new construction/alignment at 2.21 miles, and the second lowest estimated total cost at approximately \$47.5 million. However, this estimated total cost is only 8% lower than Conceptual Alternative 7, which has the highest estimated total cost. This conceptual alternative would result in 3 relocations, which is the second highest amount of relocations. This conceptual alternative would have the second highest wetland impact at 1.4 acres. However, this is only 0.6 acre higher than Conceptual Alternative 6 (lowest wetland impact) and 0.3 acre lower than Conceptual Alternative 8 (highest wetland impact). This conceptual alternative would also have a transverse encroachment of Prairie Creek's floodplain since it requires a new crossing to connect to CR 250 N. This would result in approximately 1.8 acres of impact to the floodplain, which is the second highest floodplain impact. Additionally, this conceptual alternative would impact approximately 1.9 acres of forest, which is the highest forest impact out of all the conceptual alternatives, and the majority of the trees removed are within the floodplain. The new crossing of Prairie Creek would impact approximately 258 linear feet of stream. This conceptual alternative has the highest constructability risk due to the new crossing of Prairie Creek and its floodplain. This conceptual alternative would maintain the existing interchange location, which is located approximately 1.95 miles north of the I-65/SR 32 interchange and approximately 3.79 miles south of the I-65/SR 47 interchange.

Conceptual Alternative 5: I-65 and CR 300 N

Conceptual Alternative 5 would relocate the existing I-65/US 52 interchange to CR 300 N (Appendix A, A-31). Under this conceptual alternative, US 52 would be realigned to travel in an east/west direction to the interchange and follow the existing alignment of CR 300 N. A connection would be made to the remaining portion of US 52 south of CR 300 N and this remaining portion of US 52 would terminate south of CR 250 N, prior to reaching I-65. The existing I-65 bridge over Prairie Creek would be widened to accommodate the new auxiliary lanes for the interchange. 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 5 would improve mobility and direct access to the areas east and west of I-65, north of Lebanon, and improve the LOS of the I-65 & US 52 interchange to LOS D or better.

Preliminary analysis revealed that Conceptual Alternative 5 would impact approximately 26.7 acres of farmland and require approximately 54.3 acres of right-of-way, which is the second lowest amount out of all the conceptual alternatives that meet the purpose and need. This conceptual alternative would have the second lowest total miles of construction at 4.05 miles, the lowest total miles of new construction/alignment at 1.52 miles, and the third lowest estimated cost at approximately \$50 million. However, this estimated total cost is only 2% lower than Conceptual Alternative 7, which has the highest estimated total cost. Additionally, this conceptual alternative would result in 14 relocations, which is the most relocations and parcels impacted out of all the conceptual alternatives. This conceptual alternative also has the highest floodplain impact at approximately 2.1 acres. However, this is only 0.3 acres more than the next highest conceptual alternative (Conceptual Alternative 4) and would be a longitudinal encroachment due to the fill from the adjacent ramps. This conceptual alternative does not have any stream impacts and would have the second lowest wetland impact at 1.1 acres. However, this is only 0.3 acre more than Conceptual Alternative 6 (lowest wetland impact) and 0.6 acre less than Conceptual Alternative 8 (highest wetland impact). This conceptual alternative would impact approximately 0.2 acres of forest, which is the lowest forest impact across the conceptual alternatives and is the same impact as Conceptual Alternatives 7 and 8. This conceptual alternative would result in the I-65/US 52 interchange being located approximately 2.63 miles north of the I-65/SR 32 interchange and 3.11 miles south of the I-65/SR 47 interchange.

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Conceptual Alternative 6: I-65 and CR 375 N

Conceptual Alternative 6 would relocate the existing I-65/US 52 interchange to CR 375 N (Appendix A, A-32). Under this conceptual alternative, US 52 would be realigned to travel in an east/west direction to the interchange. East of the interchange, CR 375 N would be extended west on new alignment from where it currently terminates at Witt Road 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. Although this access point would be removed, a new improved access point would be provided from CR 375 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 6 would improve mobility and direct access to the areas east and west of I-65, north of Lebanon, and improve the LOS of the I-65 & US 52 interchange to LOS D or better.

Preliminary analysis revealed that Conceptual Alternative 6 would not result in any relocations. However, this conceptual alternative requires approximately 59.8 acres of right-of-way, which is the second highest amount out of all the conceptual alternatives that meet the purpose and need. This conceptual alternative would have the lowest estimated cost at approximately \$46 million, which is 11% lower than Conceptual Alternative 7 (highest estimated total cost). However, this conceptual alternative would impact the southern portion of Eli Lilly and Company's planned research and manufacturing campus, which is anticipated to hinder and/or halt the development of this parcel that is currently underway. Impacts to this active developing parcel would result in increased cost to the transportation project due to the likely large scale demolition of industrial buildings. This conceptual alternative has the third highest total miles of construction at 4.26 miles and the second highest total miles of new construction/alignment at 2.9 miles. Additionally, this conceptual alternative has the second highest impact to farmland at approximately 58.9 acres and has the second highest forest impact at approximately 1.1 acres. This conceptual alternative does not have any floodplain or stream impacts and would have the lowest wetland impact at 0.8 acre. However, this is only 0.3 acre lower than Conceptual Alternative 5 and 7 (second lowest wetland impact) and 0.9 acre lower than Conceptual Alternative 8 (highest wetland impact). This conceptual alternative would result in the I-65/US 52 interchange being located approximately 3.21 miles north of the I-65/SR 32 interchange and 2.53 miles south of the I-65/SR 47 interchange.

Conceptual Alternative 7: I-65 and CR 300 N, Offset 0.07 Mile North

Conceptual Alternative 7 would relocate the existing I-65/US 52 interchange to CR 300 N, but would be offset approximately 0.07 mile north of existing CR 300 N (Appendix A, A-33). 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 7 would improve mobility and direct access to the areas east and west of I-65, north of Lebanon, and improve the LOS of the I-65 & US 52 interchange to LOS D or better.

Preliminary analysis revealed that Conceptual Alternative 7 would require approximately 55.3 acres of right-of-way and 2 relocations, which both are the third highest amounts out of all the conceptual alternatives. This conceptual alternative would have the third highest impact to farmland at approximately 41.1 acres. This conceptual alternative would have the second highest total miles of construction at 4.39 miles, the third highest total miles of new construction/alignment at 2.73 miles, and the highest estimated total cost at approximately \$51.2 million. However, this is only 0.3% higher than Conceptual Alternative 8 (second highest estimated total cost) and 11% higher than Conceptual Alternative 6 (lowest estimated total cost). Additionally, this conceptual alternative would impact approximately 0.2 acres of forest, which is the lowest forest impact across the conceptual alternatives and is the same impact as Conceptual Alternatives 5 and 8. This conceptual alternative does not have any floodplain or stream impacts and would have the second lowest wetland impact at

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1.1 acres. However, this is only 0.3 acre more than Conceptual Alternative 6 (lowest wetland impact) and 0.6 acre less than Conceptual Alternative 8 (highest wetland impact). In addition, a majority of this conceptual alternative is off existing alignment and would have minimal traffic impacts during construction with phased construction only needed to tie into existing alignment. However, Conceptual Alternative 7 does result in the new alignment of CR 300 N being within close vicinity of several residential parcels. This conceptual alternative would result in the I-65/US 52 interchange being located approximately 2.70 miles north of the I-65/SR 32 interchange and 3.03 miles south of the I-65/SR 47 interchange.

Preliminary Preferred Analysis

The conceptual alternatives that meet the purpose and need (Conceptual Alternatives 4-8) all equally improve the LOS of the I-65 & US 52 interchange to LOS C. However, the conceptual alternatives do not equally improve mobility and direct access to the areas east and west of I-65, north of Lebanon, due to the roadways they tie into. Specifically, Conceptual Alternative 6 ties into CR 375 N at Witt Road (CR 150 W). CR 375 N is functionally classified as a local road and extends east for approximately 1.55 miles before terminating at CR 25 E, which extends south to CR 300 N where it terminates. Conceptual Alternative 4 ties into CR 250 N at Witt Road. CR 250 N (Anderson Lane) is functionally classified as a major collector and extends approximately 1.37 miles east before terminating at Elm Swamp Road (minor arterial), which extends south into residential areas of Lebanon and extends north to CR 300 N. Conceptual Alternatives 5, 7, and 8 tie into CR 300 N. CR 300 N is functionally classified as a major collector and extends approximately 3.30 miles east from Witt Road (CR 150 W) to Elizaville Road, which is an additional 1.75 miles east compared to CR 375 N and an additional 1.30 miles compared to CR 250 N. CR 300 N also provides a direct connection to SR 39 (major collector to the north, other principal arterial to the south), Elizaville Road (major collector), and Elm Swamp Road (minor collector to the north, minor arterial to the south).

In addition, CR 300 N is only approximately 0.25 mile north of Witham Hospital and approximately 0.5 mile north of Lebanon's concentrated retail area along SR 39, which are both important destinations to residents of Lebanon and Boone County. In comparison, CR 375 N is approximately 1.0 miles north of Witham Hospital and approximately 1.5 miles north of Lebanon's concentrated retail area. CR 250 N provides direct access to Witham Hospital and is just north of the concentrated retail area along SR 39; however, the majority of CR 250 N is bordered by residential properties and subdivisions. Overall, a connection to CR 300 N would better improve mobility and direct access, as well as an increased benefit to the local roadway network. Therefore, Conceptual Alternatives 5, 7, and 8 would better meet the purpose and need than Conceptual Alternatives 4 and 6.

The analysis of the evaluation criteria did not result in a conceptual alternative with the fewest impacts across all criteria. However, analysis of the evaluation criteria between conceptual alternatives did reveal that Conceptual Alternative 8 has the fewest cumulative impacts. Conceptual Alternative 8 has the highest right-of-way and highest total construction miles. However, it is only 0.75 mile longer than Conceptual Alternative 4 (lowest total construction miles) and only requires 1 relocation, which is the second lowest number of relocations. Conceptual Alternative 8 has the second highest estimated total cost, but is only 11% higher than Conceptual Alternative 6 (lowest estimated total cost). Conceptual Alternative 8 has the highest impact to farmland and the highest wetland impact. However, it would only impact approximately 0.2 acre of forest (lowest forest impact) and only has approximately 0.9 acre more wetland impacts than Conceptual Alternative 6 (lowest wetland impact). Additionally, Conceptual Alternative 8 does not have any floodplain or stream impacts.

Conceptual Alternative 8 would result in the I-65/US 52 interchange being located approximately 2.91 miles north of the I-65/SR 32 interchange and 2.81 miles south of the I-65/SR 47 interchange, which is closest to the desired 3 mile interchange spacing of all the conceptual alternatives. In addition, a majority of Conceptual Alternative 8 is off existing alignment and would have minimal traffic impacts during construction with phased construction only needed to tie into existing alignment, which will result in shorter duration of closures for the traveling public. Conceptual Alternative 8 does result in the new alignment of CR 300 N being within close vicinity of a few residential parcels; however, the amount of residential parcels are less than Conceptual Alternative 7. Of the public involvement completed thus far, the public feedback received generally preferred Conceptual Alternative 8 out of all the conceptual alternatives with a majority of feedback specifically noting that Conceptual Alternative 8 was preferred over Conceptual Alternative 7.

Based on the analysis, Conceptual Alternative 8 best addressed the purpose and need of the project while balancing the anticipated impacts. Therefore, Conceptual Alternative 8 was determined to be the preliminary preferred alternative and Conceptual Alternatives 4-7 were eliminated from further consideration. Conceptual Alternative 8 was then refined into the Preferred Alternative discussed above.

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The No Build Alternative is not feasible, prudent or practicable because (Mark all that apply)

It would not correct existing capacity deficiencies;

It would not correct existing safety hazards;

It would not correct the existing roadway geometric deficiencies;

It would not correct existing deteriorated conditions and maintenance problems; or

It would result in serious impacts to the motoring public and general welfare of the economy.

Other (Describe):

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

ROADWAY CHARACTER:

If the proposed action includes multiple roadways, complete and duplicate for each roadway.

Name of Roadway I-65
 Functional Classification: Interstate
 Current ADT: 51,710 VPD (2023) Design Year ADT: 94,170 VPD (2045)
 Design Hour Volume (DHV): 3,990 Truck Percentage (%) 33%
 Designed Speed (mph): 70 Legal Speed (mph): 70

	Existing		Proposed	
Number of Lanes:	6		6	
Type of Lanes:	Travel		Travel	
Pavement Width:	56	ft.	56	ft.
Shoulder Width:	12	ft.	12	ft.
Median Width:	16	ft.	16	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting: ☐ Urban ☒ Suburban ☒ Rural
 Topography: ☒ Level ☐ Rolling ☐ Hilly

Name of Roadway US 52
 Functional Classification: Major Collector
 Current ADT: 11,800 VPD (2023) Design Year ADT: 22,400 VPD (2045)
 Design Hour Volume (DHV): 2,600 Truck Percentage (%) 15
 Designed Speed (mph): 60 Legal Speed (mph): 45

	Existing		Proposed	
Number of Lanes:	4		4	
Type of Lanes:	Travel		Travel	
Pavement Width:	56	ft.	72	ft.
Shoulder Width:	2 ft. interior and exterior	ft.	4 ft. interior 8 ft. exterior	ft.
Median Width:	20 ft.	ft.	Varies from 20 – 44 ft.	ft.
Sidewalk Width:	N/A	ft.	10	ft.

Setting: ☐ Urban ☒ Suburban ☐ Rural
 Topography: ☒ Level ☐ Rolling ☐ Hilly

Name of Roadway CR 300 N
 Functional Classification: Major Collector
 Current ADT: 1,970 VPD (2023) Design Year ADT: 2,450 VPD (2045)

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Design Hour Volume (DHV): 290 Truck Percentage (%): 2
 Designed Speed (mph): 50 Legal Speed (mph): 50

Existing		Proposed	
Number of Lanes:	2	2	
Type of Lanes:	Travel	Travel	
Pavement Width:	22 ft.	22 ft.	
Shoulder Width:	1 ft.	1 ft.	
Median Width:	N/A ft.	N/A ft.	
Sidewalk Width:	N/A ft.	N/A ft.	

Setting: ☐ Urban ☒ Suburban ☐ Rural
 Topography: ☒ Level ☐ Rolling ☐ Hilly

Name of Roadway CR 325 N (new roadway)
 Functional Classification: Major Collector
 Current ADT: 2,070 VPD (2023) Design Year ADT: 11,640 VPD (2045)
 Design Hour Volume (DHV): 1,290 Truck Percentage (%): 10
 Designed Speed (mph): 40 Legal Speed (mph): 40

Existing		Proposed	
Number of Lanes:	N/A	4	
Type of Lanes:	N/A	Travel	
Pavement Width:	N/A ft.	58 ft. 4 in. ft.	
Shoulder Width:	N/A ft.	N/A ft.	
Median Width:	N/A ft.	11 ft.	
Sidewalk Width:	N/A ft.	10 ft.	

Setting: ☐ Urban ☒ Suburban ☐ Rural
 Topography: ☒ Level ☐ Rolling ☐ Hilly

Name of Roadway Witt Road
 Functional Classification: Local Road
 Current ADT: 440 VPD (2023) Design Year ADT: 3,900 VPD (2045)
 Design Hour Volume (DHV): 460 Truck Percentage (%): 10
 Designed Speed (mph): 40 Legal Speed (mph): 40

Existing		Proposed	
Number of Lanes:	2	2	
Type of Lanes:	Travel	Travel	
Pavement Width:	34 ft 4 in. ft.	34 ft 4 in. ft.	
Shoulder Width:	N/A ft.	N/A ft.	
Median Width:	10 ft.	10 ft.	
Sidewalk Width:	8 ft.	8 ft.	

Setting: ☐ Urban ☒ Suburban ☐ Rural
 Topography: ☒ Level ☐ Rolling ☐ Hilly

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BRIDGES AND/OR SMALL STRUCTURE(S):

If the proposed action includes multiple structures, complete and duplicate for each bridge and/or small structure. Include both existing and proposed bridge(s) and/or small structure(s) in this section.

Structure/NBI Number(s): I65-141-03143 / 37230 Sufficiency Rating: N/A (INDOT Bridge Inspection Report; Appendix J, J-17 to J-26)
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Concrete Arch		Concrete Arch	
Number of Spans:	1		1	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	221.7	ft.	221.7	ft.
Outside to Outside Width:	232.1	ft.	232.1	ft.
Shoulder Width:	12	ft.	12	ft.

Structure/NBI Number(s): (52)I65-141-05570 / 37240 (removal) Sufficiency Rating: 77.4 (INDOT Bridge Inspection Report; Appendix J, J-27 to J-43)
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Steel continuous stringer/multi-beam or girder bridge		N/A	
Number of Spans:	2		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	25	ft.	N/A	ft.
Outside to Outside Width:	28	ft.	N/A	ft.
Shoulder Width:	4 – 8	ft.	N/A	ft.

Structure/NBI Number(s): I65-142-05572 / 37270 Sufficiency Rating: N/A (INDOT Bridge Inspection Report; Appendix J, J-44 to J-55)
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Continuous composite steel beam bridge		Continuous composite steel beam bridge	
Number of Spans:	2		2	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	32	ft.	32	ft.
Outside to Outside Width:	35	ft.	35	ft.
Shoulder Width:	6.5	ft.	6.5	ft.

Structure/NBI Number(s): I65-142-10686 / 37251 Sufficiency Rating: N/A (No inspection)
(Rating, Source of Information)

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Existing			Proposed		
Bridge/Structure Type:	Hybrid bulb tee beam		Hybrid bulb tee beam		
Number of Spans:	1		1		
Weight Restrictions:	N/A	ton	N/A	ton	
Height Restrictions:	N/A	ft.	N/A	ft.	
Curb to Curb Width:	59.33	ft.	59.33	ft.	
Outside to Outside Width:	62.38	ft.	62.38	ft.	
Shoulder Width:	12	ft.	12	ft.	

Structure/NBI Number(s): I65-142-10687 / 37261 Sufficiency Rating: N/A (No inspection)
(Rating, Source of Information)

Existing			Proposed		
Bridge/Structure Type:	Hybrid bulb tee beam		Hybrid bulb tee beam		
Number of Spans:	1		1		
Weight Restrictions:	N/A	ton	N/A	ton	
Height Restrictions:	N/A	ft.	N/A	ft.	
Curb to Curb Width:	59.33	ft.	71.54	ft.	
Outside to Outside Width:	62.38	ft.	74.375	ft.	
Shoulder Width:	12	ft.	12	ft.	

Structure/NBI Number(s): I65-143-10802 (new structure) Sufficiency Rating: N/A
(Rating, Source of Information)

Existing			Proposed		
Bridge/Structure Type:	N/A		Continuous composite prestressed concrete bulb-tee beam		
Number of Spans:	N/A		2		
Weight Restrictions:	N/A	ton	N/A	ton	
Height Restrictions:	N/A	ft.	N/A	ft.	
Curb to Curb Width:	N/A	ft.	44	ft.	
Outside to Outside Width:	N/A	ft.	47.33	ft.	
Shoulder Width:	N/A	ft.	4	ft.	

Structure/NBI Number(s): I65-143-10803 (new structure) Sufficiency Rating: N/A
(Rating, Source of Information)

Existing			Proposed		
Bridge/Structure Type:	N/A		Continuous composite prestressed concrete bulb-tee beam		
Number of Spans:	N/A		2		
Weight Restrictions:	N/A	ton	N/A	ton	
Height Restrictions:	N/A	ft.	N/A	ft.	
Curb to Curb Width:	N/A	ft.	44	ft.	
Outside to Outside Width:	N/A	ft.	63	ft.	
Shoulder Width:	N/A	ft.	4	ft.	

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Structure/NBI Number(s): 052-06-03141 A / 19150 Sufficiency Rating: 77.5 (INDOT Bridge Inspection Report; Appendix J, J-56 to J-67)
(Rating, Source of Information)

Existing			Proposed		
Bridge/Structure Type:	Concrete Arch		Concrete Arch		
Number of Spans:	1		1		
Weight Restrictions:	N/A	ton	N/A		ton
Height Restrictions:	N/A	ft.	N/A		ft.
Curb to Curb Width:	90.9	ft.	90.9		ft.
Outside to Outside Width:	93.5	ft.	93.5		ft.
Shoulder Width:	2	ft.	2		ft.

Structure/NBI Number(s): 052-06-3142 / 19160 Sufficiency Rating: 90.1 (INDOT Bridge Inspection Report; Appendix J, J-3 to J-16)
(Rating, Source of Information)

Existing			Proposed		
Bridge/Structure Type:	Concrete Arch		Concrete Arch		
Number of Spans:	1		1		
Weight Restrictions:	N/A	ton	N/A		ton
Height Restrictions:	N/A	ft.	N/A		ft.
Curb to Curb Width:	91.1	ft.	91.1		ft.
Outside to Outside Width:	93.7	ft.	93.7		ft.
Shoulder Width:	2	ft.	2		ft.

Describe impacts and work involving bridge(s), culvert(s), pipe(s), and small structure(s). Provide details for small structure(s): structure number, type, size (length and dia.), location and impacts to water. Use a table if the number of small structures becomes large. If the table exceeds a complete page, put it in the appendix and summarize the information below with a citation to the table.

There are seven existing bridges within the project area with work being completed on four of those bridges. Additionally, two new bridges will be constructed at the new interchange location. Additional details for each bridge are listed below. For reference to the project plans, see Appendix B, B-9 to B-219.

165-141-03143 / 37230 (Pavement Removal): This existing I-65 over Prairie Creek bridge is located south of the existing I-65/US 52 interchange. This bridge also carries the Lafayette Avenue to I-65/US 52 entrance over Prairie Creek. This interstate bridge was built in 1948 and reconstructed in 1970. The bridge is not listed on the Indiana Historic Bridge Inventory (IHBI) as eligible for inclusion in the National Register of Historic Places (NRHP) as it is exempt due to being part of the interstate system. The only work that will occur to this structure is the removal of the entrance pavement since the Lafayette Avenue to I-65/US 52 entrance will be removed. The rest of the bridge structure will remain in place and no other work will occur.

(52)165-141-05570 / 37240 (Structure Removal): This existing I-65 Northbound to US 52 Westbound Exit ramp bridge is located at the existing I-65/US 52 interchange. The bridge was built in 1970 and reconstructed in 1987. The bridge is not listed on the IHBI as eligible for inclusion in the NRHP as it is exempt due to being part of the interstate system. Due to the relocation of the existing I-65/US 52 interchange north, the I-65 northbound to US 52 westbound exit at this location will be closed and the bridge will be removed.

165-142-05572 / 37270 (Slopedwall Replacement): The existing CR 300 N over I-65 bridge is located south of the new I-65/US 52 interchange location. The bridge was built in 1970 and is not listed on the IHBI as eligible for inclusion in the NRHP as it is exempt due to being part of the interstate system. Due to the proximity to the new I-65/US 52 interchange location just north of this bridge, the existing slopedwalls underneath the bridge will be removed and replaced with soil nail walls. This will provide space for the entrance and exit lanes of the relocated I-65/US interchange, which begin/end south of this bridge location. No other work will occur to this bridge.

165-142-10686 / 37251 (No Work): This existing I-65 over Prairie Creek Northbound bridge is located north of the existing I-65/US 52 interchange. The bridge was built in 2023 and is not listed on the IHBI as eligible for inclusion in the NRHP as it is exempt due to being part of the interstate system. No work will occur to this bridge.

165-142-10687 / 37261 (Bridge Widening): This existing I-65 over Prairie Creek Southbound bridge is located north of the existing I-

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65/US 52 interchange. The bridge was built in 2023 and is not listed on the IHBI as eligible for inclusion in the NRHP as it is exempt due to being part of the interstate system. The existing typical section of the bridge consists of three 12-foot-wide travel lanes with 11-foot-eight-inch-wide paved exterior shoulder, 11-foot-10.5-inch-wide interior paved shoulder, and bridge railings. The existing bridge will be widened by approximately 12 feet to accommodate the entrance lane of the relocated I-65/US 52 interchange. The widened bridge will have a typical section that consists of three 12-foot-wide travel lanes, one 12-foot-wide I-65 southbound entrance lane, 11-foot-eight-inch-wide paved exterior shoulder, 11-foot-10.5-inch-wide interior paved shoulder, and bridge railings. Class I riprap will be replaced around the endbents of the bridge, but will remain within the existing footprint. A riprap drainage turnout will be added at the northwest quadrant of the bridge for erosion control. This work will not occur below the ordinary high water mark (OHWM) of Prairie Creek. No other work will occur to the bridge.

165-143-10802 (New Bridge): This new bridge will be constructed as part of the relocated I-65/US 52 interchange and will carry eastbound traffic through the new DDI interchange and over I-65. The new 180-foot-long bridge will have a 47-foot-4-inch-wide out-to-out coping width and a 44-foot-wide clear roadway width. The typical section of the bridge will consist of three 12-foot-wide travel lanes, 4-foot-wide shoulders, and 1.5-foot-wide bridge railings.

165-143-10803 (New Bridge): This new bridge will be constructed as part of the relocated I-65/US 52 interchange and will carry westbound traffic through the new DDI interchange and over I-65. This 180-foot-long bridge will have a 63-foot-wide out-to-out coping width and a 44-foot-wide clear roadway width. The typical section of the bridge will consist of three 12-foot-wide travel lanes, 4-foot-wide shoulders, 1.5-inch-wide bridge railings, and a 14-foot-wide sidewalk separated from the travel lanes by a 1-foot-8-inch-wide bridge railing.

052-06-03141 A / 19150 (MOT Temporary Pavement): This existing US 52 over Prairie Creek bridge is located north of CR 300 N. This bridge was built in 1941 and is listed on the IHBI as eligible for the NRHP. This bridge is a concrete arch bridge with a closed median that consists of grass. A temporary crossover will be constructed within the median at the north end of the bridge and will consist of temporary pavement on top of the existing ground. This temporary crossover would be within the limits of the concrete arch bridge; however, it would just consist of temporary pavement placed within the median and no work would occur to the concrete arch structure or railings. The temporary crossover will remain in place throughout construction. Once construction is complete, the temporary pavement will be removed, and the grass median will be restored.

052-06-3142 / 19160 (MOT Temporary Pavement): This existing US 52 over Prairie Creek bridge is located north of CR 250 N. This bridge was built in 1941 and is listed on the IHBI as eligible for the NRHP. This bridge is a concrete arch bridge with a closed median that consists of grass. A temporary crossover will be constructed within the median north of the bridge and will consist of temporary pavement on top of the existing ground. This temporary crossover would just consist of temporary pavement placed within the median and no work would occur to the concrete arch structure or railings. The temporary crossover will remain in place throughout construction. Once construction is complete, the temporary pavement will be removed, and the grass median will be restored.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

Discuss closures, detours, and/or facilities (if any) that will be provided for maintenance of traffic. Any known impacts from these temporary measures should be quantified to the extent possible, particularly with respect to properties such as Section 4(f) resources and wetlands. Discuss any pedestrian/bicycle closures. Any local concerns about access and traffic flow should be detailed as well.

A Transportation Management Plan (TMP) is under development for this project and the draft TMP can be seen in Appendix A, A-70 to A-79. The TMP will continue to be developed and finalized as the project progresses. The goals are to construct the project in a

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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 MOT for the project is anticipated to be completed in seven phases that include lane/shoulder closures, rolling slowdowns, and temporary roads at tie-ins.

Phase 1

No work is anticipated on I-65 or US 52 in this phase. Offline portions of the project are expected to be constructed in this phase. I-65, US 52, CR 300 N as well as the existing I-65/US 52 interchange are expected to remain fully open at all times. No closures are expected on I-65 or US 52 in Phase 1. The MOT plans for Phase 1 can be found in Appendix B, B-31 to B-34.

Phase 2

Median piers along I-65 are expected to be constructed in this phase. No construction will occur on US 52 and CR 300 N. Both US 52 and CR 300 N as well as the existing I-65/US 52 interchange are expected to remain fully open at all times. The following activities are anticipated to be performed on I-65 during Phase 2:

- Reduce inside shoulder width to 2 feet in each direction
- Reduce outside shoulder width to 4 feet in each direction
- Maintain three (3) 11-foot travel lanes in each direction
- Construction on the median

The MOT plans for Phase 2 can be found in Appendix B, B-35 to B-38.

Phase 3

Offline roadways, freeway ramps, and MSE walls/bridge abutments are expected to be constructed in this phase. No construction will occur on US 52 and CR 300 N. Both US 52 and CR 300 N as well as the existing I-65/US 52 interchange are expected to remain fully open at all times. The following activities are anticipated to be performed on I-65 during Phase 3:

- Reduce inside shoulder width to 6 feet in each direction
- Reduce outside shoulder width to 3 feet in each direction
- Maintain three (3) 11-foot-wide travel lanes in each direction
- Construction on the outside

The MOT plans for Phase 3 can be found in Appendix B, B-39 to B-47.

Phase 4

This phase will be utilized to set up crossover construction along US 52. A temporary runaround between US 52 and CR 300 N will also be constructed during this phase for use in future phases. No impact to I-65 is expected. I-65 is expected to maintain three (3) open lanes at all times in this phase. Phase 4 can be completed independent of Phases 1-3 at any time per the contractor's discretion. The following activities are anticipated to be performed on US 52 during Phase 4:

- One (1) inside travel lane closed in each direction
- Reduce outside shoulder width to 2 feet in each direction
- Reduce inside shoulder width to 1 foot in each direction
- Maintain one (1) 11-foot 6-inch wide outside travel lane in each direction
- Construction on the median to prepare for crossover construction

The MOT plans for Phase 4 can be found in Appendix B, B-48 to B-57.

Phase 5

US 52 tie-ins to the existing westbound lanes and CR 300 N are expected to be constructed in this phase. A temporary crossover is also expected to be constructed along the new US 52 alignment. Traffic on CR 300 N will be rerouted to the temporary runaround between US 52 and CR 300 N constructed in the previous phase. After the construction of the new intersection at CR 300 N, the temporary runaround will be removed at the end of Phase 5, and traffic will be rerouted through the newly constructed intersection of US 52 WB & CR 300 N. The new interchange is still expected to be under construction. No impact to I-65 is expected. I-65 is expected to maintain three (3) open lanes at all times in this phase. The existing interchange is expected to remain open at all times. Phase 5 can also be completed independent of Phases 1-3 at any time per the contractor's discretion. The following activities are anticipated to be performed on US 52 during Phase 5:

- One (1) travel lane closed in each direction

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- Reduce outside shoulder width to 2 feet
- Maintain one (1) 11-foot 6-inch-wide travel lane open in each direction shifted onto the eastbound pavement
- Reduce median width to 1 foot
- Construction of westbound US 52 tie-ins

The MOT plans for Phase 5 can be found in Appendix B, B-58 to B-67.

Phase 6

US 52 tie-ins to the existing eastbound lanes are expected to be constructed in this phase by shifting the traffic onto the westbound lanes constructed in Phase 5. Phase 6 will also utilize the temporary crossover constructed along the new US 52 alignment. The new interchange and CR 300 N are expected to be fully open to traffic. The following activities are anticipated to be performed on US 52 during Phase 6:

- One (1) travel lane closed in each direction
- Reduce inside and outside shoulder width to 2 feet
- Maintain one (1) 11-foot 6-inch-wide travel lane open in each direction shifted onto the westbound pavement
- Reduce median width to 1 foot
- Construction of eastbound US 52 tie-ins

Additionally, Phase 6 also involves the removal of existing I-65 northbound to US 52 bridge superstructure over I-65 using rolling slowdowns (RSD). A total of ten (10) slowdowns (five (5) for each direction for five (5) girders) are anticipated to be performed for the complete bridge removal. Rolling slowdown analysis was performed to determine the duration of slowdowns, expected ramp closures and any queues generated due to the slowdowns. The following closures were determined that would allow sufficient time to complete the work:

- Reduce inside and outside shoulder width on I-65 northbound to 7 feet
- No changes to shoulder widths on I-65 southbound
- Maintain three (3) 12-foot-wide travel lanes open in each direction along I-65
- RSD at 10 MPH pacing speed on I-65 northbound and southbound for a duration of 25 minutes after passage of chase vehicle occurring at the following times:
- I-65 Northbound
 - Mon thru Thu – 9 PM to 3 AM
 - Fri 11 PM to Sat 4 AM
 - Sat 8 PM to Sun 6 AM
 - Sun 10 PM to Mon 3 AM
- I-65 Southbound
 - Mon thru Fri – 12 AM to 4 AM
 - Sat 1 AM to 5 AM
 - Sat 11 PM to Sun 6 AM
 - Sun 11 PM to Mon 4 AM
- Ramp closures
 - I-65 Northbound
 - Entrance ramp from SR 32 onto I-65/US 52
 - Entrance ramp from SR 39 onto I-65/US 52
 - Entrance ramp from S 100 E onto I-65/US 52
 - I-65 Southbound
 - Entrance ramp from SR 47 onto I-65/US 52
 - Entrance ramp from the new interchange onto I-65

The MOT plans for Phase 6 can be found in Appendix B, B-68 to B-83.

Phase 7

This phase will be utilized to remove all the previous temporary crossover constructions on US 52. The new interchange and CR 300 N are expected to be fully open to traffic. The following activities are anticipated to be performed on US 52 during Phase 7:

- One (1) travel lane closed in each direction
- Reduce inside and outside shoulder width to 2 feet
- Maintain one (1) 11-foot 6-inch-wide travel lane open in each direction

The MOT plans for Phase 7 can be found in Appendix B, B-84 to B-91.

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The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences and delays will cease upon project completion.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 3,771,270 (2024) Right-of-Way: \$ 2,000,000 (2025) Construction: \$ 78,789,370 (2025)

Anticipated Start Date of Construction: Spring 2025

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	3.4	0.6
Commercial	1.2	0.0
Agricultural	61.1	0.5
Forest	0.0	0.0
Wetlands	1.0	0.0
Other:	0	0
TOTAL	66.7	1.1

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

The existing ROW along I-65 varies from approximately 240 to 260 feet wide. The existing right-of-way along US 52 varies from 150 to 175 feet wide. Existing land use near the project limits is primarily agricultural, with some residential and commercial properties. Larger industrial/commercial buildings are actively being built to the northeast of the project.

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.

For additional details, see the ROW plat sheet in Appendix B, B-28 and the plan sheets in Appendix B, B-119 to B-146.

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

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

SECTION A - EARLY COORDINATION:

List the date(s) coordination was sent and all resource agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received.

Early coordination letters were sent on August 12, 2022 (Appendix C, C-1 to C-3). After the preliminary preferred alternative was recommended, re-coordination letters were sent on January 4, 2024 (Appendix C, C-16 to C-18).

<u>Agency</u>	<u>Date Sent</u>	<u>Date Response Received</u>	<u>Appendix</u>
US Fish and Wildlife Service (USFWS)	August 12, 2022 January 4, 2024	August 15, 2022 January 30, 2024	Appendix C, C-7 to C-9 Appendix C, C-55 to C-60
US Natural Resources Conservation Service (NRCS)	August 12, 2022 January 4, 2024	August 24, 2022 February 13, 2024	Appendix C, C-12 to C-13 Appendix C, C-34
US Department of Housing and Urban Development	August 12, 2022 January 4, 2024	No response received	N/A
US Army Corps of Engineers (USACE), Louisville District	August 12, 2022 January 4, 2024	No response received	N/A
FHWA	August 12, 2022 January 4, 2024	No response received	N/A
National Park Service (NPS), Midwest Regional Office	August 12, 2022 January 4, 2024	No response received	N/A
Indiana Department of Environmental Management (IDEM)	August 12, 2022 January 4, 2024	No response received	N/A
Indiana Department of Natural Resources (IDNR) – Division of Fish and Wildlife (DFW)	August 12, 2022 January 4, 2024	September 9, 2022 February 1, 2024	Appendix C, C-14 to C-15 Appendix C, C-29 to C-33
INDOT Crawfordsville District Environmental	August 12, 2022 January 4, 2024	No response received	N/A
INDOT Environmental Services Division (ESD)	August 12, 2022 January 4, 2024	No response received	N/A
Indiana Geological and Water Survey (IGWS)	August 12, 2022 January 4, 2024	August 12, 2022 January 4, 2024	Appendix C, C-4 to C-6 Appendix C, C-19 to C-21
Indianapolis Metropolitan Planning Organization (IMPO)	August 12, 2022 January 4, 2024	No response received	N/A
Boone County Highway Department	August 12, 2022 January 4, 2024	August 16, 2022	Appendix C, C-10 to C-11
Boone County Surveyor's Office/Boone County MS4 Coordinator	August 12, 2022 January 4, 2024	January 22, 2024	Appendix C, C-28
Boone County Drainage Board	August 12, 2022 January 4, 2024	No response received	N/A
Boone County Commissioners	August 12, 2022 January 4, 2024	No response received	N/A
Boone County Sheriff's Office	August 12, 2022 January 4, 2024	No response received	N/A
Boone County Area Plan Commission	August 12, 2022 January 4, 2024	No response received	N/A
Boone County Emergency Management Agency (EMA)	August 12, 2022 January 4, 2024	No response received	N/A
City of Lebanon Mayor's Office	August 12, 2022 January 4, 2024	No response received	N/A
City of Lebanon Police Department	August 12, 2022 January 4, 2024	No response received	N/A
City of Lebanon Fire Department	August 12, 2022 January 4, 2024	No response received	N/A

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City of Lebanon – MS4 Coordinator	August 12, 2022 January 4, 2024	January 10, 2024	Appendix C, C-24 to C-25
Lebanon Community School Corporation	August 12, 2022 January 4, 2024	January 7, 2024	Appendix C, C-22 to C-23
Western Boone County Community School Corporation	August 12, 2022 January 4, 2024	No response received	N/A
Witham Health Services	August 12, 2022 January 4, 2024	January 11, 2024	Appendix C, C-26 to C-27
Trophy Club Golf Course	January 10, 2024	No response received	N/A

SECTION B – ECOLOGICAL RESOURCES:

Streams, Rivers, Watercourses & Other Jurisdictional Features

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

Presence

X

Impacts

Yes	No
	X

Total stream(s) in project area: 2,903 Linear feet Total impacted stream(s): 0 Linear feet

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
Prairie Creek	R2UB2	1,874	0	Five crossings detailed below, flows north and west, perennial, average quality, waters of the US (Appendix F, page F-38 to F-40)
Unnamed Tributary (UNT) 3 to Prairie Creek	R4SB3	30	0	0.02 mile east of Boone County Bridge 06-00001, flows north, intermittent, poor quality, waters of the US (Appendix F, page F-39)
UNT 7 to Prairie Creek	R4SB2	46	0	West of I-65, 0.19 mile south of CR 300 N, flows west, intermittent, poor quality, waters of the US (Appendix F, page F-41)
UNT 8 to Prairie Creek	R4SB5	953	0	East of US 52 and 0.13 mile north of CR 300 N, flows northwest and north, intermittent, poor quality, waters of the US (Appendix F, page F-41 to F-42)

Describe all streams, rivers, watercourses and other jurisdictional features adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if the streams or rivers are listed on any federal or state lists for Indiana. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the 2021 aerial map of the project area (Appendix B, B-3 and B-6), and the Red Flag Investigation (RFI) report (Appendix E, E-1 to E-12), there are 98 stream segments within the 0.5 mile search radius. There are 17 stream segments within or adjacent to the project area. Four streams were confirmed in the project area by the site visits on July 20, 26, and 27, 2022; October 10, 2022; November 22, 2022; April 19 and 25, 2023 by American Structurepoint, Inc.

A *Wetland Delineation Report and Waters Report* was approved by INDOT Ecology, Waterway Permitting, and Stormwater Office (EWPSO) on March 4, 2024. Please refer to Appendix F, F-1 to F-119 for excerpts of the *Wetland Delineation Report and Waters Report*. 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. The USACE issued an Approved Jurisdictional Determination (AJD) on March 11, 2024 for this project under Identification Number LRL-2024-48-dds (Appendix F, F-120 to F-133). All four streams were determined to be jurisdictional waters of the US. See the table above and discussions below for additional details concerning these streams. The

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USACE makes all final determinations regarding jurisdiction.

Prairie Creek is a perennial stream that crosses the investigated area five times. Prairie Creek was delineated for a total of approximately 1,874 linear feet. Details concerning the crossings can be found in the table below. No work below the ordinary high water mark (OHWM) of Prairie Creek will occur at any of its crossings. Therefore, no permanent or temporary impacts to Prairie Creek will occur.

Crossing ID #	Location	OHWM	Total Linear Feet	Impacted Linear Feet
Prairie Creek Crossing #1	Bridge I65-141-03143	20 feet wide 1 foot deep	629	0
Prairie Creek Crossing #2	Bridges I65-142-05571 BNBL and BSBL	20 feet wide 1.5 foot deep	320	0
Prairie Creek Crossing #3	West of I-65 SB, approx. 0.16 mile north of CR 300 N	29 feet wide 1 foot deep	695	0
Prairie Creek Crossing #4	Bridge 052-06-03142, 0.15 mile north of Hazelrigg Road	32 feet wide 1 foot deep	195	0
Prairie Creek Crossing #5	Bridge 052-06-03141 A, 0.87 mile northwest of CR 300 N	Unknown*	35	0

*The investigated area at Prairie Creek Crossing #5 was limited to the median of US 52, which is comprised of mowed grass on INDOT Bridge 052-06-03141 A. Therefore, the stream could not be evaluated at this location.

UNT 3 to Prairie Creek is an intermittent stream that enters the investigated area approximately 0.02 mile east of Boone County Bridge 06-00001 and flows north for approximately 30 linear feet before draining into Prairie Creek near crossing #1. Approximately 30 linear feet of UNT 3 to Prairie Creek was delineated within the investigated area. UNT 3 to Prairie Creek has an OHWM that is approximately 11 feet wide by 0.25 feet deep. No permanent or temporary impacts to UNT 3 to Prairie Creek will occur.

UNT 7 to Prairie is an intermittent stream that is west of I-65 and is 0.19 mile south of CR 300 N. The stream flows west out of the investigated area. Approximately 46 linear feet of UNT 7 to Prairie Creek was delineated within the investigated area. UNT 7 to Prairie Creek has an OHWM that is approximately 7.5 feet wide by 0.5 feet deep. No permanent or temporary impacts to UNT 7 to Prairie Creek will occur.

UNT 8 to Prairie Creek is an intermittent stream that is east of US 52 and approximately 0.13 mile north of CR 30 N. The stream flows northwest and west. Approximately 953 linear feet of UNT 8 to Prairie Creek was delineated within the investigated area. UNT 8 to Prairie Creek has an OHWM that is approximately 4.8 feet wide by 1.5 feet deep. No permanent or temporary impacts to UNT 8 to Prairie Creek will occur.

Prairie Creek, UNT 3 to Prairie Creek, UNT 7 to Prairie Creek, and UNT 8 to Prairie Creek will be labeled on the plans as "Do Not Disturb". This is included as a firm commitment in the *Environmental Commitments* section of this document.

The Federal, Wild and Scenic Rivers; State Natural, Scenic, and Recreational Rivers listing, Outstanding Rivers for Indiana list; navigable waterways list, and National Rivers Inventory lists were researched by American Structurepoint, Inc. to determine the possible presence of protected waterways in the project area. No listed waters were identified within or adjacent to the project area.

The USFWS responded on August 18, 2022 with standard recommendations concerning bank stabilization, work in the waterway, and erosion and sediment control (Appendix C, C-7 to C-9). The USFWS responded to re-coordination on January 30, 2024 stating they had no additional comments (Appendix C, C-61 to C-64).

The IDNR-DFW responded on September 9, 2022 with recommendations to minimize and avoid impacts to Prairie Creek and its associated wooded riparian habitat and noted that they recommended the proposed project relocate the interchange north of CR 300 N (Appendix C, C-14 to C-15). The IDNR-DFW responded to re-coordination on February 1, 2024 with recommendations concerning wildlife passage at the I-65 over Prairie Creek bridge (I65-142-05571 BSBL), bank stabilization, riparian habitat, and erosion and sediment control (Appendix C, C-29 to C-33). The response also noted the previous wildlife passage that was to be constructed under the I65-142-05571 BNBL and BSBL bridges as part of the previous I-65 ATL from SR 32 to SR 47 project (Des. No. 1802967) and that the currently proposed structure will need to address wildlife passage as well. The wildlife passages that were installed as part of the previous I-65 ATL from SR 32 to SR 47 project (Des. No. 1802967) will be maintained and this project will evaluate modification/extension of the wildlife passage for the additional widening of I65-142-05571 BSBL.

All applicable recommendations are included in the *Environmental Commitments* section of this EA document.

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County Boone

Route I-65 and US 52

Des. No. 2200176 (Lead)

Open Water Feature(s)

Reservoirs
Lakes
Farm Ponds
Retention/Detention Basin
Storm Water Management Facilities
Other: _____

Presence

Impacts

Yes	No

Describe all open water feature(s) identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on a desktop review, the 2021 aerial map of the project area (Appendix B, B-3 and B-6), and the Red Flag Investigation (RFI) report (Appendix E, E-1 to E-12), there are 25 open water features within the 0.5-mile search radius. There is one open water feature within or adjacent to the project area. That number was updated to zero based on the site visits on July 20, 26, and 27, 2022; October 10, 2022; November 22, 2022; April 19 and 25, 2023 by American Structurepoint, Inc. Therefore, no impacts are expected.

Wetlands

Presence

X

Impacts

Yes	No
X	

Total wetland area: 4.759 Acre(s) Total wetland area impacted: 1.6 Acre(s)

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
Wetland BD	PEM	0.267	0.161	- Poor quality wetland, likely Water of State - Located approximately 0.02 mile north of W CR 300 N - Appendix F, page F-12
Wetland BE	PEM	0.012	0	- Poor quality wetland, likely Water of State - Located approximately 0.18 mile north of Prairie Creek - Appendix F, page F-12
Wetland BF	PEM	0.133	0	- Poor quality wetland, likely Water of State - Located approximately 0.03 mile north of the I-65 and US 52 interchange - Appendix F, page F-12
Wetland BG	PEM	0.006	0	- Poor quality wetland, likely Water of State - Located approximately 0.14 mile west of the I-65 southbound travel lanes - Appendix F, page F-12 to F-13
Wetland BH-1	PFO	0.080	0	- Poor quality wetland, likely Water of State - Located west of the I-65 southbound travel lanes within the infield - Appendix F, page F-13
Wetland BH-2	PEM	0.345	0	- Poor quality wetland, likely Water of State - Located west of the I-65 southbound travel lanes within the infield - Appendix F, page F-13 to F-14
Wetland BI	PEM	0.083	0	- Poor quality wetland, likely Water of State - Located approximately 0.04 mile west of the I-65 southbound - Appendix F, page F-14
Wetland BK	PEM	0.136	0	- Poor quality wetland, likely Water of State - Located approximately 0.28 mile south to the I-65 southbound entrance ramp for US 52 - Appendix F, page F-14

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County Boone Route I-65 and US 52 Des. No. 2200176 (Lead)

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
Wetland BN	PEM	0.111	0	- Poor quality wetland, likely Water of State - Located approximately 0.19 mile south of the I-65 southbound exit ramp to Lafayette Avenue - Appendix F, page F-15
Wetland K-1	PFO	0.013	0	- Poor quality wetland, likely Water of State - Located approximately 0.01 mile east of the I-65 northbound - Appendix F, page F-15
Wetland K-2	PEM	0.047	0	- Poor quality wetland, likely Water of State - Located approximately 0.04 mile east of the I-65 northbound - Appendix F, page F-15
Wetland L-1	PFO	0.027	0	- Poor quality wetland, likely Water of State - Located north of the I-65 southbound exit ramp to Lafayette Avenue - Appendix F, page F-15
Wetland L-2	PEM	0.119	0	- Poor quality wetland, likely Water of State - Located along the I-65 northbound travel lanes and the I-65 southbound exit ramp to Lafayette Avenue - Appendix F, page F-16
Wetland M	PEM	0.127	0	- Poor quality wetland, likely Water of State - Located approximately 0.02 mile north of INDOT Bridge I65-141-03143 - Appendix F, page F-16
Wetland N	PEM	0.374	0	- Poor quality wetland, likely Water of State - Located east of the I-65 northbound travel lanes within the infield - Appendix F, page F-16
Wetland O	PEM	0.033	0	- Poor quality wetland, likely Water of State - Located approximately 0.12 mile north of US 52 - Appendix F, page F-16 to F-17
Wetland P	PEM	0.023	0.023	- Poor quality wetland, likely Water of State - Located approximately 0.30 mile south of W CR 300 N - Appendix F, page F-17
Wetland Q	PEM	0.031	0.031	- Poor quality wetland, likely Water of State - Located approximately 0.10 mile south of W CR 300 N - Appendix F, page F-17
Wetland R	PEM	0.062	0.05	- Poor quality wetland, likely Water of State - Located approximately 0.06 mile south of W CR 300 N - Appendix F, page F-17
Wetland S	PEM	0.428	0.27	- Poor quality wetland, likely Water of State - Located approximately 0.01 mile north of W CR 300 N - Appendix F, page F-17
Wetland T	PEM	0.084	0.084	- Poor quality wetland, likely Water of State - Located approximately 0.45 mile north of W CR 300 N - Appendix F, page F-18
Wetland U	PEM	0.074	0.06	- Poor quality wetland, likely Water of State - Located approximately 0.60 mile north of W CR 300 N - Appendix F, page F-18
Wetland V	PEM	0.114	0	- Poor quality wetland, likely Water of State - Located approximately 0.81 mile north of W CR 300 N - Appendix F, page F-18
Wetland 1	PFO	0.010	0	- Poor quality wetland, likely Water of State - Located approximately 0.03 mile south of Prairie Creek - Appendix F, page F-20 to F-21
Wetland 2	PEM	0.047	0	- Poor quality wetland, likely Water of State - Located approximately 0.34 mile east of US 52 - Appendix F, page F-21
Wetland 3	PEM	0.171	0.171	- Poor quality wetland, likely Water of State - Located approximately 0.03 mile east of US 52 - Appendix F, page F-21 to F-22

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Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
Wetland 4	PEM	0.735	0.735	- Poor quality wetland, likely Water of State - Located approximately 0.25 mile north of W CR 300 N - Appendix F, page F-22 to F-23
Wetland 5	PEM	0.005	0	- Poor quality wetland, likely Water of State - Located approximately 0.12 mile east of Witt Road - Appendix F, page F-23
Wetland 6	PSS	0.117	0	- Average quality wetland, likely Water of State - Located north of W CR 300 N along the west side of an active railroad - Appendix F, page F-23 to F-24
Wetland 7	PEM	0.067	0	- Poor quality wetland, likely Water of State - Located approximately 0.04 mile west of SR 39 - Appendix F, page F-24
Wetland 8a	PEM	0.013	0	- Poor quality wetland, likely Water of State - Located approximately 0.07 mile north of CR 300 N - Appendix F, page F-25
Wetland 8b	PEM	0.011	0	- Poor quality wetland, likely Water of State - Located approximately 0.04 mile north of W CR 300 N - Appendix F, page F-25
Wetland 8c	PEM	0.020	0	- Poor quality wetland, likely Water of State - Located approximately 0.02 mile east of SR 39 - Appendix F, page F-25
Wetland 8d	PEM	0.004	0	- Poor quality wetland, likely Water of State - Located approximately 0.05 mile east of SR 39 - Appendix F, page F-25
Wetland 9a	PEM	0.055	0	- Poor quality wetland, likely Water of State - Located approximately 0.07 mile south of W CR 300 N - Appendix F, page F-25 to F-26
Wetland 9b	PEM	0.099	0	- Poor quality wetland, likely Water of State - Located approximately 0.09 mile south of W CR 300 N - Appendix F, page F-25 to F-26
Wetland 10	PEM	0.017	0	- Poor quality wetland, likely Water of State - Located approximately 0.04 mile east of Witt Road - Appendix F, page F-26 to F-27
Wetland 11	PEM	0.045	0	- Poor quality wetland, likely Water of State - Located east of Witt Road approximately 0.08 mile south of CR 300 N - Appendix F, page F-27
Wetland 12	PEM	0.002	0	- Poor quality wetland, likely Water of State - Located west of Witt Road approximately 0.08 mile south of CR 300 N - Appendix F, page F-28
Wetland 13	PEM	0.008	0	- Poor quality wetland, likely Water of State - Located approximately 0.06 mile west of Witt Road - Appendix F, page F-28 to F-29
Wetland 14	PEM	0.007	0	- Poor quality wetland, likely Water of State - Located approximately 0.14 mile west of Witt Road - Appendix F, page F-29
Wetland 15	PEM	0.034	0	- Poor quality wetland, likely Water of State - Located approximately 0.07 mile east of I-65 northbound travel lanes - Appendix F, page F-29 to F-30
Wetland 16	PEM	0.056	0	- Poor quality wetland, likely Water of State - Located approximately 0.03 mile east of US 52 - Appendix F, page F-30 to F-31
Wetland 17	PEM	0.009	0.009	- Poor quality wetland, likely Water of US - Located approximately 0.51 mile northwest of W CR 300 N - Appendix F, page F-31
Wetland 18a	PEM	0.148	0	- Poor quality wetland, Water of US - Located approximately 0.24 mile northwest of CR 300 N

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Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
				- Appendix F, page F-31 to F-32
Wetland 18b	PFO	0.095	0	- Average quality wetland, likely Water of US - Located approximately 0.24 mile northwest of CR 300 N - Appendix F, page F-32
Wetland 19	PEM	0.023	0	- Average quality wetland, Water of US - Located approximately 0.21 mile northwest of CR 300 N - Appendix F, page F-32 to F-33
Wetland 20	PEM	0.226	0	- Poor quality wetland, Water of US - Located approximately 0.22 mile northwest of CR 300 N - Appendix F, page F-33
Wetland 21	PEM	0.006	0.006	- Poor quality wetland, likely Water of State - Located approximately 0.29 mile north of CR 300 N - Appendix F, page F-33

Wetlands (Mark all that apply)

Wetland Determination
Wetland Delineation
USACE Isolated Waters Determination

Documentation

X
X

ESD Approval Dates

March 4, 2024
March 11, 2024

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

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

X
X

Describe all wetlands identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the 2021 aerial map of the project area (Appendix B, B-3 and B-6), and the Red Flag Investigation (RFI) report (Appendix E, E-1 to E-12), there are 54 wetlands within the 0.5 search radius. Based on the site visits on July 20, 26, and 27, 2022; October 10, 2022; November 22, 2022; April 19 and 25, 2023 by American Structurepoint, Inc., there are 49 wetlands located within the project area.

A *Wetland Delineation Report and Waters Report* was approved by EWPSO on March 4, 2024. Please refer to Appendix F, F-1 to F-119 for excerpts of the *Wetland Delineation Report and Waters Report*. It was determined that 49 wetlands totaling 4.759 acres (15,839 linear feet) are located within the investigated area. The USACE issued an AJD on March 11, 2024 for this project under Identification Number LRL-2024-48-dds (Appendix F, F-120 to F-133). Four of the 49 wetlands (Wetlands 17, 18a, 18b, 19, and 20) were determined to be jurisdictional waters of the US. The remaining 45 wetlands are likely considered jurisdictional waters of the State. See the table above and discussions below for additional details concerning these wetlands.

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. Wetlands BE to O, Wetland V, Wetlands 1 to 2, Wetlands 5 to 16, and Wetland 18a to 20 will not be impacted by the project. See table above for additional information regarding impacts to delineated resources.

Avoidance and minimization of impacts to wetlands have been incorporated into the design to the maximum extent possible. The wetlands are located within the roadside ditches of I-65 and US 52 and within agricultural fields. Therefore, there are no practical

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alternatives which avoid impacts to these wetlands while balancing the other impacts of the project, specifically cemetery impacts and relocations, and meeting the purpose and need. A No Build alternative (Conceptual Alternative 1) was considered and would eliminate wetlands impacts, but would not meet the purpose and need of the project.

Wetlands 1 to 2, Wetlands 5 to 16, and Wetland 18a to 20, and portions of Wetland BD, Wetlands P to U, Wetlands 3 to 4, Wetland 17, and Wetland 21 not being impacted will be labeled on the plans as "Do Not Disturb". This is included as a firm commitment in the *Environmental Commitments* section of this EA document.

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.

The USFWS responded on August 18, 2022 with recommendations regarding water quality permitting, but no other specific wetland recommendations were provided (Appendix C, C-7 to C-9). The USFWS responded to re-coordination on January 30, 2024 stating they had no additional comments (Appendix C, C-61 to C-64).

The IDNR-DFW responded on September 9, 2022 (Appendix C, C-14 to C-15). The response did not include recommendations regarding wetlands, but did include recommendations to minimize and avoid impacts to Prairie Creek and its associated wooded riparian habitat and noted that they recommended the proposed project relocate the interchange north of CR 300 N. The IDNR-DFW responded to re-coordination on February 1, 2024 with standard recommendations concerning mitigation for forested wetland impact within the floodway and permitting requirements for wetland impacts (Appendix C, C-29 to C-33).

All applicable recommendations are included in the *Environmental Commitments* section of this EA document.

Terrestrial Habitat

Presence

☒ X

Impacts

Yes

NO

☒ X

☐

Total terrestrial habitat in project area: 90 Acre(s) Total tree clearing: 1.62 Acre(s)

Describe types of terrestrial habitat (i.e. forested, grassland, farmland, lawn, etc) adjacent or within the project area. Include whether or not impacts will occur to habitat identified. Include total terrestrial habitat impacted and total tree clearing that will occur. Discuss measure to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the 2021 aerial map of the project area (Appendix B, B-3 and B-6), and site visits on July 20, 26, and 27, 2022; October 10, 2022; November 22, 2022; April 19 and 25, 2023 by American Structurepoint, Inc., there is maintained grassy ROW, agricultural land, and forested area within the project area. Dominant vegetation included soybean (*Glycine max*), barnyard grass (*Echinochloa crus-galli*), Kentucky bluegrass (*Poa pratensis*), redbud (*Agrostis gigantea*), red root (*Amaranthus retroflexus*), yellow foxtail (*Setaria pumila*), tall goldenrod (*Solidago altissima*), rice cutgrass (*Leersia oryzoides*), narrow-leaved cattail (*Typha angustifolia*), fox sedge (*Carex vulpinoidea*), and corn (*Zea mays*). Dominant tree species in the project area includes green ash (*Fraxinus pennsylvanica*), silver maple (*Acer saccharinum*), and box elder (*Acer negundo*). Ground level photos taken during the site visits can be found in Appendix F, F-112 to F-119.

A narrow forested riparian buffer is present along both sides of Prairie Creek, which flows through the study area and connects larger wooded areas (20 acres to the east and 10 acres to the west of the project area). Prairie Creek is crossed once by US 52 and twice by I-65 within the study area. Additionally, trees are present along the existing right-of-way fence along I-65 and individual trees are present on some residential parcels. Small, wooded areas are present in the west portion of the project near US 52 on residential properties. These small, wooded areas are located within 1,000 feet of Prairie Creek.

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. Impacts to terrestrial habitat, including tree removal, cannot be avoided due to their location adjacent to roadways, along agricultural fields, and on residential properties. Therefore, there are no practical alternatives which avoid impacts to terrestrial habitat while balancing the other impacts of the project, specifically cemetery impacts add relocations, and meeting the purpose and need. Mitigation, if required, for impacts to terrestrial habitat will be determined during the permitting process.

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The IDNR-DFW responded on September 9, 2022 with recommendations to minimize and avoid impacts to Prairie Creek and its associated wooded riparian habitat and noted that they recommended the proposed project relocate the interchange north of CR 300 N (Appendix C, C-14 to C-15). The IDNR-DFW responded to re-coordination on February 1, 2024 with standard recommendations concerning minimizing impacts to riparian habitat, revegetation, wildlife crossings, and tree clearing restrictions (Appendix C, C-29 to C-33).

All applicable recommendations are included in the *Environmental Commitments* section of this EA document.

Protected Species

Federally Listed Bats

Information for Planning and Consultation (IPaC) determination key completed

Section 7 informal consultation completed (IPaC cannot be completed)

Section 7 formal consultation Biological Assessment (BA) required

Yes

X

No

X
X

Determination Received for Listed Bats from USFWS:

NE ☐NLAA ☒LAA ☐

Other Species not included in IPaC

Additional federal species found in project area (based on IPaC species list)

State species (not bird) found in project area (based upon consultation with IDNR)

Yes

X
X

No

Migratory Birds

Known usage or presence of birds (i.e. nests)

State bird species based upon coordination with IDNR

Yes

No

X
X

Discuss IDNR coordination and species identified. Describe USFWS Section 7 consultation and determination received for Indiana bat and northern long-eared bat impacts. Discuss if other federally listed species were identified. If so, include consultation that has occurred and the determination that was received. Discuss if migratory birds have been observed and any impacts.

Based on a desktop review and the RFI report (Appendix E, E-1 to E-12) completed by American Structurepoint, Inc. on January 23, 2024, the IDNR Boone County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated February 1, 2024 (Appendix C, C-29 to C-33), the Natural Heritage Program's Database has been checked and the Marsh Wren (*Cistothorus palustris*), Sedge Wren (*Cistothorus stellaris*), and Virginia Rail (*Rallus limicola*) have been documented within 0.5 mile of the project area. The IDNR-DFW stated in their response that suitable habitat for all three heritage species does not exist in or near the proposed project and they do not anticipate any significant effects to these species due to this project.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, C-40 to C-54). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and northern long-eared bat (NLEB) (*Myotis septentrionalis*). The official species list generated from IPaC indicated three other species present within the project area: the federally proposed tricolored bat (*Perimyotis subflavus*), the federally proposed Salamander Mussell (*Simpsonia ambigua*), and the candidate monarch butterfly (*Danaus plexippus*). At this time, no additional coordination is required with USFWS for federally proposed or candidate species. The official species list also stated that bald and/or golden eagles are located within the project area. However, IDNR-DFW has not indicated that nests were present within the original study area nor the refined project area.

Based on construction activities more than 300 feet from an existing roadway, this project does not qualify for the *Rangewide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*. Bridge inspections for the US 52 bridges over Prairie Creek (052-06-03141 A and 052-06-03142) occurred on August 8, 2023 (INDOT Bridge Inspection Application System [BIAS]; Appendix J, J-3 to J-16 and J-56 to J-67) and April 25, 2023 (field investigation; Appendix J, J-70 to J-71) and no bats or signs of bats were found using the bridges. Bridge inspections for the I-65 bridges over Prairie Creek (I65-142-05571 BSBL and BNBL [now I65-143-10802 and I65-143-10803]; I65-141-03143) dated June 1, 2021 (INDOT BIAS; Appendix J, J-17 to J-55) did not state if signs of bats were or were not found; however, additional inspections were conducted on April 25, 2023 (field investigation; Appendix J, J-68 to J-69 and J-72) and no bats or signs of bats were found using the bridges.

A standard coordination letter was prepared and submitted for INDOT review. INDOT reviewed the standard coordination letter and submitted to USFWS for review on January 31, 2024 (Appendix C, C-36 to C-54). On February 2, 2024, USFWS issued a concurrence letter with a "Not likely to adversely affect" finding (Appendix C, C-55 to C-60). Avoidance and Minimization Measures

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(AMMs) for general operation, lighting, and tree clearing were included with the effect determination, as well as recommendations to revegetate disturbed areas, tree clearing, bank stabilization, riprap, sediment and erosion control, work in streams, culverts, and wildlife crossings. These AMMs and commitments are included as firm commitments in the *Environmental Commitments* section of this EA document.

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

Geological and Mineral Resources

Project located within the Indiana Karst Region

Karst features identified within or adjacent to the project area

Oil/gas or exploration/abandoned wells identified in the project area

Yes

No

X
X
X

Date Karst Evaluation reviewed by INDOT EWPO (if applicable): N/A

Discuss if project is located in the Indiana Karst Region and if any karst features have been identified in the project area (from RFI). Discuss response received from IGWS coordination. Discuss if any mines, oil/gas, or exploration/abandoned wells were identified and if impacts will occur. Include discussion of karst study/report was completed and results. (Karst investigation must comply with the current Protection of Karst Features during Planning and Construction guidance and coordinated and reviewed by INDOT EWPO)

Based on a desktop review and the Indiana Karst Region map, the project is located outside the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topo map of the project area (Appendix B, B-2 and B-5) and the RFI report (Appendix E, E-1 to E-12), there are no karst features identified within or adjacent to the project area. In the early coordination response August 12, 2022 and January 4, 2024, the IGWS did not indicate that karst features exist in the project area (Appendix C, C-19 to C-21). Their response indicated moderate liquefaction potential and floodway as geological hazards, moderate potential for bedrock resources, and high potential for sand and gravel resources. These features will not be affected because the project requires minimal excavation. Response from IGWS has been communicated to the designer on August 12, 2022 and January 4, 2024.

SECTION C – OTHER RESOURCES

Drinking Water Resources

Wellhead Protection Area(s)

Source Water Protection Area(s)

Water Well(s)

Urbanized Area Boundary

Public Water System(s)

Presence

X

Impacts

Yes

No

X	

Is the project located in the St. Joseph Sole Source Aquifer (SSA):

If Yes, is the FHWA/EPA SSA MOU Applicable?

If Yes, is a Groundwater Assessment Required?

Yes

No

X

Check the appropriate boxes and discuss each topic below. Provide details about impacts and summarize resource-specific coordination responses and any mitigation commitments. Reference responses in the Appendix.

Sole Source Aquifer:

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

Wellhead Protection Area and Source Water:

This is page 30 of 48 Project name: I-65 and US 52 Interchange Improvement Date: May 20, 2024

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The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (<https://www.in.gov/idem/cleanwater/information-about/groundwater-monitoring-and-source-water-protection/wellhead-protection-program/source-water-proximity-determination-tool/>) was accessed on July 5, 2022 by American Structurepoint, Inc. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

Water Wells:

The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on August 17, 2023 by American Structurepoint, Inc. No wells were identified within the project area. The features will not be affected because of the location outside of the construction limits and utilization of best management practices during construction of the project. Therefore, no impacts are expected. Should it be determined during the ROW phase that these wells are affected, a cost to cure will likely be included in the appraisal to restore the wells.

Urban Area Boundary:

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by American Structurepoint, Inc. on July 5, 2022, this project is located in an Urban Area Boundary (UAB). An early coordination letter was sent on August 12, 2022 and January 4, 2024 to the City of Lebanon MS4 Coordinator and the Boone County MS4 Coordinator/Surveyor's Office. The City of Lebanon MS4 Coordinator responded on January 10, 2024 stating that they have no comments at this time (Appendix C, C-24 to C-25). The Boone County MS4 Coordinator/Surveyor's Office responded on January 22, 2024 stating that a drainage report and construction plans will need to be submitted to verify adequate drainage is being provided and impacts to Prairie Creek Appendix C, C-28). They also noted that there are three regulated legal drains, Prairie Creek, Mohler legal tile, and Brandenburg legal tile, are located in the vicinity of the project area. The Brandenburg legal tile will not be impacted by the project. Prairie Creek will not be impacted by the project below the OHWM, but there will be impacts to its floodplain. See discussion in the *Floodplains* section below. The Mohler legal tile is anticipated to be impacted due to its location along the east side of I-65 within the new interchange location. Coordination is ongoing with the Boone County Surveyor's Office concerning construction plans and will continue through the duration of the engineering phase of the project.

Public Water System:

Based on a desktop review, the 2021 aerial map of the project area (Appendix B, B-3 and B-6), site visits on July 20, 26, and 27, 2022; October 10, 2022; November 22, 2022; April 19 and 25, 2023 by American Structurepoint, Inc., no public water systems were identified. Therefore, no impacts are expected.

Floodplains

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

Presence

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

Impacts

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

If applicable, indicate the Floodplain Level?

Level 1 ☐ Level 2 ☐ Level 3 ☒ Level 4 ☐ Level 5 ☐

Use the IDNR Floodway Information Portal to help determine potential impacts. Include floodplain map in appendix. Discuss impacts according to the classification system. If encroachment on a flood plain will occur, coordinate with the Local Flood Plain Administrator during design to insure consistency with the local flood plain planning.

Based on a desktop review of The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e>) by American Structurepoint, Inc. on July 5, 2022, and the RFI report, this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, F-57 to F-60). An early coordination letter was sent on August 12, 2022 and January 4, 2024, to the local Floodplain Administrator. The floodplain administrator did not respond within the 30-day time frame. The project encroaches on the floodplain at the existing I-65 over Prairie Creek Southbound bridge (I65-142-10687) where the bridge will be widened by approximately 12 feet to accommodate the entrance lane of the relocated I-65/US 52 interchange. Class I riprap will be replaced around the endbents of the bridge, but will remain within the existing footprint. A riprap drainage turnout will be added at the northwest quadrant of the bridge for erosion control. Therefore, this project qualifies as a Category 3 per the current INDOT CE Manual, which states the modifications to drainage structures included in this project will result in an insignificant change in their capacity to carry flood water. This change could cause a minimal increase in flood heights and flood limits. These minimal increases will not result in any significant adverse impacts on the natural and beneficial floodplain values; they will not result in any

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significant change in flood risks or damage; and they do not have significant potential for interruption or termination of emergency service or emergency routes; therefore, it has been determined that this encroachment is not significant.

The IDNR-DFW responded on February 1, 2024 stating the project will require a formal application for a CIF permit pursuant to the Flood Control Act (IC-14-28-1) (Appendix C, C-29 to C-33).

Farmland

Agricultural Lands
Prime Farmland (per NRCS)

Presence

X
X

Impacts**Yes****No**

X	
X	

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

148

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

Discuss existing farmland resources in the project area, impacts that will occur to farmland, and mitigation and minimization measures considered.

Based on a desktop review, site visits on July 20, 26, and 27, 2022; October 10, 2022; November 22, 2022; April 19 and 25, 2023 by American Structurepoint, Inc., and the 2021 aerial map of the project area (Appendix B, B-3 and B-6), the project will convert 61.1 acres of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on August 12, 2022 and January 4, 2024, to Natural Resources Conservation Service (NRCS). Coordination with NRCS resulted in a score of 148 on the AD 1006 Form (Appendix C, C-35). NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

SECTION D – CULTURAL RESOURCES

Minor Projects PA **Category(ies) and Type(s)** **INDOT Approval Date(s)** **N/A**

Full 106 Effect Finding

No Historic Properties Affected ☐ No Adverse Effect ☒ Adverse Effect ☐

Eligible and/or Listed Resources Present

NRHP Building/Site/District(s) ☐ Archaeology ☐ NRHP Bridge(s) ☒

Documentation Prepared (mark all that apply)

APE, Eligibility and Effect Determination
800.11 Documentation
Historic Properties Report or Short Report
Archaeological Records Check and Assessment
Archaeological Phase Ia Survey Report
Archaeological Phase Ic Survey Report
Other:

X
X
X
X
X

ESD Approval Date(s)

December 29, 2023
April 2, 2024
December 29, 2023
February 9, 2024
February 9, 2024

SHPO Approval Date(s)

January 25, 2024
May 2, 2024
January 25, 2024
March 12, 2024
March 12, 2024

Memorandum of Agreement (MOA)

MOA Signature Dates (List all signatories)

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If the project falls under the MPPA, describe the category(ies) that the project falls under and any approval dates. If the project requires full Section 106, use the headings provided. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of the paper(s) and the comment period deadline. Include any further Section 106 work which must be completed at a later date, such as mitigation from a MOA or avoidance commitments.

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.

Area of Potential Effect (APE):

The APE varies to include a quarter mile buffer around the proposed new interchange and a buffer of adjacent resources near roadway improvement or tie-in activities. The APE was shortened in some areas due to topography. The APE for archaeology includes all existing, permanent, and proposed temporary right-of-way. In a letter dated January 25, 2024, the SHPO concurred with the APE (Appendix D, D-43 to D-44).

Coordination with Consulting Parties:

On June 21, 2022, the parties identified in the table below were sent a Section 106 early coordination letter (ECL) and invited to participate as Section 106 consulting parties (Appendix D, D-22 to D-28). If no response was received to the consulting party invitation after thirty (30) days, it was assumed the invited parties did not wish to act as consulting parties for the undertaking. The State Historic Preservation Officer (SHPO) is automatically recognized as a consulting party for all undertakings. The SHPO responded to the ECL in a letter dated June 28, 2022, and noted that Indiana Landmarks was not included in the distribution (Appendix D, D-33 to D-34). SHPO included Landmarks in its letter and requested to be informed of those individuals or groups that agreed to participate as consulting parties in the next submission. As noted in the next Section 106 distribution on December 29, 2023 (Appendix D, D-39 to D-42), Indiana Landmarks was included in the distribution of the June 21, 2022 Section 106 ECL, but were mistakenly left off the distribution list in the letter. The Peoria Tribe of Indians of Oklahoma responded to the ECL in a letter dated June 24, 2022. In the letter, they that the Tribe "is unaware of a direct link to the newly proposed project location" or "of items covered under Native American Graves Protection and Repatriation Act (NAGPRA) to be associated with the proposed project site, including funerary or sacred objects; objects of cultural patrimony; or ancestral human remains." The Tribe offered no objection to the project at the time of the letter (Appendix D, D-31). The Miami Tribe of Oklahoma responded to the ECL in a letter dated June 28, 2022. They offered no objections to the project at the time of the letter, "as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site" (Appendix D, D-32).

For reference to coordination with participating Section 106 consulting parties, see Appendix D, D-21 to D-64.

Agency/Organization	Response
SHPO	June 28, 2022
City of Lebanon Mayor's Office	No Response
Boone County Commissioners	No Response
Indianapolis Metropolitan Planning Organization	No Response
Indiana Landmarks, Central Regional Office	No Response
Boone County Historian	July 6, 2022
Boone County Historical Society	No Response
Lebanon Historic Preservation Commission, City of Lebanon	No Response
City of Lebanon Engineer	No Response
Boone County Highway Department	July 19, 2023
Boone County Genealogical Society	No Response
Ralph W. Stark Heritage Center	No Response
Eastern Shawnee Tribe of Oklahoma	No Response
Miami Tribe of Oklahoma	June 28, 2022
Peoria Tribe of Indians of Oklahoma	June 24, 2022
Pokagon Band of Potawatomi Indians	No Response
Shawnee Tribe	June 22, 2022
Forest County Potawatomi Community (FCPC)	June 23, 2022

Historic Properties:

Historians for W&A completed a historic property short report (HPSR) (Natali, November 9, 2023) that identified two bridges within the APE that were previously determined eligible as part of the INDOT-sponsored Historic Bridge Inventory: Bridge No. 052-06-03141 A (NBI [National Bridge Inventory] No.: 019150) and Bridge No.: 052-06-03142 (NBI No.: 019160), both of which carry US 52 over Prairie Creek. These bridges were determined eligible as part of the Indiana Historic Bridge Inventory and are "Select." A survey

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of the APE was conducted, and no additional properties were recommended eligible for the National Register. Consulting parties were notified of the availability of the HPSR under a letter dated December 29, 2023 (Appendix D, D-39 to D-42). An email sent the same day (Appendix D, D-37 to D-38) provided instructions for accessing the report via INSCOPE (<http://erms12c.indot.in.gov/Section106Documents>). The SHPO, a designated consulting party, was sent a paper copy of the report. The SHPO responded to the HPSR in a letter dated January 25, 2024 (Appendix D, D-43 to D-44), and noted that the APE “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.” The SHPO also agreed that Bridges No. 052-06-03141 A (NBI No.: 019150) and 052-06-03142 (NBI No.: 019160) were eligible as “Select” bridges under Criterion A, per the Indiana Historic Bridge Inventory. The SHPO noted, “both bridges retain the historic integrity necessary to convey their historical significance.” The SHPO also concurred with the recommendation in the HPSR that no other resources within the APE were listed or eligible for listing in the National Register but that further consultation would be needed “if another consulting party disagrees with any of the conclusions in the HPSR”.

Documentation of the HPSR can be found in Appendix D, D-80 to D-81.

Archaeology:

A Phase Ia Archaeological survey was conducted before the project ROW was finalized and covered a much larger survey area than that of the preferred alternative design footprint. Ninety-three new archaeological sites (12BO615 to 12Bo636, 12BO639 to 12BO709, and 12BO711) were encountered during the field reconnaissance of the larger survey. Due to the large survey area and project timing, the documentation of the field reconnaissance was split into two Phase Ia Archaeological Field Reconnaissance Reports. The first report details the results of the investigations conducted within the project ROW and is described below. Those sites identified outside of the project ROW will be detailed in a separate subsequent document.

Archaeologists for W&A completed a Phase Ia Archaeological Field Reconnaissance Report (Arnold, February 2024) for the preferred alternative only. The archaeologists identified twenty-two archaeological sites fully or partially located within the ROW of the preferred alternative (12BO615 to 617, 12BO621, 12BO625 and 626, 12BO630, 12BO639 to 640, 12BO645, 12BO650, 12BO652 and 653, 12BO655 and 656, 12BO660 to 662, 12BO667, 12BO689, 12BO696, and 12BO703). None of the twenty-two sites were recommended eligible for listing in the National Register. The archaeologists noted that one site, the Beck Cemetery (12BO639; IHSSI No.: 011-269-25016), was not recommended eligible but must be avoided by project activities, per state law. Also pursuant to state law, a Cemetery Development Plan (CDP) for the cemetery was prepared, since project related ground disturbance would occur within 100 feet of a cemetery. No further investigations were recommended for the twenty-two sites within the project ROW and project clearance was recommended. This report was approved by INDOT Cultural Resources Office (CRO) on February 9, 2024 and submitted electronically to participating tribal consulting parties and via paper copy to the SHPO for review (Appendix D, D-45 to D-53).

The FCPC responded to the Archaeology Report and CDP via email on February 12, 2024 (Appendix D, D-54), and stated, “the FCPC THPO is pleased to offer a finding of No Historic Properties affected of significance to the FCPC, however, we request to remain as a consulting party for this project”. The Eastern Shawnee THPO responded to the Archaeology Report and CDP, in a letter dated February 22, 2024 (Appendix D, D-55), and noted that the “project poses NO Adverse Effect or endangerment to known sites of interest to the Eastern Shawnee Tribe”. The Tribal Historic Preservation Department Office for the Shawnee Tribe responded to the Archaeology Report and CDP in an email on February 28, 2024 (Appendix D, D-56), and stated: “we have no issues or concerns at this time”.

The SHPO responded to the Archaeology Report in a letter dated March 12, 2024 (Appendix D, D-57 to D-59). SHPO stated that the APE previously presented in the HPSR (Natali, November 9, 2023) appeared “[t]o 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.” The SHPO also reiterated previous comments that Bridge No. 052-06-03142 (NBI No. 019160) and Bridge No. 052-06-03141 A (NBI No.: 019150) are eligible for the National Register as “Select” bridges with significance under Criterion A for association with the historic US 52 transportation route, representing the “Indiana State Highway Commission (ISHC) pre-World War II development of the U.S. Highway system.” SHPO also reiterated their concurrence that no other above-ground resources within the APE are eligible for inclusion in the National Register.

Regarding the Archaeology Report, the SHPO concurred with the recommendation of the archaeologist (Arnold, February 2024) that the portions of Sites 12BO616 and 12BO656 within the project area “do not appear to contain significant archaeological deposits, and that no further archaeological investigations appear necessary at these portions of the project site.” The portions of those sites outside the project must be avoided or subjected to further work since there is insufficient information to determine their eligibility. In addition, those portions of Sites 12BO616 and 12BO656 outside the project area must be “clearly marked” for avoidance. If avoidance is not feasible, then a subsurface archaeology investigation plan is required to be submitted to IDNR-DHPA. The SHPO further concurred that Sites 12BO615, 12BO617, 12BO621, 12BO625, 12BO626, 12BO630, 12BO640, 12BO645, 12BO650, 12BO652, 12BO653, 12BO655, 12BO660, 12BO661, 12BO662, 12BO667, 12BO689, 12BO696, and 12BO703 “do not appear to be

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eligible for inclusion in the NRHP, and that no further archaeological investigations appear necessary at the proposed project area." SHPO also agreed that the Beck Cemetery (12BO639 and CR-06-01) did not appear eligible for listing in the National Register but noted that "project-related ground-disturbing activities...may be necessary for areas within 100 feet of this cemetery." SHPO acknowledged that a CDP required for this work was included as an attachment to the Archaeological Report. SHPO also noted that the archaeology report (AR-06-00307) and site cards uploaded to the DHPA SHAARD database would be reviewed.

SHPO provided comments on the CDP under a separate letter, also dated March 12, 2024 (Appendix D, D-60 to D-61). SHPO accepted the plan (Kidwell, December 2023) with six conditions: 1) "The cemetery must be avoided by all ground-disturbing project-related activities (e.g., demolition, construction, grading, dredging, and/or filling, tree clearance, vehicle or equipment staging, materials stockpiling, temporary land use, etc.), and provisions of relevant state statutes regarding cemeteries (including IC 14-21-1 and IC 23-14) must be adhered to"; 2) In the event that human remains are disturbed, the IDNR must be notified within two (2) business days; 3) If artifacts or burial objects are discovered, ground disturbing work must stop immediately and within 100 feet of the disturbance and the IDNR must be notified within two (2) business days; 4) Any proposed changes in the plan be submitted to DHPA for review and comment; 5) The plan is not transferrable; and 6) Any resulting Cemetery Records forms must be submitted to the SHAARD database.

Documentation of the Archaeology Report can be found in Appendix D, D-82 to D-84. Documentation of the Cemetery Development plan can be found in Appendix D, D-90 to D-139.

Documentation Findings:

The INDOT, on behalf of the FHWA, issued a "No Adverse Effect" finding for the project on April 2, 2024 because the project will not diminish the integrity of the characteristics that qualify the historic properties within the APE for inclusion in the NRHP. The effects finding and supporting 800.11(e) documentation were sent to consulting parties, including the SHPO on April 3, 2024. The SHPO concurred with the "No Adverse Effect" finding on May 2, 2024 (Appendix D, D-87 to D-89). There were no additional comments regarding the finding from the other consulting parties. Documentation of this finding is in Appendix D, D-1 to D-85.

Public Involvement:

To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of "No Adverse Effect" was published in the *Lebanon Reporter* on April 9, 2024 offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on May 9, 2024. The text of the public notice and the affidavit of publication appear in Appendix D, D-86. No comments were received.

SECTION E – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES

	<u>Presence</u>	<u>Use</u>	
		Yes	No
Parks and Other Recreational Land			
Publicly owned park	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Publicly owned recreation area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (school, state/national forest, bikeway, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildlife and Waterfowl Refuges			
National Wildlife Refuge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National Natural Landmark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Wildlife Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Nature Preserve	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Historic Properties			
Site eligible and/or listed on the NRHP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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Evaluations Prepared

Programmatic Section 4(f)

"De minimis" Impact

Individual Section 4(f)

Any exception included in 23 CFR 774.13

Discuss Programmatic Section 4(f) and "de minimis" Section 4(f) impacts in the discussion below. Individual Section 4(f) documentation must be included in the appendix and summarized below. Discuss proposed alternatives that satisfy the requirements of Section 4(f). FHWA has identified various exceptions to the requirement for Section 4(f) approval. Refer to 23 CFR § 774.13 - Exceptions.

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

Based on a desktop review, the 2021 aerial map of the project area (Appendix B, B-3 and B-6), and the RFI report (Appendix E, E-1 to E-12), there is one potential 4(f) resources located within the 0.5-mile search radius. According to additional research and site visits on July 20, 26, and 27, 2022; October 10, 2022; November 22, 2022; April 19 and 25, 2023 by American Structurepoint, Inc., there is one Section 4(f) resource located adjacent to the project area.

Stone Eater Bike Park is a bike park currently being developed by the City of Lebanon and is located east of US 52, just south of CR 450 N, with an entrance directly across from CR 400 N. Stone Eater Bike Park would be considered a Section 4(f) resources since it is a publicly owned recreational facility. The project will realign US 52 beginning approximately 0.80 mile south of CR 400 N, which would be south of Prairie Creek and Stone Eater Bike Park. 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 Stone Eater Bike Park between Prairie Creek and the first driveway to the north. Therefore, Stone Eater Bike Park is not adjacent to the project's construction limits and not adjacent to any MOT area. The project will maintain access to properties, including Stone Eater Bike Park, throughout construction. The project will not use this resource by taking permanent right of way and will not indirectly use the resource in such a way that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. Therefore, no 4(f) use is expected.

The Trophy Club is a privately-owned golf course that is open to the public and is located east of US 52 just south of CR W 400 N and north of Prairie Creek. Since The Trophy Club is privately owned, it would not be considered a Section 4(f) resource. However, examination of the impacts and coordination was conducted for The Trophy Club. The project will realign US 52 beginning approximately 0.80 mile south of CR 400 N, which would be south of Prairie Creek and 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. Coordination was sent to The Trophy Club on January 10, 2024 and no response was received (Appendix J, J-2).

Section 6(f) Involvement

Presence

Use

Section 6(f) Property

Yes

No

☐☐☐

Discuss Section 6(f) resources present or not present. Discuss if any conversion would occur as a result of this project. If conversion will occur, discuss the conversion approval.

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

A review of 6(f) properties on the INDOT ESD website revealed a total of five properties in Boone County (Appendix J, J-1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

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SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project

Is the project in the most current STIP/TIP?
 Is the project located in an MPO Area?
 Is the project in an air quality non-attainment or maintenance area?
 If Yes, then:
 Is the project in the most current MPO TIP?
 Is the project exempt from conformity?
 If No, then:
 Is the project in the Transportation Plan (TP)?
 Is a hot spot analysis required (CO/PM)?

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

Location in STIP:

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Name of MPO (if applicable):

Location in TIP (if applicable):

Level of MSAT Analysis required?

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

Describe if the project is listed in the STIP and if it is in a TIP. Describe the attainment status of the county(ies) where the project is located. Indicate whether the project is exempt from a conformity determination. If the project is not exempt, include information about the TP and TIP. Describe if a hot spot analysis is required and the MSAT Level.

This project is included in the Fiscal Year (FY) 2024- 2028 Statewide Transportation Improvement Program (STIP) (Appendix H, H-7 to H-8).

This project is located in Boone County, which is currently a maintenance area for Ozone, under the 1997 Ozone 8-hour standard, which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V. Environmental Protection Agency, Et. Al. Decision. The portion of Boone County where the project is located is outside of the Indianapolis Metropolitan Planning Organization (MPO) planning area; therefore, the project is not included in the Indianapolis MPO Transportation Improvement Program (TIP). However, the project is within the Indianapolis MPO's central Indiana 8-county conformity area that is evaluated as part of the Indianapolis MPO's Transportation Plan (TP). The project's design concept and scope are accurately reflected in both the Indianapolis MPO TP (Appendix H, H-3 to H-6) and the STIP and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met. For additional details, please see Appendix H, H-1 to H-8.

The purpose of this 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 by relocating the I-65/US 52 interchange and realigning US 52. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns. As such, this project will result in only a minor relocation of the interchange 1 mile north and will not result in changes in traffic volumes, vehicle mix, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative.

Moreover, Environmental Protection Agency (EPA) regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES3 model forecasts a combined reduction of over 76 percent in the total annual emissions rate for the priority MSAT from 2020 to 2060 while vehicle-miles of travel are projected to increase by 31 percent (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, January 18, 2023). This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

Greenhouse gas emissions from vehicles is directly related to the amount of CO₂ that is released from vehicle exhaust. The amount of CO₂ emissions from vehicle exhaust depends on the speed of travel, acceleration, deceleration, and roadway geometrics. Studies

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have shown that the optimal speed of travel for lowering CO2 emissions from vehicles is 30 to 50 miles per hour and that the more times a vehicle decelerates and accelerates causes CO2 emissions to increase (<https://learn.eartheasy.com/guides/fuel-efficient-driving/#:~:text=You%20can%20improve%20your%20gas,efficiency%20drops%20after%2060%20mph>).

The Council on Environmental Quality's (CEQ) greenhouse gas (GHG) interim guidance (<https://www.regulations.gov/document/CEQ-2022-0005-0001>) was reviewed and considered in the above greenhouse gas emissions analysis. The intent of the guidance is to consider a proposed project's effects on GHG emissions to ensure that FHWA projects do not have any negative impacts to GHG and how the selected alternative will improve GHG emissions. As discussed in the *Purpose and Need* section above, 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 LOS F (unacceptable) in the 2045 (design year) AM peak hours. This deterioration of LOS is anticipated to increase the amount that vehicles are decelerating and accelerating, as well as potential to result in longer travel and idle times for vehicles moving through this area. The purpose of this 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; therefore, the project is not projected to increase vehicular traffic in this region of Boone County. Although the project does shift the location of the interchange, the project will not increase operational capacity of the roadways involved. It is anticipated the project's improvements to mobility, direct access, and LOS will result in a reduction of GHG emissions due to the reduction of anticipated deceleration/acceleration conditions and potential idle times from projected congestion. All of the proposed conceptual alternatives that met the purpose and need for this project would result in similar improvements to traffic mobility, direct access, and LOS compared to the preferred alternative and would result in a near equal reduction of GHG emissions.

During construction, there may be a minor temporary increase of GHG emissions due to the increase of heavy trucks moving construction material to and from the site, as well as the operation of construction equipment. Additionally, the temporary reduction of travel lanes on US 52 and the rolling slowdowns on I-65 may temporarily increase GHG emissions due to deceleration/acceleration of vehicles. However, these temporary increases would cease upon completion of the project. All of the proposed conceptual alternatives that met the purpose and need for this project would result in similar temporary GHG emissions from construction since they all involve relocating the interchange and have a similar construction effort compared to the preferred alternative. These temporary increases of GHG emissions from construction would be minor and do not outweigh the overall anticipated reduction in GHG emissions by the project.

The above analysis indicates the project is anticipated to result in a net reduction in GHG emissions by providing improved mobility and direct access to the areas east and west of I-65, north of Lebanon. In addition, the improvement of LOS will reduce the anticipated deceleration/acceleration conditions and potential idle times from projected congestion.

In addition to GHG emissions, climate change impacts and resiliency factors were examined. According to the Indianapolis MPO's Central Indiana Regional Resiliency Snapshot (<https://www.indympo.org/whats-underway/regional-resiliency-snapshot>), facilities in central Indiana may be located in areas susceptible to various threats, including flooding, severe weather, extreme heat, or a combination of threats. Additionally, climate change can exacerbate the severity or frequency of these threats. Winter storm, flooding, and related severe weather are threats that have the highest probability and impacts for the central Indiana region where this project is located.

The most probable climate change related threat for this project would be severe weather that results in increased precipitation and flooding due the proximity of Prairie Creek and its tributaries. As this project was developed, improved drainage and detention was considered throughout design. The project was designed to allow water to runoff the roadway. This runoff will be captured by drainage ditches along the roadways and stormwater detention ponds (dry ponds) within the interchange infields that will be constructed. Additionally, the project minimized impacts to Prairie Creek's floodplain with only minor impacts from the widening of the I-65 over Prairie Creek bridge (I65-142-05571 BSBL) and avoidance of any new crossings. The project will also remove the southbound lanes of Old US 52 and restore this area to a permeable surface that will aid surface drainage during severe weather.

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SECTION G - NOISE

Noise**Yes****No**Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy? ☒ ☐Date Noise Analysis was approved/technically sufficient by INDOT ESD: April 18, 2024

Describe if the project is a Type I or Type III project. If it is a Type I project, describe the studies completed to date and if noise impacts were identified. If noise impacts were identified, describe if abatement is feasible and reasonable and include a statement of likelihood.

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 23 CFR 772, FHWA's *Highway Traffic Noise: Analysis and Abatement Guidance (December 2011)*, and INDOT's *Traffic Noise Analysis Procedure (October 2022)*. A Noise Analysis Report was completed by American Structurepoint, Inc. on March 29, 2024 and was approved by the INDOT on April 18, 2024 (Appendix I, I-1 to I-95).

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, which have an NAC of 67 dBA. 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. 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 (67 dBA) in the design year (2045), which is the threshold for the identifying traffic noise impacts and the consideration of abatement measures. Twelve noise barrier locations (NB 1 to NB 12) were modeled within the analysis area. Noise abatement is considered 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 Common Noise Environment (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.

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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

Based on the studies completed to date, it has been determined that noise abatement is not feasible or reasonable at any of these locations. This determination was upon preliminary design costs and design criteria. Noise abatement has not been found to be feasible or reasonable based on the number of impacted receptors achieving a 5 dBA reduction in noise and the maximum square footage. 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 and the public involvement process.

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.

SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

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

Yes	No
X	
	X
	X
	X
X	
X	

Discuss how the project complies with the area's local/regional development patterns; whether the project will impact community cohesion; and impact community events. Discuss how the project conforms with the ADA Transition Plan.

The project will have temporary negative socioeconomic impacts on the community, including temporary inconveniences commonly associated with construction such as noise, fugitive dust, increased travel delays, and utility disruptions. However, these impacts are temporary and will cease upon completion of the project.

Permanent socioeconomic effects are not expected. The proposed project is not anticipated to negatively affect community cohesion

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since access is being maintained to all properties and will provide a new location to cross over I-65. Transportation within the community and access to community resources will not be affected. Minimal impacts are anticipated to the local tax base, property value, and community events, since the majority of the project will occur along I-65 and US 52 and the project will improve mobility for the surrounding area. The temporary socioeconomic impacts discussed here do not outweigh the benefits the project will bring to the community by providing improved mobility, direct access, and LOS D or better at the I-65/US 52 interchange.

In order for a municipality to be eligible to receive federal funds they must have in place, or at least under development, an ADA Transition Plan. The Transition Plan inventories the municipality's infrastructure identifying those areas with features (i.e., sidewalks, crosswalks, curb ramps, building access, etc.) that are not in compliance with the ADA and establishes a plan to program funding for improvement intended to bring the facilities into compliance.

The proposed projects take place along roadways managed by INDOT. The proposed projects are federal-aid projects, meaning all improvements to the infrastructure must conform to the ADA. Therefore, the projects will comply with the June 1, 2021 INDOT ADA Transition Plan (<https://www.in.gov/indot/files/21-ADA-Transition-Plan.pdf>).

Public Facilities and Services

Discuss what public facilities and services are present in the project area and impacts (such as MOT) that will occur to them. Include how the impacts have been minimized and what coordination has occurred. Some examples of public facilities and services include health facilities, educational facilities, public and private utilities, emergency services, religious institutions, airports, transportation or public pedestrian and bicycle facilities.

Based on a desktop review, the 2021 aerial map of the project area (Appendix B, B-3 and B-6), and the RFI report (Appendix E, E-1 to E-12), there is one public facility, Witham Hospital, located within the 0.5-mile search radius. There are no public facilities within or adjacent to the project area. This was confirmed during site visits on July 20, 26, and 27, 2022; October 10, 2022; November 22, 2022; April 19 and 25, 2023 by American Structurepoint, Inc. Witham Hospital responded to coordination on January 11, 2024 (Appendix C, C-26) noting that they have future concerns for the SR 39 and CR 300 N intersection and asked if hospital signage could be added to make drivers aware they can use the new interchange to reach the hospital. This has been added as a firm commitment in the *Environmental Commitments* section of this EA document. No impacts are expected.

Additionally, the RFI report (Appendix E, E-1 to E-12) identified one railroad and three pipelines within the project area; however, the railroad and two of the pipelines are located east of the project's eastern termini along CR 300 N. The third pipeline crosses US 52 within the construction limits of the project. Coordination with INDOT Utilities and Railroads will occur.

Currently, two electric companies (Boone County REMC and CenterPoint Energy), five communication companies (AT&T, Comcast, Metronet, Zayo, MCI Communication Services), and one wastewater (Lebanon Utilities) are within the project area and provide services to residents and businesses adjacent/outside the project area. Coordination with these utility services to identify potential conflicts and relocation for the appropriate facilities, if needed, has been initiated. This coordination will continue through the duration of the engineering phase of the project.

It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. Roadways will remain open throughout construction and access by emergency services to the area will not be impacted.

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

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

Indicate if EJ issues were identified during project development. If an EJ analysis was not required, discuss why. If an EJ analysis was required, describe how the EJ population was identified. Include if the project has a disproportionately high or adverse effect on EJ populations and explain your reasoning. If yes, describe actions to avoid, minimize and mitigate these effects.

Underserved/Disadvantaged Populations

FHWA's Planning and Equity Tool

The FHWA's Planning and Equity Tool was accessed on November 13, 2023 to determine if a transportation disadvantaged community (DAC) is present within the project area. Transportation DACs are defined by the USDOT as communities and places

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that spend more, and take longer, to get where they need to go. These transportation DACs include areas that have higher percentage of total population with a drive time to work of 30 minutes or longer, have a higher percentage of total population with no vehicle, are not supportive to walking based on economic and built-environment characteristics, and have higher transportation costs as a percentage of income. No transportation DACs were identified within the project area (Appendix J, J-76).

EPA's Environmental Justice Screening and Mapping Tool

The EPA's Environmental Justice Screening and Mapping Tool (EJSCREEN) was accessed on November 13, 2023 to determine if other DACs are present within the project area. Four socioeconomic indicators were examined:

- **Limited English speaking (LEP):** the number or percent of people in a block group living in limited English Speaking households. A household in which all members age 14 years and over speak a non-English language and also speak English less than "very well" (have difficulty with English) is limited English speaking.
- **Less than high school education:** the number or percent of people age 25 or older in a block group whose education is short of a high school diploma.
- **Under age 5:** the number or percent of people in a block group under the age of 5.
- **Over age 64:** the number or percent of people in a block group over the age of 64.

EJSCREEN puts each indicator in perspective by reporting the value as a percentile. The 80th percentile is a suggested starting point for the purpose of identifying geographic areas that may warrant further consideration, analysis, or outreach.

LEP

The project area is below the 50th percentile statewide for LEP. Therefore, no DACs were identified (Appendix J, J-77).

Less than High School Education

The project area is below the 50th percentile statewide for Less than High School Education. Therefore, no DACs were identified (Appendix J, J-78).

Under Age 5

The majority of the project area is below the 50th percentile statewide for Under Age 5. However, a block group in census tract 8104 at the southern end of the project area is in the 70th-80th percentile statewide. Since this block group of census tract 8104 reaches the 80th percentile, it would be considered a DAC (Appendix J, J-79).

Over Age 64

The project area is generally in the 60th-70th percentile statewide for Over Age 64. However, an area at the northwestern end of the project area is within the 80th-90th percentile. Since this area at the northwestern end of the project area is over the 80th percentile, it would be considered a DAC (Appendix J, J-80).

This project will not disrupt community cohesion or create a physical barrier. The project will improve mobility and direct access to the areas east and west of I-65, north of Lebanon, as well as increase the Level of Service (LOS) of the I-65/US 52 interchange to LOS D or better. The part of the project located in the Over Age 64 DAC's area is designed for temporary maintenance of traffic crossovers and no permanent changes will be made within the DAC. The part of the project located in the Under Age 5 DAC's area is designed to remove the northbound Lafayette Avenue to I-65 northbound entrance ramp. However, the project does not impact any schools or childcare facilities. Therefore, it would not have any adverse or disproportionate impacts to the Under Age 5 DAC or the Over Age 64 DAC.

Environmental Justice Communities

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. Currently, the project is anticipated to require more than 0.5 acre of additional permanent right-of-way and one relocation. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exist and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Boone County, Indiana. The community that overlaps the project area is called the affected community (AC). In this project area, there are two Acs: AC 1 is Census Tract 8103 and AC 2 is Census Tract 8104 (See Figure 6). An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data was obtained from the US Census Bureau Website (<https://data.census.gov>) on November 13, 2023 by American Structurepoint, Inc.

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(see Tables 1 and 2). The data collected for minority and low-income populations within the AC's are summarized in the below table.

	COC Boone County	AC 1 Census Tract 8103	AC 2 Census Tract 8104
LOW-INCOME POPULATION			
Total Population for Whom Poverty Status is Determined	68,886	5,609	5,870
Total Population Below Poverty Level	4,042	457	529
Percent Low-Income	5.87%	8.15%	9.01%
125 Percent of COC	7.33%		
AC Percent Low-Income Greater Than 125 Percent of COC?		Yes	Yes
AC Percent Low-Income Greater Than 50 Percent?		No	No
Population of EJ Concern?		Yes	Yes
MINORITY POPULATION			
Total Population	69,839	5,930	6,080
Not Hispanic or Latino: White Alone	62,309	5,548	5,349
Minority Population	7,530	382	731
Percent Minority	10.78%	6.44%	12.02%
125 Percent of COC	13.48%		
AC Percent Minority Greater Than 125 Percent of COC?		No	No
AC Percent Minority Greater Than 50 Percent?		No	No
Population of EJ Concern?		No	No

Data from the 2020 American Community Survey 5-Year Estimates (2017-2021)

The AC 1, Census Tract 8103, has a percent low-income of 8.15% which is below 50%, but is above the 125% COC threshold. The AC 2, Census Tract 8104, has a percent low-income of 9.01% which is below 50%, but is above the 125% COC threshold. Therefore, AC 1 and AC 2 do contain low-income populations of EJ concern.

The AC 1, Census Tract 8103, has a percent minority of 6.44% which is below 50% and is below the 125% COC threshold. The AC 2, Census Tract 8104, has a percent minority of 12.02% which is below 50% and is below the 125% COC threshold. Therefore, both AC's do not contain minority populations of EJ concern.

This project will not disrupt community cohesion or create a physical barrier. The project will improve mobility and direct access to the areas east and west of I-65, north of Lebanon, as well as increase the Level of Service (LOS) of the I-65/US 52 interchange to LOS D or better. Additionally, the project will create pedestrian facilities that cross I-65. This will benefit both EJ and non EJ populations. This project is acquiring right-of-way; however, a majority of the proposed ROW acquisition is from agricultural fields. The project only has one relocation and the relocation is not located within an EJ population. Based upon the scope of the project, the identified populations will not experience a disproportionately high and adverse impact from the project.

INDOT ESD approved the EJ analysis on December 27, 2023. INDOT ESD would not consider the impacts associated with this project as causing a disproportionately high and adverse effect on minority and/or low-income populations of EJ concern relative to non-EJ populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a. No further EJ Analysis is required.

Please see Appendix J, J-68 to J-76, for supporting data and figures.

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Relocation of People, Businesses or Farms

Will the proposed action result in the relocation of people, businesses or farms?
Is a BIS or CSRS required?

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

Number of relocations: Residences: 1 Businesses: 0 Farms: 0 Other: 0

Discuss any relocations that will occur due to the project. If a BIS or CSRS is required, discuss the results in the discussion below.

The project will require one relocation, which is a residence located along Witt Road where CR 325 N will be constructed. Avoidance and minimization was evaluated; however, due to the residences that line Witt Road and CR 300 N, a relocation could not be avoided under the preferred alternative. For more discussion of avoidance and minimization efforts, see the Alternative Analysis in Appendix A, A-1 to A-34. The acquisition and relocation program will be conducted in accordance with 49 CFR 24 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. Relocation resources are available to all residential and business relocates without discrimination. No person displaced by this project will be required to move from a displaced dwelling unless comparable replacement housing is available to that person.

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)

Red Flag Investigation (RFI)
Phase I Environmental Site Assessment (Phase I ESA)
Phase II Environmental Site Assessment (Phase II ESA)
Design/Specifications for Remediation required?

Documentation

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

Date RFI concurrence by INDOT SAM (if applicable): January 23, 2024

Include a summary of the potential hazardous material concerns found during review. Discuss in depth sites found within, directly adjacent to, or ones that could impact the project area. Refer to current INDOT SAM guidance. If additional documentation (special provisions, pay quantities, etc.) will be needed, include in discussion. Include applicable commitments.

Based on a review of GIS and available public records, the RFI was completed on January 23, 2024 by American Structurepoint, Inc., and INDOT SAM provided their concurrent on January 23, 2024 (Appendix E, E-1 to E-12). One RCRA Generator/TSD, two Underground Storage Tank (UST) sites, one close landfill, two Leaking UST (LUST) sites, one Brownfields site, one institutional control site, and 14 NPDES facilities are located within the 0.5-mile search radius. One RCRA Generator/TSD site, one closed landfill, one LUST, and two NPDES facilities could affect the project area.

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 complaint, 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 from 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

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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 (Stone Eater Bike Park), coordination with the Lebanon City Engineer is recommended. Additional information regarding Stone Eater Bike Park is included in the *Section 4(f) Resources* section above.

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.

Coordination with the City of Lebanon has been ongoing throughout the development of the project. The City of Lebanon has not stated any concerns that the project will affect the development of the bike park (closed landfill) or the construction (NPDES facility).

All applicable recommendations are included in the *Environmental Commitments* section of this EA document.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

Nationwide Permit (NWP)
Regional General Permit (RGP)
Individual Permit (IP)
Other

X

IN Department of Environmental Management (401/Rule 5)

Nationwide Permit (NWP)
Regional General Permit (RGP)
Individual Permit (IP)
Isolated Wetlands
Rule 5
Other

X
X

IN Department of Natural Resources

Construction in a Floodway
Navigable Waterway Permit
Other

X

Mitigation Required

US Coast Guard Section 9 Bridge Permit

Others (Please discuss in the discussion below)

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List the permits likely required for the project and summarize why the permits are needed, including permits designated as "Other."

It is anticipated that the impacts to wetlands described above will require an IDEM Section 401 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. Additionally, an IDEM Construction Stormwater General Permit (CSGP), formerly known as Rule 5, will likely be required as the total area of soil disturbance will be greater than one acre. A CIF permit pursuant to the Flood Control Act (IC-14-28-1) will likely be required due to floodway impacts.

Applicable recommendations provided by the resource agencies are included in the Environmental Commitments section of this CE document. If permits are found to be necessary, the conditions of the permit will be requirements of the project and will supersede these recommendations.

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

ENVIRONMENTAL COMMITMENTS

List all commitments and include the name of agency/organization requesting/requiring the commitment(s). Listed commitments should be numbered.

Firm:

- 1) If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Crawfordsville District)
- 2) It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
- 3) Any work in a wetland area within right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the U.S. Army Corps of Engineers permit. (INDOT ESD)
- 4) TREE REMOVAL AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
- 5) LIGHTING AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
- 6) TREE REMOVAL AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS and IDNR-DFW)
- 7) TREE REMOVAL AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)
- 8) TREE REMOVAL AMM 4: Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year. (USFWS)
- 9) GENERAL AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
- 10) RCRA: Bos Diesel Repair (now Zores Towing), AI ID 982, 2115 Frontage Road, is located adjacent to the project area. 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. (INDOT SAM)
- 11) 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. 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. (INDOT SAM)
- 12) 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. 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. (INDOT SAM)
- 13) Prairie Creek, UNT 3 to Prairie Creek, UNT 7 to Prairie Creek, and UNT 8 to Prairie Creek will be labeled on the plans as

Indiana Department of Transportation

County Boone Route I-65 and US 52 Des. No. 2200176 (Lead)

"Do Not Disturb". This is included as a firm commitment in the Environmental Commitments section of this document. (INDOT ESD)

- 14) Wetlands 1 to 2, Wetlands 5 to 16, and Wetland 18a to 20, and portions of Wetland BD, Wetlands P to U, Wetlands 3 to 4, Wetland 17, and Wetland 21 will be labeled on the plans as "Do Not Disturb". This is included as a firm commitment in the Environmental Commitments section of this EA document. (INDOT ESD)
- 15) 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. (INDOT ESD)
- 16) Hospital signage for Witham Hospital will be added to the project design plans. (Witham Hospital)
- 17) The third pipeline crosses US 52 within the construction limits of the project. Coordination with INDOT Utilities and Railroads will occur. (INDOT SAM)
- 18) 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 SAM)
- 19) 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 SAM)
- 20) The portions of sites 12BO616 and 12BO656 outside the project must be avoided or subjected to further work since there is insufficient information to determine their eligibility. In addition, those portions of Sites 12BO616 and 12BO656 outside the project area must be labeled on the plans as "Do Not Disturb". If avoidance is not feasible, then a subsurface archaeology investigation plan is required to be submitted to IDNR DHPA. (SHPO)
- 21) Beck Cemetery (12BO639; IHSSI No.: 011-269-25016) was not recommended eligible but must be avoided by project activities during construction. (SHPO)
- 22) Beck Cemetery must be avoided by all ground-disturbing project-related activities (e.g., demolition, construction, grading, dredging, and/or filling, tree clearance, vehicle or equipment staging, materials stockpiling, temporary land use, etc.), and provisions of relevant state statutes regarding cemeteries (including IC 14-21-1 and IC 23-14) must be adhered to during construction. (SHPO)
- 23) In the event that human remains are disturbed, the IDNR must be notified within two (2) business days. (SHPO)
- 24) If artifacts or burial objects are discovered, ground disturbing work must stop immediately and within 100 feet of the disturbance and the IDNR must be notified within two (2) business days. (SHPO)
- 25) Any proposed changes in the Cemetery Development Plan must be submitted to DHPA for review and comment. (SHPO)
- 26) The Cemetery Development Plan is not transferable. (SHPO)
- 27) Any resulting Cemetery Records forms must be submitted to the SHAARD database. (SHPO)

For Further Consideration:

- 28) Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Riprap may be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM). The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Northern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. (IDNR-DFW)
- 29) Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast-height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however. (IDNR-DFW)
- 30) Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure. (IDNR-DFW)
- 31) Minimize the extent of artificial bank stabilization and use bioengineering methods wherever feasible. (USFWS)
- 32) If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat (if applicable). (USFWS)
- 33) Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. (USFWS)
- 34) Culverts should span the active stream channel, should be either embedded or a 3-sided or open- arch culvert, and be

Indiana Department of Transportation

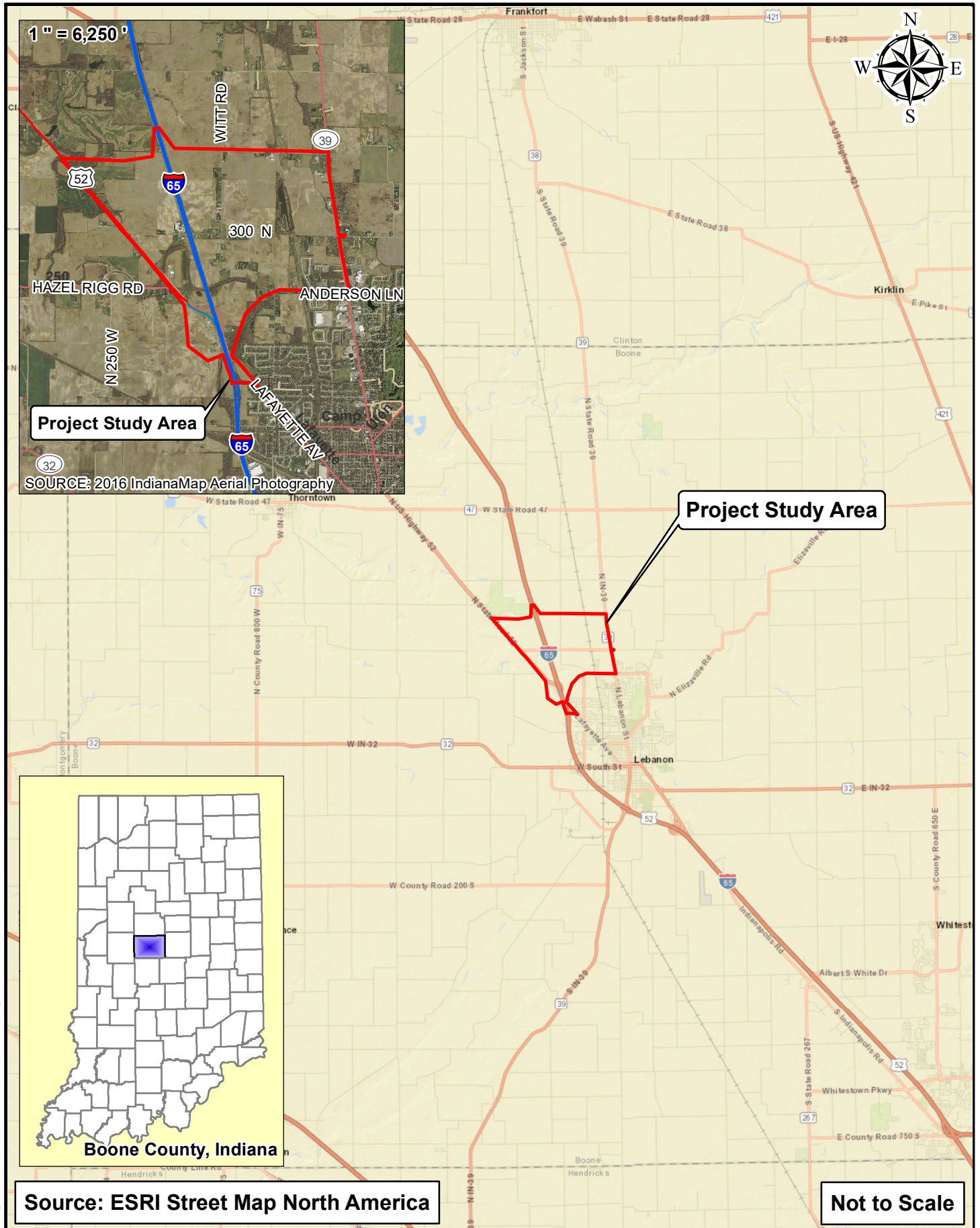
County Boone

Route I-65 and US 52

Des. No. 2200176 (Lead)

installed where practicable on an essentially flat slope. When an open- bottomed culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community. (USFWS)

- 35) Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing. (USFWS and IDNR-DFW)



Source: ESRI Street Map North America

Not to Scale



State Location Map

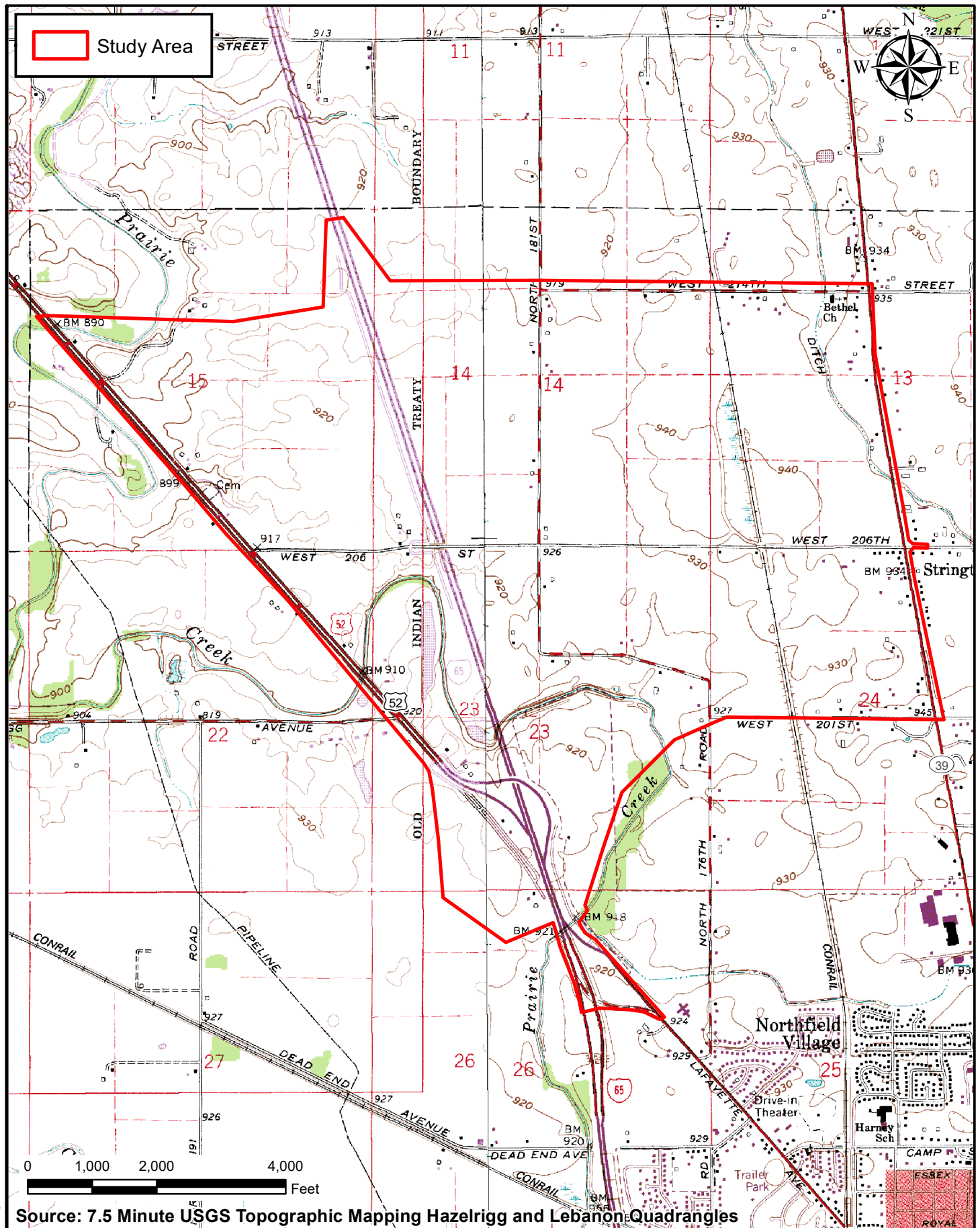
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

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

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

Appendix B
B-1

Date: 07/13/2022



Source: 7.5 Minute USGS Topographic Mapping Hazelrigg and Lebanon Quadrangles



USGS Topographic Map

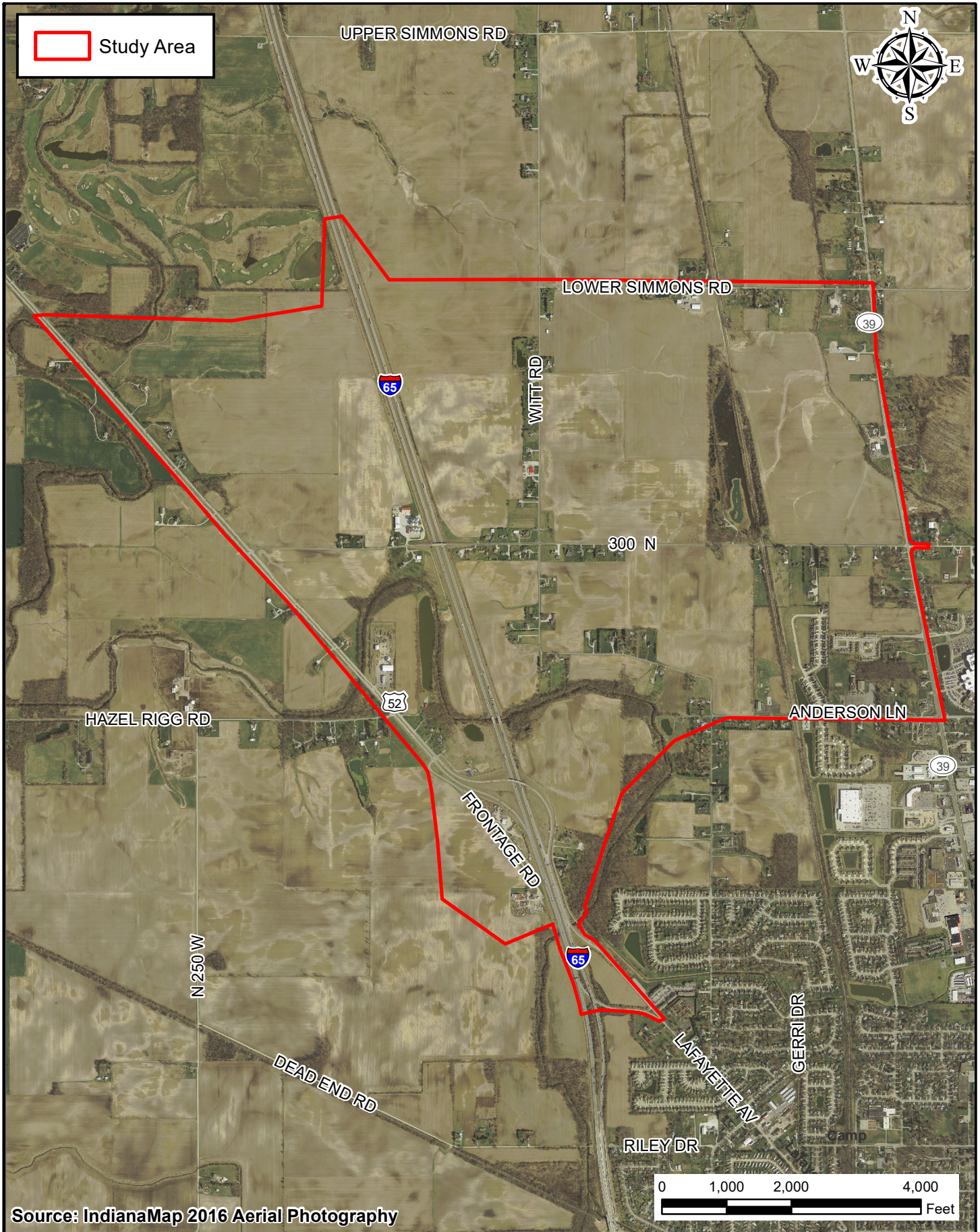
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

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

Date: 07/13/2022

Appendix B
B-2

Path: P:\2022\00646\Drawings\ArcView\Environmental\Exhibits\Public Involvement\2022.00646.EV.2022-06-09.map.165US52_Aerial.les.mxd Date: 7/13/2022 User: isteverson



AMERICAN
STRUCTUREPOINT
INC.

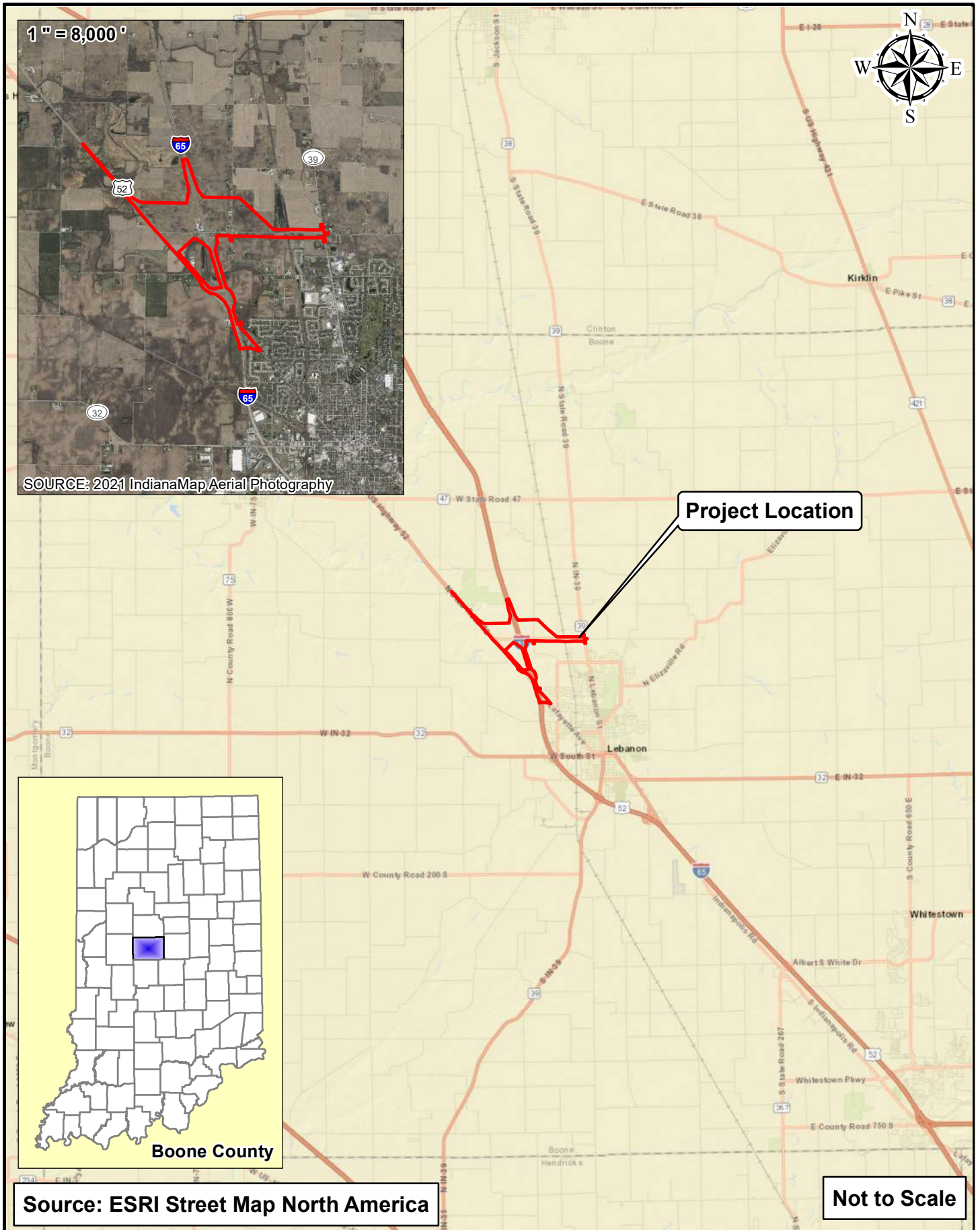
2016 Aerial Study Area Map

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: 07/13/2022

Appendix B
B-3



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INC.

State Location Map

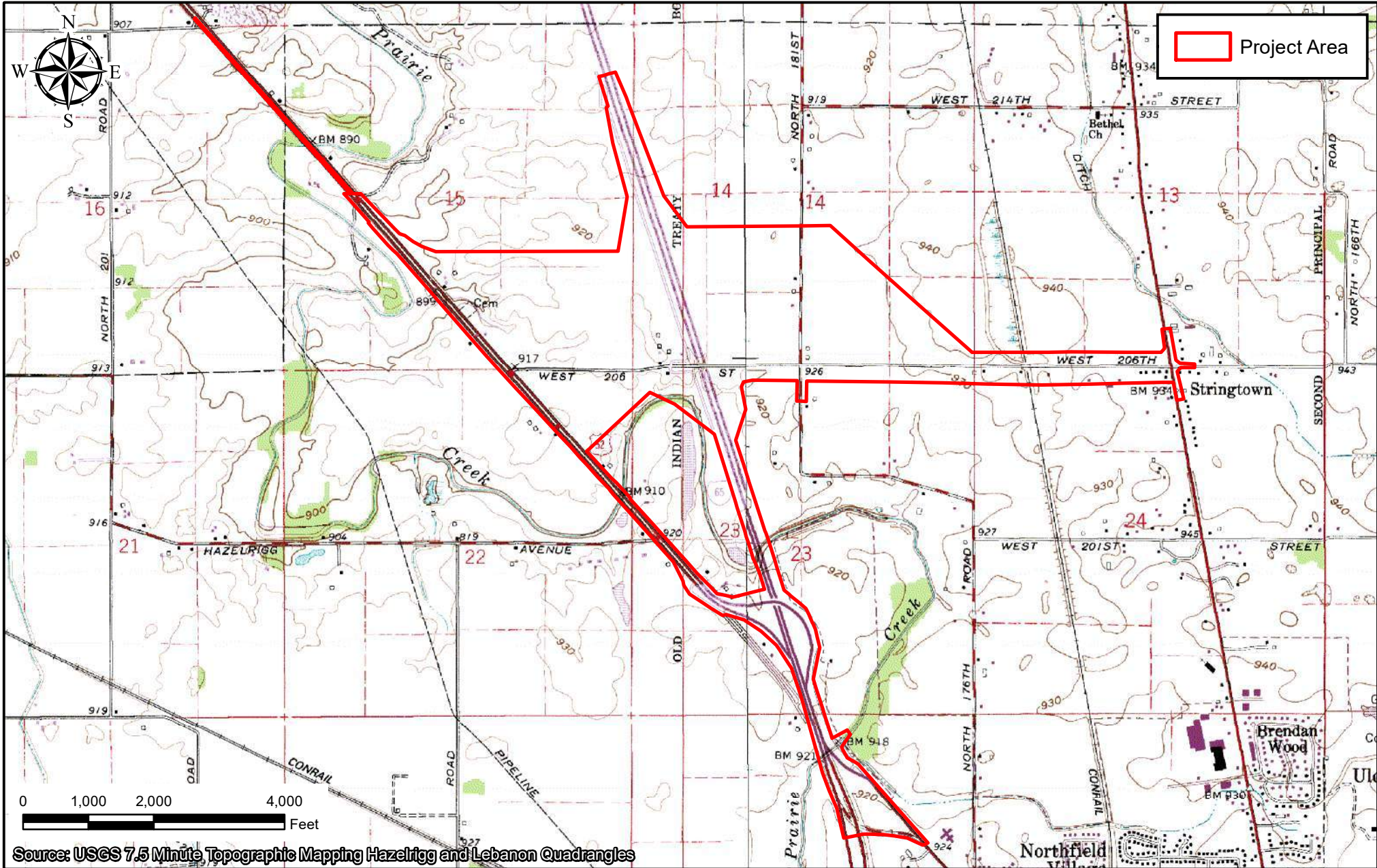
INDOT Crawfordsville District
41 West 300 North
Crawfordsville, IN 47933

I-65 and US 52 Interchange Improvement
Des No 2200176

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

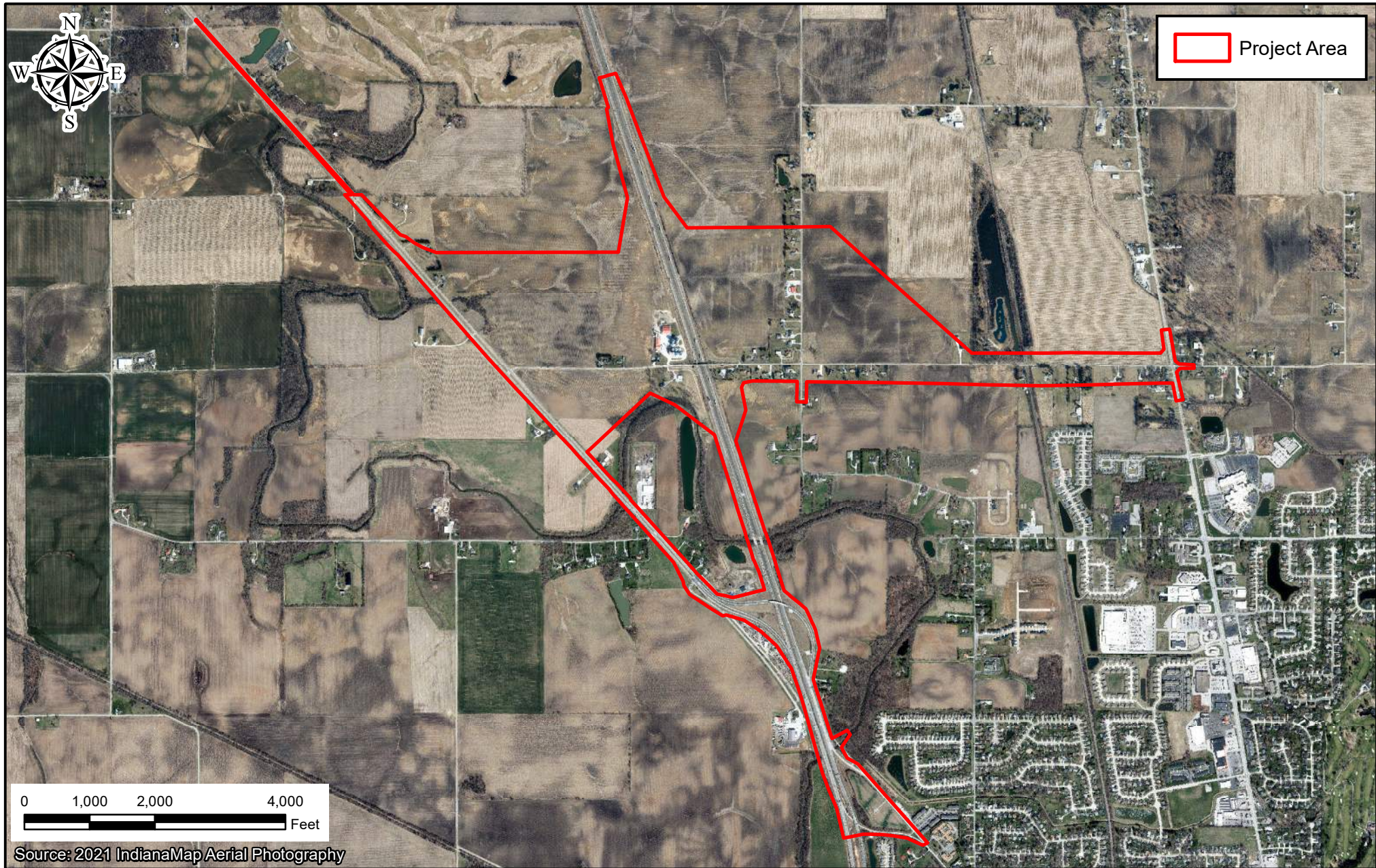
Date: 1/4/2024

Appendix B
B-4



Source: USGS 7.5 Minute Topographic Mapping Hazelrigg and Lebanon Quadrangles

 <p>AMERICAN STRUCTUREPOINT INC.</p>	<p>USGS Topographic Map</p> <p>INDOT Crawfordsville District 41 West 300 North Crawfordsville, IN 47933</p>	<p>I-65 and US 52 Interchange Improvement Des No 2200176 Location: Lebanon Township: Center County: Boone State: Indiana</p> <p>Date: 01/04/2024</p> <p>Appendix B B-5</p>
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AMERICAN
STRUCTUREPOINT
INC.

Aerial Photography

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: 01/04/2024

Appendix B
B-6

Appendix B: Public Hearing Documentation

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

The Indiana Department of Transportation (INDOT) will host a public hearing on **Monday, June 17, 2024**, at **Lebanon High School, 510 Tiger Way, Lebanon, IN 46052. Please enter through Athletics Entrance (Door 5).** The hearing will begin at 7:00 PM and doors will open at 6:30 PM. The purpose of the public hearing is to offer all interested persons an opportunity to comment on current preliminary design plans to improve the I-65 and US 52 interchange in Lebanon, Boone County, Indiana. 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.

The project will require approximately 66.7 acres of permanent right-of-way (ROW) and approximately 1.1 acres of temporary ROW. The project will result in one relocation.

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.

Federal and state funds are proposed to be used for construction of this project. INDOT and the Federal Highway Administration (FHWA) have agreed that an Environmental Assessment (EA) is appropriate and a Finding of No Significant Impact (FONSI) is anticipated. The EA has been prepared for the project. The EA and project information can be mailed upon request. The EA and preliminary design information is available to view prior to the hearing at the following locations:

1. Project Website: www.52at65.com
2. Lebanon Public Library, 104 E Washington Street, Lebanon, IN 46052

At least one week prior to the public hearing, the hearing materials, including the presentation, will be made available online at the project website (www.52at65.com).

Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during and for a period of two (2) weeks following the hearing date, will be evaluated, considered and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within

the comment period to: Sarah Everhart, at American Structurepoint, Inc., 9025 River Road, Suite 200, Indianapolis, Indiana 46240. E-mail: severhart@structurepoint.com. **INDOT respectfully requests comments be submitted by July 2, 2024.**

With advance notice, INDOT will provide accommodations for persons with disabilities with regards to participation and access to project information as part of the hearings process including arranging auxiliary aids, interpretation services for the hearing impaired, services for the sight impaired and other services as needed. In addition, INDOT will provide accommodations for persons of Limited English Proficiency (LEP) requiring auxiliary aids including language interpretation services and document conversion. Should accommodation be required please contact Sarah Everhart, American Structurepoint, Inc., at (317) 547-5580, or email severhart@structurepoint.com by June 10, 2024.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(a)(7) states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary." approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2021.



Indiana/Kentucky

PO Box 630485 Cincinnati, OH 45263-0485

GANNETT

AFFIDAVIT OF PUBLICATION

INT AMERICAN STRUCTUREPO

American Structurepoint
9025 River Rd Ste 200
Indianapolis IN 46240

STATE OF WISCONSIN, COUNTY OF BROWN

The Indianapolis Star, a daily newspaper published in the city of Indianapolis, Marion County, State of Indiana, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issue:

05/31/2024, 06/10/2024

and that the fees charged are legal.
Sworn to and subscribed before on 06/10/2024

Legal Clerk

Notary, State of WI, County of Brown

My commission expires

Publication Cost: \$145.92

Tax Amount: \$0.00

Payment Cost: \$145.92

Order No: 10216894

of Copies:

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1

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THIS IS NOT AN INVOICE!

Please do not use this form for payment remittance.

NANCY HEYRMAN
Notary Public
State of Wisconsin

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

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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 of 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.

The project will require approximately 66.7 acres of permanent right-of-way (ROW) and approximately 1.1 acres of temporary ROW. The project will result in one relocation.

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 turnaround will be constructed for CR 300 N to maintain access of US 52. Temporary crossovers will be constructed on US 52 to maintain one lane of traffic in each direction.

Federal and state funds are proposed to be used for construction of this project. INDOT and the Federal Highway Administration (FHWA) have agreed that an Environmental Assessment (EA) is appropriate and a Finding of No Significant Impact (FONSI) is anticipated. The EA has been prepared for the project. The EA and project information can be mailed upon request. The EA and preliminary design information is available to view prior to the hearing at the following locations:

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INI - 5/31, 6/10/2024 - 10216894

To: IND Indianapolis Star

(Government Unit)

County, Indiana

96 lines, 2.0000 columns wide which equals 192 equivalent
lines at \$0.38 per line @ 2 days \$145.92

Acct #: 1332495

Ad #: 10216894

Website Publication \$0.00

DATA FOR COMPUTING COST

Charge for proof(s) of publication \$0.00

Width of single column 1.53 in

Number of insertions 2

TOTAL AMOUNT OF CLAIM \$145.92

Size of type 7 point

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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)

\$ _____

On Account of Appropriation For

FED ID

83-2810977

Allowed _____, 20 _____

In the sum of \$ _____

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

Tax I.D. 82-2664009

To: The Lebanon Reporter

117 E. Washington St. Lebanon, IN 46052

Indiana Department of Transportation/ Lebanon High School

(Governmental Unit)

Boone County, Indiana

PUBLISHER'S CLAIM

TLR- 365

Ad # 1885573

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Display Master (Must not exceed two actual lines, neither of which shall be 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

172 lines, 2 columns wide equals

344 equivalent lines at 0.8308 cents per line

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

DATA FOR COMPUTING COST

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Number of insertions 2

Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that I am the publisher of the above advertisement and correct, that the amount claimed is legally due, after allowing all just credits, and that the same has been paid.

I also certify that the printed matter attached hereto is a true copy, of the same as it appeared in said paper 2 times. The dates of publication being

June 4, 2024 June 11, 2024

Additionally, the statement checked below is true and correct:

Newspaper does not have a Web site.

☒ Newspaper has a Web site and this public notice was posted on the same as published in the newspaper.

☐ Newspaper has a Web site, but due to technical problem or error, publication was posted on

☐ Newspaper has a Web site but refuses to post the public notice.

Date: June 11, 2024

Title: Legal Advertising Clerk

LEGAL NOTICE OF PUBLIC HEARING - DES. NO. 2200176 1-65 and US 52 Interchange Improvement Project, Lebanon, Boone County, IN

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The project will require approximately 66.7 acres of permanent right-of-way (ROW) and approximately 1.1 acres of temporary ROW. The project will result in one relocation.

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, 1-65, Witt Road, and CR 300 N. During construction along 1-65, it is anticipated that three lanes in each direction will be maintained. A temporary turnaround 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. Federal and state funds are

proposed to be used for construction of this project. INDOT and the Federal Highway Administration (FHWA) have agreed that an Environmental Assessment (EA) is appropriate and Finding of No Significant Impact (FONSI) is anticipated. The EA has been prepared for the project. The EA and project information can be mailed upon request. The EA and preliminary design information is available to view prior to the hearing at the following locations:

1. Project Website: www.52at65.com
2. Lebanon Public Library, 104 E. Washington Street, Lebanon, IN 46052

At least one week prior to the public hearing, the hearing materials, including the presentation, will be made available on line at the project website (www.52at65.com).

Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during and for a period of two (2) weeks following the hearing date, will be evaluated, considered and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within the comment period to: Sarah Everhart, at American Structurepoint, Inc., 9025 River Road, Suite 200, Indianapolis, Indiana 46240. E-mail: severhart@structurepoint.com. INDOT respectfully requests comments be submitted by July 2, 2024.

With advance notice, INDOT will provide accommodations for persons with disabilities with regards to participation and access to project information as part of the hearing process including arranging auxiliary aids, interpretation services for the hearing impaired, services for the sight impaired and other services as needed. In addition, INDOT will provide accommodations for persons of Limited English Proficiency (LEP) requiring auxiliary aids including language interpretation services and document conversion. Should accommodation be required please contact Sarah Everhart, American Structurepoint, Inc., at (317) 545-5580, or email severhart@structurepoint.com.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 7 (CFR 771.111 (h)(1) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(a) states: "Public involvement procedures shall provide for periodic review of the effectiveness of public involvement process, ensure that the process provides and open access to all and revision of the process as necessary approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2021. TLR-365 6/4/24 hspaxlp

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Indiana Department of Transportation/ Lebanon High School
(Governmental Unit)
Boone County, Indiana

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

PUBLISHER'S CLAIM

TLR- 365

Ad # 1885573

LINE COUNT

Display Master (Must not exceed two actual lines, neither of which shall total 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

172 lines, 2 columns wide equals

344 equivalent lines at 0.8308 cents per line \$142.90

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 **\$142.90**

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:

June 4, 2024 June 11, 2024

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.

Date: June 11, 2024


Title: Legal Advertising Clerk

Claim No. _____ Warrant No. _____

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

IN FAVOR OF

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

ON ACCOUNT OF APPROPRIATION FOR

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

Appropriation No. _____

ALLOWED _____

IN THE SUM OF \$ _____

Attest

I-65 and US 52 Interchange Improvement Project (DES 2200176)
Public Hearing Legal Notice Mailing List

Owner	Mailing Address	City	State	Zip
A T SCHERER & COMPANY, LLC	1724 DANIELLE RD	Lebanon	IN	46052
ACTON HAROLD K & PAULA J	2495 N LEBANON ST	Lebanon	IN	46052
ADAMS ALLAN L & JUDITH A	450 W 250 N	Lebanon	IN	46052
ADAMS JOSHUA I & SARA B	1423 W 300 N	Lebanon	IN	46052
ADAMS JULIE A & JEFFREY R	1718 DANIELLE RD	Lebanon	IN	46052
AKERS EVELYN F	595 W 250 N	Lebanon	IN	46052
AKERS ROBERT & LIZABETH	555 W 250 N	Lebanon	IN	46052
AKERS ROBERT L & LIZABETH J	555 W 250 N	Lebanon	IN	46052
ALBEA BRANDON S & BRANDI L	1379 W 300 N	Lebanon	IN	46052
ALIC DINO	2015 SWEET CHERRY MEADOWS	Lebanon	IN	46052
ALLEN JOHN O	3016 N 150 W	Lebanon	IN	46052
ALWS SUSAN & JURGEN	1809 AUSTIN DR	Lebanon	IN	46052
AMERICAN HOMES 4 RENT PROPERTI	23975 PARK SORRENTO, SUITE 300	Calabasas	CA	91302
AMH 2014-3 BORROWER LLC	23975 PARK SORRENTO, SUITE 300	Calabasas	CA	91302
AUTRY ROBERT L & TERESA M	2449 N US 52	Lebanon	IN	46052
BAKER TRACY J & DONNA G	1671 W 300 N	Lebanon	IN	46052
BALDWIN LAURA M	2010 AUSTIN DR	Lebanon	IN	46052
BARTON BYRON C & CHRISTINE M	1816 CLOVER LN	Lebanon	IN	46052
BASHOR JOHN M	1115 GRAZING MEADOWS LN	Louisville	KY	40245
BATTEN GARY A & DEBRA J	1975 WEST 250 NORTH	Lebanon	IN	46052
BATTS EDWARD E & ILA J	1807 ASHLEY DR	Lebanon	IN	46052
BAYSTON BRETT G & SHARI L	2009 W 250 N	Lebanon	IN	46052
BEACH WAYNE R & JACQULYNE A	2990 N SR 39	Lebanon	IN	46052
BELCHER BARBARA J	2205 W 250 N	Lebanon	IN	46052
BENGE MICHAEL A & LORI A	2705 N US 52	Lebanon	IN	46052
BETTS RYAN C & CHARLENE M	2132 CHERRY PARK	Lebanon	IN	46052
BEVINGTON ALICIA A REVOCABLE L	3460 N 150 W	Lebanon	IN	46052
BLACKBURN ERIC	1824 AUSTIN DRIVE	Lebanon	IN	46052
BLEVENS ROBERT A & MANDY L WHI	1627 W 300 N	Lebanon	IN	46052
BOOTHE KENNETH L	1722 DANIELLE RD	Lebanon	IN	46052
BOWEN JERRY G & TERENA L	2520 WITT RD	Lebanon	IN	46052

BOWMAN HUNTER L & ALEXANDRA J	1603 W 300 N	Lebanon	IN	46052
BRANDENBURG DAVID E & MELINDA	510 W 250 N	Lebanon	IN	46052
BRANDENBURG DON & MARGARET	605 W 300 N	Lebanon	IN	46052
BRANDENBURG LOGAN J & ASHLEY N	1921 CLOVER LANE	Lebanon	IN	46052
BRAY JODY A	1915 CLOVER LN	Lebanon	IN	46052
BREEDLOVE SANDRA S	725 W 300 N	Lebanon	IN	46052
BRENNAN CHRISTINA JEAN & JUDIT	1907 CLOVER LN	Lebanon	IN	46052
BROWN CHRISTOPHER & RANDI FOST	963 SAND HOLLOW DR	Lebanon	IN	46052
BROWN JEFF & BETTY JEAN	2995 N SR 39	Lebanon	IN	46052
BROWNING SARAH E	1826 CLOVER LN	Lebanon	IN	46052
BRUNER JEFFREY J & DEANNA L	2800 N 150 W	Lebanon	IN	46052
BRUVERIS PAULA	970 SAND HOLLOW DR	Lebanon	IN	46052
BURKHOLDER BRENDA	2620 N SR 39	Lebanon	IN	46052
BURTNER WALTER S & BRIDGETTE G	2591 W 250 N	Lebanon	IN	46052
BUTLER-ROSS LLC	6276 W SOUTH LAKE GAGE DR	Angola	IN	46703
CALDWELL TIMOTHY L & ROBERTA J	1658 WEST 300 NORTH	Lebanon	IN	46052
CARLISLE HEATHER R	1917 AUSTIN DRIVE	Lebanon	IN	46052
CARNEY BEVERLY A	1353 WEST 300 NORTH	Lebanon	IN	46052
CARROLL MATTHEW T & MACKENZIE	960 SAND HOLLOW DR	Lebanon	IN	46052
CASTLE HILL CORPORATION	18390 S 480 W	Lebanon	IN	46052
CAVIN ALAN MARK & CURT CAVIN	955 W CR 500 N	Lebanon	IN	46052
CENTER TOWNSHIP TRUSTEE	1122 N LEBANON ST	Lebanon	IN	46052
CENTRAL INDIANA HEALTH ASSOCIA	2605 N LEBANON ST	Lebanon	IN	46052
CITY OF LEBANON	401 SOUTH MERIDIAN STREET	Lebanon	IN	46052
CLICK MICHAEL K & MARY JANE	2517 VICEROY LANE	Lebanon	IN	46052
COGDILL CONNIE SUE	212 S EAST ST	Lebanon	IN	46052
COLE LARRAINE ANN	765 W 300 N	Lebanon	IN	46052
CONSTANT TOMMY R & TINA M	2900 N SR 39	Lebanon	IN	46052
CONWAY JOHN C & CAROL A	3426 N 150 W	Lebanon	IN	46052
CORDERO SHARON A	959 SAND HOLLOW DR	Lebanon	IN	46052
CORTEZ ROY B & DEBORAH J	1257 W 300 N	Lebanon	IN	46052
COSGROVE DANIELLE	2125 CHERRY PARK	Lebanon	IN	46052
COUCHMAN ROBERT P & VIRGINIA R	37635 GILL AVE	Zephyrhills	FL	33541

CROSTREET BRUCE A & BELINDA	895 W 300 N	Lebanon	IN	46052
CRUM JASON M & DEBBIE MORTON C	2885 N 150 W	Lebanon	IN	46052
CRUZ DE REGALADO MARIA VICTORI	2023 SWEET CHERRY MEADOWS	Lebanon	IN	46052
CULLEY TERRY L JR & STACEY E	2451 W 250 N	Lebanon	IN	46052
DAGGY BRIAN W & PEGGY A	2005 W 250 N	Lebanon	IN	46052
DALLAS SCOTT & MARISSA	2335 W 250 N	Lebanon	IN	46052
DAMICO DENNIS & PAMELA	1047 W 275 N	Lebanon	IN	46052
DE SOUZA WILLIAM & ELZA	2575 STONEBRIDGE DR	Lebanon	IN	46052
DELPHA LINDA S	2980 N SR 39	Lebanon	IN	46052
DEVOL & SON INC	3230 N SR 39	Lebanon	IN	46052
DEVOL CHRISTOPHER A & SANDRA	3230 N SR 39	Lebanon	IN	46052
DEVOL CHRISTOPHER A & SANDRA J	3230 N ST RD 39	Lebanon	IN	46052
DICKERSON DOUGLAS W & LYNETTE	1320 W 275 N	Lebanon	IN	46052
DICKINSON CHRISTOPHER A & KIMB	1918 AUSTIN DR	Lebanon	IN	46052
DIEKMAN DANIEL W & JANIS E	2501 VICEROY LN	Lebanon	IN	46052
DOMERICHARD STEPHEN	953 SAND HOLLOW DR	Lebanon	IN	46052
DOTY JAYNE	957 SAND HOLLOW DR	Lebanon	IN	46052
DUFF JONATHAN A & TAYLOR J	1812 AUSTIN DR	Lebanon	IN	46052
DUNAHEE RODNEY J & SHERYL L	2075 W 250 N	Lebanon	IN	46052
ELLIOTT NICHOLAS R & ASHLEY A	3025 N SR 39	Lebanon	IN	46052
ELLIS MICHAEL JAMES	825 W 250 N	Lebanon	IN	46052
ENDRES PHILLIP F	3382 N 150 W	Lebanon	IN	46052
ESSEX DANIEL E & RHONAD S ESSE	146 CLOVER CT	Lebanon	IN	46052
FAJARDO DALYS	950 SAND HOLLOW DR	Lebanon	IN	46052
FETTIG III LAWRENCE MAURICE	14478 INTEGRITY CT	Carmel	IN	46033
FIELDS GARY J & JENNIFER K	1102 W CO RD 300 N	Lebanon	IN	46052
FOSTER JACQUELINE H	2215 WINDHAVEN LN	Lebanon	IN	46052
FOUTS CRAIG & JESSICA J WHITE	1817 AUSTIN DR	Lebanon	IN	46052
FRALISH PAMELA M	2825 W 250 N	Lebanon	IN	46052
FRENCH WEBER LORI ANNE	325 ULEN OVERLOOK	Lebanon	IN	46052
FROYMOVICH PHILLIP	11405 SHELBOURN RD	Carmel	IN	46032
FUNDENBERGER MARTY	3540 N 350 W	Lebanon	IN	46052
FUNDENBERGER MAXIMILIAN & ELIZ	1721 DANIELLE RD	Lebanon	IN	46052

GALVIN RICHARD A	1495 W 300 N	Lebanon	IN	46052
GARIBAY ALEJANDRA & JOSE	1815 ASHLEY DR	Lebanon	IN	46052
GASS JESSE E & AMANDA N	3255 N SR 39	Lebanon	IN	46052
GEISLER DONALD A	2302 GOLFSIDE DR	Lebanon	IN	46052
GHOLSON BRIA & ADAM L	2225 WINDHAVEN LN	Lebanon	IN	46052
GILBERT LARISSA M	2112 SWEET CHERRY MEADOWS	Lebanon	IN	46052
GLORE AUDREY R & JUSTIN M	2128 CHERRY PARK	Lebanon	IN	46052
GOTTSCHALK JASON R & UTE	2960 N STATE ROAD 39	Lebanon	IN	46052
GOTTSCHALK THOMAS C AND ALISON	2487 W 250 N	Lebanon	IN	46052
GREGORY ROBERT E & BARBARA L	1811 ASHLEY DR	Lebanon	IN	46052
GUEST MONICA S	136 CLOVER COURT	Lebanon	IN	46052
HACKETT JAY E & SHERRI L	340 W 300 N	Lebanon	IN	46052
HALE ORVILLE T & SHIRLEY A	285 W 300 N	Lebanon	IN	46052
HALL PAULA J	1116 N EAST ST	Lebanon	IN	46052
HANEY CAROL J	3055 N SR 39	Lebanon	IN	46052
HARRIS JEROME S & MELINDA L	2305 WINDHAVEN LANE	Lebanon	IN	46052
HARRISON JOHN R	7837 WEST 350 NORTH	Thorntown	IN	46071
HASH TWYLAMAY	2521 VICEROY LN	Lebanon	IN	46052
HEDGES BILL G & SALLY J	3525 N 150 W	Lebanon	IN	46052
HERRING LINDA M	1820 AUSTIN DR	Lebanon	IN	46052
HICKEY CHARLENE	1908 CLOVER LN	Lebanon	IN	46052
HICKORY MEADOWS HOMEOWNERS ASC	PO BOX 441570	Indianapolis	IN	46244
HICKS BRYANT T & BRITTANY N	3355 N SR 39	Lebanon	IN	46052
HIGGINS LINDA L	2026 SWEET CHERRY MEADOWS	Lebanon	IN	46052
HILAND OSCAR JR & LOIS J	5318 W TUMBLEWEED DR	New Palistine	IN	46163
HOLOBENY DONALD	3338 N 150 W	Lebanon	IN	46052
HOME NATIONAL BANK OF THORNTOWN	117 E MAIN ST	Thorntown	IN	46071
HOWARD MITCHELL B & JILL E	2135 W 250 N	Lebanon	IN	46052
HUNTER DAVID E & PATRICIA L	2970 N SR 39	Lebanon	IN	46052
IRION BRIAN K & KELLY J	2104 SWEET CHERRY MEADOWS	Lebanon	IN	46052
JACKSON DANN W	3190 N 150 W	Lebanon	IN	46052
JACKSON DEAN S & DANN W	1900 W 300 N	Lebanon	IN	46052
JACKSON DEAN S & MARY JANE	2553 N US 52	Lebanon	IN	46052
JACKSON DEAN S MARYANN & SLOAN	1900 WEST 300 NORTH	Lebanon	IN	46052

JACKSON LAKE LLC & DONALD K JA	1900 W 300 N	Lebanon	IN	46052
JACKSON SLOAN & STEPHANY	1864 W 725 N	Lebanon	IN	46052
JEDWABNY BRIAN W & KATHERINE J	2311 W 250 N	Lebanon	IN	46052
JOHNSON JENNIFER MCGEE & BENJA	1810 CLOVER LN	Lebanon	IN	46052
JONES JERRY M & MARJORIE S	2120 CHERRY PARK	Lebanon	IN	46052
JONES MORGAN	2500 SAND HOLLOW DR	Lebanon	IN	46052
JORDAN ALLEN BLAKE & KAYLA	1930 AUSTIN DR	Lebanon	IN	46052
JUDD EDWIN E	PO BOX 252	Lebanon	IN	46052
JULIAN LARRY D	2130 CHERRY PARK	Lebanon	IN	46052
KENT VIRGINIA LIVING TRUST	975 W 250 N	Lebanon	IN	46052
KERNODLE JAMES O & LISA K	2205 WINDHAVEN LN	Lebanon	IN	46052
KERR DAVID ALLEN & JANNELLE AN	2601 SAND HOLLOW DR	Lebanon	IN	46052
KINSLOW ADDISON	2115 SWEET CHERRY MEADOWS	Lebanon	IN	46052
KNECHT KURT	2610 STONEBRIDGE DR	Lebanon	IN	46052
KNOX KARIN	2680 N SR 39	Lebanon	IN	46052
KOESTLER DANNY L & NELDA D	955 SAND HOLLOW DR	Lebanon	IN	46052
KOGAN NIKKI RHAЕ & PHILLIP REE	2640 STONEBRIDGE DR	Lebanon	IN	46052
KOLP GREGORY D & JEAN E	3030 N 150 W	Lebanon	IN	46052
LAMB DOUGLAS A	140 CLOVER CT	Lebanon	IN	46052
LANING BENJAMIN & MARGIE WALTE	1805 CLOVER LN	Lebanon	IN	46052
LASLEY MICHAEL A & ROXANNE M	1712 LAFAYETTE AVE	Lebanon	IN	46052
LEBANON CHRISTIAN CHURCH	PO BOX 664	Lebanon	IN	46052
LEBANON CHRISTIAN CHURCH INC	PO BOX 664	Lebanon	IN	46052
LEBANON PLACE APARTMENTS II LL	321 WOODLAND PASS STE 100	East Lansing	MI	48823
LEBANON PLACE APARTMENTS LLC	321 WOODLAND PASS STE 100	East Lansing	MI	48823
LEBANON POINT LLC	2211 YORK ROAD, SUITE 222	Oak Brook	IL	60523
LEONARD CHERRIE A	3058 N 150 W	Lebanon	IN	46052
LIGHTHOUSE BAPTIST CHURCH OF L	858 W 250 N	Lebanon	IN	46052
LINDNER RUSSELL & MARY	900 W 300 N	Lebanon	IN	46052
LINTON LARRY L	2022 SWEET CHERRY MEADOWS	Lebanon	IN	46052
LOUX GEOFFORY D & CHERYL A	3005 N SR 39	Lebanon	IN	46052
LOVE JAMES B & KIMBERLY K	3150 N US 52	Lebanon	IN	46052

LOVE JAMES B & SHARON K	2800 N US 52	Lebanon	IN	46052
LOVE JAMES B & SHARON KAY	2800 N US 52	Lebanon	IN	46052
LOVE MICHAEL T & MAKADA H	2712 N US 52	Lebanon	IN	46052
MACIEL JAMESON M	1900 AUSTIN DR	Lebanon	IN	46052
MALDONADO JULIO C & MONICA BER	130 CLOVER CT	Lebanon	IN	46052
MARCO ANTHONY	1720 DANIELLE RD	Lebanon	IN	46052
MAROON LISA	1821 AUSTIN DR	Lebanon	IN	46052
MARTIN ANTHONY D & TAMARA J	115 CLOVER CT	Lebanon	IN	46052
MATHEWS SAJAN & GRACE	951 SAND HOLLOW DR	Lebanon	IN	46052
MAXWELL JANA L	1960 W 250 N	Lebanon	IN	46052
MAZE JAMES R	4055 W 300 N	Lebanon	IN	46052
MCQUERN RAYMOND D & PATRICIA A	2509 VICEROY LN	Lebanon	IN	46052
MEADOW WINGS HOMEOWNERS ASSOCIATION	PO BOX 22	Lebanon	IN	46052
MENDELL DONALD JR & CAROLYN P	3475 N ST RD 52	Lebanon	IN	46052
MEYERS THOMAS D & KATHARINA	2700 N SR 39	Lebanon	IN	46052
MICHAEL MARK & CHRISTEEN	815 W 300 N	Lebanon	IN	46052
MILLAR TODD W & LINDA NEARING	1901 CLOVER LN	Lebanon	IN	46052
MILLER ADAM W & MELISSA M	1145 W 275 N	Lebanon	IN	46052
MITCHELL CHRISTINA F & KENNETH	455 W 300 N	Lebanon	IN	46052
MOLTER DONALD & MYRNA	3450 N SR 39	Lebanon	IN	46052
MORRISON PHILLIP TAIT & AMBER	1911 AUSTIN DR	Lebanon	IN	46052
MOSLEY CRAIG A	1804 CLOVER LANE	Lebanon	IN	46052
MOSS SCOTTIE L	345 W 300 N	Lebanon	IN	46052
MUSE SR TODD E & MICHELLE	2670 STONEBRIDGE DR	Lebanon	IN	46052
MUSGRAVE RYAN C & LINDSEY M	1716 DANIELLE ROAD	Lebanon	IN	46052
NEAL JAMES & PATRICIA	2515 VICEROY LANE	Lebanon	IN	46052
NELSON DAVID J & MICHELLE A LI	115 TERRACE COURT	Lebanon	IN	46052
NELSON JEFFREY C & ASHLEY D	1922 CLOVER LN	Lebanon	IN	46052
NELSON MICHAEL J & LISA E	1344 W 275 N	Lebanon	IN	46052
NEUMAN TIMOTHY J & ROBIN L	2770 N 150 W	Lebanon	IN	46052
NORDSTROM LLOYD & AUDREY	901 W 250 N	Lebanon	IN	46052
NUNEZ RAFAEL A & MELISSA GRABL	1827 AUSTIN DR	Lebanon	IN	46052

O'BRIEN PATRICIA & KEVIN HOLLINGSWORTH	2072 W 300 N	Lebanon	IN	46052
ORTIZ FELIPE	961 SAND HOLLOW DR	Lebanon	IN	46052
OSBORNE JEFFREY & SHONTA	2760 N 150 W	Lebanon	IN	46052
OSBORNE JOSEPH & MELISSA	3325 N US 52	Lebanon	IN	46052
OWEN BILLY G & JOYCE I	1923 AUSTIN DR	Lebanon	IN	46052
PAGE TYLER J & MELISSA L	1715 DANIELLE RD	Lebanon	IN	46052
PARKER DORIS M	2504 VICEROY LANE	Lebanon	IN	46052
PARR NICHOLAS DANIEL & JILL LA	3250 N 150 W	Lebanon	IN	46052
PECK JOHN AUSTIN	1561 WEST 300 NORTH	Lebanon	IN	46052
PETERSEN JENNIFER L	1906 AUSTIN DR	Lebanon	IN	46052
PETTY BETHANY L	105 CLOVER COURT	Lebanon	IN	46052
PICKENS MARTIN H & DEBRA S	3480 N 150 W	Lebanon	IN	46052
PING DAVID W & MARY D	2950 N SR 39	Lebanon	IN	46052
PLOTT CHARLES W & JUDY L	2040 W 300 N	Lebanon	IN	46052
POLLOCK ROBERT S & JOY E	2507 VICEROY LANE	Lebanon	IN	46052
POPOVITZ BRIAN & GWYNETH	2019 SWEET CHERRY MEADOW	Lebanon	IN	46052
POWELL AMY ELIZABETH	1919 CLOVER LN	Lebanon	IN	46052
PRAGE LINDA A	2520 VICEROY LANE	Lebanon	IN	46052
PRATT'S STORAGE LLC	1315 LAFAYETTE AVE	Lebanon	IN	46052
PRICE WILLIAM R & ROSE ANNE	3570 N 150 W	Lebanon	IN	46052
PRIOR WILLIAM	1905 AUSTIN DR	Lebanon	IN	46052
PURNELL VERNON & JULIE	2550 WITT RD	Lebanon	IN	46052
REDMAN RODNEY & PENNY	101 CLOVER CT	Lebanon	IN	46052
REED LEILA & SHANE	2000 AUSTIN DR	Lebanon	IN	46052
REYNOLDS MICHAEL S & KELLY L	2970 N 150 W	Lebanon	IN	46052
REYNOLDS TONI M & CHARLIE A	735 W 300 N	Lebanon	IN	46052
RICCI JOHNNY J JR & JACLYN DYA	2122 CHERRY PARK	Lebanon	IN	46052
RICHARDS GREGORY JAMES & KATHE	1325 W 300 N	Lebanon	IN	46052
RICHARDSON CRAIG	PO BOX 14411	Des Moines	IA	50306
RICHARDSON TONY L SR & FRENCHI	3040 N 150 W	Lebanon	IN	46052
RILEY RIDGE HOMEOWNERS ASSOCIA	101 S HARDING ST, #B	Indianapolis	IN	46222
RITTER JAMES R	1620 W 300 N	Lebanon	IN	46052
RJ VENIS LLC	7555 W ST RD 32	Lebanon	IN	46052

ROBERTSON DANE	2325 GOLFSIDE DR	Lebanon	IN	46052
ROGERS WILLIAM G & GAYLA R	1465 W 275 N	Lebanon	IN	46052
ROGERS WILLIAM GARY & GAYLA RA	1455 W 275 N	Lebanon	IN	46052
RUSSELL SHEPHERD FARM LLC	6446 W 400 N	Lebanon	IN	46052
S & S JACKSON FARMS LLC	1864 W 725 N	Lebanon	IN	46052
SCHACHTE MARK EDWARD	2665 STONEBRIDGE DR	Lebanon	IN	46052
SCHENCK CARL E - TRUSTEE	317 OAK STREET	Lebanon	IN	46052
SEACH RAYMOND E	525 W 300 N	Lebanon	IN	46052
SELBY SAM D & SUSAN J	2280 WITT ROAD	Lebanon	IN	46052
SFR INVESTMENT V BORROWER 1 LL	7500 N DOBSON RD SUITE 300	Scottsdale	AZ	85256
SHAFFER JERRY L	1743 N 1050 W	Lebanon	IN	46052
SHAKER SQUARE LLC	P O BOX 811	Lafayette	IN	47901
SHEERER JUDI THOMAS	1045 W 275 N	Lebanon	IN	46052
SHELTON DAVID JAMES & GABRIELA	1717 DANIELLE RD	Lebanon	IN	46052
SHOUSE RICHARD A & BRENDA J	3354 N 150 W	Lebanon	IN	46052
SIMPSON JAKE ANDREW	475 W 300 N	Lebanon	IN	46052
SIMS IAN P & TRACY	1825 CLOVER LN	Lebanon	IN	46052
SIPE PRESTON T & VALERIE K	1924 AUSTIN DR	Lebanon	IN	46052
SKILES MATTHEW J & STEPHANIE R	2014 SWEET CHERRY MEADOWS	Lebanon	IN	46052
SKINNER DOUGLAS P & PAULA D	1902 CLOVER LANE	Lebanon	IN	46052
SMITH RONALD E	1281 W 300 N	Lebanon	IN	46052
SOLOMON JAMES L	2635 STONEBRIDGE DR	Lebanon	IN	46052
SORRELLS LEX & MELODY A	2522 VICEROY LN	Lebanon	IN	46052
STANLEY JEFFREY L & ELLEN R	465 W 250 N	Lebanon	IN	46052
STEWART ROBERT L & PHYLLIS M	2095 W 250 N	Lebanon	IN	46052
STOGSDILL JENNIFER	2006 AUSTIN DRIVE	Lebanon	IN	46052
STONECIPHER TIMOTHY L & BRITTA	1719 DANIELLE RD	Lebanon	IN	46052
STOUT KIMBERLY A	2502 VICEROY LN	Lebanon	IN	46052
STURGEON GORDON D	1912 AUSTIN DR	Lebanon	IN	46052
SUNBROOK VILLAS LLC	6330 E 75TH ST #156	Indianapolis	IN	46250
SWISHER ALVIN J & PAMELA S	2526 VICEROY LN	Lebanon	IN	46052
TAYLOR ELIJAH W & STACY L	2018 SWEET CHERRY MEADOWS	Lebanon	IN	46052
TEGTMAN RANDALL L & SANDRA L	839 WEST 250 NORTH	Lebanon	IN	46052
THE JANEE' L SIMMONS REVOCABLE	2880 N STATE ROAD 39	Lebanon	IN	46052

THIS IS IT PROPERTIES LLC	3230 N STATE RD 39	Lebanon	IN	46052
THOMPSON CHRISTOPHER D & JESSI	1916 CLOVER LN	Lebanon	IN	46052
To Whom it May Concern	2045 W 250 N	Lebanon	IN	46052
TOMLIN JAMES M & DIANNE RAE	2528 VICEROY LANE	Lebanon	IN	46052
TRANBARGER PAULETTA S	2514 VICEROY LANE	Lebanon	IN	46052
TRIANGLE ASPHALT PAVING CORP	501 SAM RALSTON RD	Lebanon	IN	46052
TRILOGY REAL ESTATE OF LEBANON	303 N HURSTBOURNE PKWY STE 200	Louisville	KY	40222
TUCKER WENDY S	2109 SWEET CHERRY MEADOWS	Lebanon	IN	46052
TURNER DENNIS R & MELANIE S	430 W 250 N	Lebanon	IN	46052
VAN TILBURG DARRELL L & MELIND	3175 N SR 39	Lebanon	IN	46052
VANDIVIER JON S & BRENDA K	2503 VICEROY LN	Lebanon	IN	46052
VERVYNCKT LAWRENCE MAURICE & P	3495 N ST RD 39	Lebanon	IN	46052
VICKREY MARK A	2775 N 150 W	Lebanon	IN	46052
WALL KEVIN & RACHAEL L	1885 W 300 N	Lebanon	IN	46052
WARREN C COLE	7147 S CR 130 W	Frankfort	IN	46041
WARREN COLE C	7147 S 130 W	Frankfort	IN	46041
WEBER RICHARD E & BRENDA	4100 N 150 W	Lebanon	IN	46052
WEBER RICHARD E & BRENDA K	4100 N 150 W	Lebanon	IN	46052
WEBER RICHARD E & LORI ANNE WE	4100 N 150 W	Lebanon	IN	46052
WEST ANDREW	2108 SWEET CHERRY MEADOWS	Lebanon	IN	46052
WETHERALD C THOMAS & LINDA D	280 W 300 N	Lebanon	IN	46052
WETHINGTON SONYA ETAL	1102 W 300 N	Lebanon	IN	46052
WETHINGTON TRACEY & CHAD	2631 SAND HOLLOW DR	Lebanon	IN	46052
WHITEMAN RICKY L & MARY E	2445 US 52	Lebanon	IN	46052
WICKS THOMAS W & CYNTHIA J	3305 N SR 39	Lebanon	IN	46052
WILSON JOHN K & VICKIE R	470 W 250 N	Lebanon	IN	46052
WOODARD DAVID LEE & JOYCE ANN	2516 VICEROY LANE	Lebanon	IN	46052
WOODRUFF JAMES	3330 NORTH US 52	Lebanon	IN	46052
WOODS RICHARD E & JULIE A JOIN	2915 N SR 39	Lebanon	IN	46052
WULLE LISA M	979 W 250 N	Lebanon	IN	46052
WYATT BRIAN A & KEVIN L WYATT	2570 SR 39	Lebanon	IN	46052
YODER TROY L & ANDREA L	2010 SWEET CHERRY MEADOWS	Lebanon	IN	46052

YOUNG ANDY	38355 SHAGBARK LN	Wadsworth	IL	60083
ZORE'S INC	1300 N MICKLEY AVE	Indianapolis	IN	46224
RICHARDSON, CRAIG	3245 N US 52	Lebanon	IN	46052
Greg Woods	1714 Ashley Dr	Lebanon	IN	46052
Dan Bashor	827 Foxglove Ct	Lebanon	IN	46052
Current Owner or Resident	1106 Sherri Lane	Lebanon	IN	46052
Lisa Robinson	2322 Grant Blvd	Lebanon	IN	46052
Chrissy Asbell	875 W 375 W	Lebanon	IN	46052
Laura Tucker	409 E Green St	Lebanon	IN	46052
Leon Brown	2320 Turnberry Dr	Lebanon	IN	46052
Margaret Walters	215 East Dr	Lebanon	IN	46052
Jacqueline & Dustin Foster	2215 Windhaven Lane	Lebanon	IN	46052
Sheery & John Stolle	6328 N SR 47	Darlington	IN	47940
Brent & Erin Gick	905 W 375 N	Lebanon	IN	46052
Tom Melville	4270 W 400 N	Thorntown	IN	46071
Jeff & Cathi Gould	4490 W 400 N	Thorntown	IN	46071
Tom Larkin	2443 N US 52	Lebanon	IN	46052
Mark Ransom	219 East Dr	Lebanon	IN	46052
Keith Porter	893 W 500 N	Lebanon	IN	46052
Jessica Smith	2623 Countryside Dr	Lebanon	IN	46052
Glenn Beasey	71 S 200 W	Lebanon	IN	46052
Paul Hausin	395 E SR 47	Lebanon	IN	46052
Randy Parr	115 W Maple Dr	Lebanon	IN	46052
Chad Couchman	1711 W 300 N	Lebanon	IN	46052
Vanessa Goodman	1711 W 300 N	Lebanon	IN	46052
Debbie Obrien	4214 N 350 W	Thorntown	IN	46071
Greg Sutphin	327 Advance West Wall St	Jamestown	IN	46147
Jeff & Dana Obenchain	21 N 200 W	Lebanon	IN	46052
Michael & Joyce Yaryan	1025 N 500 W	Lebanon	IN	46052
Rick & Cathy Marshall	4340 W 300 N	Lebanon	IN	46052
Elaine Whiteman	221 East Dr	Lebanon	IN	46052
Lori Hieston	25 W Oak St	Jamestown	IN	46147
Don Allen	1419 Victorica Dr	Lebanon	IN	46052
Matt Gentry	1203 N Meridian St	Lebanon	IN	46052
Jerry & Jennifer Hardwick	2450 Witt Rd	Lebanon	IN	46052
Dick Robertson	649 Kara Ct	Lebanon	IN	46052
Mark Pierce	921 N Grant St	Lebanon	IN	46052
Jill Achor	2925 S 200 E	Lebanon	IN	46052
Aaron Smith	2625 Countryside Dr	Lebanon	IN	46052
Phil Ludlow	5419 E CR 750 N	Pittsboro	IN	46167
Jonathan Emenhiser	2403 Witt Rd	Lebanon	IN	46052
Louie & Maria Shepherd	3295 W 250 N	Lebanon	IN	46052
Damon Kries	1133 Brooside Dr	Lebanon	IN	46052
Jeff Wolfe	201 E Ulen Dr	Lebanon	IN	46052
Steven Isenhower	2460 Witt Rd	Lebanon	IN	46052
Greg & Cynthia Holmes	2457 W 950 N	Thorntown	IN	46071
Ned Newhart	11745 W 400 N	Thorntown	IN	46071
Greg Slipher	5874 W 700 N	Thorntown	IN	46071
Jay Luse	912 Sorrell Ct	Lebanon	IN	46052

David Schuermann	703 Winthrop Dr	Crawfordsville	IN	47933
Roger Metcalf	1112 Danielle Rd	Lebanon	IN	46052
Galen Reinholt	6411 N Caldwell Rd	Lebanon	IN	46052
J.B. Love	5503 N 500 W	Thorntown	IN	46071
Howard Galvin	1021 Lafayette Ave	Lebanon	IN	46052
David Fralish	2825 W 250 N	Lebanon	IN	46052
Susan Redman	400 Sunnybrook Ln	Lebanon	IN	46052
Alexander Allaby	3401 roundlake ln	WHITESTOWN	IN	46075
Mike Culley	105 Victoria Ct	Lebanon	IN	46052
Michael Lennartz	859 Belgian Ln	LAFAYETTE	IN	47905
Errol Perrine	1609 Harney Ct	Lebanon	IN	46052
Jackson Hurst	4216 Cornell Crossing	Kennesaw	GA	30144
Ivan Santos	859 W South St	Frankfort	IN	46041
Stephanie Knauss Jackson	3190 N 150 W	Lebanon	IN	46052
Jean Aregood	752 E Boone St	Frankfort	IN	46041
David Snider	1929 ELIZAVILLE RD	LEBANON	IN	46052
Linda J Leopard	1711 Lafayette Ave	Lebanon	IN	46052
Sam Richey	5031 Camden street	Indianapolis	IN	46227
michael charles	PO Box 1505	Greenwood	IN	46142
Michael Litwiller	10172 Eagle Oaks Lane	Zionsville	IN	46077
Jeff Newman	195 N 200 W	Lebanon	IN	46052
Dave Downey	211 Turnberry Ct.	West Lafayette	IN	47906
Mark Duffy	341 west 300 north	Crawfordsville	IN	47933
joe cahill	1216 Frederick DR S	Indianapolis	IN	46260
Doug Everett, Boone County Drainage Board	116 W Washington Street	Lebanon	IN	46052
Jana Taylor	6584 West 800 North	Thorntown	IN	46071
David Borden	115 W Washington St, Suite 1270S	Indianapolis	IN	46204
Thomas Larkin	2443 N STATE ROAD 52	LEBANON	IN	46052
Ron Gable	4101 Gordman Dr	Whitestown	IN	46075
DOUGLAS LEE MULLINS	7925 OAKLANDON ROAD	OAKLANDON	IN	46236-85
Bobby Taylor	6584 West 800 North	Thorntown	IN	46071
Mike Springer	30 McCutcheon Ct. N	Lafayette	IN	47909
Linda Shrake	6671 W Hazelrigg Rd	Thory	IN	46071
Mark Huesing	2829 Encore Lane	West Lafayette	IN	47906
Jerry Brickey	7980 N. US Hwy 52	Thorntown	IN	46071
David Baugh	2306 Crestview Ct	Lafayette	IN	47909
Justin Patterson	1257 W CR 300 N	Lebanon	IN	46052
Sandra Hurless	1742 s 425 w	Lebanon	IN	46052
DOUGLAS LEE MULLINS	7925 OAKLANDON ROAD	OAKLANDON	IN	46236-85
Carolyn Mendell	3475 N. St. Rd. 52	Lebanon	IN	46052
Courtney Baldwin	8101 N. US Hwy 52	Thorntown	IN	46071
Sharon walker	7866 East 400 South	Zionsville	IN	46077
Teresa Weaver	4405 East 475 North	Lebanon	IN	46052
Steve Moore	5927 N Laurel Dr	Thorntown	IN	46071
Corey Kutz	2618 Viceroy Ln	Lebanon	IN	46052
Brent Knecht	662 N CR 300 W	Lebanon	IN	46052
Ginny Smith	2527 Viceroy Ln	Lebanon	IN	46052
Zach Alfs	10560 Greentree Dr	Carmel	IN	46032
Doug Gillette	6439 W 800 N	Thorntown	IN	46071

I-65 and US 52 Interchange Improvement Project (DES 2200176)	
Public Hearing Legal Notice E-Mailing List	
Name	Email
Bob Fisher	
Jacob Cunningham	
Denise Niblick	
Kent Frandsen	
Garen Carnes	
Amanda Ribordy	
Wanda Garst	
Jason Duff	
Chuck Wright	
Joel McWaters	
BAKER TRACY J & DONNA G	
BELCHER BARBARA J	
BLEVENS ROBERT A & MANDY L WHI	
CALDWELL TIMOTHY L & ROBERTA J	
CROSTREET BRUCE A & BELINDA	
DAGGY BRIAN W & PEGGY A	
DELPHA LINDA S	
FIELDS GARY J & JENNIFER K	
GHOLSON BRIAN & ADAM L	
HARRIS JEROME S & MELINDA L	
JEDWABNY BRIAN W & KATHERINE J	
LOVE JAMES B & KIMBERLY K	
MICHAEL MARK & CHRISTEEN	
NELSON DAVID J & MICHELLE A LI	
NELSON MICHAEL J & LISA E	
OBRIEN PATRICIA & KEVIN	
HOLLINGSWORTH	
PLOTT CHARLES W & JUDY L	
REYNOLDS MICHAEL S & KELLY L	
RICHARDS GREGORY JAMES & KATHE	
RICHARDSON TONY L SR & FRENCH	
SHOUSE RICHARD A & BRENDA J	
VICKREY MARK A	
WHITEMAN RICKY L & MARY E	
Greg Woods	
Lisa Robinson	
Chrissy Asbell	
Laura Tucker	
Leon Brown	
Margaret Walters	
Sheery & John Stolle	
Brent & Erin Gick	
Tom Melville	

Jeff & Cathi Gould	
Tom Larkin	
Linda Fahrenbach	
Mark Ransom	
Keith Porter	
Jessica Smith	
Glenn Beasey	
Randy Parr	
Chad Couchman	
Debbie Obrien	
Greg Sutphin	
Jeff & Dana Obenchain	
Michael & Joyce Yaryan	
Rick & Cathy Marshall	
Elaine Whiteman	
Lori Hieston	
Matt Gentry	
Jerry & Jennifer Hardwick	
Dick Robertson	
Mark Pierce	
Jill Achor	
Aaron Smith	
Phil Ludlow	
Jonathan Emenhiser	
Greg & Cynthia Holmes	
Jay Luse	
David Schuermann	
Roger Metcalf	
Galen Reinholt	
J.B. Love	
LOVE JAMES B & KIMBERLY K	
OBRIEN PATRICIA & KEVIN	
HOLLINGSWORTH	
REYNOLDS MICHAEL S & KELLY L	
Jeff & Cathi Gould	
Jeff & Dana Obenchain	
Unk	
Rick Galvin	
Julie Woods	
Gradison	
Garford	
Unk	
Brian Daggy	
Shellhamer	
Knox	
Unk	
Stacey Culley	

Unk	
Errol Perrine	
Graham	
Metzel	
Brian Davis	
Beck Family	
Mitchell	
Coverstone	
Unk	
Dan Bashor	
Hawkins	
Jeremy Garst	
Harold Shirley	
Unk	
Jaslin Adams	
Jenny Beyer	
Joe Spate	
Unk	
Martel	
Michael Goralski	
Unk	
Unk	
Unk	
Unk	
Tracee Boyles	
Linda and Jack Fahrenbach	
Cathy Sparks	
Terri Watts	
Kerry Daily	
Marty Pickens	
Jacqueline Foster	
Nick Parr	
Kevin Krulik	
Judi Thomas-Sheerer	
David Fralish	
Dianne Metzler	

[illegible]

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PUBLIC INFORMATION MEETING

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

June 17, 2024

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
Carol Cunningham	Address: 116 W Washington St. City: Lebanon State: IN Zip: 46052	
STEVE & LINDA LENNOWER	Address: _____ City: _____ State: _____ Zip: _____	
Barb Kutz	Address: 2618 Viceroys La City: Lebanon State: IN Zip: 46052	
Kim & Jim Rood	Address: 3150 N ST RD 52 City: _____ State: _____ Zip: _____	
Anonymous XXXXXXXXXX	Address: _____ City: _____ State: _____ Zip: _____	
Eric Fox Fernandez 59	Address: _____ City: _____ State: _____ Zip: _____	
DENISE NIBLOCK	Address: 919 MORNINGSIDE DR City: LEBANON State: IN Zip: 46052	
	Address: _____ City: _____ State: _____ Zip: _____	

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Name	Mailing Address	Email
Jim Woodruff Tammy Woodruff	Address: 3330 N. State Road 52 City: Lebanon State: IN Zip: 46052	
Chad Conwell Superior Construction	Address: _____ City: _____ State: _____ Zip: _____	
Cindy Vickrey Mark Vickrey	Address: 2775 N 150 W City: Lebanon State: IN Zip: 46052	
Karen Metzger	Address: 2514 Finch Blvd City: Lebanon State: IN Zip: 46052	
Nathan Fairchild	Address: _____ City: _____ State: _____ Zip: _____	
DAN & JANI'S DICKMAN	Address: 2501 Viceroy Ln City: Lebanon State: IN Zip: 46052	
SCOTT Carney	Address: 1353 W 300 N City: Lebanon State: IN Zip: 46052	
Beverly A. Carney	Address: 1353 W 300 N City: Lebanon State: IN Zip: 46052	

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Name	Mailing Address	Email
Chad Couchman	Address: 1711 W 300N City: Lebanon State: IN Zip: 46052	
LINDIE PAUL LUDLOW	Address: 5419 E COUNTY ROAD 750N City: PITTSBORO State: IN Zip: 46067	
Ann Ann	Address: 89 82 W City: HARMONN State: IN Zip: 46011	
ERIK SEIF	Address: 2312 DAKOTA DR City: LAFAYETTE State: IN Zip: 47909	
Cory Webb	Address: _____ City: _____ State: _____ Zip: _____	
Laura + Ernest Tucker	Address: 409 E Green St City: Lebanon State: _____ Zip: 46052	
Greg + Kathy Richards	Address: _____ City: _____ State: _____ Zip: _____	
Jessica Miller	Address: _____ City: _____ State: _____ Zip: _____	

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Name	Mailing Address	Email
JEFF MILLER	Address: 3520 W. 57 th ST City: INDIANAPOLIS State: IN Zip: 46228	
	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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June 17, 2024

Lebanon High School, 510 Tiger Way, Lebanon, IN

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Name	Mailing Address	Email
Clark & Robert Phillips	Address: 897 W. Henry Rd City: Thorntown State: IN Zip: 46071	
Linda Shrake	Address: 6671 W Hazelrigg Rd City: Thorntown State: IN Zip: 46071	
Rick Peert	Address: 3785 N US 52 City: LEBANON State: IN Zip: 46052	
Tom Volbrecht	Address: 802 City: Dicks State: IN Zip: 46012	
Susan Johnson	Address: _____ City: Indianapolis State: IN Zip: _____	
	Address: _____ City: _____ State: _____ Zip: _____	
	Address: _____ City: _____ State: _____ Zip: _____	
	Address: _____ City: _____ State: _____ Zip: _____	

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Name	Mailing Address	Email
Rich, Brenda Shouse	Address: 3354 N. 150 W City: Lebanon State: IN Zip: 46052	
Roggy Waggy	Address: 2005 W 250 N City: Lebanon State: IN Zip: 46052	
Tom & Linda Wetherald	Address: 280 W 300 N City: LEBANON State: IN Zip: 46052	
Adrian Brier	Address: 826 Dicks St City: Lebanon State: IN Zip: 46052	
AARON SMITH	Address: 2625 COUNTRYSIDE DR. City: LEBANON State: IN Zip: 46052	
JESSICA SMITH	Address: (SAME) City: State: Zip:	
Dick Robertson	Address: 649 KANA CT. City: LEBANON State: IN Zip: 46052	
Ally Allaby	Address: 3401 Roundlake Ln City: Whites town State: IN Zip: 46075	

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June 17, 2024

Lebanon High School, 510 Tiger Way, Lebanon, IN

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Name	Mailing Address	Email
ED GARRISON	Address: 275 S 990 E City: LAFAYETTE State: IN Zip: 47905	
J. Lu	Address: 3150 N. St. Rd. 5- City: Lebanon State: IN Zip: 46005	
Kar. Carney-Georg	Address: _____ City: FHOA State: _____ Zip: _____	
Cynthia Holmes	Address: 2457 W 950 N City: Thorntown State: IN Zip: 46071	
Wanda Herat	Address: 66446 W 400N City: Thorntown State: IN Zip: 46071	
	Address: _____ City: _____ State: _____ Zip: _____	
	Address: _____ City: _____ State: _____ Zip: _____	
	Address: _____ City: _____ State: _____ Zip: _____	

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June 17, 2024

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Name	Mailing Address	Email
Kevin & Patti Hollingsworth	Address: 2072 W 300 N City: Lebanon State: IN Zip: 46052	
Louie & Maria Shepherd	Address: 3295 W. 250 N. City: Lebanon State: IN Zip: 46052	
Drew Passmore	Address: INDOT City: State: Zip:	
Mary Moffatt	Address: INDOT City: State: Zip:	
Tim Beyer	Address: Boone County City: State: Zip:	
Greg Slipker	Address: 5874 W 700 N City: Thorntown State: IN Zip: 46081	
Steve Lindley	Address: INDOT City: State: Zip:	
anonymous XZ	Address: City: State: Zip:	



AMERICAN
STRUCTUREPOINT
INC.

SPEAKER SIGN-IN SHEET

PUBLIC HEARING

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

Monday, June 17, 2024

Lebanon High School, 510 Tiger Way, Lebanon, IN

<u>NAME</u>	<u>ADDRESS</u>
[scribbled out]	[scribbled out]
Tammy Woodruff	3330 N. State Rd 52
STEPHEN ISENHOWER	2460 WITT RD, ⁴⁶⁰⁵² LEBANON, IN
★ Carla Phillips	847 W Henry Road
★ Melissa Osborne Osborne	3325 N US 52
★ Caroline Shir? Mendell	3475 N US 52
Cardyn	

★ Did not sign up, but gave comments during open portion



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PUBLIC HEARING
Indiana Department of Transportation (INDOT)

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

Lebanon, Boone County, Indiana

June 17, 2024 at 7:00 PM
Lebanon High School
510 Tiger Way, Lebanon, IN 46052

Presentation posted online at: www.52at65.com

1




Project Team

BLAKE	ARSHAD	SARAH	BRIANA	KEN
INDIANA DEPARTMENT OF TRANSPORTATION		AMERICAN STRUCTUREPOINT		
BLAKE DOLLIER Public Relations Director ARSHAD AHMED Project Manager		SARAH EVERHART Environmental Project Manager BRIANA HOPE Environmental Director KEN OLSON Engineering Project Manager		

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52AT65.COM [FACEBOOK.COM/52AT65](https://www.facebook.com/52at65)

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Meeting Format and Public Comments

- In-Person at meeting:**
 - Short video presentation
 - Verbal comment session after presentation using microphone
 - Public Comment form available in information packet
- Online via website:**
 - Project website: www.52at65.com
 - Short video presentation, exhibits, and handouts available
 - Provide comments and question directly via comment page
- 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

INDOT respectfully requests comments be submitted by July 2, 2024

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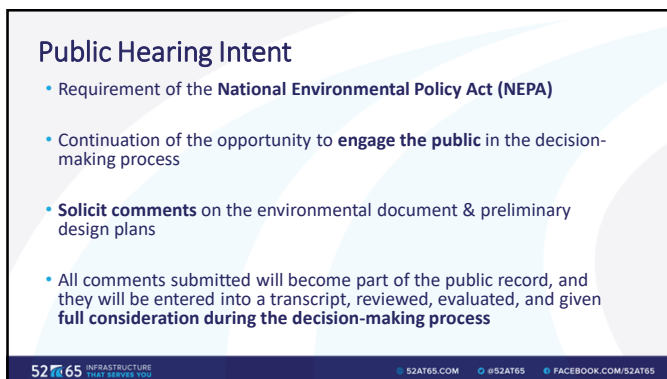


Meeting Agenda

- Public Hearing Intent/Process
- Project Information
 - Project Location
 - Purpose & Need Overview
 - Alternatives Analysis
 - Proposed Improvements
 - Maintenance of Traffic
 - Right-of-Way Requirements
 - Anticipated Schedule/Cost
 - Environmental Process
 - Comment Opportunities
- Next Steps

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Public Hearing Intent

- Requirement of the **National Environmental Policy Act (NEPA)**
- Continuation of the opportunity to **engage the public** in the decision-making process
- Solicit comments** on the environmental document & preliminary design plans
- All comments submitted will become part of the public record, and they will be entered into a transcript, reviewed, evaluated, and given **full consideration during the decision-making process**

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Public Hearing Process

- Legal Notice:**
 - Public notice advertised in the *Indy Star* and the *Lebanon Reporter* newspapers
 - Public notice was mailed to local businesses, adjacent residences, known property owners, government officials, and consulting parties
 - Announcement of hearing posted to the project website (www.52at65.com)
 - Contact:** Sarah Everhart, American Structurepoint, Inc.
9025 River Road, Suite 200
Indianapolis, IN 46240
Email: severhart@structurepoint.com

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Project Resource Locations

- **Environmental Assessment (EA) available:**
 - Online at: www.52at65.com
- **In-Person physical copy of the EA (with plans):**
 - At hearing information stations
 - At **Lebanon Public Library**, 104 E Washington Street, Lebanon, IN 46052
 - Can be mailed upon request

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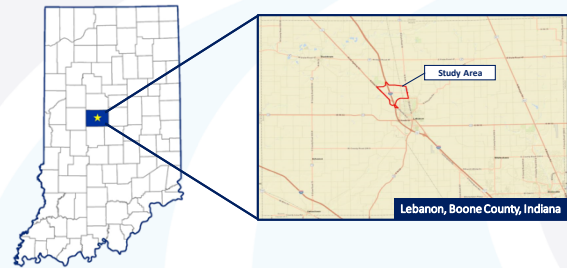
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Project Location



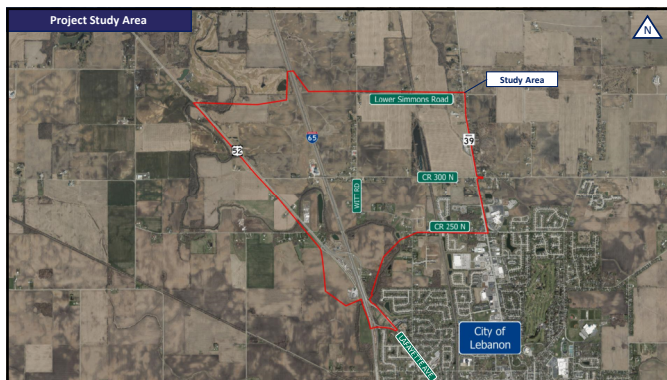
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Need of the Project

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

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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 addressed the purpose and need of the project while balancing anticipated impacts
- **More information** on the Alternatives Analysis can be found in the Environmental Assessment (EA)

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Preferred Alternative

- The Preliminary Preferred Alternative has since gone through minor revisions and design refinements as the design progressed
- This refined design has been determined to be the **Preferred Alternative**

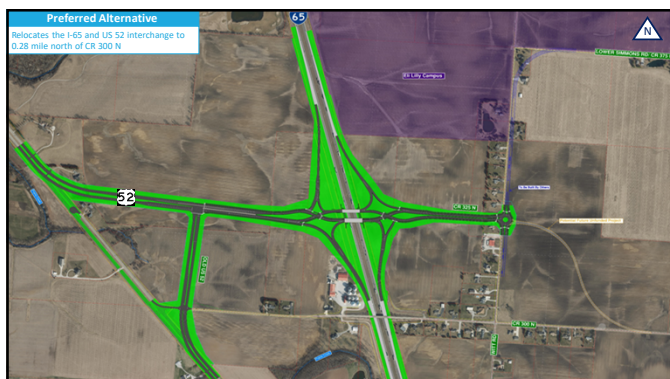
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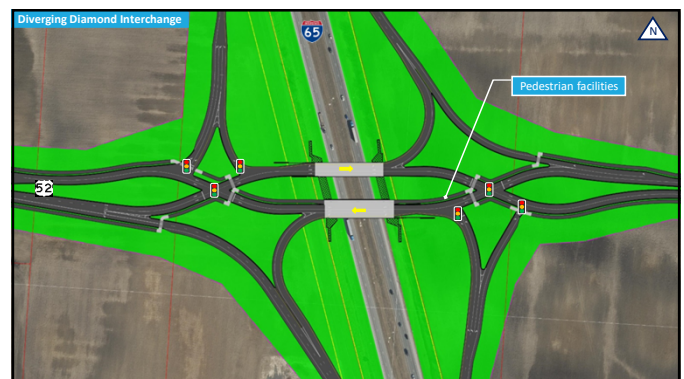
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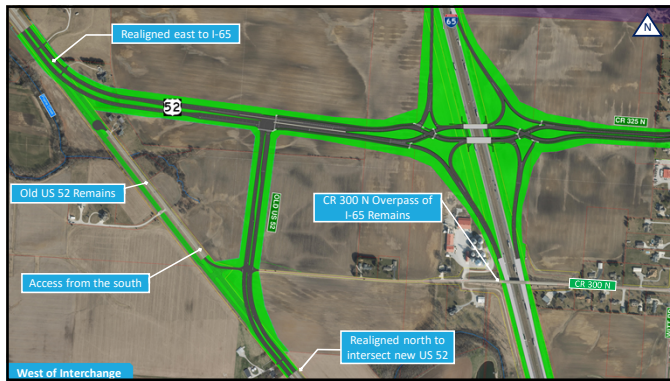
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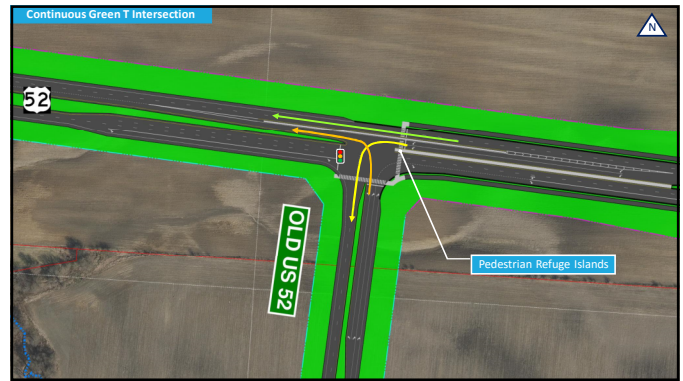
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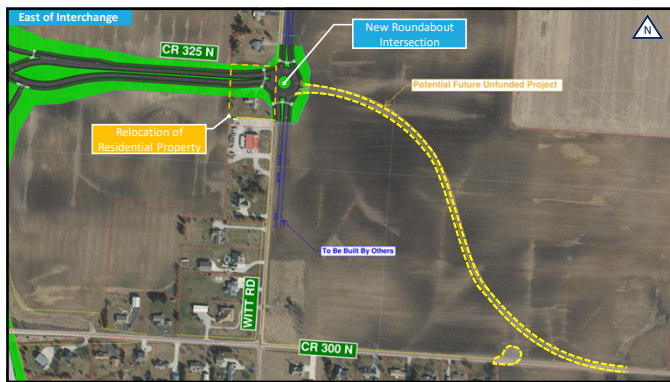
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Maintenance of Traffic (MOT)

- **MOT for the project will be completed in seven phases** that include lane/shoulder closures, rolling slowdowns, and temporary roads at tie-ins.
 - **US 52**
 - Maintain one (1) travel lane in each direction
 - Temporary median crossovers to shift traffic from either side
 - **I-65**
 - Maintain three (3) travel lanes in each direction
 - Minor shoulder width reductions
 - Overnight rolling slowdowns utilized for removal of existing I-65 to US 52 bridge
- Majority of project is new alignment and **will be constructed without closures**

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Right-of-Way (ROW) and Relocations

- Project will acquire approximately **66.7 acres of permanent ROW**
 - 3.4 acres from residential properties
 - 1.2 acres from commercial properties
 - 61.1 acres from agricultural properties
 - 1 acre from delineated wetland area
- Approximately **1.1 acres of temporary ROW** from residential and agricultural properties
- Acquisition will result in **one residential relocation** along Witt Road

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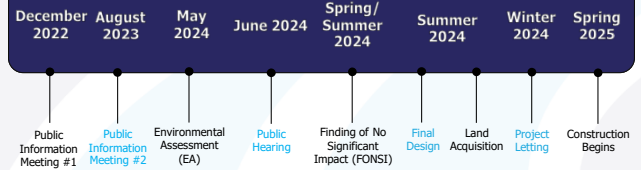
Land Acquisition Process

- Land acquisition process must follow the **Uniform Act of 1970**
- The brochures that explain this process can be found at the **project website** (www.52at65.com)
- Hard copies of these brochures are also available.



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ANTICIPATED PROJECT SCHEDULE



Estimated Cost

- The **estimated cost** for this project is \$84,560,640, which includes **design, ROW, and construction**
- The project includes **both Federal and State funding**

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Environmental Process Update

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
- Goal is to avoid, minimize, and then mitigate impacts**

Environmental Assessment (EA) has been completed

- Prepared in accordance with state and federal guidelines
- Evaluates impacts of proposed project
- Evaluates a number of possible alternatives including a "Do Nothing" alternative as a baseline for comparison as discussed earlier
- Available online (www.52at65.com)

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Environmental Process Update

EA was **reviewed and approved by INDOT and FHWA** on May 22, 2024 then was released for public involvement

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

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Environmental Impacts

Water Resources

- Prairie Creek** will not be impacted below the ordinary high-water mark (OHWM)
- Floodplain of Prairie Creek** will have minor impacts
- Wetlands**
 - 49 wetlands were delineated
 - 11 wetlands will be permanently impacted for approximately 1.6 acres**
 - Majority of impact anticipated to be to waters of the State that are exempted from permitting
 - Minor impact to waters of the US
 - Anticipated to require IDEM Section 401 Nationwide Permit (NWP) and USACE Section 404 NWP**
 - Mitigation is not anticipated to be required, but will be determined during permitting

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Environmental Impacts

Terrestrial Habitat

- Approximately 90 acres of terrestrial habitat will be impacted**
 - 61.1 acres of agricultural land
 - 20 acres of maintained grass
 - 1.6 acres of wetlands
 - 1.62 acres of tree clearing

Threatened, Endangered & Rare Species

- Coordination was conducted with the Indiana Department of Natural Resources (IDNR) and US Fish and Wildlife Service (USFWS)
- With tree clearing restrictions the proposed project is not likely to adversely affect any listed species

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Environmental Impacts

Noise

- **Identified 375 receptors** within the noise analysis 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 measure(s) will be made after completion of the project's final design and the public involvement process.

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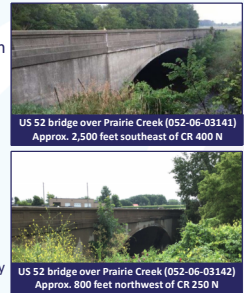
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Environmental Process Impacts

Cultural Resources

- **Section 106** of the National Historic Preservation Act (NHPA)
- **Historic Property Short Report (HPSR) completed**
 - **US 52 bridge over Prairie Creek**
 - (Bridge No. 052-06-03142)
 - Previously determined eligible for National Register
 - **US 52 bridge over Prairie Creek**
 - (Bridge No. 052-06-03141)
 - Previously determined eligible for National Register
- No work will occur to these bridges except temporary MOT median crossovers



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Environmental Process Impacts

Cultural Resources

- **Archaeological reconnaissance completed**
 - No sites were recommended eligible for National Register
- **Beck Cemetery** (IHSSI No.: 011-269-25016; CR-06-1) was not recommended eligible, but must be avoided
 - **Cemetery Development Plan** was prepared for ground disturbance within 100 feet



Beck Cemetery

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Environmental Process Impacts

Cultural Resources

- **Section 106 Finding of "No Adverse Effect"** issued on April 2, 2024
- **Additional details can be found in the EA** (available in-person at the hearing stations or online at www.52at65.com)

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Environmental Process Impacts

Community Impacts and Environmental Justice

- Identification and evaluation of effects to low-income, minority, and other disadvantaged communities were evaluated
- **Community Benefits**
 - Improve mobility and direct access to the areas east and west of I-65
 - Create pedestrian facilities that cross I-65
- **Temporary inconveniences** associated with construction are expected; however, permanent socioeconomic effects are not expected.
- No disproportionately high and adverse impacts to **low-income or minority populations**

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Community Involvement

YOU  **MEETING**
QUESTIONS **INVOLVEMENT** PUBLIC INFORMATION FEEDBACK
CONCERNS **COMMUNITY**
COMMENTS DISCUSSION

Public Involvement:

- Notice of Survey
- Public Information Meeting (December 2022)
- Public Information Meeting (August 2023)
- **Public Hearing (June 2024)**

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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:

- Verbal Comment session after presentation using microphone
- Public Comment form available in information packet

INDOT respectfully requests comments be submitted by July 2, 2024

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Next Steps

- **Public and project stakeholder input:**
 - Submit comments either online, via mail, email, fax, or in-person at the hearing (see information packet for more details)
 - All comments are part of public record
- **Review of public comments:**
 - All comments are given full consideration during decision-making process
 - Address comments, finalize environmental document, complete project design
- **Communicate a decision:**
 - Finding of No Significant Impact (FONSI) anticipated in the near future
 - INDOT will notify project stakeholders of decision
 - Work through local media, social media outlets, paid legal notice
 - Make project documents accessible via repositories

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THANK YOU!

In person hearing attendees: Verbal Comments Session to follow shortly

Additional Information, the video presentation, and project exhibits can also be found on the project website at www.52at65.com

Or in-person at the public hearing information stations for hearing attendees after the Verbal Comment Session

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

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I-65 AND US 52 INTERCHANGE IMPROVEMENT PROJECT

LEBANON, BOONE COUNTY, INDIANA
DES. NO. 2200176



PROJECT INFORMATION PACKET

Contact: Sarah Everhart, American Structurepoint, Inc.

(317) 547-5580 or severhart@structurepoint.com

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

June 2024 | DRAFT NOT FOR CONSTRUCTION



INDOT Crawfordsville District
Boone County, Lebanon, Indiana

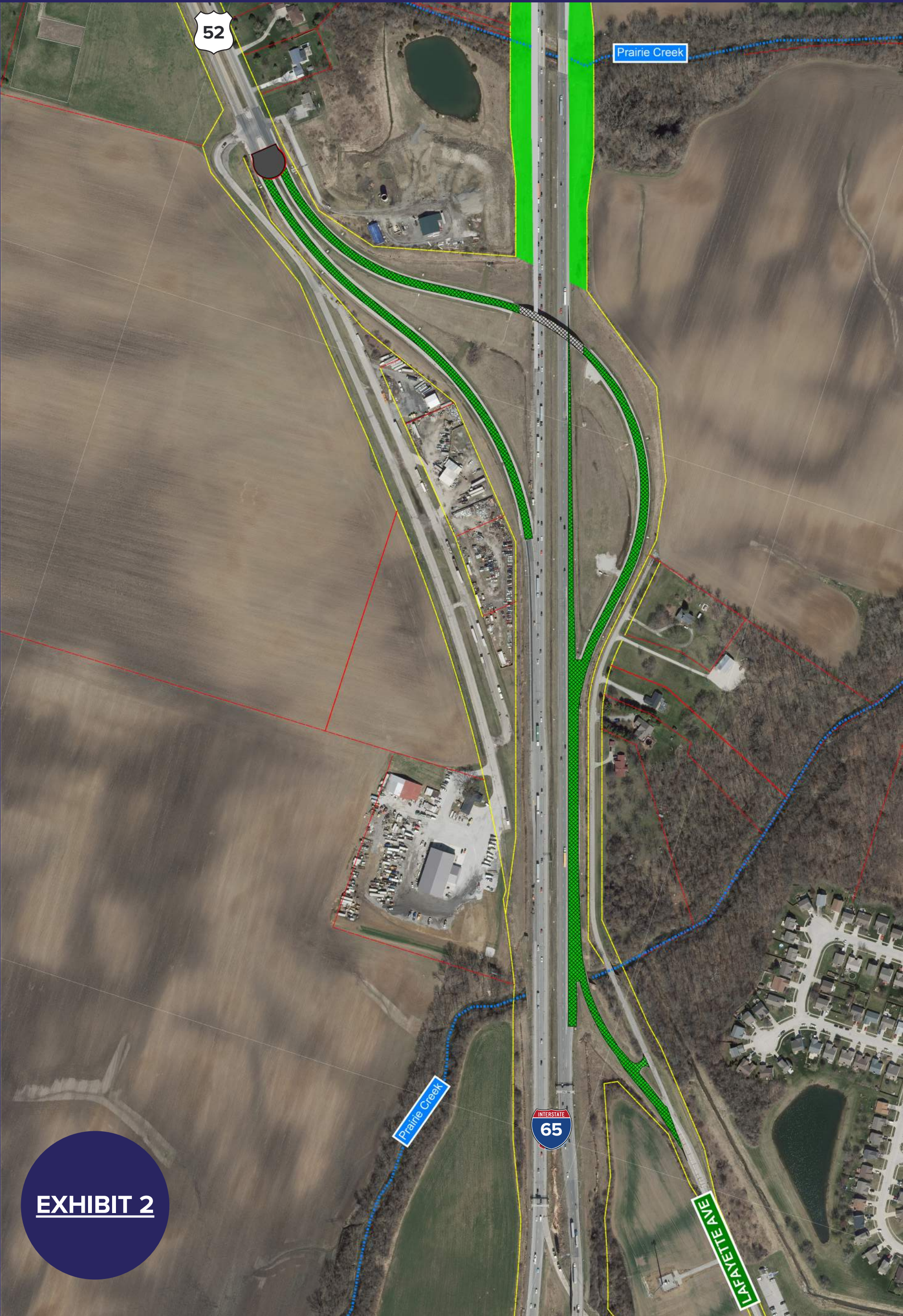


LEGEND

- | | |
|---|-----------------------------|
| | Stream |
| | Existing Right-of-Way |
|  | Existing Property Lines |
|  | Permanent Right-of-Way |
|  | Limited Access Right-of-Way |
|  | Temporary Right-of-Way |

PREFERRED ALTERNATIVE

June 2024 | DRAFT NOT FOR CONSTRUCTION



LEGEND

- Pavement Removal
- Bridge Removal

I-65 AND US 52 INTERCHANGE IMPROVEMENT (DES 2200176)

INDOT Crawfordsville District
Boone County, Lebanon, Indiana



In the Matter Of:

I-65 and U.S. 52 INTERCHANGE IMPROVEMENT PROJECT

Transcript of Public Hearing

June 17, 2024



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1
2
3
4 PUBLIC HEARING

5 RE: I-65 and U.S. 52 Interchange
6 Improvement Project

7 Lebanon, Boone County, Indiana

8 Des. No. 2200176
9

10 RECORD OF PUBLIC COMMENTS

11 June 17, 2024
12 7:00 p.m.
13
14

15 Lebanon Community High School
16 510 Tiger Way
17 Lebanon, IN 46052
18

19 TAKEN BEFORE JADE H. KEANE, RPR, NOTARY PUBLIC
20 IN AND FOR THE COUNTY OF BOONE
21 STATE OF INDIANA
22
23

24 STEWART RICHARDSON & ASSOCIATES
25 Registered Professional Reporters
(800)869-0873

1 TAMMY WOODRUFF: Thank you.

2 Hi. My name is Tammy Woodruff. I live at
3 3330 North State Road 52 here in Lebanon with my
4 husband and our children.

5 The reason why I'm here tonight is not
6 necessarily to say I don't want this exit. I
7 understand the need for this exit because of Eli
8 Lilly, because of the LEAP project, and we all know
9 that's a whole nother subject.

10 What I am here for tonight is for the safety
11 of my family and the other residents that are
12 directly impacted to this construction. So I sat
13 here tonight, and I watched this previously before
14 online. And it kind of baffled me that half of
15 this presentation tonight was all about the
16 environmental impacts.

17 In the packet, it says the goals are to be --
18 to construct the project in a way that is safe
19 during construction for contractors as well as the
20 traveling public. I'd like to see where this
21 states the safety for everybody that has lived in
22 their homes that are directly impacted to this for
23 the past multiple decades.

24 We live on the southbound lanes of 52. So we
25 do have a median that crosses over the southbound

1 lanes to get into our driveway. And I can tell you
2 that two of our children have had cars totaled
3 because people didn't see their turn signal. The
4 most recent one was four months ago.

5 And my husband always said his greatest fear
6 was that one day, our kids were going to get hit,
7 and they were going to get put into oncoming
8 traffic. That's exactly what happened four months
9 ago because the gentleman didn't see her turn
10 signal that she had turned on a mile previously.

11 Thank the Lord, she is fine. Has a new car.
12 But we have had more near misses trying to get into
13 our driveway. There's times I want to cry, and I
14 want to say -- I want to put a sign out in the
15 median that says we live here. There is enough
16 room on that median on 52 to put a turn lane for us
17 and for others that are affected on 52.

18 What's going to happen is this construction is
19 going to happen. And I understand the complete
20 need, but 52 is used as a detour of 65. How many
21 times has anybody tried to get home from work and
22 they have to take 52 to get to Lafayette because 65
23 is shut down always at the Lebanon exits? 52 is
24 the detour. Do you think this is going to be any
25 different?

1 We just watched half of a presentation on
2 environmental impacts. Well, I understand that
3 that's important. What about the impacts to
4 everybody that is directly affected? I didn't get
5 a letter -- I got a letter that said come to a
6 public hearing. I didn't get a letter when the
7 State saying this is how we are going to keep your
8 family safe when all of this new traffic is coming
9 because of the LEAP project and because of Eli
10 Lilly.

11 So the State can afford to put in multiple
12 stoplights. They can afford to make construction
13 and put in a new turn lane off of 52 onto 300 so
14 that the construction trucks can get through. I
15 want you, the State of Indiana, to help protect my
16 family because right now, with the entire LEAP
17 project, I can't sell my home. I can't move. We
18 have been there for decades.

19 So I'm asking the State of Indiana -- before
20 any of this construction happens -- there's plenty
21 of room in that median. I want a turn lane so I
22 can get off of the interstate and I can turn left
23 into my driveway and I know that my kids are safe;
24 we are safe.

25 And what's going to happen -- there's no stop

1 sign. So if you look at the map that happens,
2 you're going to get off the interstate to the north
3 on 52. Right where that swoop happens, that is our
4 driveway.

5 And they're going to get off the interstate,
6 and they're going to -- at 40 mile an hour, they're
7 just going to go. The speed limit on 52 is
8 60 miles an hour, and we all know that doesn't
9 happen. And everybody gets mad because we turn on
10 our turn signal. And we get people honking at us,
11 giving us the finger because we're just trying to
12 turn into our driveway.

13 So thank you all, but I think there's a
14 serious gap in the analysis. And I understand the
15 environment. I understand that we have to do this
16 for the companies. But nowhere in this packet or
17 that presentation did it have any impact whatsoever
18 to the safety of the people that actually live
19 there. Thank you.

20 MS. EVERHART: Thank you, Tammy.

21 Next on the list is Steven Isenhower.

22 STEVEN ISENHOWER: Steven Isenhower. I live
23 at 246 Old Witt Road.

24 I'm concerned about the mobility of the
25 traffic. They say -- you say that the purpose of

1 the project is to improve mobility to areas east
2 and west of 65 on the north side of Lebanon.
3 However, it will decrease mobility for a bulk of
4 the people in Lebanon and Thorntown that use the
5 current interchange. You're going to dead end
6 U.S. -- Lafayette Road.

7 People that want to go north -- and I hear
8 friends that say they go to Lafayette. They use
9 U.S. 52. They go out Lafayette Road and up and
10 over. Both of these roads are already busy because
11 it's going to force traffic on Witt Road and State
12 Road 39 instead of going on Lafayette Road.

13 Both of these roads are already busy and will
14 get even busier with completion of the Lilly
15 project and any future development in the
16 surrounding area between State Road 39 and I-65.

17 Users also would like -- from Thorntown going
18 south of U.S. 52, wanting to go to Lebanon, will be
19 forced to do the same. Either go over to 39 or use
20 Witt Road.

21 It seems that since the bulk of the existing
22 ramps system has been recently rebuilt and
23 replaced, it would be cost effective to maintain
24 them for future users. Also this would not require
25 any new right-of-way or utility relocation.

1 Your proposal makes Lafayette Road a dead-end
2 road. And how does that improve mobility? So
3 who's going to rebuild Witt Road? Will Witt Road
4 require more lanes? Who will rebuild State Road
5 39? Thank you.

6 MS. EVERHART: Thank you for your comments.
7 Is there anyone who did not sign up to give
8 verbal comments who would like to give a verbal
9 comment?

10 CARLA PHILLIPS: Hi. My name is Carla
11 Phillips. I live at 897 West Henry Road. Sorry.

12 So I'm kind of new to this. We just moved up
13 here, but my only concern is I know that this
14 diamond thing that's going to happen -- we have one
15 of -- there's one down off of 70. And can I
16 just -- I just want to comment that it's the most
17 confusing thing ever, and I'm hoping that maybe you
18 can make it easier. Thanks.

19 MS. EVERHART: Thank you for your comments.
20 Is there anyone else that would like to give a
21 comment? Melissa?

22 MELISSA OSBOURNE: Yeah, you know me. Sorry,
23 Sarah.

24 Hey, in case anybody doesn't know who I am, my
25 house is associated with this shit. I live on 52.

1 The little bend that you're all thinking is such a
2 great idea, you get to drive 18-foot from my front
3 house -- the front of my house. So you guys --

4 MS. EVERHART: Melissa, can you --

5 MELISSA OSBOURNE: -- are all --

6 MS. EVERHART: -- you come to the microphone,
7 please.

8 MELISSA OSBOURNE: Oh, I'm sure they can hear
9 me.

10 MS. EVERHART: I know. Can you state your
11 name and your --

12 MELISSA OSBOURNE: This poor lady out here,
13 Tammy, is worried about the safety of her family,
14 and the State cared about it. I want to know when
15 the State is going to care about my family because
16 I don't see any of it happening.

17 Nobody's come to us. Nobody asked us what we
18 wanted. They just assumed they could take it. If
19 it was anybody else's property, I'm sure you girls
20 would all have a fit if it was your family's. But
21 let's make sure Lilly is taken care of.

22 300's been there -- I am 50 years old. And it
23 has been there my entire life, and we have managed
24 to get to and fro without any problems. And now
25 all of a sudden, the INDOT thinks they can come

1 through and just disrupt people after people, and
2 you expect us to lay down and take it.

3 Now, I don't know about you guys, but my
4 neighbor -- her husband just had a stroke. Her
5 son's in a wheelchair. He's in hospice. So she's
6 having to deal with this because you guys are
7 wanting some of her front.

8 My neighbor on the other side, he's getting a
9 packet too. But ain't nobody bothered to come out
10 and say hey, we have analyzed your situations.
11 Forget about the environmental. But we've analyzed
12 your family's, and we've decided this isn't a good
13 idea.

14 And as for your taking crap, Parr's house
15 already went to the IEDC months ago so the only
16 properties left are ours because everybody else
17 left. It's our properties now that are going to
18 have the value affected. And I believe you guys in
19 your little packets to my neighbors, it says in
20 there, oh, the IEDC -- we're not basing our fair
21 market value off of that.

22 And another thing. You poor folks are worried
23 about 39. Has anybody noticed there's a little
24 article from Gentry? The -- INDOT is wanting to
25 pay Lebanon to take over 39 clear out to Pikes

1 Crossing.

2 Do you know what Sheridan did when they did
3 that? Sheridan went in and eminent domained all
4 the businesses along their main drag and all the
5 homeowners because they needed to make it bigger.

6 So people on 39, you better be watching your
7 backs because they're coming for us all at this
8 stage of the game. It's not about country life
9 anymore. It's about what can we put -- none of
10 these jobs are going to us. None of us want these
11 jobs. We'd like to be left alone. I want to be
12 left alone. It's my property. I'm not a freaking
13 tenant.

14 The last time I checked, I had the right to
15 life, liberty, and the pursuit of happiness. Your
16 little environmental studies and your little ohs,
17 we're going to take all this shit into
18 consideration, you didn't take a freaking thing
19 into consideration. Nobody did. Nobody went and
20 asked anybody what their lives were like.

21 And you use the word "taking." Yes, that's
22 what -- legal definition is taking, and that's what
23 your Indiana senators and your Republicans and your
24 Democrats are doing. They're taking.

25 You do not own your property. I don't care

1 where you live. You don't own it. You're just a
2 tenant. I don't care what color you are. I don't
3 care what job you have. You are just a tenant.

4 You people on 39, 52, 32, 47, you are all in
5 danger of having your properties taken. You are
6 all in danger of losing your property values since
7 you have worked your entire lives for. That little
8 piece of trash is mine, and you're not getting it
9 without one hell of a fucking fight.

10 UNIDENTIFIED SPEAKER: Hey, there are kids
11 here.

12 MELISSA OSBOURNE: Sorry, children.

13 MS. EVERHART: Thank you for your comments.

14 Is there anyone else that would like to give
15 verbal comments right now?

16 CAROLYN MENDELL: I'm Carolyn Mendell at
17 3475 North State Road 52. We're the old people
18 that Melissa referred to. My husband's back there
19 on the walker, and our son is in Homewood. And we
20 use 300 a lot to get to Homewood two or three times
21 a day.

22 And as she had said, we were never asked or
23 notified by anybody until we received an offer from
24 INDOT, not from the IEDC. I didn't realize there
25 was so much difference between the two, but there

1 is, and that difference is many.

2 On the offer we received, we were told for our
3 appraisals and comparables, that we could not look
4 at what the IEDC purchased because that's a
5 separate indemnity [sic]. Has no affect on us,
6 although the farm next to us butts up right next to
7 ours. I always thought that had some effect.

8 But the effect is they don't want to give us
9 any money, per se, because they can take ours by
10 eminent domain. So the difference is -- and
11 many -- by eminent domain compared to what people
12 receive from the IDEC [sic].

13 Now, I stated before we've been through land
14 acquisitions from high lines to part of our
15 property for highways. We've been through this
16 before.

17 When we came here, we looked at where 52 was,
18 where 65 was, where the waterlines were, where the
19 high lines were, trying to prepare ourselves to be
20 able to move in and stay until our demise.

21 Our demise may be a lot sooner than we
22 thought, but our move may have to be a lot sooner
23 than we thought. I understand with the Lilly
24 project that there's going to be a lot more
25 traffic. And as Mrs. Woodrum -- Woodruff stated, I

1 am concerned how we get in and out.

2 I did have some questions -- and I understand
3 that you will not be answering questions -- as to
4 where the light is off of 52 and 65 coming onto 52
5 and where the pedestrian starts and ends. Are we
6 going to have a pedestrian path all the way across
7 52 to the bike area or -- I don't understand where
8 this pedestrian path is. I really hadn't heard
9 about that until this presentation.

10 We haven't been able to follow this as closely
11 as we should have so maybe all of you know the
12 answers to those questions. I think it would have
13 been nice if those three houses where they say
14 that -- you know, there's only one house impacted
15 that's moving.

16 And Melissa is young and very upset, but their
17 house is from here to about -- no farther than the
18 end of this row to where the road is coming across.
19 And I think for anybody in this room, anybody, that
20 would have a deep impact upon you and your family
21 and your safety.

22 And it's really not fair that they're saying
23 only one house is being moved. I am upset that
24 they're taking our frontage and our trees. And
25 possibly if the highway moves back, then the

1 utilities will move back.

2 So there's the possibility that we're going to
3 lose 25 trees, not from INDOT necessarily, not
4 getting money but the environment. If you sit at
5 the top of our hill and look down, it's a wonderful
6 view. Today in 95-degree weather, we could go down
7 and sit on our golf cart and get a wonderful breeze
8 because we have trees there. That's one reason we
9 bought the property. That may all be gone.

10 It's not just IDOT -- INDOT. I'm sorry. It's
11 as things are moved, it affects everything. And we
12 don't -- we're concerned when the highway comes
13 around, the waterlines, as things move down -- when
14 we moved in -- before we moved in, we spent a lot
15 of money, had a large company from Zionsville to
16 come in and move ground so that our son could roll
17 out in the lower part of our home and not have any
18 ramps. He would have total access.

19 Well, if that water changes because of the way
20 the interchange is put in -- nobody wants to take
21 our home. Nobody wants to pay us for that. It's
22 always been dry. If that changes and water starts
23 coming in our home, everybody's going to say, well,
24 that happens.

25 A lot of times, things -- I'm not an engineer,

1 have no knowledge of engineering. But I know that
2 when things are built, dirt is moved, water flows
3 in a different way. So I'm very concerned about
4 what will happen with the water. Is it going to
5 flow down through our property?

6 Part of 52 -- my husband has been asking the
7 county for years to look at it because it's kind of
8 caving in because water from the Jackson farms and
9 other farms around us go through our property.

10 And we don't really know -- they say that
11 there's still going to be a turn-around and there's
12 going to be a ditch through there. Where is that
13 water going to flow from as the highway is made to
14 go through?

15 And on -- all of those people who live on Witt
16 Road -- and this is, I guess, a new 325 road is
17 what it's going to be. It -- how will it affect
18 our homes as far as the water? We don't know.

19 I asked them if the elevation of the road is
20 going to change, and they said no, that wouldn't
21 change. But if water comes in, where is it going
22 to flow to? Is it just going to go under the ditch
23 and over -- is it going to go across and over to
24 our neighbor's? I mean, one of that sold out. But
25 I mean, like, where the Loves live and across, is

1 water going to flow into their property?

2 You know, we don't know what it's going to
3 affect, and I don't know that the INDOT knows what
4 this road is going to affect. I think there are
5 just a lot more questions. I don't understand
6 exactly why we didn't use 300 when it was already
7 an established road and now we're going to have a
8 new road, 325.

9 But I just had a lot of questions. And when I
10 responded to the offer we had, I said I had a lot
11 of questions. And the answer I received from INDOT
12 was until you respond with an offer, we're not
13 going to answer your questions.

14 We can't respond with an offer because we
15 don't know what they're taking. We don't know how
16 it's going to affect us, and we don't know how it's
17 going to affect any of you. If they have all these
18 plans and they're going to eliminate it down to
19 one, what is going to happen to the ground around
20 it, to the homes around it? I don't know where any
21 of you live, including you. I'm sorry. But --

22 TAMMY WOODRUFF: We're right across from your
23 driveway.

24 CAROLYN MENDELL: Okay. Okay. So we haven't
25 been here in Boone County very long, but I just

1 think there's a lot of unanswered questions. And
2 when I've written, I haven't gotten any written
3 response and -- except that's not true. I've
4 received a few e-mails.

5 But there are a lot of questions that I think
6 each of you as homeowners and as taxpayers need to
7 ask. I don't even know the right questions to ask,
8 but I think there are a lot of unanswered
9 questions. Thank you.

1 STATE OF INDIANA

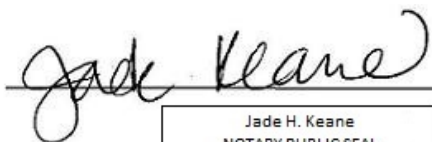
2 COUNTY OF BOONE

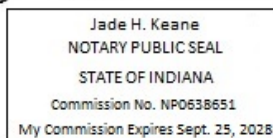
3 I, Jade H. Keane, RPR, a Notary Public in and
4 for said county and state, do hereby certify that the
5 foregoing proceedings were taken at the time and place
6 heretofore mentioned between 7:00 p.m. and 7:55 p.m.;

7 That said proceedings were taken down in
8 stenograph notes and afterwards reduced to typewriting
9 under my direction; and that the typewritten
10 transcript is a true record of the proceedings.

11 I do further certify that I am a disinterested
12 person in this cause of action; that I am not a
13 relative of the attorneys for any of the parties.

14 IN WITNESS WHEREOF, I have hereunto set my
15 hand and affixed my notarial seal this 25th day of
16 June, 2024.

17 



18
19 My Commission expires:
20 September 25, 2028
21 Job No. 191450
22
23
24
25

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

Website Comments - Public Hearing

Submission Time	First Name	Last Name	Email	Subject	Message
2024-07-03T13:47:54Z	John	Frank	john.frank@outlook.com	US52 I65 Interchange Proposals	It would be a huge mistake to close the existing interchange. If an additional interchange is required, that's fine. The proposals that close the existing ramps will cause major issues when there's an I65 closure due to accident (happens frequently) and on Purdue football days! The majority of US52 users are traveling between Indy a West Lafayette, closing the existing ramps would significantly impede that traffic.
2024-07-02T00:35:05Z	Terry	Barrett	barrettttj@yahoo.com	141 exit	Bad idea.... Leave it ALONE.... We need that exit...
2024-07-02T00:29:24Z	Joe	Barrett	joeandterry1974@yahoo.com	141 Ramp	Please leave 141 as it is . The ramp works for free flow traffic ! Too many changes is Not good !!
2024-07-01T22:42:15Z	Stephen	Isenhower	steve.and.linda@sbcglobal.net	I-65 and US 52 Interchange	<p>I beseech you to maintain most of the existing access points at the current I-65/US 52 interchange. This includes US 52 WB, Indianapolis Ave. to US 52 WB and US 52 EB to SB I-65. To avoid interfering with the new interchange it is recommended to not provide for the Lafayette Ave. to I-65 NB movement. The bulk of the roadway to accomplish this has been replaced in the last 4 or 5 years. This can all be accomplished within the existing Right-of-Way. The US 52 EB bridge deck will probably need to be replaced. Also the pin connections on this bridge should be redesigned and replaced.</p> <p>Following through with these recommendations would maintain the most convenient access for travelers from Lebanon to and from the Thorntown and Lafayette areas to Lebanon. The closure of the ramp from Lafayette Ave. to US 52 WB will force that traffic onto Witt Road and/or SR 39 to access US 52 and I-65. Both of these roads are frequently already overloaded. As stated in the proposal the Leap project will add to this congestion.</p>
2024-06-30T21:52:32Z	Robert	Couchman	rccouchman2001@yahoo.com	SB exit ramp off 52 to SB 65	<p>This is a suggestion on 52 ramp onto 65 closure after new interchange is built . Leaving that exit open would be very beneficial to State Highway during snow removal also local residents to get onto highway from Hazelrigg Rd as well ppl living south of new interchange. I myself work with Co Hwy Dept and know for last 23 yrs getting to roads very important. You also have Zore's towing that be beneficial too as well instead drive north on 52 to 325 and back to interstate. And I be helpful for transporting from hospitals to Indy with straight shot . I know the new interchange will move lots of traffic and also cause more accidents. So please consider leaving 52 exit onto 65 SB</p> <p>Thank you Robert Couchman</p>
2024-06-28T18:27:40Z			ckoontz2549@gmail.com	52/65 new interchange	Keep exit 141 open
2024-06-28T18:26:20Z	Carolyn	Koontz	ckoontz2549@gmail.co		
2024-06-28T13:35:56Z	Carla	Phillips	carla.phillips@rci.com	52/65 project	Can we leave the Lafayette road to 52 alone and just close off 52 south? It will help traffic issues.
2024-06-28T05:15:20Z	Denise	Parks	dedit1957@aol.com	I65/52 interchange	I do not understand why, just because a new interchange is being built, the old one will be demolished! MANY people use the Lafayette Ave road onto I65 or HW52. It makes no sense to get rid of one interchange just because another is being built. There is going to be enough traffic to warrant having both. It also makes no sense to have this traffic drive through mores areas (mostly residential) to access I65 or HW52.
2024-06-28T05:09:59Z	Aaron	Doke	addoke@yahoo.com	Keep current ramps at 52 & 65	<p>The on ramp from 52 to 65 and the exit ramp from 65 to 52 need to stay. These need to be the priority for emergency traffic flow. The new stop light needs to function as a flashing yellow during emergency traffic diversion as well. Please do not remove the ramps, please! Traffic is already horrible during emergency diversion onto 52 with the numerous stop lights already added on 52. Ideally this project should add an "on-ramp" lane into 52 NB so traffic from new interchange trying to go north off the county road can merge onto 52 NB without having to stop. There is no way traffic will be able to flow on or off 65 with the new one-lane planned interchange alone. It won't matter if there are round-a-bouts or stop lights at the new interchange, it will not flow. It will have to be 2-lane ramps to even think about moving traffic like the current interchanges do and you still have to worry about interstate traffic merging into county road traffic. Plus when there is an accident between Lebanon and Lafayette on 65, half of the time it is just north of the current 65 and 52 interchange. Having the new interchange alone will put it right in the bad area potentially blocking northbound traffic flow completely. We don't want traffic trying to divert in Lebanon out IN32 and IN39 and through the back roads. They are not suitable for interstate traffic and will only lead to more wrecks as people get frustrated trying to get where they are going. I see it everyday. We already have a perfectly fine and working interchange at 65 and 52, don't remove it!!</p>
2024-06-28T02:48:08Z			brookemetzger@hotmail.com	On/off ramps at 141 mile marker	Please keep the on and off ramps at the 141 mile marker at 65/52. They are essential for police, fire, and medical emergency personnel as these on/off ramps provide a more direct route. Also emergency closures on 65(which occur OFTEN) will flood rerouted traffic onto 52/the new diverging diamond interchange which sounds like a nightmare for safety and navigation! Again, please KEEP the on/off ramps at mile marker 141 at 52/65. Thank you.
2024-06-28T00:41:04Z	Nan	Stephenson	countryartist@gmail.com	Exit 141	Please leave the interchange at 141 alone. We need that access to 52.

2024-06-28T00:12:31Z	Derek	Babcock	dbabcock@thorntown.in.gov	52/65 closure	<p>I am the Chief Deputy of the Thorntown Police Department. Our dept regularly assists BCSO and ISP on calls involving I65 and US52. I want to be clear, I am not against the new interchange as it will be necessary for the growth of the area. Its a great idea and I am sure will benefit the companies coming in. However, I am completely against the closure of the US52 ramps. The closure of the ramps will be devastating for our community. Specifically when a major incident or emergency requires a detour of I65 in either direction. Currently when I65 southbound between Lafayette and Lebanon gets closed for an incident, all traffic is diverted onto US52 to continue traveling southbound. When northbound I65 from Lebanon gets closed, all traffic is easily diverted onto US52 northbound. During these events, I typically work the stoplight at US52 and SR47 to keep traffic flowing as best as we can. If this light is not staffed, traffic backs up quickly on US52 and Google Maps and other gps programs will begin diverting traffic through Thorntown to bypass the traffic backup. This includes semis running into signs, yards and other damages. This causes the town to quickly gridlock as Thorntown can not handle I65 traffic. Therefore the light at 52/47 must be staffed. Without this light being controlled traffic backs up to Clinton County line or 300N in very little time usually within an hour. I say all this because if the ramp further down the pipeline is closed, even with the new interchange, it will simply not keep up with the traffic flow requirements. You can not put a stoplight or interchange on I65 traffic flow and expect it to keep up with the demand. This traffic must remain flowing to be effective. Gridlock impacts everyone including first responders. If I am fighting a subject in Thorntown, help is usually coming from Lebanon. Easily can be 8-12 minutes of me alone. This interchange will delay that response further as officers now have to navigate the junction AND gridlock traffic. (Worst case scenario I know) Or a cardiac arrest... Every second counts there. When I65 shuts down North of Lebanon everyone is easily diverted onto US52 NB and I help then again. This helps the whole community just by keeping traffic flowing. Gridlock in Lebanon is expected to some degree, but the issue will be a whole lot worse when this off ramp is no longer an option and all 65 traffic is forced to use this interchange. The ramps at 52/65 are a huge ASSET for people from Purdue games in Lafayette down to our community. They are already in place. If we have the funding to build a whole new interchange we certainly can find the funds to maintain what we have in place now. The interchange is going to be busier than you think and the ramps on US52/65 are the much needed strain relief you will come to love! I would love the opportunity to answer any questions you may have from our smaller town and community. Please do not get rid of them!</p>
2024-06-17T15:08:52Z	Jennifer	Reagan	jkrgeini@gmail.com		<p>While I understand the desire to "upgrade" the existing 52 exit and entrance with a new one north of 300 N to allow for northbound re-entry to 65, its current design is awful. I can currently exit 65 and enter 52 AT SPEED and with crossing of any other traffic lanes. It is the perfect way to transition from a 3 lane interstate to a 2 lane highway. No stoplight, roundabout or double diverging diamond will EVER be better than the current flyover ramp. Taking away the flyover and making me decelerate, sit at a light of some sort, turn, and get back up to speed is going to cost me gas and time and is environmentally unsound as compared to the flyover. The flyover also keeps traffic MOVING during peak travel times whereas this new ramp will cause delays on 52 and 65 when traffic is thick or there's been an accident on one, which happens quite frequently. Putting this in is solely for Lilly, don't bother saying otherwise. It's not needed. Using 47 as a northbound re-entry is more than sufficient. A new interchange isn't going to solve any issue with people using 39 and Lebanon surface streets when 65 is backed up.</p>
2024-06-12T23:09:08Z	Mark	Jenson	mark.jenson@powder.com	cattle guards	<p>Hello, my name is Mark Jenson. I am with Powder River in Provo Utah. We manufacture cattle guards. I was reaching out to you to see if you have the occasional need for cattle guards with some of your projects. Please let me know who I can contact regarding this matter. Thank you very much!</p>
2024-06-07T03:09:02Z	David	Baugh	db6cargo@gmail.com	Traffic improvements	Go Lebanon!!!!
2024-06-07T03:07:10Z	David	Bau	db6cargo@gmail.com	Traffic improvements	
2024-06-03T00:11:11Z	Thomas	Melville	tmelville11@gmail.com	US52 and I-65 interchange	<p>I have spoken to INDOT and StructurePoint and it seems my comments have fallen on deaf ears. I am a retired State Police Officer and was a founding father, if you will, for Indiana's IN-TIME initiative. This initiative worked with all First Responders to help them "Work together in the sandbox" again. The main thrust of our initiative was, and still is, to keep traffic moving with the least amount of interference.</p> <p>This US52 & I-65 new interchange, to assist Eli Lilly with there additional traffic, is going to strangle I-65 traffic in the Lebanon area when there is an incident on I-65 north of Milepost 141. Currently Law Enforcement can detour traffic onto US52 northbound by blocking I-65NB lanes with no additional manpower. Southbound I-65 traffic, when detoured, can drive south on US52 and exit right back onto I-65 with no Law Enforcement manpower. When you build this new interchange and close exit 141 Law Enforcement will need at least 4 additional officers to direct traffic at your new interchange to get traffic through your new maze. Once you take this Milepost 141 interchange away we will NEVER get it back.</p> <p>I would ask for INDOT and StructurePoint to examine another alternative interchange that has never been presented, and I think the cost would be significantly cheaper and provide a better solution.</p> <p>I have no issue with the new interchange. My complaint is the closing of the US52 exit at Milepost 141.</p> <p>Thomas Melville 4270W 400N Thorntown, IN 46071 765-891-2668 tmelville11@gmail.com</p>

PUBLIC HEARING 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 **July 2, 2024**. 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

Fax:

(317) 543-0270

Online:

www.52at65.com

Phone:

(317) 547-5580

NAME:

WANDA GARST

ADDRESS:

6446 W 400 N Thornton IN 46071

COMMENT:

~~IF~~ The current plan to close the existing 52-65 interchange will greatly hinder the local traffic. I highly encourage you to alter the plans and leave the Lafayette Ave entrance to 65/52 open as well as the southbound 52/65 interchange open for local traffic. Signs reflecting this may be put up. Local traffic only and weight limits placed on the bridge will allow it to be used for many more years.

SIGNATURE:

Wanda Garst

(Continued on back)



REGION 5
CHICAGO, IL 60604

June 26, 2024

VIA ELECTRONIC MAIL ONLY

Kari Carmany-George
Federal Highway Administration
575 North Pennsylvania Street
Indianapolis, Indiana, 46204

Re: EPA Comments: Draft Environmental Assessment – I-65/US 52 Interchange Relocation and Realignment, Lebanon, Boone County, IN

Dear Ms. Carmany-George:

The U.S. Environmental Protection Agency (EPA) has reviewed the Environmental Assessment Form (hereafter: Draft EA) dated May 22, 2024, prepared for the proposed Interstate 65 (I-65) and U.S. 52 Interchange Relocation and Realignment Project in Lebanon, Boone County, Indiana. The Federal Highway Administration (FHWA) is the lead Federal agency under the National Environmental Policy Act (NEPA). The Indiana Department of Transportation (INDOT) is the Project proponent. This letter provides EPA's comments, pursuant to NEPA, the Council on Environmental Quality's (CEQ) NEPA Implementing Regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act.

The proposed Project area is located at the existing I-65/US 52 interchange in Lebanon, Indiana. As currently constructed, the I-65/US 52 interchange only provides partial access for motorists and 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 southbound, or from I-65 to Lafayette Avenue. 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 service¹ (LOS) F (unacceptable) in the 2045 (design year) AM peak hours. 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 and increase the LOS of the I-65/US 52 interchange to LOS D or better.

¹ 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 Draft EA identified the No Action Alternative (Alternative 1) and seven conceptual action alternatives. Conceptual Alternatives 1-3 were determined to not meet the Project purpose and need and were eliminated from detailed study. While Alternatives 4-8 met the purpose and need, they varied in improved mobility and direct access to the areas east and west of I-65. Alternative 8 (relocation of the existing I-65/US 52 interchange to approximately 0.28 mile north of existing County Road (CR) 300 N and construction of a conventional diverging diamond interchange) was selected as the Preferred Alternative and the only action alternative to be carried forward for detailed analysis as it best addressed the Project purpose and need while balancing the anticipated impacts.

EPA's detailed comments on the Draft EA are enclosed with this letter and generally focus on environmental justice, climate change and greenhouse gas emissions, lead and asbestos abatement, direct, indirect, and cumulative effects, noxious and invasive species, air quality, public outreach, plain language, and mitigation commitments. EPA recommends that FHWA and INDOT address these comments and recommendations before finalizing the EA.

Thank you for the opportunity to review and provide comments on the Draft EA. Please send an electronic copy of future NEPA documents to R5NEPA@epa.gov. If you have questions or would like to discuss the contents of this letter further, please contact the lead NEPA reviewer, Alauna Keeley, at keeley.alauna@epa.gov or 312-353-1909.

Sincerely,

KRYSTLE
MCCLAIN

Digitally signed by
KRYSTLE MCCLAIN
Date: 2024.06.26
13:59:43 -05'00'

Krystle Z. McClain, P.E.
NEPA Program Supervisor
Environmental Justice, Community Health, and
Environmental Review Division

Enclosures

EPA's Detailed Comments

Construction Emission Control Checklist

cc (with enclosures)

Drew Passmore, INDOT (APassmore@indot.IN.gov)

Sandy Bowman, INDOT (sbowman@indot.IN.gov)

Rachel Van Voorhis, IDNR (RVanVoorhis@dnr.IN.gov)

EPA's Detailed Comments

I-65 and US 52 Interchange Relocation and Realignment, Lebanon, Boone County, IN

June 26, 2024

1. ENVIRONMENTAL JUSTICE (EJ)

- A. Outreach and meaningful engagement are underlying pillars of environmental justice. It is imperative that FHWA determine if construction, operation, and maintenance of the proposed Project (or alternatives) will affect communities with EJ concerns.

Executive Order (EO) 12898: *Federal Actions to Address Environmental justice in Minority Populations and Low-Income Populations* was supplemented by Executive Order 14096: *Revitalizing Our Nation's Commitment to Environmental Justice for All*. EO 14096 directs Federal agencies, as appropriate and consistent with applicable law, to identify, analyze, and address disproportionate and adverse human health and environmental effects (including risks) and hazards of Federal activities, including those related to climate change and cumulative impacts of environmental and other burdens on communities with environmental justice concerns.

Section 3 (b)(i) of EO 14096 also directs EPA to assess whether each agency analyzes and avoids or mitigates disproportionate human health and environmental effects on communities with environmental justice concerns when carrying out responsibilities under Section 309 of the Clean Air Act, 42 U.S.C. 7609. EPA's recommendations below suggest opportunities to further analyze, disclose, and reduce effects to communities with EJ concerns.

Recommendations before Finalizing the EA:

1. Page 43 of the Draft EA stated, *"Based upon the scope of the project, the identified populations will not experience a disproportionately high and adverse impact from the project."* Under EO 14096, environmental justice is now evaluated based simply on disproportionate and adverse impacts. The Fact Sheet accompanying EO 14096² states, *"The Executive Order [EO 14096] uses the term 'disproportionate and adverse' as a simpler, modernized version of the phrase 'disproportionately high and adverse' used in Executive Order 12898. Those phrases have the same meaning but removing the word 'high' eliminates potential misunderstanding that agencies should only be considering large disproportionate effects."* EPA recommends modifying references to "disproportionately **high** [emphasis added]" to refer to the current language in EO 14096.
2. The Draft EA's section on Environmental Justice (pages 41-43) and additional figures found in Appendix J (Part 2, pages 505-512) indicate that there are communities with

² FACT SHEET: President Biden Signs Executive Order to Revitalize Our Nation's Commitment to Environmental Justice for All. See <https://www.whitehouse.gov/briefing-room/statements-releases/2023/04/21/fact-sheet-president-biden-signs-executive-order-to-revitalize-our-nations-commitment-to-environmental-justice-for-all/>

Environmental Justice concerns located in or near the Project area. EPA recommends that FHWA consider the following, consistent with EO 14096:

a. *Direct, Indirect, and Cumulative Effects Analysis*

1. Provide additional information to better understand direct, indirect, and cumulative effects to communities with EJ concerns and to identify possible measures to mitigate disproportionate effects. EO 14096 Section 3(a)(ix)(B) directs agencies to carry out NEPA reviews in a manner that considers the best available science and information on any disparate health effects arising from exposure to pollution and other environmental hazards, such as information on race, national origin, age, disability status, among others, of the individuals exposed. In addition, Section 3(a)(i) directs agencies to *“identify, analyze, and address disproportionate and adverse human health and environmental effects (including risks) and hazards of Federal activities, including those related to climate change and cumulative impacts of environmental and other burdens on communities with environmental justice concerns.”* For example, the Draft EA’s identification of communities in the EJ analysis (pages 41-43) only considers communities in census tracts and block groups that intersect the project area (Appendix J). The analysis overlooks communities that may be affected by temporary and long-term effects (e.g., temporary traffic delays and utilities disruptions) that will occur outside of the immediate Project area. Additionally, EPA recommends using block groups rather than census tracts in the analysis and to also consider including information on people with disabilities.
2. Evaluate the effects of the proposed Project on communities with EJ concerns and sensitive receptors (e.g., children, people with asthma, elderly, etc.) Page 42 of the Draft EA indicated the presence of sensitive receptors (e.g., Under Age 5 at the 70-80th percentile; Over Age 64 at the 80-90th percentile) located in the Project area.³
3. EJSCREEN indicated that chemical releases (sourced from EPA’s Toxics Release Inventory⁴ [TRI]) and Particulate Matter 2.5⁵ (PM2.5) near the Project site are at or near the 80th percentile for the State. Please describe existing conditions for nearby communities identified and how the expected changes from the Project will affect those conditions (i.e., how will increases or reductions in traffic affect communities).
4. Provide an analysis and findings as to whether the No Action Alternative would result in disproportionate adverse effects on communities with EJ concerns,

³ For purposes of NEPA review, EPA considers a project to be in an area of potential EJ concern when the area shows one or more of the thirteen EJ indices at or above the 80th percentile in the nation/state. However, scores under the 80th percentile should not be interpreted to mean there are definitively no EJ concerns present.

⁴ The Toxics Release Inventory (TRI) tracks the waste management of certain toxic chemicals that may pose a threat to human health and the environment. U.S. facilities in different industry sectors must report annually how much of each chemical they release into the environment and/or managed through recycling, energy recovery and treatment, as well as any practices implemented to prevent or reduce the generation of chemical waste. See: <https://www.epa.gov/toxics-release-inventory-tri-program>

⁵ PM2.5 describes fine inhalable particles, with diameters that are generally 2.5 micrometers and smaller.

taking into account the information provided in Recommendation 1.A.1. Identify what those effects may be and include measures that FHWA will take to avoid, minimize, or mitigate effects. The Draft EA on page 43 stated, “...*the identified populations will not experience a disproportionately high and adverse impact from the project.*” However, the Draft EA did not include an EJ analysis for all project alternatives, including the No Action Alternative.

b. Expanding the Project-Area Buffer

1. Expand the area of EJ analysis to identify communities with EJ concerns beyond the Project area that will be affected by the Project. Include a discussion of any existing health disparities and environmental burdens for communities with EJ concerns affected by the Project and discuss any disproportionate adverse Project effects.⁶ The Draft EA did not discuss baseline characteristics of communities in or near the Project area, such as human health vulnerabilities and existing environmental burdens, which may affect direct, indirect, and cumulative effects experienced by the communities from the Project.
2. Broaden the Project buffer to at least 1 mile to capture roads that may receive increased or decreased traffic because of the Project.
3. The Project may affect residents who commute in and around the Project area but are not located within the project boundary. Describe the effects the Project may have on populations outside of the Project area but located nearby, such as those located in Lebanon, south of the Project. For example, Figure 2 in Appendix J (Part 2, page 509) indicated that there is a census tract in the 80-90th percentile with a Limited English-speaking population (LEP). Figure 3 (Part 2, page 510) identified populations with a Less than High School Education in the 90-100th percentile. These communities may be affected by Project construction and implementation. Integrate commitments to address disproportionate effects before finalizing the EA.

c. Meaningful Engagement and Public Participation

1. Discuss the meaningful involvement and targeted outreach in plain language and any other languages other than English spoken by residents undertaken by FHWA and INDOT near the Project area. Given that several local communities are LEPs, such efforts should be undertaken.
2. Discuss meaningful engagement and outreach efforts with the communities made up of LEPs who may not be able to understand English-specific communication (e.g., Project video and documents).⁷

⁶ When screening for potential EJ concerns along linear project routes, EPA recommends, at a minimum, an assessment of all individual block groups within or intersecting a 1-miles radius of the project, rather than assessing a larger geographic or jurisdictional unit of analysis (e.g., census tracts, counties).

⁷ <https://www.52at65.com/documents>

2. CLIMATE CHANGE AND GREENHOUSE GASES

- A. Executive Order 14008: *Tackling the Climate Crisis at Home and Abroad* states, “The United States and the world face a profound climate crisis. We have a narrow moment to pursue action...to avoid the most catastrophic impacts of that crisis and to seize the opportunity that tackling climate change presents.” The U.S. Global Change Research Program’s National Climate Assessment provides data and scenarios that may be helpful in assessing trends in temperature, precipitation, and frequency and severity of storm events.⁸

Federal courts consistently have held that NEPA requires agencies to disclose and consider climate impacts in their reviews, including impacts from greenhouse gas (GHG) emissions. On January 9, 2023, CEQ’s *National Environmental Policy Act Guidance on Consideration of Greenhouse Gas Emissions and Climate Change*,⁹ was published in the Federal Register. CEQ issued this interim guidance to assist Federal agencies in assessing and disclosing climate impacts during environmental reviews. The guidance responds to Executive Order (EO) 13990: *Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis*, which directed CEQ to review, revise, and update CEQ’s 2016 emissions guidance. The 2023 interim guidance is effective immediately and should be used to inform the reviews of new proposed actions.

In addition, estimates of the social cost of greenhouse gases (SC-GHG¹⁰) are informative for assessing the impacts of GHG emissions. SC-GHG estimates monetize the societal value of changes in GHG emissions from actions that have small, or marginal, impacts on cumulative global emissions. Estimates of the social cost of carbon (SC-CO₂) and other greenhouse gases (e.g., social cost of methane (SC-CH₄)) have been used for over a decade in Federal government analyses. Quantification of anticipated GHG releases and associated SC-GHG comparisons among all alternatives (including the No Action Alternative) within the Draft EA would have informed project decision-making and provide support for implementing all practicable measures to minimize GHG emissions. Implementation of any action alternative will result in release of GHGs during construction, including from trucks hauling materials, workers’ vehicles, and operation of construction equipment. It is important for FHWA to fully quantify and adequately disclose the impacts of the GHG emissions from the No Action alternative and all action alternatives and discuss the implications of those emissions in light of science-based policies established to avoid the worsening impacts of climate change.

EPA recommends that FHWA and INDOT review EPA’s final technical report, “*Report on the Social Cost of Greenhouse Gases: Estimates Incorporating Recent Scientific Advances*,”¹¹ which explains the methodology underlying the most recent set of SC-GHG estimates. To better assist

⁸ Information changing climate conditions is available through the National Climate Assessment at <https://nca2023.globalchange.gov/>

⁹ <https://www.federalregister.gov/d/2023-00158>

¹⁰ EPA uses the general term, “social cost of greenhouse gases” (SC-GHG), where possible because analysis of GHGs other than CO₂ are also relevant when assessing the climate damages resulting from GHG emissions. The social cost of carbon (SC-CO₂), social cost of methane (SC-CH₄), and social cost of nitrous oxide (SC-N₂O) can collectively be referenced as the SC-GHG.

¹¹ https://www.epa.gov/system/files/documents/2023-12/epa_scghg_2023_report_final.pdf

lead Federal agencies with the utilization of these updated estimates, EPA recently released a Microsoft Excel “*Workbook for Applying SC-GHG Estimates v.1.0.1*” spreadsheet¹² designed by EPA’s National Center for Environmental Economics to help analysts calculate the monetized net social costs of increases in GHG emissions using the estimates of the SC-GHGs.

Recommendations before Finalizing the EA:

1. FHWA should apply the interim CEQ guidance as appropriate, to ensure robust consideration of potential climate impacts, mitigation, and adaptation issues. As discussed in this guidance, when conducting climate change analyses in NEPA reviews, agencies should consider: (1) the potential effects of a proposed action on climate change, including by assessing both GHG emissions and reductions from the proposed action; and (2) the effects of climate change on a proposed action and its environmental effects. Additional recommendations are as follows:
 - a. Emissions & SC-GHG Disclosure and Analysis
 1. Quantify estimates of all reasonably-foreseeable direct (e.g., construction) and indirect (e.g., off-site material hauling and disposal) GHG emissions from the proposed Project over its anticipated lifetime for all alternatives, including the No Action Alternative, broken out by GHG type. Include and analyze potential upstream and downstream GHG emissions, if applicable.
 2. Use SC-GHG estimates to consider the climate damages from net changes in direct and indirect emissions of CO₂ and other GHGs from the proposed Project. To do so, EPA recommends a breakdown of estimated net GHG emission changes by individual gas, rather than relying on CO₂-equivalent (CO_{2e}) estimates, and then monetize the climate effects associated with each GHG using the corresponding social cost estimate (i.e., monetize CH₄ emissions changes expected to occur with the social of methane (SC-CH₄) estimate for emissions).¹³
 3. When applying SC-GHG estimates, just as with tools to quantify emissions, FHWA should disclose the assumptions (e.g., discount rates) and uncertainties associated with such analysis and the need for updates over time to reflect evolving science and economics of climate effects.
 4. Avoid expressing the overall Project-level GHG emissions as a percentage of the state or national GHG emissions. The U.S. must reduce GHG emissions from a multitude of sources, each making relatively small individual contributions to overall GHG emissions, in order to meet national climate targets.

¹² <https://www.epa.gov/environmental-economics/scghg>

¹³ Transforming gases into CO_{2e} using Global Warming Potential (GWP) metrics, and then multiplying the CO_{2e} tons by the SC-CO₂, is not as accurate as a direct calculation of the social costs of non-CO₂ GHGs. This is because GHGs differ not just in their potential to absorb infrared radiation over a given time frame, but also in the temporal pathway of their impact on radiative forcing and in their impacts on physical endpoints other than temperature change, both of which are relevant for estimating their social cost but not reflected in the GWP. See the Interagency Working Group on Social Cost of Greenhouse Gases’ February 2021 Technical Support Document: Social Cost of Carbon, Methane, and Nitrous Oxide Interim Estimates under Executive Order 13990 for more discussion and the range of annual SC-CO₂, SC-CH₄, and SC-N₂O estimates currently used in Federal benefit-costs analyses.

5. Use comparisons of GHG emissions and SC-GHG across alternatives to inform Project decision-making.
- b. Consistency with Climate Policy
1. Provide an analysis of GHG emissions in the context of state GHG reduction targets and policies. This includes Indiana's GHG emission reduction goals.¹⁴ This should inform FHWA's consideration of GHG mitigation measures.
 2. Discuss the implications the expected increase in GHGs should the proposed Project be implemented. Additionally, discuss the ramifications of making it more difficult to meet state emissions goals due to the increase in GHGs.
 3. Include a detailed discussion of the Project's GHG emissions in the context of national and international GHG emissions reduction goals, including the U.S. 2030 Paris GHG reduction target and 2050 net-zero policy.
 4. Include a complete discussion of the extent to which the estimated GHG emissions from the proposed Project and alternatives may be inconsistent with the need to take actions necessary to achieve science-based GHG reduction targets.¹⁵ In addition to the Inflation Reduction Act¹⁶ (IRA), there are proposed EPA climate change regulatory actions and initiatives that address greenhouse emissions from transportation, oil and gas, and power sectors.
- c. Resilience and Adaptation
1. Describe changing climate conditions (i.e., temperatures and frequency and severity of storm events) and assess how such changes could impact the proposed Project and the environmental effects of the proposed Project and all alternatives.
 2. Incorporate robust climate resilience and adaption considerations into (1) Project design and engineering; (2) construction oversight; (3) commitments for protective measures related to stormwater and erosion; and (4) routine monitoring during operations. NEPA documentation should describe how FHWA has addressed such considerations and provide a rationale for any reasonable alternatives to enhance resilience that were not adopted or discussed in detail.
 3. Discuss how climate change could worsen long term effects/risks from the Project to communities with Environmental Justice (EJ) concerns. For any such impacts, consider mitigation and adaptation measures.
- d. GHG Reductions and Mitigation
1. Identify practices to reduce and mitigate the expected GHG emissions from the Project. Mitigation measures should be identified and evaluated; include commitments to do so in the Finalized EA and NEPA decision document. EPA

¹⁴ Including, but not limited to, the [Indiana Priority Climate Action Plan](https://www.in.gov/idem/airquality/files/cprg_20240301_final_pcap.pdf). See: https://www.in.gov/idem/airquality/files/cprg_20240301_final_pcap.pdf

¹⁵ See, e.g., Executive Order 14008; U.S. Nationally Determined Contribution to the Paris Agreement (April 20, 2021).

¹⁶ The IRA is expected to reduce dependence on fossil fuels while increasing availability for renewable energy sources.

recommends FHWA commit to practices in the enclosed Construction Emission Control Checklist.

3. LEAD AND ASBESTOS ABATEMENT / BRIDGE DEMOLITION

- A. The Draft EA indicates that the Preferred Alternative includes the demolition of the existing I-65 northbound to US 52 westbound exit ramp bridge.¹⁷

Recommendations before Finalizing the EA:

1. Specify if lead-based paint or protective coatings, or materials containing lead and/or asbestos, are present on the bridge proposed for demolition. Describe all testing that has been undertaken or planned and provide information on the proposed lead health and safety plans to be utilized. If testing has not yet been undertaken, EPA recommends that FHWA and INDOT commit to testing prior to the start of demolition activities.
2. Explain the extent to which FHWA considered potential lead releases (from paint chips or dust) during bridge and infrastructure demolition, including conducting lead testing. If lead testing indicates the likelihood of releases, EPA recommends the use of contractors that are trained and certified to conduct lead-abatement activities and that they apply appropriate lead-safe work practices. Specific mitigation measures might include containment, end-of-workday clean and proper storage of debris and waste, the placement of barriers to prevent lead dust from leaving the site, the use of personal protective equipment by workers, protocols for entering and exiting the work area and the posting of warning signs. All other relevant or applicable federal environmental regulations should apply, including the Occupational and Safety Hazard Administration's lead in construction standards.
3. If lead testing indicates there will likely be releases, FHWA should undertake targeted outreach to any schools and childcare centered located within the Project corridor to limit exposure to children. EPA also recommends working with local Department of Public Health to guide outreach efforts. Outreach materials might focus on limiting outdoor play and/or open windows during posted construction times. EPA recommends the following to minimize exposure to lead: washing hands before eating and after coming in from outside, keeping "outside" shoes outside of the school/daycare center, and wet-washing floors, windowsills, and window wells every day.

4. DIRECT, INDIRECT, AND CUMULATIVE EFFECTS

- A. Analyze all direct, indirect, and cumulative effects of all action alternatives as well as the No Action alternative.
1. Direct effects are caused by an action and occur at the same time and place.
 2. Indirect effects are caused by an action and are later in time or farther removed in distance but are still reasonably foreseeable.
 3. Cumulative effects are those that result from a proposed action's incremental impacts

¹⁷ This bridge was built in 1970 and reconstructed in 1987.

when these impacts are added to the impacts of other past, present, and reasonably-foreseeable similar future actions, including those under the control of other entities.

As an example, the Draft EA references wetland delineations that were undertaken for previous improvements and widening of I-65 in the vicinity of the proposed project. Wetland impacts associated with this Project should be analyzed cumulatively with previous wetland impacts from other FHWA/INDOT projects in addition to other wetland impacts in the project vicinity (e.g., from the construction of the Witham Hospital).

Recommendations before Finalizing the EA:

1. Provide justification and an explanation of direct, indirect, and cumulative effects of the Project as well as all other projects FHWA and INDOT have undertaken.
2. Evaluate the Project's full slate of environmental effects in combination with the environmental effects of its existing system and prior expansion projects. The cumulative impact assessment should also include and assess the cumulative effects of GHGs from localized I-65 and local road projects, including all previous expansions.

5. NOXIOUS AND NONNATIVE INVASIVE SPECIES

- A. Construction and earthmoving may allow for non-native invasive species (NNIS) to be brought into the Project area on construction equipment.

Recommendation before Finalizing the EA:

1. Discuss standard best management practices (e.g., washing construction equipment) that would be used to eliminate the spread of NNIS into, as well as out of, the Project area.
2. If NNIS are present, the Finalized EA should identify all NNIS in the Project area and the specific measures that will be taken to control and/or eradicate existing populations, ideally before earthmoving activities begin.

6. AIR RESOURCES

- A. Emissions from construction and operation have the potential to effect human health, especially in sensitive populations (e.g., the elderly, children, and those with impaired respiratory systems). In 2002, EPA classified diesel emissions as a likely human carcinogen, and in 2012 the International Agency for Research on Cancer concluded that diesel exhaust is carcinogenic to humans. Diesel exhaust can also worsen heart and lung disease, especially in vulnerable and sensitive populations, such as children and elderly people.

Recommendations before Finalizing the EA:

1. Commit to including applicable measures identified in the enclosed Construction Emission Control Checklist to reduce air impacts and minimize exposure to workers and residents.
2. Establish material hauling routes away from places where children live, learn, and play, to the extent feasible. Consider homes, schools, daycare, and playgrounds. In addition to

air quality benefits, careful routing may protect children from vehicle-pedestrian accidents. Identify potential material hauling routes.

3. Install vegetative barriers to reduce the movement of roadway air pollution into adjacent neighborhoods as well as reduce visual impacts.¹⁸ EPA research demonstrates that well planned vegetative barriers can reduce exposure to roadway air pollution by up to 50 percent, and the combination of a solid fence with vegetation can result in the greatest protection.¹⁹ EPA understands the need for consistency with FHWA requirements, including safety and line-of-sight requirements, which could be addressed during barrier design. EPA would appreciate the opportunity to discuss use of vegetation to reduce pollution exposures and is available to assist.

7. PUBLIC OUTREACH AND PLAIN LANGUAGE

- A. The proposed Project will be highly visible to the public.

Recommendations before Finalizing the EA:

1. Discuss how FHWA plans to keep surrounding communities informed of Project schedules, plans, and protective measures that construction contractors will be required to follow.
2. Consider creating a list of required construction mitigation measures and how FHWA will ensure that information is easily accessible by the public. Include a phone number for residents to call if contractors do not follow protective measures, such as idling time limits.
3. Modify the EA to ensure that it is written in plain language with the ability to be understood by a reader not familiar with Project locations, area history, related/previous projects in the vicinity, or a background in ecology, engineering, or water resources. Technical terms (e.g., CIF [Construction in a Floodway] permits) should be explained in plain language.

8. MITIGATION COMMITMENTS

- A. Page 46 of the Draft EA included a list of Environmental Commitments. These were broken down by those in a “Firm” section and those in a “For Further Consideration” section.

Recommendations before Finalizing the EA:

1. All Environmental Commitments should be listed as Firm Commitments.
2. Add environmental date restrictions for the tree removal mitigation commitment (Firm Commitment #6).
3. Include all Environmental Commitments in the NEPA Decision document.

¹⁸ Vegetative barriers are strategically sited trees and shrubs, with rows preferably 3 meters tall and 4 meters thick, without any gaps in foliage between trees, running parallel to the roadway. Use of coniferous tree species is critical because they keep their needles year-round.

¹⁹ Expressways generally influence air quality within 500-600 feet; it is therefore most important to assess sites for barriers where there are residences, schools, playgrounds, and other places people gather within 500-600 feet of a roadway. See EPA’s Near Roadway Air Pollution and Health: Frequently Asked Questions https://www.epa.gov/sites/default/files/2015-11/documents/420f14044_0.pdf

- B. The Preferred Alternative will result in tree clearing.²⁰ Currently, Mitigation Commitment #29 (in the “For Further Consideration” section) states, *“Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast-height (dbh), for each tree which is removed that is 10” dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer).”* This mitigation commitment was suggested by the Indiana Department of Natural Resources (IDNR).

Recommendations before Finalizing the EA:

1. EPA concurs with IDNR’s recommendations and recommends that FHWA and INDOT commit to tree mitigation as per IDNR’s specifications. Information on tree mitigation, including replanting densities, species, and locations, should be included in the finalized EA.

9. OTHER COMMENTS

- A. Impact acreage numbers for the Preferred Alternative varied across the document. Some pages of the document stated there is one acre of wetland impact (e.g., pages 6, 20). Other pages stated there are 1.6 acres of wetland impact (e.g., pages 24, 27, 28,). Regarding forested impacts, several pages state there are zero acres of forested impact (e.g., page 20), other pages say there is 0.20 acre of forested impact (e.g., pages 9, 10, 11), and other pages state there will be 1.62 acres of expected tree clearing (e.g., page 28, Appendix C pages C-38 and C-44)

Recommendations before Finalizing the EA:

1. Rectify the discrepancies of wetland impact acreage and forested acreage impact throughout the document.
- B. FHWA and INDOT should respond to all comments received on the Draft EA from state and Federal agencies and Tribes, and to substantive comments from the public.

Recommendations before Finalizing the EA:

1. Create an appendix for all substantive comments received on the Draft EA. Provide the actual comment letters and emails from all government agencies and Tribes. EPA recommends that all comments be responded to individually, especially those from government agencies and Tribes. EPA suggests that FHWA utilize an organized format to respond to agency and public comments as follows: reproduction of the original comment letter, numeric sequencing of specific comments, and corresponding responses to those comments.

²⁰ EPA is unclear on the total acreage of forested impact associated with the Preferred Alternative; see comment 9(A) below.

U.S. Environmental Protection Agency **Construction Emission Control Checklist**

Diesel emissions and fugitive dust from project construction may pose environmental and human health risks and should be minimized. In 2002, EPA classified diesel emissions as a likely human carcinogen, and in 2012 the International Agency for Research on Cancer concluded that diesel exhaust is carcinogenic to humans. Acute exposures can lead to other health problems, such as eye and nose irritation, headaches, nausea, asthma, and other respiratory system issues. Longer term exposure may worsen heart and lung disease.¹ We recommend FHWA consider the following protective measures and commit to applicable measures in the Final EA.

Mobile and Stationary Source Diesel Controls

Purchase or solicit bids that require the use of vehicles that are equipped with zero-emission technologies or the most advanced emission control systems available. Commit to the best available emissions control technologies for project equipment to meet the following standards.

- On-Highway Vehicles: On-highway vehicles should meet, or exceed, the EPA exhaust emissions standards for model year 2010 and newer heavy-duty, on-highway compression-ignition engines (e.g., long-haul trucks, refuse haulers, shuttle buses, etc.).²
- Non-road Vehicles and Equipment: Non-road vehicles and equipment should meet, or exceed, the EPA Tier 4 exhaust emissions standards for heavy-duty, non-road compression-ignition engines (e.g., construction equipment, non-road trucks, etc.).³
- Marine Vessels: Marine vessels hauling materials for infrastructure projects should meet, or exceed, the latest EPA exhaust emissions standards for marine compression-ignition engines (e.g., Tier 4 for Category 1 & 2 vessels, and Tier 3 for Category 3 vessels).⁴
- Low Emission Equipment Exemptions: The equipment specifications outlined above should be met unless: 1) a piece of specialized equipment is not available for purchase or lease within the United States; or 2) the relevant project contractor has been awarded funds to retrofit existing equipment, or purchase/lease new equipment, but the funds are not yet available.

Consider requiring the following best practices through the construction contracting or oversight process:

- Establish and enforce a clear anti-idling policy for the construction site.
- Use onsite renewable electricity generation and/or grid-based electricity rather than diesel-powered generators or other equipment.
- Use electric starting aids such as block heaters with older vehicles to warm the engine.
- Regularly maintain diesel engines to keep exhaust emissions low. Follow the manufacturer's recommended maintenance schedule and procedures. Smoke color can signal the need for maintenance (e.g., blue/black smoke indicates that an engine requires servicing or tuning).
- Where possible, retrofit older-tier or Tier 0 nonroad engines with an exhaust filtration device before it enters the construction site to capture diesel particulate matter.
- Replace the engines of older vehicles and/or equipment with diesel- or alternatively fueled engines certified to meet newer, more stringent emissions standards (e.g., plug-in hybrid-electric vehicles,

¹ Carcinogenicity of diesel-engine and gasoline-engine exhausts and some nitroarenes. *The Lancet*. June 15, 2012

² <https://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-heavy-duty-highway-engines-and-vehicles>

³ <https://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-nonroad-engines-and-vehicles>

⁴ <https://www.epa.gov/emission-standards-reference-guide/all-epa-emission-standards>

battery-electric vehicles, fuel cell electric vehicles, advanced technology locomotives, etc.), or with zero emissions electric systems. Retire older vehicles, given the significant contribution of vehicle emissions to the poor air quality conditions. Implement programs to encourage the voluntary removal from use and the marketplace of pre-2010 model year on-highway vehicles (e.g., scrappage rebates) and replace them with newer vehicles that meet or exceed the latest EPA exhaust emissions standards, or with zero emissions electric vehicles and/or equipment.

Fugitive Dust Source Controls

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative, where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

Occupational Health

- Reduce exposure through work practices and training, such as maintaining filtration devices and training diesel-equipment operators to perform routine inspections.
- Position the exhaust pipe so that diesel fumes are directed away from the operator and nearby workers, reducing the fume concentration to which personnel are exposed.
- Use enclosed, climate-controlled cabs pressurized and equipped with high-efficiency particulate air (HEPA) filters to reduce the operators' exposure to diesel fumes. Pressurization ensures that air moves from inside to outside. HEPA filters ensure that any incoming air is filtered first.
- Use respirators, which are only an interim measure to control exposure to diesel emissions. In most cases, an N95 respirator is adequate. Workers must be trained and fit-tested before they wear respirators. Depending on the type of work being conducted, and if oil is present, concentrations of particulates present will determine the efficiency and type of mask and respirator. Personnel familiar with the selection, care, and use of respirators must perform the fit testing. Respirators must bear a National Institute for Occupational Safety and Health approval number.

NEPA Documentation

- Per Executive Order 13045 on Children's Health,⁵ EPA recommends the lead agency and project proponent pay particular attention to worksite proximity to places where children live, learn, and play, such as homes, schools, and playgrounds. Construction emission reduction measures should be strictly implemented near these locations in order to be protective of children's health.
- Specify how impacts to sensitive receptors, such as children, elderly, and the infirm will be minimized. For example, locate construction equipment and staging zones away from sensitive receptors and fresh air intakes to buildings and air conditioners.

⁵ Children may be more highly exposed to contaminants because they generally eat more food, drink more water, and have higher inhalation rates relative to their size. Also, children's normal activities, such as putting their hands in their mouths or playing on the ground, can result in higher exposures to contaminants as compared with adults. Children may be more vulnerable to the toxic effects of contaminants because their bodies and systems are not fully developed, and their growing organs are more easily harmed. EPA views childhood as a sequence of life stages, from conception through fetal development, infancy, and adolescence.

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Public Comments			
Comment No.	Name/ Organization/ Comment Date	Comment	Response
1	Thomas Melville June 3, 2024 (website and emailed comment)	<p>I have spoken to INDOT and Structurepoint and it seems my comments have fallen on deaf ears. I am a retired State Police Officer and was a founding father, if you will, for Indiana's IN-TIME initiative. This initiative worked with all First Responders to help them "Work together in the sandbox" again. The main thrust of our initiative was, and still is, to keep traffic moving with the least amount of interference. This US52 & I-65 new interchange, to assist Eli Lilly with their additional traffic, is going to strangle I-65 traffic in the Lebanon area when there is an incident on I-65 north of Milepost 141. Currently Law Enforcement can detour traffic onto US52 northbound by blocking I-65NB lanes with no additional manpower. Southbound I-65 traffic, when detoured, can drive south on US52 and exit right back onto I-65 with no Law Enforcement manpower. When you build this new interchange and close exit 141 Law Enforcement will need at least 4 additional officers to direct traffic at your new interchange to get traffic through your new maze. Once you take this Milepost 141 interchange away we will NEVER get it back. I would ask for INDOT and Structurepoint to examine another alternative interchange that has never been presented, and I think the cost would be significantly cheaper and provide a better solution. I have no issue with the new interchange. My complaint is the closing of the US52 exit at Milepost 141.</p>	<p>The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52 interchanges, especially with one interchange only providing partial access.</p> <p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (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. Currently, the I-65/US 52 interchange operates at a LOS B and is expected to continue to have an acceptable LOS in 2025 under existing conditions. However, the increase in traffic volumes after 2025 is expected to result in a portion of the existing I-65/US 52 interchange to operate at an unacceptable LOS. By 2035, the I-65 northbound (NB) off-ramp to US 52 is anticipated to operate at a LOS F (unacceptable) in</p>

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			<p>the AM peak hours and will continue to operate at a LOS F in 2045. Although not an unacceptable LOS, the I-65 southbound (SB) on-ramp from US 52 is anticipated to operate at a LOS D in the PM peak hours in 2035, which is the minimum acceptable LOS. By 2045, a decreasing trend in the LOS is apparent with the I-65 SB on-ramp from US 52 anticipated to operate at a LOS D in both the AM and PM peak hours.</p> <p>The new interchange will be a Diverging Diamond Interchange (DDI), which is a type of interchange in which the two directions of traffic on a non-highway road cross to the opposite side on both sides of a bridge. When entering the DDI, drivers cross over to the left side of the bridge, guided by signals, signs and pavement markings. DDIs are designed to be safer, more efficient and more cost effective than traditional diamond interchanges.</p> <p>The DDI accommodates high volumes of left turns at signalized interchanges by eliminating the need for left-turn phase signals. On the non-highway crossing road, traffic crosses over from the right side to the left side of the road at the ramp terminals. Two-phase traffic signals are installed at the crossovers. Once on the left side of the road, vehicles can turn left onto highway ramps without stopping and without conflicting with through traffic.</p> <p>More information on DDIs can be found at:</p> <ul style="list-style-type: none">• https://www.in.gov/indot/traffic-engineering/diverging-diamond-interchange/• https://safety.fhwa.dot.gov/intersection/crossover/ <p>Specifically, the new I-65/US 52 interchange is designed to primarily facilitate the flow of traffic to/from I-65 and US 52. I-65 traffic has a 2-lane exit ramp toward the DDI. At the DDI, there are dual left-turn lanes for vehicles turning to head westbound on US 52. Continuing along US 52 westbound</p>
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			<p>through the DDI, there is a Green-T intersection to the west with two (2) free-flowing lanes for the westbound thru movement. US 52 eastbound traffic (toward I-65 southbound) at the DDI has a 2-lane, free-flowing entrance ramp onto I-65 southbound. This free-flow condition is similar to the existing interchange. Additionally, the new interchange is intended to benefit all users in the area. Drivers who specifically use the movements to/from I-65 and US 52 may have to stop for a very short period of time in the future compared to now, but this allows full access to/from I-65 for all drivers instead of the existing partial access that is only beneficial to those traveling in the currently available directions. The new interchange also is anticipated to have an acceptable LOS compared to the unacceptable LOS anticipated in the future for the existing interchange.</p> <p>In the event of a crash on I-65 with traffic for I-65 northbound detouring via the new interchange, the 2-phase signal operations of the DDI can be manually operated by an officer to hold/extend green for the northbound-to-westbound movements such that vehicles will not have to stop when going through the interchange. Traffic for I-65 southbound detouring via the new interchange will be able to maintain the free-flowing conditions that exist today.</p> <p>Thank you for your comment.</p>
2	Jennifer Reagan June 17, 2024 (website comment)	While I understand the desire to “upgrade” the existing 52 exit and entrance with a new one north of 300 N to allow for northbound re-entry to 65, its current design is awful. I can currently exit 65 and enter 52 AT SPEED and with crossing of any other traffic lanes. It is the perfect way to transition from a 3 lane interstate to a 2 lane highway. No stoplight, roundabout or double diverging diamond will EVER be better than the current flyover ramp. Taking away the flyover and making me decelerate, sit at a light of some sort, turn, and get back up to speed is going to cost me gas	The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52.

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		<p>and time and is environmentally unsound as compared to the flyover. The flyover also keeps traffic MOVING during peak travel times whereas this new ramp will cause delays on 52 and 65 when traffic is thick or there's been an accident on one, which happens quite frequently. Putting this in is solely for Lilly, don't bother saying otherwise. It's not needed. Using 47 as a northbound re-entry is more than sufficient. A new interchange isn't going to solve any issue with people using 39 and Lebanon surface streets when 65 is backed up.</p>	<p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52 interchanges, especially with one interchange only providing partial access.</p> <p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (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. Currently, the I-65/US 52 interchange operates at a LOS B and is expected to continue to have an acceptable LOS in 2025 under existing conditions. However, the increase in traffic volumes after 2025 is expected to result in a portion of the existing I-65/US 52 interchange to operate at an unacceptable LOS. By 2035, the I-65 northbound (NB) off-ramp to US 52 is anticipated to operate at a LOS F (unacceptable) in the AM peak hours and will continue to operate at a LOS F in 2045. Although not an unacceptable LOS, the I-65 southbound (SB) on-ramp from US 52 is anticipated to operate at a LOS D in the PM peak hours in 2035, which is the minimum acceptable LOS. By 2045, a decreasing trend in the LOS is apparent with the I-65 SB on-ramp from US 52 anticipated to operate at a LOS D in both the AM and PM peak hours.</p> <p>The new interchange will be a Diverging Diamond Interchange (DDI), which is a type of interchange in which the two directions of traffic on a non-highway road cross to the opposite side on both sides of a bridge. When entering the DDI, drivers cross over to the left side of the bridge, guided by</p>
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			<p>signals, signs and pavement markings. DDIs are designed to be safer, more efficient and more cost effective than traditional diamond interchanges.</p> <p>The DDI accommodates high volumes of left turns at signalized interchanges by eliminating the need for left-turn phase signals. On the non-highway crossing road, traffic crosses over from the right side to the left side of the road at the ramp terminals. Two-phase traffic signals are installed at the crossovers. Once on the left side of the road, vehicles can turn left onto highway ramps without stopping and without conflicting with through traffic.</p> <p>More information on DDIs can be found at:</p> <ul style="list-style-type: none">• https://www.in.gov/indot/traffic-engineering/diverging-diamond-interchange/• https://safety.fhwa.dot.gov/intersection/crossover/ <p>Specifically, the new I-65/US 52 interchange is designed to primarily facilitate the flow of traffic to/from I-65 and US 52. I-65 traffic has a 2-lane exit ramp toward the DDI. At the DDI, there are dual left-turn lanes for vehicles turning to head westbound on US 52. Continuing along US 52 westbound through the DDI, there is a Green-T intersection to the west with two (2) free-flowing lanes for the westbound thru movement. US 52 eastbound traffic (toward I-65 southbound) at the DDI has a 2-lane, free-flowing entrance ramp onto I-65 southbound. This free-flow condition is similar to the existing interchange. Additionally, the new interchange is intended to benefit all users in the area. Drivers who specifically use the movements to/from I-65 and US 52 may have to stop for a very short period of time in the future compared to now, but this allows full access to/from I-65 for all drivers instead of the existing partial access that is only beneficial to those traveling in the currently available directions. The new interchange also is anticipated to have an acceptable LOS compared to the</p>
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			<p>unacceptable LOS anticipated in the future for the existing interchange.</p> <p>In the event of a crash on I-65 with traffic for I-65 northbound detouring via the new interchange, the 2-phase signal operations of the DDI can be manually operated by an officer to hold/extend green for the northbound-to-westbound movements such that vehicles will not have to stop when going through the interchange. Traffic for I-65 southbound detouring via the new interchange will be able to maintain the free-flowing conditions that exist today.</p> <p>Thank you for your comment.</p>
3	<p>Tammy Woodruff 3330 N US 52 Lebanon, IN June 17, 2024 (verbal comment)</p>	<p>Hi. My name is Tammy Woodruff. I live at 3330 North State Road 52 here in Lebanon with my husband and our children. The reason why I'm here tonight is not necessarily to say I don't want this exit. I understand the need for this exit because of Eli Lilly, because of the LEAP project, and we all know that's a whole other subject. What I am here for tonight is for the safety of my family and the other residents that are directly impacted to this construction. So I sat here tonight, and I watched this previously before online. And it kind of baffled me that half of this presentation tonight was all about the environmental impacts. In the packet, it says the goals are to be -- to construct the project in a way that is safe during construction for contractors as well as the traveling public. I'd like to see where this states the safety for everybody that has lived in their homes that are directly impacted to this for the past multiple decades. We live on the southbound lanes of 52. So we do have a median that crosses over the southbound lanes to get into our driveway. And I can tell you that two of our children have had cars totaled because people didn't see their turn signal. The most recent one was four months ago. And my husband always said his greatest fear was that one day,</p>	<p>The project construction limits on US 52 begin approximately 500 feet south of the driveway for 3330 N US 52. At this point, US 52 will be realigned to travel in an east/west direction to the new interchange with I-65. This realignment will introduce a curve just south of this property's driveway. The speed limit of this section of US 52 will be reduced from the existing 60 miles per hour (mph) to 40 mph. In addition, this curve will reduce drivers speed that are heading in either direction. Installation of a median turn lane at this location would impact the existing drainage ditch within the median and would conflict with clear zone requirements. The project will be modified to include signage in the area of the new US 52 curve (west of the new interchange) that indicates the presence of residential driveways that should alert drivers of potential turns by other vehicles. Addition of a median turn lane would be outside the limits and scope of this project. However, this comment has been sent to INDOT Crawfordsville District for future consideration.</p> <p>Thank you for your comment.</p>

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		<p>our kids were going to get hit, and they were going to get put into oncoming traffic. That's exactly what happened four months ago because the gentleman didn't see her turn signal that she had turned on a mile previously. Thank the Lord, she is fine. Has a new car. But we have had more near misses trying to get into our driveway. There's times I want to cry, and I want to say -- I want to put a sign out in the median that says we live here. There is enough room on that median on 52 to put a turn lane for us and for others that are affected on 52. What's going to happen is this construction is going to happen. And I understand the complete need, but 52 is used as a detour of 65. How many times has anybody tried to get home from work and they have to take 52 to get to Lafayette because 65 is shut down always at the Lebanon exits? 52 is the detour. Do you think this is going to be any different? We just watched half of a presentation on environmental impacts. Well, I understand that that's important. What about the impacts to everybody that is directly affected? I didn't get a letter -- I got a letter that said come to a public hearing. I didn't get a letter when the State saying this is how we are going to keep your family safe when all of this new traffic is coming because of the LEAP project and because of Eli Lilly. So the State can afford to put in multiple stoplights. They can afford to make construction and put in a new turn lane off of 52 onto 300 so that the construction trucks can get through. I want you, the State of Indiana, to help protect my family because right now, with the entire LEAP project, I can't sell my home. I can't move. We have been there for decades. So I'm asking the State of Indiana – before any of this construction happens -- there's plenty of room in that median. I want a turn lane so I can get off of the interstate and I can turn left into my driveway and I know that my kids are safe; we are safe. And what's going to happen -- there's no stop sign. So if you look at the map that happens, you're going to get off the interstate to the</p>	
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		north on 52. Right where that swoop happens, that is our driveway. And they're going to get off the interstate, and they're going to -- at 40 mile an hour, they're just going to go. The speed limit on 52 is 60 miles an hour, and we all know that doesn't happen. And everybody gets mad because we turn on our turn signal. And we get people honking at us, giving us the finger because we're just trying to turn into our driveway. So thank you all, but I think there's a serious gap in the analysis. And I understand the environment. I understand that we have to do this for the companies. But nowhere in this packet or that presentation did it have any impact whatsoever to the safety of the people that actually live there. Thank you.	
4	Steven Isenhower 246 Old Witt Road June 17, 2024 (verbal comment)	Steven Isenhower. I live at 246 Old Witt Road. I'm concerned about the mobility of the traffic. They say -- you say that the purpose of the project is to improve mobility to areas east and west of 65 on the north side of Lebanon. However, it will decrease mobility for a bulk of the people in Lebanon and Thorntown that use the current interchange. You're going to dead end U.S. -- Lafayette Road. People that want to go north -- and I hear friends that say they go to Lafayette. They use U.S. 52. They go out Lafayette Road and up and over. Both of these roads are already busy because it's going to force traffic on Witt Road and State Road 39 instead of going on Lafayette Road. Both of these roads are already busy and will get even busier with completion of the Lilly project and any future development in the surrounding area between State Road 39 and I-65. Users also would like -- from Thorntown going south of U.S. 52, wanting to go to Lebanon, will be forced to do the same. Either go over to 39 or use Witt Road. It seems that since the bulk of the existing ramps system has been recently rebuilt and replaced, it would be cost effective to maintain them for future users. Also this would not require any new right-of-way or utility relocation. Your proposal makes Lafayette	<p>The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52. Additionally, Lafayette Avenue traffic will still be able to utilize the I-65 and SR 32 interchange that is approximately 1.25 miles south of the existing Lafayette Avenue entrance.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52 interchanges, especially with one interchange only providing partial access.</p>

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		<p>Road a dead-end road. And how does that improve mobility? So who's going to rebuild Witt Road? Will Witt Road require more lanes? Who will rebuild State Road 39? Thank you.</p>	<p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (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. Currently, the I-65/US 52 interchange operates at a LOS B and is expected to continue to have an acceptable LOS in 2025 under existing conditions. However, the increase in traffic volumes after 2025 is expected to result in a portion of the existing I-65/US 52 interchange to operate at an unacceptable LOS. By 2035, the I-65 northbound (NB) off-ramp to US 52 is anticipated to operate at a LOS F (unacceptable) in the AM peak hours and will continue to operate at a LOS F in 2045. Although not an unacceptable LOS, the I-65 southbound (SB) on-ramp from US 52 is anticipated to operate at a LOS D in the PM peak hours in 2035, which is the minimum acceptable LOS. By 2045, a decreasing trend in the LOS is apparent with the I-65 SB on-ramp from US 52 anticipated to operate at a LOS D in both the AM and PM peak hours.</p> <p>During the traffic analysis, the roadway network was incorporated into evaluating the existing and new interchange with a study area that extended north of SR 47, east of SR 39, west of US 52, and south of SR 32. Existing traffic volumes on Lafayette Avenue are significantly lower compared to the traffic demand for other access movements. Although removing Lafayette Avenue is inconvenient for the drivers that use it, accessing the new interchange will only add a few minutes of travel to those drivers and the new interchange will provide the access and capacity for the higher demand traffic movements. The new interchange is anticipated to have an acceptable LOS compared to the unacceptable LOS anticipated in the future for the existing interchange.</p> <p>Thank you for your comment.</p>
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5	Carla Phillips 897 W Henry Road June 17, 2024 (verbal comment)	Hi. My name is Carla Phillips. I live at 897 West Henry Road. Sorry. So I'm kind of new to this. We just moved up here, but my only concern is I know that this diamond thing that's going to happen -- we have one of -- there's one down off of 70. And can I just -- I just want to comment that it's the most confusing thing ever, and I'm hoping that maybe you can make it easier. Thanks.	<p>A Diverging Diamond Interchange (DDI) is a type of interchange in which the two directions of traffic on a non-highway road cross to the opposite side on both sides of a bridge. When entering the DDI, drivers cross over to the left side of the bridge, guided by signals, signs and pavement markings. DDIs are designed to be safer, more efficient and more cost effective than traditional diamond interchanges.</p> <p>The DDI accommodates high volumes of left turns at signalized interchanges by eliminating the need for left-turn phase signals. On the non-highway crossing road, traffic crosses over from the right side to the left side of the road at the ramp terminals. Two-phase traffic signals are installed at the crossovers. Once on the left side of the road, vehicles can turn left onto highway ramps without stopping and without conflicting with through traffic.</p> <p>More information on DDIs can be found at:</p> <ul style="list-style-type: none"> • https://www.in.gov/indot/traffic-engineering/diverging-diamond-interchange/ • https://safety.fhwa.dot.gov/intersection/crossover/ <p>Thank you for your comment.</p>
6	Melissa Osborne June 17, 2024 (verbal comment)	Hey, in case anybody doesn't know who I am, my house is associated with this shit. I live on 52. The little bend that you're all thinking is such a great idea, you get to drive 18-foot from my front house -- the front of my house. So you guys – This poor lady out here, Tammy, is worried about the safety of her family, and the State cared about it. I want to know when the State is going to care about my family because I don't see any of it happening. Nobody's come to us. Nobody asked us what we wanted. They just assumed they could take it. If it was anybody else's property, I'm sure you girls would all have a fit if it was your family's. But let's make sure Lilly is taken care of. 300's been there -- I am 50 years old. And it has been there my entire life, and we have managed to get to and fro without	<p><u>Right-of-way Acquisition:</u> All right-of-way will be acquired in accordance with applicable federal and state procedures. Those procedures include specific requirements for appraisals, review appraisals, and negotiations. Impacts to properties, including landscaping value and effects to property value, will be considered as part of this process. Compliance with these procedures will assure the fair and equitable treatment of affected residents and businesses. The acquisition and relocation program will be conducted in accordance with 49 CFR 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) as amended. Acquisition and relocation information can also be viewed at:</p> <p>https://www.fhwa.dot.gov/real_estate/index.cfm</p>

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		<p>any problems. And now all of a sudden, the INDOT thinks they can come through and just disrupt people after people, and you expect us to lay down and take it. Now, I don't know about you guys, but my neighbor -- her husband just had a stroke. Her son's in a wheelchair. He's in hospice. So she's having to deal with this because you guys are wanting some of her front. My neighbor on the other side, he's getting a packet too. But ain't nobody bothered to come out and say hey, we have analyzed your situations. Forget about the environmental. But we've analyzed your family's, and we've decided this isn't a good idea. And as for your taking crap, Parr's house already went to the IEDC months ago so the only properties left are ours because everybody else left. It's our properties now that are going to have the value affected. And I believe you guys in your little packets to my neighbors, it says in there, oh, the IEDC -- we're not basing our fair market value off of that. And another thing. You poor folks are worried about 39. Has anybody noticed there's a little article from Gentry? The -- INDOT is wanting to pay Lebanon to take over 39 clear out to Pikes Crossing. Do you know what Sheridan did when they did that? Sheridan went in and eminent domained all the businesses along their main drag and all the homeowners because they needed to make it bigger. So people on 39, you better be watching your backs because they're coming for us all at this stage of the game. It's not about country life anymore. It's about what can we put -- none of these jobs are going to us. None of us want these jobs. We'd like to be left alone. I want to be left alone. It's my property. I'm not a freaking tenant. The last time I checked, I had the right to life, liberty, and the pursuit of happiness. Your little environmental studies and your little ohs, we're going to take all this shit into consideration, you didn't take a freaking thing into consideration. Nobody did. Nobody went and asked anybody what their lives were like. And</p>	<p>Thank you for your comment.</p>
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		<p>you use the word "taking." Yes, that's what -- legal definition is taking, and that's what your Indiana senators and your Republicans and your Democrats are doing. They're taking. You do not own your property. I don't care where you live. You don't own it. You're just a tenant. I don't care what color you are. I don't care what job you have. You are just a tenant. You people on 39, 52, 32, 47, you are all in danger of having your properties taken. You are all in danger of losing your property values since you have worked your entire lives for. That little piece of trash is mine, and you're not getting it without one hell of a fucking fight.</p>	
7	<p>Carolyn Mendell June 17, 2024 (verbal comment)</p>	<p>I'm Carolyn Mendell at 3475 North State Road 52. We're the old people that Melissa referred to. My husband's back there on the walker, and our son is in Homewood. And we use 300 a lot to get to Homewood two or three times a day. And as she had said, we were never asked or notified by anybody until we received an offer from INDOT, not from the IEDC. I didn't realize there was so much difference between the two, but there is, and that difference is many. On the offer we received, we were told for our appraisals and comparables, that we could not look at what the IEDC purchased because that's a separate indemnity [sic]. Has no affect on us, although the farm next to us butts up right next to ours. I always thought that had some effect. But the effect is they don't want to give us any money, per se, because they can take ours by eminent domain. So the difference is – and many -- by eminent domain compared to what people receive from the IDEC [sic]. Now, I stated before we've been through land acquisitions from high lines to part of our property for highways. We've been through this before. When we came here, we looked at where 52 was, where 65 was, where the waterlines were, where the high lines were, trying to prepare ourselves to be able to move in and stay until our demise. Our demise may be a lot</p>	<p><u>Right-of-way Acquisition:</u> All right-of-way will be acquired in accordance with applicable federal and state procedures. Those procedures include specific requirements for appraisals, review appraisals, and negotiations. Compliance with these procedures will assure the fair and equitable treatment of affected residents and businesses. The acquisition and relocation program will be conducted in accordance with 49 CFR 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) as amended. Acquisition and relocation information can also be viewed at: https://www.fhwa.dot.gov/real_estate/index.cfm</p> <p><u>I-65 and US 52 Interchange Signals:</u> The traffic signals at the interchange will be installed at the crossovers on each side of the interchange, as well as the ramp terminals for the I-65 southbound to US 52 exit ramps and the I-65 northbound to US 52 exit ramps. Entrance ramps to I-65 will be free flow. These signal locations can be seen in Appendix B, B-37 of this FONSI Request.</p> <p><u>Pedestrian Facilities:</u> Pedestrian facilities will extend from the new CR 325 N and Witt Road intersection west to the new US 52 and Old US 52 intersection.</p>

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	<p>sooner than we thought, but our move may have to be a lot sooner than we thought. I understand with the Lilly project that there's going to be a lot more traffic. And as Mrs. Woodrum -- Woodruff stated, I am concerned how we get in and out. I did have some questions -- and I understand that you will not be answering questions -- as to where the light is off of 52 and 65 coming onto 52 and where the pedestrian starts and ends. Are we going to have a pedestrian path all the way across 52 to the bike area or -- I don't understand where this pedestrian path is. I really hadn't heard about that until this presentation. We haven't been able to follow this as closely as we should have so maybe all of you know the answers to those questions. I think it would have been nice if those three houses where they say that -- you know, there's only one house impacted that's moving. And Melissa is young and very upset, but their house is from here to about -- no farther than the end of this row to where the road is coming across. And I think for anybody in this room, anybody, that would have a deep impact upon you and your family and your safety. And it's really not fair that they're saying only one house is being moved. I am upset that they're taking our frontage and our trees. And possibly if the highway moves back, then the utilities will move back. So there's the possibility that we're going to lose 25 trees, not from INDOT necessarily, not getting money but the environment. If you sit at the top of our hill and look down, it's a wonderful view. Today in 95-degree weather, we could go down and sit on our golf cart and get a wonderful breeze because we have trees there. That's one reason we bought the property. That may all be gone. It's not just IDOT -- INDOT. I'm sorry. It's as things are moved, it affects everything. And we don't -- we're concerned when the highway comes around, the waterlines, as things move down -- when we moved in -- before we moved in, we spent a lot of money, had a large</p>	<p><u>Drainage:</u> As this project was developed, improved drainage and detention was considered throughout design. The project was designed to allow water to runoff the roadway. This runoff will be captured by drainage ditches along the roadways and stormwater detention ponds (dry ponds) within the interchange infields that will be constructed. Drainage will not be redirected off site. The project will require an IDEM Construction Stormwater General Permit (CSGP), which will include requirements for stormwater and erosion management. Coordination with the Boone County Surveyor has been ongoing throughout project development concerning drainage.</p> <p>Thank you for your comment.</p>
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		<p>company from Zionsville to come in and move ground so that our son could roll out in the lower part of our home and not have any ramps. He would have total access. Well, if that water changes because of the way the interchange is put in -- nobody wants to take our home. Nobody wants to pay us for that. It's always been dry. If that changes and water starts coming in our home, everybody's going to say, well, that happens. A lot of times, things -- I'm not an engineer, have no knowledge of engineering. But I know that when things are built, dirt is moved, water flows in a different way. So I'm very concerned about what will happen with the water. Is it going to flow down through our property? Part of 52 -- my husband has been asking the county for years to look at it because it's kind of caving in because water from the Jackson farms and other farms around us go through our property. And we don't really know -- they say that there's still going to be a turn-around and there's going to be a ditch through there. Where is that water going to flow from as the highway is made to go through? And on -- all of those people who live on Witt Road -- and this is, I guess, a new 325 road is what it's going to be. It -- how will it affect our homes as far as the water? We don't know. I asked them if the elevation of the road is going to change, and they said no, that wouldn't change. But if water comes in, where is it going to flow to? Is it just going to go under the ditch and over -- is it going to go across and over to our neighbor's? I mean, one of that sold out. But I mean, like, where the Loves live and across, is water going to flow into their property? You know, we don't know what it's going to affect, and I don't know that the INDOT knows what this road is going to affect. I think there are just a lot more questions. I don't understand exactly why we didn't use 300 when it was already an established road and now we're going to have a new road, 325. But I just had a lot of questions. And when I responded to the offer we had, I</p>	
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		<p>said I had a lot of questions. And the answer I received from INDOT was until you respond with an offer, we're not going to answer your questions. We can't respond with an offer because we don't know what they're taking. We don't know how it's going to affect us, and we don't know how it's going to affect any of you. If they have all these plans and they're going to eliminate it down to one, what is going to happen to the ground around it, to the homes around it? I don't know where any of you live, including you. I'm sorry. But -- So we haven't been here in Boone County very long, but I just think there's a lot of unanswered questions. And when I've written, I haven't gotten any written response and -- except that's not true. I've received a few e-mails. But there are a lot of questions that I think each of you as homeowners and as taxpayers need to ask. I don't even know the right questions to ask, but I think there are a lot of unanswered questions. Thank you.</p>	
8	<p>Wanda Garst 6446 W 400 N, Thorntown, IN June 17, 2024 (written comment)</p>	<p>The current plan to close the existing 52-65 interchange will greatly hinder the local traffic. I highly encourage you to alter the plans and leave the Lafayette Ave entrance to 65/52 open, as well as the southbound 52/65 entrance open for local traffic. Signs reflecting this may be put up. Local traffic only and weight limits placed on the bridge will allow it to be used for many more years.</p>	<p>The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52</p>

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		<p>interchanges, especially with one interchange only providing partial access.</p> <p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (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. Currently, the I-65/US 52 interchange operates at a LOS B and is expected to continue to have an acceptable LOS in 2025 under existing conditions. However, the increase in traffic volumes after 2025 is expected to result in a portion of the existing I-65/US 52 interchange to operate at an unacceptable LOS. By 2035, the I-65 northbound (NB) off-ramp to US 52 is anticipated to operate at a LOS F (unacceptable) in the AM peak hours and will continue to operate at a LOS F in 2045. Although not an unacceptable LOS, the I-65 southbound (SB) on-ramp from US 52 is anticipated to operate at a LOS D in the PM peak hours in 2035, which is the minimum acceptable LOS. By 2045, a decreasing trend in the LOS is apparent with the I-65 SB on-ramp from US 52 anticipated to operate at a LOS D in both the AM and PM peak hours.</p> <p>The new interchange will be a Diverging Diamond Interchange (DDI), which is a type of interchange in which the two directions of traffic on a non-highway road cross to the opposite side on both sides of a bridge. When entering the DDI, drivers cross over to the left side of the bridge, guided by signals, signs and pavement markings. DDIs are designed to be safer, more efficient and more cost effective than traditional diamond interchanges.</p> <p>The DDI accommodates high volumes of left turns at signalized interchanges by eliminating the need for left-turn phase signals. On the non-highway crossing road, traffic crosses over from the right side to the left side of the road at the ramp</p>
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			<p>terminals. Two-phase traffic signals are installed at the crossovers. Once on the left side of the road, vehicles can turn left onto highway ramps without stopping and without conflicting with through traffic.</p> <p>More information on DDIs can be found at:</p> <ul style="list-style-type: none"> • https://www.in.gov/indot/traffic-engineering/diverging-diamond-interchange/ • https://safety.fhwa.dot.gov/intersection/crossover/ <p>Specifically, the new I-65/US 52 interchange is designed to primarily facilitate the flow of traffic to/from I-65 and US 52. I-65 traffic has a 2-lane exit ramp toward the DDI. At the DDI, there are dual left-turn lanes for vehicles turning to head westbound on US 52. Continuing along US 52 westbound through the DDI, there is a Green-T intersection to the west with two (2) free-flowing lanes for the westbound thru movement. US 52 eastbound traffic (toward I-65 southbound) at the DDI has a 2-lane, free-flowing entrance ramp onto I-65 southbound. This free-flow condition is similar to the existing interchange. Additionally, the new interchange is intended to benefit all users in the area. Drivers who specifically use the movements to/from I-65 and US 52 may have to stop for a very short period of time in the future compared to now, but this allows full access to/from I-65 for all drivers instead of the existing partial access that is only beneficial to those traveling in the currently available directions. The new interchange also is anticipated to have an acceptable LOS compared to the unacceptable LOS anticipated in the future for the existing interchange.</p> <p>Thank you for your comment.</p>
9	Derek Babcock June 28, 2024 (website comment)	I am the Chief Deputy of the Thorntown Police Department. Our dept regularly assists BCSO and ISP on calls involving I65 and US52. I want to be clear, I am not against the new interchange as it will be necessary for the	The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging

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	<p>growth of the area. Its a great idea and I am sure will benefit the companies coming in. However, I am completely against the closure of the US52 ramps. The closure of the ramps will be devastating for our community. Specifically when a major incident or emergency requires a detour of I65 in either direction. Currently when I65 southbound between Lafayette and Lebanon gets closed for an incident, all traffic is diverted onto US52 to continue traveling southbound. When northbound I65 from Lebanon gets closed, all traffic is easily diverted onto US52 northbound. During these events, I typically work the stoplight at US52 and SR47 to keep traffic flowing as best as we can. If this light is not staffed, traffic backs up quickly on US52 and Google Maps and other GPS programs will begin diverting traffic through Thorntown to bypass the traffic backup. This includes semis running into signs, yards and other damages. This causes the town to quickly gridlock as Thorntown can not handle I65 traffic. Therefore the light at 52/47 must be staffed. Without this light being controlled traffic backs up to Clinton County line or 300N in very little time usually within an hour. I say all this because if the ramp further down the pipeline is closed, even with the new interchange, it will simply not keep up with the traffic flow requirements. You can not put a stoplight or interchange on I65 traffic flow and expect it to keep up with the demand. This traffic must remain flowing to be effective. Gridlock impacts everyone including first responders. If I am fighting a subject in Thorntown, help is usually coming from Lebanon. Easily can be 8-12 minutes of me alone. This interchange will delay that response further as officers now have to navigate the junction AND gridlock traffic. (Worst case scenario I know) Or a cardiac arrest... Every second counts there. When I65 shuts down North of Lebanon everyone is easily diverted onto US52 NB and I help then again. This helps the whole community</p>	<p>traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52 interchanges, especially with one interchange only providing partial access.</p> <p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (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. Currently, the I-65/US 52 interchange operates at a LOS B and is expected to continue to have an acceptable LOS in 2025 under existing conditions. However, the increase in traffic volumes after 2025 is expected to result in a portion of the existing I-65/US 52 interchange to operate at an unacceptable LOS. By 2035, the I-65 northbound (NB) off-ramp to US 52 is anticipated to operate at a LOS F (unacceptable) in the AM peak hours and will continue to operate at a LOS F in 2045. Although not an unacceptable LOS, the I-65 southbound (SB) on-ramp from US 52 is anticipated to operate at a LOS D in the PM peak hours in 2035, which is the minimum acceptable LOS. By 2045, a decreasing trend in the LOS is apparent with the I-65 SB on-ramp from US 52 anticipated to operate at a LOS D in both the AM and PM peak hours.</p>
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		<p>just by keeping traffic flowing. Gridlock in Lebanon is expected to some degree, but the issue will be a whole lot worse when this off ramp is no longer an option and all 65 traffic is forced to use this interchange. The ramps at 52/65 are a huge ASSET for people from Purdue games in Lafayette down to our community. They are already in place. If we have the funding to build a whole new interchange we certainly can find the funds to maintain what we have in place now. The interchange is going to be busier than you think and the ramps on US52/65 are the much needed strain relief you will come to love! I would love the opportunity to answer any questions you may have from our smaller town and community. Please do not get rid of them!</p>	<p>The new interchange will be a Diverging Diamond Interchange (DDI), which is a type of interchange in which the two directions of traffic on a non-highway road cross to the opposite side on both sides of a bridge. When entering the DDI, drivers cross over to the left side of the bridge, guided by signals, signs and pavement markings. DDIs are designed to be safer, more efficient and more cost effective than traditional diamond interchanges.</p> <p>The DDI accommodates high volumes of left turns at signalized interchanges by eliminating the need for left-turn phase signals. On the non-highway crossing road, traffic crosses over from the right side to the left side of the road at the ramp terminals. Two-phase traffic signals are installed at the crossovers. Once on the left side of the road, vehicles can turn left onto highway ramps without stopping and without conflicting with through traffic.</p> <p>More information on DDIs can be found at:</p> <ul style="list-style-type: none"> • https://www.in.gov/indot/traffic-engineering/diverging-diamond-interchange/ • https://safety.fhwa.dot.gov/intersection/crossover/ <p>Specifically, the new I-65/US 52 interchange is designed to primarily facilitate the flow of traffic to/from I-65 and US 52. I-65 traffic has a 2-lane exit ramp toward the DDI. At the DDI, there are dual left-turn lanes for vehicles turning to head westbound on US 52. Continuing along US 52 westbound through the DDI, there is a Green-T intersection to the west with two (2) free-flowing lanes for the westbound thru movement. US 52 eastbound traffic (toward I-65 southbound) at the DDI has a 2-lane, free-flowing entrance ramp onto I-65 southbound. This free-flow condition is similar to the existing interchange. Additionally, the new interchange is intended to benefit all users in the area. Drivers who specifically use the movements to/from I-65 and US 52 may have to stop for a very</p>
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			<p>short period of time in the future compared to now, but this allows full access to/from I-65 for all drivers instead of the existing partial access that is only beneficial to those traveling in the currently available directions. The new interchange also is anticipated to have an acceptable LOS compared to the unacceptable LOS anticipated in the future for the existing interchange.</p> <p>In the event of a crash on I-65 with traffic for I-65 northbound detouring via the new interchange, the 2-phase signal operations of the DDI can be manually operated by an officer to hold/extend green for the northbound-to-westbound movements such that vehicles will not have to stop when going through the interchange. Traffic for I-65 southbound detouring via the new interchange will be able to maintain the free-flowing conditions that exist today.</p> <p>Thank you for your comment.</p>
10	Nan Stephenson June 28, 2024 (website comment)	Please leave the interchange at 141 alone. We need that access to 52.	<p>The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52</p>

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		<p>interchanges, especially with one interchange only providing partial access.</p> <p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (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. Currently, the I-65/US 52 interchange operates at a LOS B and is expected to continue to have an acceptable LOS in 2025 under existing conditions. However, the increase in traffic volumes after 2025 is expected to result in a portion of the existing I-65/US 52 interchange to operate at an unacceptable LOS. By 2035, the I-65 northbound (NB) off-ramp to US 52 is anticipated to operate at a LOS F (unacceptable) in the AM peak hours and will continue to operate at a LOS F in 2045. Although not an unacceptable LOS, the I-65 southbound (SB) on-ramp from US 52 is anticipated to operate at a LOS D in the PM peak hours in 2035, which is the minimum acceptable LOS. By 2045, a decreasing trend in the LOS is apparent with the I-65 SB on-ramp from US 52 anticipated to operate at a LOS D in both the AM and PM peak hours.</p> <p>The new interchange will be a Diverging Diamond Interchange (DDI), which is a type of interchange in which the two directions of traffic on a non-highway road cross to the opposite side on both sides of a bridge. When entering the DDI, drivers cross over to the left side of the bridge, guided by signals, signs and pavement markings. DDIs are designed to be safer, more efficient and more cost effective than traditional diamond interchanges.</p> <p>The DDI accommodates high volumes of left turns at signalized interchanges by eliminating the need for left-turn phase signals. On the non-highway crossing road, traffic crosses over from the right side to the left side of the road at the ramp</p>
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11	Brooke Metzger June 28, 2024 (website comment)	Please keep the on and off ramps at the 141 mile marker at 65/52. They are essential for police, fire, and medical emergency personnel as these on/off ramps provide a more direct route. Also emergency closures on 65(which	The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging

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		<p>occur OFTEN) will flood rerouted traffic onto 52/the new diverging diamond interchange which sounds like a nightmare for safety and navigation! Again, please KEEP the on/off ramps at mile marker 141 at 52/65. Thank you.</p>	<p>traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52 interchanges, especially with one interchange only providing partial access.</p> <p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (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. Currently, the I-65/US 52 interchange operates at a LOS B and is expected to continue to have an acceptable LOS in 2025 under existing conditions. However, the increase in traffic volumes after 2025 is expected to result in a portion of the existing I-65/US 52 interchange to operate at an unacceptable LOS. By 2035, the I-65 northbound (NB) off-ramp to US 52 is anticipated to operate at a LOS F (unacceptable) in the AM peak hours and will continue to operate at a LOS F in 2045. Although not an unacceptable LOS, the I-65 southbound (SB) on-ramp from US 52 is anticipated to operate at a LOS D in the PM peak hours in 2035, which is the minimum acceptable LOS. By 2045, a decreasing trend in the LOS is apparent with the I-65 SB on-ramp from US 52 anticipated to operate at a LOS D in both the AM and PM peak hours.</p>
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12	Aaron Doke June 28, 2024 (website comment)	<p>The on ramp from 52 to 65 and the exit ramp from 65 to 52 need to stay. These need to be the priority for emergency traffic flow. The new stop light needs to function as a flashing yellow during emergency traffic diversion as well. Please do not remove the ramps, please! Traffic is already horrible during emergency diversion onto 52 with the numerous stop lights already added on 52. Ideally this project should add an “on-ramp” lane into 52 NB so traffic from new interchange trying to go north off the county road can merge onto 52 NB without having to stop. There is no way traffic will be able to flow on or off 65 with the new one-lane planned interchange alone. It won’t matter if there are round-a-bouts or stop lights at the new interchange, it will not flow. It will have to be 2-lane ramps to even think about moving traffic like the current interchanges do and you still have to worry about interstate traffic merging into county road traffic. Plus when there is an accident between Lebanon and Lafayette</p>	<p>The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52</p>

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		<p>on 65, half of the time it is just north of the current 65 and 52 interchange. Having the new interchange alone will put it right in the bad area potentially blocking northbound traffic flow completely. We don't want traffic trying to divert in Lebanon out IN32 and IN39 and through the back roads. They are not suitable for interstate traffic and will only lead to more wrecks as people get frustrated trying to get where they are going. I see it everyday. We already have a perfectly fine and working interchange at 65 and 52, don't remove it!!</p>	<p>interchanges, especially with one interchange only providing partial access.</p> <p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (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. Currently, the I-65/US 52 interchange operates at a LOS B and is expected to continue to have an acceptable LOS in 2025 under existing conditions. However, the increase in traffic volumes after 2025 is expected to result in a portion of the existing I-65/US 52 interchange to operate at an unacceptable LOS. By 2035, the I-65 northbound (NB) off-ramp to US 52 is anticipated to operate at a LOS F (unacceptable) in the AM peak hours and will continue to operate at a LOS F in 2045. Although not an unacceptable LOS, the I-65 southbound (SB) on-ramp from US 52 is anticipated to operate at a LOS D in the PM peak hours in 2035, which is the minimum acceptable LOS. By 2045, a decreasing trend in the LOS is apparent with the I-65 SB on-ramp from US 52 anticipated to operate at a LOS D in both the AM and PM peak hours.</p> <p>The new interchange will be a Diverging Diamond Interchange (DDI), which is a type of interchange in which the two directions of traffic on a non-highway road cross to the opposite side on both sides of a bridge. When entering the DDI, drivers cross over to the left side of the bridge, guided by signals, signs and pavement markings. DDIs are designed to be safer, more efficient and more cost effective than traditional diamond interchanges.</p> <p>The DDI accommodates high volumes of left turns at signalized interchanges by eliminating the need for left-turn phase signals. On the non-highway crossing road, traffic crosses over from the right side to the left side of the road at the ramp</p>
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			<p>through the interchange. Traffic for I-65 southbound detouring via the new interchange will be able to maintain the free-flowing conditions that exist today.</p> <p>Thank you for your comment.</p>
13	Denise Parks June 28, 2024 (website comment)	<p>I do not understand why, just because a new interchange is being built, the old one will be demolished! MANY people use the Lafayette Ave road onto I65 or HW52. It makes no sense to get rid of one interchange just because another is being built. There is going to be enough traffic to warrant having both. It also makes no sense to have this traffic drive through more areas (mostly residential) to access I65 or HW52.</p>	<p>The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52. Additionally, Lafayette Avenue traffic will still be able to utilize the I-65 and SR 32 interchange that is approximately 1.25 miles south of the existing Lafayette Avenue entrance.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52 interchanges, especially with one interchange only providing partial access.</p> <p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (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. Currently, the I-65/US 52 interchange operates at a LOS B and is expected to continue to have an acceptable LOS in 2025 under existing conditions. However, the increase in</p>

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14	Carla Phillips June 28, 2024 (website comment)	Can we leave the Lafayette road to 52 alone and just close off 52 south? It will help traffic issues.	<p>The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52. Additionally, Lafayette Avenue traffic will still be able to utilize the I-65 and</p>

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			<p>SR 32 interchange that is approximately 1.25 miles south of the existing Lafayette Avenue entrance.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52 interchanges, especially with one interchange only providing partial access.</p> <p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (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. Currently, the I-65/US 52 interchange operates at a LOS B and is expected to continue to have an acceptable LOS in 2025 under existing conditions. However, the increase in traffic volumes after 2025 is expected to result in a portion of the existing I-65/US 52 interchange to operate at an unacceptable LOS. By 2035, the I-65 northbound (NB) off-ramp to US 52 is anticipated to operate at a LOS F (unacceptable) in the AM peak hours and will continue to operate at a LOS F in 2045. Although not an unacceptable LOS, the I-65 southbound (SB) on-ramp from US 52 is anticipated to operate at a LOS D in the PM peak hours in 2035, which is the minimum acceptable LOS. By 2045, a decreasing trend in the LOS is apparent with the I-65 SB on-ramp from US 52 anticipated to operate at a LOS D in both the AM and PM peak hours.</p> <p>During the traffic analysis, the roadway network was incorporated into evaluating the existing and new interchange</p>
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15	<p>Carolyn Koontz June 28, 2024 (website comment)</p>	<p>Keep exit 141 open</p>	<p>The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52 interchanges, especially with one interchange only providing partial access.</p> <p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (LOS) is a scale (A through F) which classifies operating</p>

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16	Robert Couchman June 28, 2024 (website comment)	<p>This is a suggestion on 52 ramp onto 65 closure after new interchange is built . Leaving that exit open would be very beneficial to State Highway during snow removal also local residents to get onto highway from Hazelrigg Rd as well ppl living south of new interchange. I myself work with Co Hwy Dept and know for last 23 yrs getting to roads very important. You also have Zore’s towing that be beneficial too as well instead drive north on 52 to 325 and back to interstate. And I be helpful for transporting from hospitals to Indy with straight shot . I know the new interchange will move lots of traffic and also cause more accidents. So please consider leaving 52 exit onto 65 SB</p> <p>Thank you</p>	<p>The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52 interchanges, especially with one interchange only providing partial access.</p> <p>A Diverging Diamond Interchange (DDI) is a type of interchange in which the two directions of traffic on a non-highway road cross to the opposite side on both sides of a bridge. When entering the DDI, drivers cross over to the left side of the bridge, guided by signals, signs and pavement markings. DDIs are designed to be safer, more efficient and more cost effective than traditional diamond interchanges.</p> <p>The DDI accommodates high volumes of left turns at signalized interchanges by eliminating the need for left-turn phase signals. On the non-highway crossing road, traffic crosses over from the right side to the left side of the road at the ramp terminals. Two-phase traffic signals are installed at the crossovers. Once on the left side of the road, vehicles can turn left onto highway ramps without stopping and without conflicting with through traffic.</p>
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17	<p>Steven Isenhower 246 Old Witt Road July 1, 2024 (written Comment)</p> <p>*see Comment No. 4 for verbal comment</p>	<p>I beseech you to maintain most of the existing access points at the current I-65/US 52 interchange. This includes US 52 WB, Indianapolis Ave. to US 52 WB and US 52 EB to SB I-65. To avoid interfering with the new interchange it is recommended to not provide for the Lafayette Ave. to I-65 NB movement. The bulk of the roadway to accomplish this has been replaced in the last 4 or 5 years. This can all be accomplished within the existing Right-of-Way. The US 52 EB bridge deck will probably need to be replaced. Also the pin connections on this bridge should be redesigned and replaced.</p> <p>Following through with these recommendations would maintain the most convenient access for travelers to and from the Thorntown and Lafayette areas to and from Lebanon. The closure of the ramp from Lafayette Ave. to US 52 WB will force that traffic onto Witt Road and/or SR 39 to access US 52 and I-65. Both of these roads are frequently already overloaded. As stated in the proposal the Leap project will add to this congestion.</p>	<p>The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52. Additionally, Lafayette Avenue traffic will still be able to utilize the I-65 and SR 32 interchange that is approximately 1.25 miles south of the existing Lafayette Avenue entrance.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52 interchanges, especially with one interchange only providing partial access.</p> <p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (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. Currently, the I-65/US 52 interchange operates at a</p>

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			<p>LOS B and is expected to continue to have an acceptable LOS in 2025 under existing conditions. However, the increase in traffic volumes after 2025 is expected to result in a portion of the existing I-65/US 52 interchange to operate at an unacceptable LOS. By 2035, the I-65 northbound (NB) off-ramp to US 52 is anticipated to operate at a LOS F (unacceptable) in the AM peak hours and will continue to operate at a LOS F in 2045. Although not an unacceptable LOS, the I-65 southbound (SB) on-ramp from US 52 is anticipated to operate at a LOS D in the PM peak hours in 2035, which is the minimum acceptable LOS. By 2045, a decreasing trend in the LOS is apparent with the I-65 SB on-ramp from US 52 anticipated to operate at a LOS D in both the AM and PM peak hours.</p> <p>During the traffic analysis, the roadway network was incorporated into evaluating the existing and new interchange with a study area that extended north of SR 47, east of SR 39, west of US 52, and south of SR 32. Existing traffic volumes on Lafayette Avenue are significantly lower compared to the traffic demand for other access movements. Although removing Lafayette Avenue is inconvenient for the drivers that use it, accessing the new interchange will only add a few minutes of travel to those drivers and the new interchange will provide the access and capacity for the higher demand traffic movements. The new interchange is anticipated to have an acceptable LOS compared to the unacceptable LOS anticipated in the future for the existing interchange.</p> <p>Thank you for your comment.</p>
18	Joe Barrett July 2, 2024 (website comment)	It would be a huge mistake to close the existing interchange. If an additional interchange is required, that's fine. The proposals that close the existing ramps will cause major issues when there's an I65 closure due to accident (happens frequently) and on Purdue football days! The majority of US52 users are traveling between	The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange

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		<p>Indy a West Lafayette, closing the existing ramps would significantly impede that traffic.</p>	<p>north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52 interchanges, especially with one interchange only providing partial access.</p> <p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (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. Currently, the I-65/US 52 interchange operates at a LOS B and is expected to continue to have an acceptable LOS in 2025 under existing conditions. However, the increase in traffic volumes after 2025 is expected to result in a portion of the existing I-65/US 52 interchange to operate at an unacceptable LOS. By 2035, the I-65 northbound (NB) off-ramp to US 52 is anticipated to operate at a LOS F (unacceptable) in the AM peak hours and will continue to operate at a LOS F in 2045. Although not an unacceptable LOS, the I-65 southbound (SB) on-ramp from US 52 is anticipated to operate at a LOS D in the PM peak hours in 2035, which is the minimum acceptable LOS. By 2045, a decreasing trend in the LOS is apparent with the I-65 SB on-ramp from US 52 anticipated to operate at a LOS D in both the AM and PM peak hours.</p> <p>The new interchange will be a Diverging Diamond Interchange (DDI), which is a type of interchange in which the two</p>
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			<p>directions of traffic on a non-highway road cross to the opposite side on both sides of a bridge. When entering the DDI, drivers cross over to the left side of the bridge, guided by signals, signs and pavement markings. DDIs are designed to be safer, more efficient and more cost effective than traditional diamond interchanges.</p> <p>The DDI accommodates high volumes of left turns at signalized interchanges by eliminating the need for left-turn phase signals. On the non-highway crossing road, traffic crosses over from the right side to the left side of the road at the ramp terminals. Two-phase traffic signals are installed at the crossovers. Once on the left side of the road, vehicles can turn left onto highway ramps without stopping and without conflicting with through traffic.</p> <p>More information on DDIs can be found at:</p> <ul style="list-style-type: none">• https://www.in.gov/indot/traffic-engineering/diverging-diamond-interchange/• https://safety.fhwa.dot.gov/intersection/crossover/ <p>Specifically, the new I-65/US 52 interchange is designed to primarily facilitate the flow of traffic to/from I-65 and US 52. I-65 traffic has a 2-lane exit ramp toward the DDI. At the DDI, there are dual left-turn lanes for vehicles turning to head westbound on US 52. Continuing along US 52 westbound through the DDI, there is a Green-T intersection to the west with two (2) free-flowing lanes for the westbound thru movement. US 52 eastbound traffic (toward I-65 southbound) at the DDI has a 2-lane, free-flowing entrance ramp onto I-65 southbound. This free-flow condition is similar to the existing interchange. Additionally, the new interchange is intended to benefit all users in the area. Drivers who specifically use the movements to/from I-65 and US 52 may have to stop for a very short period of time in the future compared to now, but this allows full access to/from I-65 for all drivers instead of the</p>
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			<p>existing partial access that is only beneficial to those traveling in the currently available directions. The new interchange also is anticipated to have an acceptable LOS compared to the unacceptable LOS anticipated in the future for the existing interchange.</p> <p>In the event of a crash on I-65 with traffic for I-65 northbound detouring via the new interchange, the 2-phase signal operations of the DDI can be manually operated by an officer to hold/extend green for the northbound-to-westbound movements such that vehicles will not have to stop when going through the interchange. Traffic for I-65 southbound detouring via the new interchange will be able to maintain the free-flowing conditions that exist today.</p> <p>Thank you for your comment.</p>
19	Terry Barrett July 2, 2024 (website comment)	Bad idea.... Leave it ALONE.... We need that exit...	<p>The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52 interchanges, especially with one interchange only providing partial access.</p>

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			<p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (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. Currently, the I-65/US 52 interchange operates at a LOS B and is expected to continue to have an acceptable LOS in 2025 under existing conditions. However, the increase in traffic volumes after 2025 is expected to result in a portion of the existing I-65/US 52 interchange to operate at an unacceptable LOS. By 2035, the I-65 northbound (NB) off-ramp to US 52 is anticipated to operate at a LOS F (unacceptable) in the AM peak hours and will continue to operate at a LOS F in 2045. Although not an unacceptable LOS, the I-65 southbound (SB) on-ramp from US 52 is anticipated to operate at a LOS D in the PM peak hours in 2035, which is the minimum acceptable LOS. By 2045, a decreasing trend in the LOS is apparent with the I-65 SB on-ramp from US 52 anticipated to operate at a LOS D in both the AM and PM peak hours.</p> <p>The new interchange will be a Diverging Diamond Interchange (DDI), which is a type of interchange in which the two directions of traffic on a non-highway road cross to the opposite side on both sides of a bridge. When entering the DDI, drivers cross over to the left side of the bridge, guided by signals, signs and pavement markings. DDIs are designed to be safer, more efficient and more cost effective than traditional diamond interchanges.</p> <p>The DDI accommodates high volumes of left turns at signalized interchanges by eliminating the need for left-turn phase signals. On the non-highway crossing road, traffic crosses over from the right side to the left side of the road at the ramp terminals. Two-phase traffic signals are installed at the crossovers. Once on the left side of the road, vehicles can turn</p>
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			<p>left onto highway ramps without stopping and without conflicting with through traffic.</p> <p>More information on DDIs can be found at:</p> <ul style="list-style-type: none"> • https://www.in.gov/indot/traffic-engineering/diverging-diamond-interchange/ • https://safety.fhwa.dot.gov/intersection/crossover/ <p>Specifically, the new I-65/US 52 interchange is designed to primarily facilitate the flow of traffic to/from I-65 and US 52. I-65 traffic has a 2-lane exit ramp toward the DDI. At the DDI, there are dual left-turn lanes for vehicles turning to head westbound on US 52. Continuing along US 52 westbound through the DDI, there is a Green-T intersection to the west with two (2) free-flowing lanes for the westbound thru movement. US 52 eastbound traffic (toward I-65 southbound) at the DDI has a 2-lane, free-flowing entrance ramp onto I-65 southbound. This free-flow condition is similar to the existing interchange. Additionally, the new interchange is intended to benefit all users in the area. Drivers who specifically use the movements to/from I-65 and US 52 may have to stop for a very short period of time in the future compared to now, but this allows full access to/from I-65 for all drivers instead of the existing partial access that is only beneficial to those traveling in the currently available directions. The new interchange also is anticipated to have an acceptable LOS compared to the unacceptable LOS anticipated in the future for the existing interchange.</p> <p>Thank you for your comment.</p>
20	John Frank July 2, 2024 (website comment)	Please leave 141 as it is . The ramp works for free flow traffic ! Too many changes is Not good !!	The existing I-65/US 52 interchange is being removed because it would be too close to the proposed I-65 northbound exit ramp and the I-65 southbound entrance ramps, which would cause potential conflicts between merging and diverging traffic. Although this access point will be removed, a new improved access point will be provided at the new interchange

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			<p>north that will allow vehicles access to northbound and southbound I-65, as well as westbound US 52.</p> <p>Additionally, the aging infrastructure at the existing I-65/US 52 interchange has structural concerns and does not meet current design standards, which results in sight distance issues. Rebuilding the existing interchange to correct these issues, as well as long-term maintenance of this interchange location in addition to the new interchange north, would significantly increase cost. Non-local drivers would also likely experience confusion due to the presence of two separate US 52 interchanges, especially with one interchange only providing partial access.</p> <p>As noted in the Purpose and Need section of the Alternative Analysis in Appendix A of the approved EA, level of Service (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. Currently, the I-65/US 52 interchange operates at a LOS B and is expected to continue to have an acceptable LOS in 2025 under existing conditions. However, the increase in traffic volumes after 2025 is expected to result in a portion of the existing I-65/US 52 interchange to operate at an unacceptable LOS. By 2035, the I-65 northbound (NB) off-ramp to US 52 is anticipated to operate at a LOS F (unacceptable) in the AM peak hours and will continue to operate at a LOS F in 2045. Although not an unacceptable LOS, the I-65 southbound (SB) on-ramp from US 52 is anticipated to operate at a LOS D in the PM peak hours in 2035, which is the minimum acceptable LOS. By 2045, a decreasing trend in the LOS is apparent with the I-65 SB on-ramp from US 52 anticipated to operate at a LOS D in both the AM and PM peak hours.</p> <p>The new interchange will be a Diverging Diamond Interchange (DDI), which is a type of interchange in which the two</p>
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			<p>directions of traffic on a non-highway road cross to the opposite side on both sides of a bridge. When entering the DDI, drivers cross over to the left side of the bridge, guided by signals, signs and pavement markings. DDIs are designed to be safer, more efficient and more cost effective than traditional diamond interchanges.</p> <p>The DDI accommodates high volumes of left turns at signalized interchanges by eliminating the need for left-turn phase signals. On the non-highway crossing road, traffic crosses over from the right side to the left side of the road at the ramp terminals. Two-phase traffic signals are installed at the crossovers. Once on the left side of the road, vehicles can turn left onto highway ramps without stopping and without conflicting with through traffic.</p> <p>More information on DDIs can be found at:</p> <ul style="list-style-type: none">• https://www.in.gov/indot/traffic-engineering/diverging-diamond-interchange/• https://safety.fhwa.dot.gov/intersection/crossover/ <p>Specifically, the new I-65/US 52 interchange is designed to primarily facilitate the flow of traffic to/from I-65 and US 52. I-65 traffic has a 2-lane exit ramp toward the DDI. At the DDI, there are dual left-turn lanes for vehicles turning to head westbound on US 52. Continuing along US 52 westbound through the DDI, there is a Green-T intersection to the west with two (2) free-flowing lanes for the westbound thru movement. US 52 eastbound traffic (toward I-65 southbound) at the DDI has a 2-lane, free-flowing entrance ramp onto I-65 southbound. This free-flow condition is similar to the existing interchange. Additionally, the new interchange is intended to benefit all users in the area. Drivers who specifically use the movements to/from I-65 and US 52 may have to stop for a very short period of time in the future compared to now, but this allows full access to/from I-65 for all drivers instead of the</p>
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			existing partial access that is only beneficial to those traveling in the currently available directions. The new interchange also is anticipated to have an acceptable LOS compared to the unacceptable LOS anticipated in the future for the existing interchange. Thank you for your comment.
Agency Comments			
Comment No.	Organization/ Comment Date	Comment	Response
21	USEPA June 26, 2024 (written comment)	<u>Environmental Justice - A.1:</u> Page 43 of the Draft EA stated, “Based upon the scope of the project, the identified populations will not experience a disproportionately high and adverse impact from the project.” Under EO 14096, environmental justice is now evaluated based simply on disproportionate and adverse impacts. The Fact Sheet accompanying EO 140962 states, “The Executive Order [EO 14096] uses the term ‘disproportionate and adverse’ as a simpler, modernized version of the phrase ‘disproportionately high and adverse’ used in Executive Order 12898. Those phrases have the same meaning but removing the word “high” eliminates potential misunderstanding that agencies should only be considering large disproportionate effects.” EPA recommends modifying references to “disproportionately high [emphasis added]” to refer to the current language in EO 14096.	Noted.
22	USEPA June 26, 2024 (written comment)	<u>Environmental Justice – A.2.a.1:</u> Provide additional information to better understand direct, indirect, and cumulative effects to communities with EJ concerns and to identify possible measures to mitigate disproportionate effects. EO 14096 Section 3(a)(ix)(B) directs agencies to carry out NEPA reviews in a manner that considers the best available science and information on any disparate health effects arising from exposure to pollution and other environmental hazards, such as information on race,	Wider community impacts are discussed in Section H – Community Impacts of the approved EA: “The project will have temporary negative socioeconomic impacts on the community, including temporary inconveniences commonly associated with construction such as noise, fugitive dust, increased travel delays, and utility disruptions. However, these impacts are temporary and will cease upon completion of the project.

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		national origin, age, disability status, among others, of the individuals exposed. In addition, Section 3(a)(i) directs agencies to “identify, analyze, and address disproportionate and adverse human health and environmental effects (including risks) and hazards of Federal activities, including those related to climate change and cumulative impacts of environmental and other burdens on communities with environmental justice concerns.” For example, the Draft EA’s identification of communities in the EJ analysis (pages 41-43) only considers communities in census tracts and block groups that intersect the project area (Appendix J). The analysis overlooks communities that may be affected by temporary and long-term effects (e.g., temporary traffic delays and utilities disruptions) that will occur outside of the immediate Project area. Additionally, EPA recommends using block groups rather than census tracts in the analysis and to also consider including information on people with disabilities.	<p>Permanent socioeconomic effects are not expected. The proposed project is not anticipated to negatively affect community cohesion since access is being maintained to all properties and will provide a new location to cross over I-65. Transportation within the community and access to community resources will not be affected. Minimal impacts are anticipated to the local tax base, property value, and community events, since the majority of the project will occur along I-65 and US 52 and the project will improve mobility for the surrounding area. The temporary socioeconomic impacts discussed here do not outweigh the benefits the project will bring to the community by providing improved mobility, direct access, and LOS D or better at the I-65/US 52 interchange.”</p> <p>Evaluation of impacts to Environmental Justice populations followed INDOT policies and guidelines.</p> <p>The project will comply with the June 1, 2021 INDOT Americans with Disabilities Act (ADA) Transition Plan (https://www.in.gov/indot/files/21-ADA-Transition-Plan.pdf).</p>
23	USEPA June 26, 2024 (written comment)	<u>Environmental Justice – A.2.a.2:</u> Evaluate the effects of the proposed Project on communities with EJ concerns and sensitive receptors (e.g., children, people with asthma, elderly, etc.) Page 42 of the Draft EA indicated the presence of sensitive receptors (e.g., Under Age 5 at the 70-80th percentile; Over Age 64 at the 80-90th percentile) located in the Project area.	<p>Disadvantaged Communities (DAC) are discussed in Section H – Community Impacts of the Approved EA: “The part of the project located in the Over Age 64 DAC’s area is designed for temporary maintenance of traffic crossovers and no permanent changes will be made within the DAC. The part of the project located in the Under Age 5 DAC’s area is designed to remove the northbound Lafayette Avenue to I-65 northbound entrance ramp. However, the project does not impact any schools or childcare facilities.” Please see the Approved EA for the full discussion.</p> <p>Additionally, the project will provide direct access to the areas east and west of I-65, north of Lebanon. Providing this access is anticipated to redirect vehicles that previously were traveling through low-speed residential areas and downtown Lebanon, which is anticipated to reduce traffic volume through</p>

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			the areas where the Under Age 5 DAC is located. The project will also provide a full access interchange that has clear directional signage that will meet driver expectations for the Over Age 64 DAC.
24	USEPA June 26, 2024 (written comment)	<u>Environmental Justice – A.2.a.3:</u> EJSCREEN indicated that chemical releases (sourced from EPA’s Toxics Release Inventory [TRI]) and Particulate Matter 2.55 (PM2.5) near the Project site are at or near the 80th percentile for the State. Please describe existing conditions for nearby communities identified and how the expected changes from the Project will affect those conditions (i.e., how will increases or reductions in traffic affect communities).	<p>Air quality is discussed in Section F-Air Quality of the Approved EA: “The purpose of this 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 by relocating the I-65/US 52 interchange and realigning US 52. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns. As such, this project will result in only a minor relocation of the interchange 1 mile north and will not result in changes in traffic volumes, vehicle mix, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative.”</p> <p>“It is anticipated the project’s improvements to mobility, direct access, and LOS will result in a reduction of GHG [greenhouse gas] emissions due to the reduction of anticipated deceleration/acceleration conditions and potential idle times from projected congestion.”</p> <p>Please see the Approved EA for the full discussion.</p>
25	USEPA June 26, 2024 (written comment)	<u>1. Environmental Justice – 2.a.4:</u> Provide an analysis and findings as to whether the No Action Alternative would result in disproportionate adverse effects on communities with EJ concerns, taking into account the information provided in Recommendation 1.A.1. Identify what those effects may be and include measures that FHWA will take to avoid, minimize, or mitigate effects. The Draft EA on page 43 stated, “...the identified populations will not experience a disproportionately high and adverse impact from the project.” However, the Draft EA did not include	<p>All of the proposed build alternatives that met the purpose and need for this project would result in a similar effect to EJ populations due to the similar scope of relocating the interchange.</p> <p>For the No-Build alternative (Conceptual Alternative 1), it would leave the existing I-65/US 52 interchange as it currently exists. No improvements would be made. The existing interchange would continue to lack direct access to the areas east and west of I-65, north of Lebanon, and mobility would</p>

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		an EJ analysis for all project alternatives, including the No Action Alternative.	not be improved. The anticipated LOS of the I-65/US 52 interchange in 2035 would continue to be unacceptable (LOS F) and would not be improved. The No-Build alternative would have a similar effect across the local communities and would not have a disproportionately high and adverse impact to EJ communities.
26	USEPA June 26, 2024 (written comment)	<u>1. Environmental Justice – A.2.b.1:</u> Expand the area of EJ analysis to identify communities with EJ concerns beyond the Project area that will be affected by the Project. Include a discussion of any existing health disparities and environmental burdens for communities with EJ concerns affected by the Project and discuss any disproportionate adverse Project effects. The Draft EA did not discuss baseline characteristics of communities in or near the Project area, such as human health vulnerabilities and existing environmental burdens, which may affect direct, indirect, and cumulative effects experienced by the communities from the Project.	Evaluation of impacts to Environmental Justice populations followed INDOT policies and guidelines. Environmental Justice discussions along with additional community discussions can be found in Section H – Community Impacts of the Approved EA.
27	USEPA June 26, 2024 (written comment)	<u>1. Environmental Justice – A.2.b.2:</u> Broaden the Project buffer to at least 1 mile to capture roads that may receive increased or decreased traffic because of the Project.	Evaluation of impacts to Environmental Justice populations followed INDOT policies and guidelines. Environmental Justice discussions along with additional community discussions can be found in Section H – Community Impacts of the Approved EA. As part of the Draft Interstate Access Document (excerpts available in Appendix A, A-35 to A-61, of the Approved EA), traffic impacts were evaluated for a larger overall study area to evaluate the area of influence of the interchange.
28	USEPA June 26, 2024 (written comment)	<u>1. Environmental Justice – A.2.b.3:</u> The Project may affect residents who commute in and around the Project area but are not located within the project boundary. Describe the effects the Project may have on populations outside of the Project area but located nearby, such as those located in Lebanon, south of the Project. For example, Figure 2 in Appendix J (Part 2, page 509) indicated that there is a census tract in the 80-90th percentile with a Limited	As part of the Draft Interstate Access Document (excerpts available in Appendix A, A-35 to A-61, of the Approved EA), traffic impacts were evaluated for a larger overall study area to evaluate the area of influence of the interchange. The project will provide direct access to the areas east and west of I-65, north of Lebanon. Providing this access is anticipated to redirect vehicles that previously were traveling

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		<p>English-speaking population (LEP). Figure 3 (Part 2, page 510) identified populations with a Less than High School Education in the 90-100th percentile. These communities may be affected by Project construction and implementation. Integrate commitments to address disproportionate effects before finalizing the EA.</p>	<p>through low-speed residential areas and downtown Lebanon, which is anticipated to reduce traffic volume.</p> <p>The majority of project construction will occur off existing alignment and will have minimal traffic impacts during construction except for work to tie into existing alignments. The maintenance of traffic (MOT) for the project includes maintaining the three lanes of traffic in each direction along I-65 throughout construction except for rolling slowdowns overnight for the removal of the existing I-65 to US 52 bridge. One lane of traffic in each direction will be maintained along US 52. Prior to closing and removing the existing interchange, the new interchange will be fully open traffic to maintain access to US 52 with only minor temporary closure to finish any tie-in work. Due to the majority off existing alignment construction, maintaining directional traffic on US 52, and maintaining all lanes on I-65, no significant delays are anticipated, and access will be maintained for all users. Environmental Justice (EJ) populations will experience similar temporary impacts from construction as non-EJ populations and will not experience disproportionately high and adverse impacts. All of the proposed build alternatives that met the purpose and need for this project would have similar MOT impacts to non-EJ and EJ populations except for Conceptual Alternative 4 (I-65 and US 52 Reconstruction). Construction of Conceptual Alternative 4 would likely require the closure of the I-65 to US 52 exit ramp during a majority of construction with traffic being detoured 3.79 miles north to the I-65 and SR 47 interchange to access US 52. Both non-EJ and EJ populations would experience a similar effect. This would have an increased impact on the traveling public compared to the preferred alternative.</p> <p>Evaluation of impacts to Environmental Justice populations followed INDOT policies and guidelines. The 90-100th percentile Less than High School Education population is more</p>
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			<p>than 1 mile south of the project and the study area. The 80-90th percentile LEP population is more than 1.5 miles south of the project and the study area. Outreach to the local community was conducted through various modes of communication including mailers, public notices, social media posts, and updates on the project website. Hardcopies of the public hearing materials were hosted at the Lebanon Public Library, which is located two blocks north of both the Less than High School and LEP areas. Public involvement discussions can be found in Part I – Public Involvement of the Approved EA.</p> <p>Environmental Justice discussions can be found in Section H – Community Impacts of the Approved EA. The impacts associated with this project area not considered to be disproportionately high and adverse on EJ populations.</p>
29	USEPA June 26, 2024 (written comment)	<u>1. Environmental Justice – A.2.c.1:</u> Discuss the meaningful involvement and targeted outreach in plain language and any other languages other than English spoken by residents undertaken by FHWA and INDOT near the Project area. Given that several local communities are LEPs, such efforts should be undertaken.	Evaluation of impacts to Environmental Justice populations followed INDOT policies and guidelines. Environmental Justice discussions along with additional community discussions can be found in Section H – Community Impacts of the Approved EA.
30	USEPA June 26, 2024 (written comment)	<u>1. Environmental Justice – A.2.c.2:</u> Discuss meaningful engagement and outreach efforts with the communities made up of LEPs who may not be able to understand English-specific communication (e.g., Project video and documents).	Evaluation of impacts to Environmental Justice populations followed INDOT policies and guidelines. Environmental Justice discussions along with additional community discussions can be found in Section H – Community Impacts of the Approved EA.
31	USEPA June 26, 2024 (written comment)	<u>2. Climate Change – A.1.a.1:</u> Quantify estimates of all reasonably-foreseeable direct (e.g., construction) and indirect (e.g., off-site material hauling and disposal) GHG emissions from the proposed Project over its anticipated lifetime for all alternatives, including the No Action Alternative, broken out by GHG type. Include and analyze potential upstream and downstream GHG emissions, if applicable.	Greenhouse Gas (GHG) is discussed in Section F-Air Quality of the Approved EA: “The purpose of this 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; therefore, the project is not projected to increase vehicular traffic in this region of Boone County. Although the project does shift the location of the interchange, the project will not increase operational capacity of the roadways involved. It is anticipated the

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		<p>project’s improvements to mobility, direct access, and LOS will result in a reduction of GHG emissions due to the reduction of anticipated deceleration/acceleration conditions and potential idle times from projected congestion. All of the proposed conceptual alternatives that met the purpose and need for this project would result in similar improvements to traffic mobility, direct access, and LOS compared to the preferred alternative and would result in a near equal reduction of GHG emissions.” Please see the approved EA for the full discussion.</p> <p>For the No-Build alternative (Conceptual Alternative 1), it would leave the existing I-65/US 52 interchange as it currently exists. No improvements would be made. The existing interchange would continue to lack direct access to the areas east and west of I-65, north of Lebanon, and mobility would not be improved. The anticipated LOS of the I-65/US 52 interchange in 2035 would continue to be unacceptable (LOS F) and would not be improved. The No-Build alternative is anticipated to have increased deceleration/acceleration conditions and potential idle times compared to current existing conditions and the preferred alternative. Therefore, it is anticipated that the No-Build alternative would result in increased GHG emissions.</p> <p>Concerning MOT impacts on GHG emissions, the majority of project construction will occur off existing alignment and will have minimal traffic impacts during construction except for work to tie into existing alignments. The MOT for the project includes maintaining the three lanes of traffic in each direction along I-65 throughout construction except for rolling slowdowns overnight for the removal of the existing I-65 to US 52 bridge. One lane of traffic in each direction will be maintained along US 52. Prior to closing and removing the existing interchange, the new interchange will be fully open traffic to maintain access to US 52 with only minor temporary</p>
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			closure to finish any tie-in work. Due to the majority off existing alignment construction, maintaining directional traffic on US 52, and maintaining all lanes on I-65, no significant delays are anticipated, and access will be maintained for all users. As noted in the approved EA, minor temporary increase of GHG emissions are anticipated during construction. However, these temporary increase would cease upon completion of the project. All of the proposed build alternatives that met the purpose and need for this project would result in similar temporary GHG emissions since they all involve relocating the interchange except for Conceptual Alternative 4 (I-65 and US 52 reconstruction). Construction of Conceptual Alternative 4 would likely require the closure of the I-65 to US 52 exit ramp during a majority of construction with traffic being detoured 3.79 miles north to the I-65 and SR 47 interchange to access US 52. This would increase the travel distance for vehicles intending to go westbound on US 52 and likely increase idling time at the I-65 and SR 47 interchange since those vehicles would be turning left at an unsignalized intersection.
32	USEPA June 26, 2024 (written comment)	<u>2. Climate Change – A.1.a.2:</u> Use SC-GHG estimates to consider the climate damages from net changes in direct and indirect emissions of CO2 and other GHGs from the proposed Project. To do so, EPA recommends a breakdown of estimated net GHG emission changes by individual gas, rather than relying on CO2-equivalent (CO2e) estimates, and then monetize the climate effects associated with each GHG using the corresponding social cost estimate (i.e., monetize CH4 emissions changes expected to occur with the social of methane (SC-CH4) estimate for emissions).	Greenhouse Gas (GHG) is discussed in Section F-Air Quality of the approved EA: “The purpose of this 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; therefore, the project is not projected to increase vehicular traffic in this region of Boone County. Although the project does shift the location of the interchange, the project will not increase operational capacity of the roadways involved. It is anticipated the project’s improvements to mobility, direct access, and LOS will result in a reduction of GHG emissions due to the reduction of anticipated deceleration/acceleration conditions and potential idle times from projected congestion. All of the proposed conceptual alternatives that met the purpose and need for this project would result in similar improvements to traffic mobility, direct access, and LOS compared to the

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			preferred alternative and would result in a near equal reduction of GHG emissions.” Please see the Approved EA for the full discussion.
33	USEPA June 26, 2024 (written comment)	<u>2. Climate Change – A.1.a.3:</u> When applying SC-GHG estimates, just as with tools to quantify emissions, FHWA should disclose the assumptions (e.g., discount rates) and uncertainties associated with such analysis and the need for updates over time to reflect evolving science and economics of climate effects.	Noted for future quantitative evaluations/analyses.
34	USEPA June 26, 2024 (written comment)	<u>2. Climate Change – A.1.a.4:</u> Avoid expressing the overall Project-level GHG emissions as a percentage of the state or national GHG emissions. The U.S. must reduce GHG emissions from a multitude of sources, each making relatively small individual contributions to overall GHG emissions, in order to meet national climate targets.	Noted for future quantitative evaluations/analyses.
35	USEPA June 26, 2024 (written comment)	<u>2. Climate Change – 1.a.5:</u> Use comparisons of GHG emissions and SC-GHG across alternatives to inform Project decision-making.	Noted for future quantitative evaluations/analyses. All of the proposed conceptual alternatives that met the purpose and need for this project would result in similar improvements to traffic mobility, direct access, and LOS compared to the preferred alternative and would result in a near equal reduction of GHG emissions.
36	USEPA June 26, 2024 (written comment)	<u>2. Climate Change – A.1.b.1:</u> Provide an analysis of GHG emissions in the context of state GHG reduction targets and policies. This includes Indiana’s GHG emission reduction goals. This should inform FHWA’s consideration of GHG mitigation measures.	This project is aligned with INDOT’s Carbon Reduction Strategy, which follows federal guidelines.
37	USEPA June 26, 2024 (written comment)	<u>2. Climate Change – A.1.b.2:</u> Discuss the implications the expected increase in GHGs should the proposed Project be implemented. Additionally, discuss the ramifications of making it more difficult to meet state emissions goals due to the increase in GHGs.	Greenhouse Gas (GHG) is discussed in Section F-Air Quality of the Approved EA: “The purpose of this 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; therefore, the project is not projected to increase vehicular traffic in this region of Boone County. Although the project does shift the location of the interchange, the project will not increase operational capacity of the roadways involved. It is anticipated the

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			project's improvements to mobility, direct access, and LOS will result in a reduction of GHG emissions due to the reduction of anticipated deceleration/acceleration conditions and potential idle times from projected congestion. All of the proposed conceptual alternatives that met the purpose and need for this project would result in similar improvements to traffic mobility, direct access, and LOS compared to the preferred alternative and would result in a near equal reduction of GHG emissions." Please see the Approved EA for the full discussion.
38	USEPA June 26, 2024 (written comment)	<u>2. Climate Change – A.1.b.3:</u> Include a detailed discussion of the Project's GHG emissions in the context of national and international GHG emissions reduction goals, including the U.S. 2030 Paris GHG reduction target and 2050 net-zero policy.	This project is aligned with INDOT's Carbon Reduction Strategy, which follows federal guidelines and discusses the context of national GHG reductions goals in relation to how the State plans to support carbon reduction. Indiana has not set statewide carbon reduction goals.
39	USEPA June 26, 2024 (written comment)	<u>2. Climate Change – A.1.b.4:</u> Include a complete discussion of the extent to which the estimated GHG emissions from the proposed Project and alternatives may be inconsistent with the need to take actions necessary to achieve science-based GHG reduction targets. In addition to the Inflation Reduction Act16 (IRA), there are proposed EPA climate change regulatory actions and initiatives that address greenhouse emissions from transportation, oil and gas, and power sectors.	This project is aligned with INDOT's Carbon Reduction Strategy, which follows federal guidelines and discusses the context of national GHG reductions goals in relation to how the State plans to support carbon reduction. Indiana has not set statewide carbon reduction goals.
40	USEPA June 26, 2024 (written comment)	<u>2. Climate Change – A.1.c.1:</u> Describe changing climate conditions (i.e., temperatures and frequency and severity of storm events) and assess how such changes could impact the proposed Project and the environmental effects of the proposed Project and all alternatives.	Climate change and resiliency is discussed in Section F-Air Quality of the Approved EA. Please see the Approved EA for the full discussion. All of the proposed build alternatives that met the purpose and need for this project would implement similar stormwater drainage and detention improvements as the preferred alternative that increase resiliency.
41	USEPA June 26, 2024 (written comment)	<u>2. Climate Change – A.1.c.2:</u> Incorporate robust climate resilience and adaption considerations into (1) Project design and engineering; (2) construction oversight; (3) commitments for protective measures related to stormwater and erosion; and (4) routine monitoring during operations. NEPA documentation should describe	Climate change and resiliency is discussed in Section F-Air Quality of the Approved EA. Please see the Approved EA for the full discussion. All of the proposed build alternatives that met the purpose and need for this project would implement similar stormwater drainage and detention improvements as the preferred alternative that increase resiliency.

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		how FHWA has addressed such considerations and provide a rationale for any reasonable alternatives to enhance resilience that were not adopted or discussed in detail.	<p>INDOT Standard Specifications section 205 addresses requirements for stormwater and erosion management, as well as INDOT Recurring Specification 108-C-192d, 205-R-740, and 205-R-783.</p> <p>The project will require an IDEM Construction Stormwater General Permit (CSGP), which will include requirements for stormwater and erosion management.</p>
42	USEPA June 26, 2024 (written comment)	<u>2. Climate Change – A.1.c.3:</u> Discuss how climate change could worsen long term effects/risks from the Project to communities with Environmental Justice (EJ) concerns. For any such impacts, consider mitigation and adaptation measures.	Climate change and resiliency is discussed in Section F-Air Quality of the Approved EA. Please see the Approved EA for the full discussion. Climate change is not anticipated to result in worse long term effects/risks from this project on EJ communities. The project is anticipated to have a similar effect across the local communities and would not have a disproportionately high and adverse impact to EJ communities.
43	USEPA June 26, 2024 (written comment)	<u>2. Climate Change – A.1.d.1:</u> Identify practices to reduce and mitigate the expected GHG emissions from the Project. Mitigation measures should be identified and evaluated; include commitments to do so in the Finalized EA and NEPA decision document. EPA recommends FHWA commit to practices in the enclosed Construction Emission Control Checklist.	Applicable measures to address construction emission controls will be followed as noted on the checklist. INDOT Standard Specifications section 107.08 contains regulations regarding dust and air pollution during construction. Pay items are normally included with projects on an as-needed basis dependent on scope of work for dust control and erosion prevention.
44	USEPA June 26, 2024 (written comment)	<u>3. Lead and Asbestos Abatement/Bridge Demolition – A.1:</u> Specify if lead-based paint or protective coatings, or materials containing lead and/or asbestos, are present on the bridge proposed for demolition. Describe all testing that has been undertaken or planned and provide information on the proposed lead health and safety plans to be utilized. If testing has not yet been undertaken, EPA recommends that FHWA and INDOT commit to testing prior to the start of demolition activities.	The project will follow all federal and state laws and regulations regarding lead and asbestos identification and removal. INDOT Standard Specifications section 202 contains regulations and requirements concerning removal of structures and obstructions. Asbestos is specifically addressed under section 202.07. INDOT Standard Specifications section 104.06 contains regulations and requirements concerning removal and disposal of regulated materials. INDOT Standard Specifications section 619 contains regulations and requirements concerning bridge painting, handling of painted materials, and removal of paint. Asbestos and lead

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			identification/testing shall be conducted prior to removal of the bridge according to those specifications.
45	USEPA June 26, 2024 (written comment)	<u>3. Lead and Asbestos Abatement/Bridge Demolition – A.2:</u> Explain the extent to which FHWA considered potential lead releases (from paint chips or dust) during bridge and infrastructure demolition, including conducting lead testing. If lead testing indicates the likelihood of releases, EPA recommends the use of contractors that are trained and certified to conduct lead-abatement activities and that they apply appropriate lead-safe work practices. Specific mitigation measures might include containment, end-of-workday clean and proper storage of debris and waste, the placement of barriers to prevent lead dust from leaving the site, the use of personal protective equipment by workers, protocols for entering and exiting the work area and the posting of warning signs. All other relevant or applicable federal environmental regulations should apply, including the Occupational and Safety Hazard Administration’s lead in construction standards.	The project will follow all federal and state laws and regulations regarding lead identification and removal. INDOT Standard Specifications section 104.06 contains regulations and requirements concerning removal and disposal of regulated materials. INDOT Standard Specifications section 619 contains regulations and requirements concerning bridge painting, handling of painted materials, and removal of paint. Asbestos and lead identification/testing shall be conducted prior to removal of the bridge according to those specifications.
46	USEPA June 26, 2024 (written comment)	<u>3. Lead and Asbestos Abatement/Bridge Demolition – A.3:</u> If lead testing indicates there will likely be releases, FHWA should undertake targeted outreach to any schools and childcare centered located within the Project corridor to limit exposure to children. EPA also recommends working with local Department of Public Health to guide outreach efforts. Outreach materials might focus on limiting outdoor play and/or open windows during posted construction times. EPA recommends the following to minimize exposure to lead: washing hands before eating and after coming in from outside, keeping “outside” shoes outside of the school/daycare center, and wet-washing floors, windowsills, and window wells every day.	The project will follow all federal and state laws and regulations regarding lead identification and removal. INDOT Standard Specifications section 104.06 contains regulations and requirements concerning removal and disposal of regulated materials. INDOT Standard Specifications section 619 contains regulations and requirements concerning bridge painting, handling of painted materials, and removal of paint. Asbestos and lead identification/testing shall be conducted prior to removal of the bridge according to those specifications. Section 619 also covers notification to the IDEM, local health department, and residents in the area.
47	USEPA June 26, 2024 (written comment)	<u>4. Direct, Indirect, and Cumulative Effects – A.1:</u> Provide justification and an explanation of direct, indirect, and cumulative effects of the Project as well as all other projects FHWA and INDOT have undertaken.	Community impacts are discussed in Section H – Community Impacts of the Approved EA. Direct, indirect, and cumulative impacts were taken into consideration within this discussion.

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48	USEPA June 26, 2024 (written comment)	<u>4. Direct, Indirect, and Cumulative Effects – A.2:</u> Evaluate the Project’s full slate of environmental effects in combination with the environmental effects of its existing system and prior expansion projects. The cumulative impact assessment should also include and assess the cumulative effects of GHGs from localized I-65 and local road projects, including all previous expansions.	Community impacts are discussed in Section H – Community Impacts of the Approved EA. Direct, indirect, and cumulative impacts were taken into consideration within this discussion.
49	USEPA June 26, 2024 (written comment)	<u>5. Noxious and Nonnative Invasive Species – A.1:</u> Discuss standard best management practices (e.g., washing construction equipment) that would be used to eliminate the spread of NNIS into, as well as out of, the Project area.	Best management practices concerning construction equipment will be followed for control of noxious and nonnative invasive species.
50	USEPA June 26, 2024 (written comment)	<u>5. Noxious and Nonnative Invasive Species – A.2:</u> If NNIS are present, the Finalized EA should identify all NNIS in the Project area and the specific measures that will be taken to control and/or eradicate existing populations, ideally before earthmoving activities begin.	Best management practices concerning construction equipment will be followed for control of noxious and nonnative invasive species.
51	USEPA June 26, 2024 (written comment)	<u>6. Air Resources – A.1:</u> Commit to including applicable measures identified in the enclosed Construction Emission Control Checklist to reduce air impacts and minimize exposure to workers and residents.	Applicable measures to address construction emission controls will be followed as noted on the checklist. INDOT Standard Specifications section 107.08 contains regulations regarding dust and air pollution during construction. Pay items are normally included with projects on an as-needed basis dependent on scope of work for dust control and erosion prevention.
52	USEPA June 26, 2024 (written comment)	<u>6. Air Resources – A.2:</u> Establish material hauling routes away from places where children live, learn, and play, to the extent feasible. Consider homes, schools, daycare, and playgrounds. In addition to air quality benefits, careful routing may protect children from vehicle-pedestrian accidents. Identify potential material hauling routes.	Due to the presence of multiple state roads and I-65, as well as construction on US 52 and I-65, haul routes are anticipated to be along these roadways. No schools or parks are located in the immediate vicinity. School bus companies will be notified of construction timing to minimize conflicts between buses and construction vehicles.

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53	USEPA June 26, 2024 (written comment)	<u>6. Air Resources – A.3:</u> Install vegetative barriers to reduce the movement of roadway air pollution into adjacent neighborhoods as well as reduce visual impacts.18 EPA research demonstrates that well planned vegetative barriers can reduce exposure to roadway air pollution by up to 50 percent, and the combination of a solid fence with vegetation can result in the greatest protection.19 EPA understands the need for consistency with FHWA requirements, including safety and line-of-sight requirements, which could be addressed during barrier design. EPA would appreciate the opportunity to discuss use of vegetation to reduce pollution exposures and is available to assist.	Landscaping at the interchange is being planned by the local government that meets INDOT’s Policy for Public Art and Landscaping on INDOT Right-of-Way. Vegetative barriers will be considered during final design if it meets INDOT’s policy and it if meets design requirements without increasing right-of-way impacts.
54	USEPA June 26, 2024 (written comment)	<u>7. Public Outreach and Plain Language – A.1:</u> Discuss how FHWA plans to keep surrounding communities informed of Project schedules, plans, and protective measures that construction contractors will be required to follow.	INDOT Standard Specifications section 107.08 contains requirements for public convenience and safety. Additionally, INDOT Standard Specifications section 107.12 contains requirements for traffic control devices. As per INDOT directives, construction communication will be defined as per the contractual documents. Additionally, INDOT utilizes social media, media releases, and project websites/newsletters to keep the public up to date on construction schedules and maintenance of traffic change overs.
55	USEPA June 26, 2024 (written comment)	<u>7. Public Outreach and Plain Language – A.2:</u> Consider creating a list of required construction mitigation measures and how FHWA will ensure that information is easily accessible by the public. Include a phone number for residents to call if contractors do not follow protective measures, such as idling time limits.	INDOT Standard Specifications section 107.08 contains requirements for public convenience and safety. Additionally, INDOT Standard Specifications section 107.12 contains requirements for traffic control devices. As per INDOT directives, construction communication will be defined as per the contractual documents. Additionally, INDOT utilizes social media, media releases, and project websites/newsletters to keep the public up to date on construction schedules and maintenance of traffic change overs.

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			Issues during construction can be directed to www.INDOT4U.com or 855-463-6848.
56	USEPA June 26, 2024 (written comment)	<u>7. Public Outreach and Plain Language – A.3:</u> Modify the EA to ensure that it is written in plain language with the ability to be understood by a reader not familiar with Project locations, area history, related/previous projects in the vicinity, or a background in ecology, engineering, or water resources. Technical terms (e.g., CIF [Construction in a Floodway] permits) should be explained in plain language.	<u>Noted.</u>
57	USEPA June 26, 2024 (written comment)	<u>8. Mitigation Commitments – A.1:</u> All Environmental Commitments should be listed as Firm Commitments.	The commitments listed in the Approved EA followed INDOT’s commitments guidance.
58	USEPA June 26, 2024 (written comment)	<u>8. Mitigation Commitments – A.2:</u> Add environmental date restrictions for the tree removal mitigation commitment (Firm Commitment #6).	Tree clearing will be restricted to the inactive season between October 1 – March 31. Firm Commitment #6 has been modified to include these dates. This will be incorporated into the Contract Documents via Unique Special Provision for Bat Avoidance and Mitigation Measures.
59	USEPA June 26, 2024 (written comment)	<u>8. Mitigation Commitments – A.3:</u> Include all Environmental Commitments in the NEPA Decision document.	See Appendix D of this FONSI Request and will be published with the FONSI.
60	USEPA June 26, 2024 (written comment)	<u>8. Mitigation Commitments – B.1:</u> EPA concurs with IDNR’s recommendations and recommends that FHWA and INDOT commit to tree mitigation as per IDNR’s specifications. Information on tree mitigation, including replanting densities, species, and locations, should be included in the finalized EA.	Reasonable efforts will be made to further minimize impacts to trees. Per the approved IDNR Construction in a Floodway (CIF) permit (FW-32596-0), no tree mitigation is required.
61	USEPA June 26, 2024 (written comment)	<u>9. Other Comments – A.1:</u> Rectify the discrepancies of wetland impact acreage and forested acreage impact throughout the document.	Wetland Acreage: The perceived discrepancies are due to the difference between the wetland impact and right-of-way acquisition of area that is a wetland. 1.6 acres of wetlands will be impacted, which consist of wetlands within existing right-of-way and new permanent right-of-way. One acre of wetlands will be acquired for new permanent right-of-way; however, acquisition does not equate to wetland impact since there are wetlands within existing and new right-of-way that will not be impacted.

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			<p>Forested Acreage: Similar to the wetland acreage, 1.62 acres of tree clearing will occur (within existing and new right-of-way), which consists of single trees within residential yards and single rows of trees along fence lines; however, no acquisition of forested land for right-of-way will occur. The 0.20 acre of tree impact referenced on pages 9-11 (<i>Other Alternatives Considered</i> section was based on the conceptual alternatives/preliminary preferred alternative, which then went through minor revisions and refinements as the design progressed into the Preferred Alternative. Outside the <i>Other Alternatives Considered</i> section (pages 7-11) of the Approved EA, the impact information provided is based on the refined design of the Preferred Alternative. It is anticipated that similar refinements would have been required for any alternative selected.</p>
62	USEPA June 26, 2024 (written comment)	<p><u>9. Other Comments – B.1:</u> Create an appendix for all substantive comments received on the Draft EA. Provide the actual comment letters and emails from all government agencies and Tribes. EPA recommends that all comments be responded to individually, especially those from government agencies and Tribes. EPA suggests that FHWA utilize an organized format to respond to agency and public comments as follows: reproduction of the original comment letter, numeric sequencing of specific comments, and corresponding responses to those comments.</p>	<p>Please see Appendix B of this FONSI Request.</p>

Appendix C: FY 2024-2028 STIP



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
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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	CONTR ACT # / 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				

*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	CONTR ACT # / 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.

Appendix D: Updated Commitments Table

Indiana Department of Transportation

County Boone

Route I-65 and US 52

Des. No. 2200176 (Lead)

ENVIRONMENTAL COMMITMENTS

List all commitments and include the name of agency/organization requesting/requiring the commitment(s). Listed commitments should be numbered.

Firm:

- 1) If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Crawfordsville District)
- 2) It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
- 3) Any work in a wetland area within right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the U.S. Army Corps of Engineers permit. (INDOT ESD)
- 4) TREE REMOVAL AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
- 5) LIGHTING AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
- 6) TREE REMOVAL AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present (October 1-March 31), or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS and IDNR-DFW)
- 7) TREE REMOVAL AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)
- 8) TREE REMOVAL AMM 4: Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year. (USFWS)
- 9) GENERAL AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
- 10) RCRA: Bos Diesel Repair (now Zores Towing), AI ID 982, 2115 Frontage Road, is located adjacent to the project area. 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. (INDOT SAM)
- 11) 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. 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. (INDOT SAM)
- 12) 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. 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. (INDOT SAM)
- 13) Prairie Creek, UNT 3 to Prairie Creek, UNT 7 to Prairie Creek, and UNT 8 to Prairie Creek will be labeled on the plans as "Do Not Disturb". This is included as a firm commitment in the Environmental Commitments section of this document. (INDOT ESD)
- 14) Wetlands 1 to 2, Wetlands 5 to 16, and Wetland 18a to 20, and portions of Wetland BD, Wetlands P to U, Wetlands 3 to 4, Wetland 17, and Wetland 21 will be labeled on the plans as "Do Not Disturb". This is included as a firm commitment in the Environmental Commitments section of this EA document. (INDOT ESD)
- 15) 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. (INDOT ESD)
- 16) Hospital signage for Witham Hospital will be added to the project design plans. (Witham Hospital)
- 17) The third pipeline crosses US 52 within the construction limits of the project. Coordination with INDOT Utilities and Railroads will occur. (INDOT SAM)
- 18) Lebanon Landfill Cap Improvements Mass Earthwork & Drainage, Permit ID INRA09614, 4005 N US 52, is located adjacent

Indiana Department of Transportation

County Boone Route I-65 and US 52 Des. No. 2200176 (Lead)

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 SAM)

- 19) 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 SAM)
- 20) The portions of sites 12BO616 and 12BO656 outside the project must be avoided or subjected to further work since there is insufficient information to determine their eligibility. In addition, those portions of Sites 12BO616 and 12BO656 outside the project area must be labeled on the plans as "Do Not Disturb". If avoidance is not feasible, then a subsurface archaeology investigation plan is required to be submitted to IDNR DHPA. (SHPO)
- 21) Beck Cemetery (12BO639; IHSSI No.: 011-269-25016) was not recommended eligible but must be avoided by project activities during construction. (SHPO)
- 22) Beck Cemetery must be avoided by all ground-disturbing project-related activities (e.g., demolition, construction, grading, dredging, and/or filling, tree clearance, vehicle or equipment staging, materials stockpiling, temporary land use, etc.), and provisions of relevant state statutes regarding cemeteries (including IC 14-21-1 and IC 23-14) must be adhered to during construction. (SHPO)
- 23) In the event that human remains are disturbed, the IDNR must be notified within two (2) business days. (SHPO)
- 24) If artifacts or burial objects are discovered, ground disturbing work must stop immediately and within 100 feet of the disturbance and the IDNR must be notified within two (2) business days. (SHPO)
- 25) Any proposed changes in the Cemetery Development Plan must be submitted to DHPA for review and comment. (SHPO)
- 26) The Cemetery Development Plan is not transferable. (SHPO)
- 27) Any resulting Cemetery Records forms must be submitted to the SHAARD database. (SHPO)
- 28) The project will be modified to include signage in the area of the new US 52 curve (west of the new interchange) that indicates the presence of residential driveways that should alert drivers of potential turns by other vehicles. (INDOT ESD)

For Further Consideration:

- 29) Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Riprap may be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM). The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Northern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. (IDNR-DFW)
- 30) Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast-height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however. (IDNR-DFW)
- 31) Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure. (IDNR-DFW)
- 32) Minimize the extent of artificial bank stabilization and use bioengineering methods wherever feasible. (USFWS)
- 33) If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat (if applicable). (USFWS)
- 34) Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. (USFWS)
- 35) Culverts should span the active stream channel, should be either embedded or a 3-sided or open- arch culvert, and be installed where practicable on an essentially flat slope. When an open- bottomed culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community. (USFWS)
- 36) Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing. (USFWS and IDNR-DFW)