



# INDIANA DEPARTMENT OF TRANSPORTATION

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

## NOTICE OF PROJECT ADVANCEMENT – I-65 Added Travel Lanes from SR 32 to SR 47 in Boone County (DES# 1802967)

**April 2020**

The Indiana Department of Transportation (INDOT) scheduled a public hearing for March 18, 2020 regarding proposed added travel lanes along I-65 between SR 32 and SR 47 in Boone County. Based on guidance from the Indiana State Department of Health, the public hearing was cancelled, project materials and a recorded presentation were made available online, and an opportunity to request a public hearing was provided. The public outreach was held as part of the environmental analysis phase and per federal requirements outlined by the National Environmental Policy Act (NEPA). Public involvement is an important element of a comprehensive decision-making process. The purpose of this project is to maintain an acceptable LOS (LOS C or better) along I-65 between SR 32 and SR 47.

**The INDOT Preferred Alternative** includes the addition of travel lanes along I-65 within the roadway median from 0.82 mile north of SR 32 to 0.60 mile north of SR 47. Due to the widening of I-65 to the median, the I-65 to Lafayette Avenue left-hand exit movement can no longer be accommodated and will be removed. A new right-hand flyover ramp will be constructed. The twin bridges carrying I-65 over Prairie Creek (I65-142-05571 BNBL and I65-142-05571 BSBL), located north of US 52, will be replaced (Des. No. 1902059 and 1902060) with single span hybrid bulb tee beam bridges. In addition, the single span concrete arch bridge over Prairie Creek (I65-141-03143C) will be widened. Additional details regarding this project are available via the project webpage: <https://www.in.gov/indot/4031.htm>.

The purpose of this notice is to communicate the status of this project to community members. As part of INDOT's commitment to public involvement, it is important to keep the community informed of project developments. This is also an opportunity to formally announce the conclusion of the environmental analysis phase and transition to the next phase of development.

Subsequent to reviewing and considering all comments and materials received within the public comment period of March 3, 2020 to April 2, 2020, **INDOT will advance this project to the next phase of development with construction anticipated to begin in 2021.** Environmental analysis documentation, including written responses to public comments submitted as part of the public involvement process, will remain available for public inspection on-line via the project webpage: <https://www.in.gov/indot/4031.htm>.

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County Boone

Route I-65 from SR 32 to SR 47

Des. No. 1802967

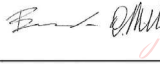
**FHWA-Indiana Environmental Document  
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM  
GENERAL PROJECT INFORMATION**

<b>Road No./County:</b>	Interstate 65 (I-65)/ Boone County
<b>Designation Number:</b>	Road Des. No. 1802967; Bridge Des. Nos. 1902059 and 1902060
<b>Project Description/Termini:</b>	I-65 Added Travel Lanes from 0.82 mile north of State Road (SR) 32 to 0.60 mile north of SR 47

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

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

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


<b>Approval</b>	<u>N/A</u>		<small>Digitally signed by Brandon Miller Date: 2020.04.14 12:37:55 -04'00'</small>	<u>4/14/2020</u>
	ESM Signature	Date	ES Signature	Date
		<u>KARSTIN MARIE CARMANY-GEORGE</u>	<small>Digitally signed by KARSTIN MARIE CARMANY-GEORGE Date: 2020.04.22 09:56:55 -04'00'</small>	<u>4/22/20</u>
		FHWA Signature		Date

**Release for Public Involvement**

<u>N/A</u>	<u>REB</u>	<u>2-28-2020</u>
ESM Initials	Date	Date

**Certification of Public Involvement** Steven Walls 04/08/2020  
Consultant Services Manager Date

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

INDOT ES/District Env. Reviewer Signature:  Digitally signed by Meghan Hinkle  
Date: 2020.04.14 11:37:17 -04'00' Date: \_\_\_\_\_

Name and Organization of CE/EA Preparer: Monica Del Real & Briana Hope, American Structurepoint Inc.

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### Part I - PUBLIC INVOLVEMENT

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

Does the project have a historic bridge processed under the Historic Bridges PA*?	Yes <input type="checkbox"/>	No <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.

Remarks:

**Notice of Entry:**

Notice of Entry letters were mailed to potentially affected property owners near the project area on April 2, 2019 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G, G-1.

**Section 106:**

To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of "No Historic Properties Affected" was published in *The Indianapolis Star* on December 21, 2019 and in the *Lebanon Reporter* on December 24, 2019 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 January 24, 2020. The text of the public notice and the affidavit of publication appear in Appendix D, D-58 to D-61. On January 22, 2020 the State Historic Preservation Officer (SHPO) concurred with the Indiana Department of Transportation's (INDOT) finding of "No Historic Properties Affected." See Appendix D, D-56 to D-57 for reference. No other comments were received.

**Noise Barrier Survey:**

Based upon the noise analysis completed for this project, one noise barrier was determined feasible and reasonable. In accordance with the INDOT Noise Policy, noise barrier surveys were sent to obtain the views of benefitted receptors (property owners and residents). An initial round of surveys were mailed to the benefitted receptors on February 25, 2020 and information regarding the noise analysis and potential noise barrier was made available on-line via INDOT Crawfordsville District webpage at <https://www.in.gov/indot/2701.htm> (Appendix I, I-21 to I-27). A response deadline of March 25, 2020 was provided. Due to the lack of inclusion of pre-paid return postage with the original mailing, an additional round of surveys was mailed to the benefitted receptors on March 12, 2020 and the response deadline was extended to April 2, 2020. A 62% weighted response rate was received from the benefitted receptors. A majority (100%) of benefitted receptor responses expressed support for the proposed noise barrier (Appendix I, I-28 to I-45). Therefore the potential noise barrier is recommended for construction.

**Public Hearing:**

The proposed project met the minimum requirements described in the current *INDOT Public Involvement Manual* which required the project sponsor to offer the public an opportunity to submit comment and/or request a public hearing. A public hearing was scheduled to be held on Wednesday, March 18, 2020 at the Lebanon High School auditorium (510 Tiger Way, Lebanon, Indiana, 46052). Due to public health concerns and guidance from the Indiana State Department of Health, the public hearing was canceled and documents associated with the public hearing, including an online recording of the presentation, were made available starting March 18, 2020 on the INDOT Crawfordsville District website (<https://www.in.gov/indot/2701.htm>).

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A Legal Notice of Public Hearing was originally published in the March 3 and March 11, 2020 editions of the *Indianapolis Star* and the March 4 and March 11, 2020 editions of the *Lebanon Reporter* (Appendix G, G-2 to G-3). The Legal Notice of Public Hearing was also mailed to adjacent property owners and local or state officials who may be interested in the proposed project. The environmental document was made available at the Lebanon Public Library (104 E. Washington St., Lebanon, Indiana 46052), City of Lebanon's Planning Department (401 S. Meridian St., Lebanon, Indiana 46052), American Structurepoint, Inc. office (9025 River Road, Suite 200, Indianapolis, Indiana 46256), and online via INDOT Crawfordsville District webpage at <https://www.in.gov/indot/2701.htm> beginning March 3, 2020. An updated Legal Notice relaying the cancelation of the public hearing and availability of online documents associated with the Public Hearing was published in the March 18 and March 25, 2020 editions of the *Indianapolis Star* and the March 19 and March 26, 2020 editions of the *Lebanon Reporter* (Appendix G, G-13 to G-14). The Legal Notice was again mailed to adjacent property owners and local or state officials who may be interested in the proposed project.

The opportunity for comments and/or request a public hearing be rescheduled was given for two weeks following the release of the online hearing materials, with an established deadline of April 2, 2020. Five comments were received. The comments received primarily questioned the timing of construction, future plans along the I-65 corridor, and analysis of noise barriers. A summation of the public comments received and the project team's response to each is included in Appendix G, G-39 to G-42. The INDOT certified the public involvement requirements on April 8, 2020.

**Public Controversy on Environmental Grounds** Yes  No   
Will the project involve substantial controversy concerning community and/or natural resource impacts?

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

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

Sponsor of the Project: INDOT INDOT District: Crawfordsville  
Local Name of the Facility: I-65

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

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

#### **PURPOSE AND NEED:**

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

##### Need

The need for this project is based upon the 2033 forecasted traffic and decreasing level of service (LOS) within the project area.

LOS is a scale (A through F) which classifies operating conditions of roads. According to INDOT standards, a LOS of A, B, or C indicates a roadway is operating acceptably. The INDOT *Project Intent Report for I-65 from SR 32 to SR 47*, dated April 2017, showed that the stretch of I-65 between US 52 and Lafayette Avenue, referred to as Inside US 52 Urban, was anticipated to operate at an unacceptable LOS E by the year 2033 (Appendix J, J-11 to J-14).

##### Purpose

The purpose of this project is to maintain an acceptable LOS (LOS C or better) along I-65 between SR 32 and SR 47.

#### **PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):**

County: Boone Municipality: Lebanon

Limits of Proposed Work: I-65 from 0.82 mile north of SR 32 to 0.60 mile north of SR 47

Total Work Length: 5.7 Mile(s) Total Work Area: 146 Acre(s)

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required?  
If yes, when did the FHWA grant a conditional approval for this project?

Yes <sup>1</sup>	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>
Date: February 19, 2020	

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

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

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**Location**

The project is located in Center and Washington Townships, Boone County, Indiana, beginning approximately 0.82 mile north of SR 32, extending north and terminating approximately 0.60 mile north of SR 47. The project area is more specifically located on the Thorntown, Hazelrigg, and Lebanon United States Geological Survey (USGS) 7.5 Minute Quadrangle Maps in Sections 3, 10, 15, 14, 23, 26, and 35, Township 19 North, Range 1 West and Section 34, Township 20 North, Range 1 West. The total project length is approximately 5.7 miles. Activities related to the proposed project will occur along I-65 and the I-65 to Lafayette Avenue exit ramp in Boone County. Various maps and aerial photographs can be referenced in Appendix B, B-1 to B-5.

**Existing Conditions**

This section of I-65 is currently a four lane *Interstate*. The existing typical roadway section consists of four 12-foot wide travel lanes (two northbound, two southbound) bordered by 10-foot wide paved outside shoulders and 4-foot wide paved inside shoulders. An approximately 50-foot-wide grassed median separates the northbound and southbound lanes. Roadside ditches collect storm water runoff along the corridor from sheet flow, underdrains, and cross culverts. Existing right-of-way (ROW) is generally 240 to 260 feet wide along I-65. I-65 has a posted speed limit of 70 miles per hour (mph) for passenger cars, and 65 mph for heavy trucks. The surrounding land use is primarily agricultural, with some residential and commercial properties concentrated near the southern extent of the project area.

There is one existing interchange at SR 47 and two partial interchanges at Lafayette Avenue and US 52. There are three bridges carrying roadways over I-65 in the project area: the I-65 ramp to US 52, CR 300 N, and SR 47. There are five bridge crossings carrying I-65 in the project area: Prairie Creek (three separate crossings), Lafayette Avenue exit ramp, and Spring Creek. The existing bridges are identified with Appendix B, B-4 to B-5 and the table below:

Bridge No.	Description	Bridge Type	Bridge Out-to-Out Coping Width
I65-140-10081 BNBL and I65-140-10082 BSBL	I-65 over Prairie Creek/Farm Heritage Trail	Concrete continuous tee beam bridges	62.3-foot (each)
I65-141-04117D	I-65 northbound over I-65 to Lafayette Avenue Exit Ramp	Concrete continuous bridge	42.5-foot
I65-141-03143C	I-65 over Prairie Creek	Concrete arch bridge	232.1-foot
(52)I65-141-05570 C	I-65 to US 52 exit ramp over I-65	Steel continuous girder bridge	28-foot
I65-142-05571 BNBL and I65-142-05571 BSBL	I-65 over Prairie Creek	Continuous, R.C. girder bridges	42.5-foot (each)
I65-142-05572	CR 300 N over I-65	Steel continuous girder bridge	35-foot
I65-145-05573 BNBL and I65-145-05573 BSBL	I-65 over Spring Creek	Concrete continuous slab bridges	60-foot (each)
047-06-05574	SR 47 over I-65	Steel continuous girder bridge	48.7-foot

The existing I-65/Lafayette Avenue partial interchange utilizes a southbound left-side exit ramp to Lafayette Avenue [INDOT Bridge I65-141-04117D]. No access is provided to Lafayette Avenue from the northbound lanes.

The existing I-65/US 52 partial interchange utilizes a northbound right-side exit ramp to US 52. The exit ramp spans I-65 [INDOT Bridge I65-141-05570 C]. No access is provided to US 52 from the southbound lanes.

According to Indiana’s 2013-2035 Future Transportation Needs Report “Keeping Indiana Moving” (<http://www.in.gov>)



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[/indot/files/LRP\\_FutureNeedsReport\\_041513.pdf](#)), I-65 is a statewide mobility corridor. Statewide mobility corridors are meant to provide mobility across the state, providing safe, high-speed connections for long-distance trips between the metropolitan areas of Indiana and those of surrounding states. INDOT has a strategic goal to directly connect metropolitan areas of 25,000 in population or greater. Other stretches of I-65 throughout the state have already been expanded to three travel lanes as deemed necessary, including the stretch of I-65 located directly south of this proposed project. In addition, the INDOT *Project Intent Report for I-65 from SR 32 to SR 47*, dated April 2017, showed that the portion of I-65 between US 52 and Lafayette Avenue was anticipated to operate at an unacceptable LOS E by the year 2033, and therefore this portion of I-65 between SR 32 and SR 47 has been identified for expansion to three travel lanes (Appendix J, J-11 to J-14).

### **Preferred Alternative**

The project will be completed in phases. Phase I of the project will consist of improvements associated with mainline I-65. These improvements consist of the addition of travel lanes (one in each direction) along I-65, bridge improvements and widening at the Prairie Creek crossing located north of US 52 (INDOT Bridges I65-142-05571 BNBL and I65-142-05571 BSBL), removal of the I-65 bridge over Lafayette Avenue exit ramp, closure of the I-65/Lafayette Avenue partial interchange, replacement of existing cross culverts, and the addition of stormwater detention. Phase II of the project will include the reconfiguration of the I-65/Lafayette Avenue partial interchange. Phasing of the project is required due to the utilization of a Better Utilizing Investments to Leverage Development (BUILD) grant and associated time-limitations. BUILD grants provide opportunities for the US Department of Transportation to invest in road, rail, transit, and port projects that promise to achieve national objectives. The INDOT applied for a BUILD grant in July 2018 and was awarded a grant in November 2018.

The reconfiguration of the I-65/Lafayette Avenue partial interchange is due to the widening of I-65 to the median. The left-hand exit can no longer be accommodated and will be removed as part of Phase I. Phase II of the project will be constructed as concurrently as possible with Phase I to minimize closure time of the Lafayette Avenue exit. The schedule of Phase I, as dictated by the funding associated with the BUILD grant, does not allow adequate time for acquisition of ROW required to construct a new right-side exit ramp to Lafayette Avenue. For this reason, INDOT will fund Phase II of the project separately; with construction ideally beginning prior to completion of Phase I. Phase II will be completed under a different Des. No., which will be assigned once funding is secured. An additional information (AI) document will be completed once a Des. No. is assigned and the design and timeline of Phase II progresses.

### **Phase I:**

Phase I of the project includes the addition of travel lanes along I-65 (one northbound and one southbound) within the roadway median and full depth pavement replacement of the existing travel lanes and shoulders including new underdrains and subgrade treatment. The typical section of I-65 will include six 12-foot wide travel lanes (three in each direction), bordered by 12-foot wide paved outside shoulders and 12-foot wide paved inside shoulders. A 45-inch concrete median barrier will be installed to separate direction of travel and provide protection between the added travel lanes. No work is proposed associated with the I-65/US 52 partial interchange or SR 47 interchange. All proposed improvements associated with Phase I will occur within existing ROW.

Due to the widening of I-65 to the median, the I-65 to Lafayette Avenue left-hand exit movement (I-65/Lafayette Avenue partial interchange) can no longer be accommodated and will be removed as part of Phase I. Due to the elimination of the Lafayette Avenue exit ramp, wayfinding signage will be installed to help drivers navigate toward Lafayette Avenue. This will include modifications to existing signs and/or installing new signs along I-65, in addition to new signage along the local roadway network. INDOT Bridge I65-141-04117, which currently carries the northbound lanes of I-65 over the Lafayette Avenue exit ramp, will be removed. The northbound lanes of I-65 will be lowered to match the elevation of the existing southbound lanes and shifted west, a maximum of 70 feet, into the median to be built off-line to aid in maintenance of traffic (MOT) considerations.

The single span concrete arch bridge over Prairie Creek (I65-141-03143C) south of US 52 is currently wide enough to accommodate the proposed typical roadway section of six 12-foot wide travel lanes (three northbound, three southbound), bordered by 12-foot wide paved outside shoulders and 12-foot wide paved inside shoulders, and concrete median barrier. No improvements are proposed to this bridge as part of Phase I.

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The twin bridges carrying I-65 over Prairie Creek (I65-142-05571 BNBL and I65-142-05571 BSBL), located north of US 52, will be replaced (Des. No. 1902059 and 1902060) with single span hybrid bulb tee beam bridges, both with a 110-foot span and 62-foot, 4.5-inch out-to-out coping width. The typical section of I-65 across the bridges will include three 12-foot wide travel lanes in each direction, bordered by 12-foot wide paved outside shoulders and 12-foot wide paved inside shoulders. The existing bridge piers will be cut and removed at the stream bottom. The pier stems will be removed, but the footing will stay in place. In order to remove the pier stems, soil will be excavated around the stems. The holes will be backfilled. Riprap will be placed along the stream banks for erosion control purposes.

The existing twin bridges carrying I-65 over Spring Creek (I65-145-05573 BNBL, I65-145-05573 BSBL) were previously widened to accommodate the future additional of a third travel lane in each direction. The existing typical roadway section consists of four 12-foot wide travel lanes (two northbound, two southbound) bordered by 22-foot wide paved outside shoulders and 10-foot wide paved inside shoulders. The bridges will be restriped to accommodate the added travel lanes with the proposed typical roadway section of six 12-foot wide travel lanes (three northbound, three southbound), bordered by a 10-foot wide paved outside shoulder and 10-foot wide paved inside shoulder.

The three bridges carrying roadways over I-65 in the project area: I-65 ramp to US 52, CR 300 N, and SR 47 have sufficient length to accommodate the addition of the 12-foot wide travel lane in each direction passing under the bridges. No improvements are proposed to these bridges.

The I-65 over Prairie Creek/Farm Heritage Trail bridges already carry three travel lanes of I-65 in each direction. No improvements are proposed. However, incidental construction, such as way finding signage updates and striping for MOT lane shifts will be required on the I-65 over Prairie Creek/Farm Heritage Trail bridges. Further details regarding existing and proposed bridge conditions are provided in the Design Criteria for Bridges section of this document.

Stormwater detention improvements are required due to the addition of the travel lanes resulting in increased paved, impervious surface area. Pipes within the median of I-65 and ditches along the outside lanes of the roadway will be utilized to increase the capacity of stormwater detention in the project area. All stormwater improvements will occur within the existing right-of-way.

The proposed project is not modifying the locations where storm water currently crosses under the roadway and existing drainage patterns will be maintained. Fourteen cross culverts are currently located within the project area. Ten of the culverts will be replaced and four of the culverts will remain in place. Further details regarding existing and proposed culverts are provided in the Design Criteria for Bridges section of this document.

### Phase II:

Phase II of the project includes the reconfiguration of the I-65/Lafayette Avenue partial interchange. A right-hand flyover ramp will be constructed to allow motorists to diverge from southbound I-65 on a 290-foot long, 774-foot radius curve and cross over the I-65 southbound and northbound lanes on a 640-foot long, 314-foot radius curve. The ramp will terminate at Lafayette Avenue. The exit ramp tie-in will occur north of Kise Estates apartment complex to provide separation between the ramp terminal and the complex driveway. The roadway typical section of the right-hand flyover ramp to Lafayette Avenue consists of a single 16-foot wide travel lane with an 8-foot wide paved outside shoulder and 4-foot wide paved inside shoulder. An auxiliary lane between the US 52 on-ramp and the Lafayette Avenue off-ramp will be added to provide motorist a continuous lane between the two points. In addition, the single span concrete arch bridge over Prairie Creek (I65-141-03143C) will be widened to accommodate the auxiliary lane. The reconfiguration of the I-65/Lafayette Avenue partial interchange will require the acquisition of approximately 4.5 acres of new permanent ROW. As stated above, an AI will be completed once a Des. No. is assigned and the design and timeline of Phase II progresses.

### Logical Termini:

The logical termini of the proposed project and phases were selected to provide independent utility and fulfill the purpose and need of the project. Phase I of the project includes the addition of travel lanes along I-65 mainline, the replacement of the Prairie Creek Bridges (I65-142-05571 BNBL and I65-142-05571 BSBL), and the removal of the current I-65 to Lafayette Avenue exit ramp. This phase begins at the existing terminus of a six-lane section of I-65 to the south, and continues north to the next major interchange at SR 47. The proposed project area extends approximately 0.60 mile north



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of SR 47 in order to tie-in to the existing lane configuration. This phase provides the added capacity and enhanced mobility expressed in the purpose and need. Phase II of the project includes reconfiguration of the I-65/Lafayette Avenue partial interchange. This phase will replace the existing interchange and maintain access to Lafayette Avenue.

MOT for the project will be completed in phases to maintain traffic along I-65. For more detail, refer to the MOT section of this document.

The preferred alternative described above meets the purpose and need of the project, to maintain an acceptable LOS along I-65 between SR 32 and SR 47. The INDOT *Project Intent Report for I-65 from SR 32 to SR 47* showed that I-65 between SR 32 and SR 47 would operate at a LOS C or better during the year 2033 with the proposed condition of three lanes in each direction (Appendix J, J-11 to J-14).

For reference to the road plans for I-65 mainline improvements and the reconfigured I-65/Lafayette Avenue partial interchange, see Appendix B, B-23 to B-51. For reference to the bridge plans for Prairie Creek Bridges (I65-142-05571 BNBL and I65-142-05571 BSBL), see Appendix B, B-52 to B-58.

### OTHER ALTERNATIVES CONSIDERED:

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

#### **Do Nothing Alternative**

This alternative involves not constructing added travel lanes to the I-65 median. This alternative would fail to address traffic congestion and connectivity enhancements described above. While this alternative eliminates costs and impacts to natural and cultural resources, it does not address the purpose and need. Therefore, this alternative was discarded.

#### **Outside Travel Lanes Alternative**

This alternative involves the widening of I-65 to the outside of the roadway edge of pavement through the addition of a travel lane, instead of to the median. This alternative meets the purpose and need; however, this alternative is not consistent with the existing six-lane section at the southern terminus of the project. Previous widening associated with the section of I-65 located south of the proposed project area was widened to the median. In addition, this alternative would result in an increased impact to natural resources, including wetlands, as compared to the preferred alternative. The majority of the wetlands delineated along the corridor are associated with the roadside ditches running along the outside of the travel lanes, which would be impacted if the roadway was widened to the outside. Anticipated wetland impacts for this alternative are approximately 6.5 acres. In addition to the widening of the existing mainline bridges, widening to the outside of the existing travel lanes would also require the reconstruction and lengthening of the three bridges carrying roadways over I-65, ultimately resulting in increased project costs and need to acquire additional permanent ROW. Therefore, this alternative was discarded.

#### **I-65/Lafayette Avenue Partial Interchange Reconfiguration Alternatives**

An Alternative Evaluation Report (Appendix J, J-15 to J-17) titled *Interstate Access Request at I-65 & US 52/Lafayette Ave, I-65 Added Travel Lanes From SR 32 to SR 47, Boone County, Indiana, Contract R-41847, Des# 1802967 (December 10, 2019)* was prepared by American Structurepoint. The report evaluated two additional alternatives beyond the preferred.

**Loop Ramp** - A loop ramp would require retaining walls and a new bridge that would span the lower portion of the ramp, northbound I-65, and southbound I-65. The loop ramp alternative would have a larger footprint when compared to the preferred alternative and encroaches on the floodway of Prairie Creek. Additionally, more pavement and a significant amount of fill material would be required for the loop ramp alternative. The loop ramp alternative would result in greater natural resource and ROW impacts and overall increased project costs. Therefore, this alternative was discarded.

**Underpass** - An underpass would require a ramp to cross under mainline I-65. The underpass alignment would be similar to the preferred alternative; therefore, both alternatives are comparable in regards to the interchange footprint. However, an underpass would require new bridges to be constructed along both the northbound and southbound lanes of I-65. The proposed profile of the underpass would maintain the approximate elevation of the current left-hand Lafayette Avenue

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exit, requiring significant elevation gain at the I-65 mainline approaches prior to crossing the underpass. Construction costs associated with the underpass are significantly higher than that of the preferred alternative and the loop ramp due to the large amount of earthwork required to bring the mainline of I-65 to an elevation that would meet vertical clearance requirements and the construction of new I-65 bridges. Additionally, this alternative would complicate drainage due to the creation of a low point under the I-65 bridges. The underpass alternative would result in a significant increase in cost due to earthwork and the addition of two new mainline I-65 bridges, create drainage challenges, and further complicate MOT resulting in additional inconveniences to the traveling public. Therefore, this alternative was discarded.

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

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

**ROADWAY CHARACTER: I-65 Mainline**

Functional Classification: Interstate  
 Current ADT: 51,740 VPD (2023) Design Year ADT: 55,730 VPD (2043)  
 Design Hour Volume (DHV): 4,460 Truck Percentage (%) 29  
 Designed Speed (mph): 70 Legal Speed (mph): 65 to 70

	Existing	Proposed
Number of Lanes:	4	6
Type of Lanes:	Travel	Travel
Pavement Width:	38 ft.	56 ft.
Shoulder Width:	4 to 10 ft.	12 ft.
Median Width:	50 ft.	16 ft.
Sidewalk Width:	N/A ft.	N/A ft.

Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

*If the proposed action has multiple roadways, this section should be filled out for each roadway.*

**ROADWAY CHARACTER: I-65 to Lafayette Avenue Exit Ramp**

Functional Classification: Interstate  
 Current ADT: 1,010 VPD (2023) Design Year ADT: 1,330 VPD (2043)  
 Design Hour Volume (DHV): 170 Truck Percentage (%) 4  
 Designed Speed (mph): 25 Legal Speed (mph): 25

	Existing	Proposed
Number of Lanes:	1	1
Type of Lanes:	Travel	Travel
Pavement Width:	16 ft.	16 ft.
Shoulder Width:	N/A ft.	4 to 8 ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	N/A ft.	N/A ft.

**I-65 Added Travel Lanes from SR 32 to SR 47, Boone County (Des. 1802967)**  
**Response to Comments**  
**April 6, 2020**

Comment No.	Name / Organization / Comment Date	Comment	Response
1	Garen Carnes (Representing Subaru of Indiana Automotive, Inc.) <a href="mailto:Garen.Carnes@Subaru-SIA.com">Garen.Carnes@Subaru-SIA.com</a>  March 5, 2020 (emailed comment)	What is the estimated year(s) or time span for reconstruction of this interchange and widening?	Construction for the added travel lanes along I-65 and the removal of the Lafayette Avenue exit ramp is set to begin construction in 2021 and last through the end of 2022.  The construction dates of the new Lafayette Avenue exit ramp are not currently determined, but are anticipated to begin in 2024. The new Lafayette Avenue exit ramp will be completed under a different construction contract, with closure of the exit ramp minimized as much as possible.
2	Garen Carnes (Representing Subaru of Indiana Automotive, Inc.) <a href="mailto:Garen.Carnes@Subaru-SIA.com">Garen.Carnes@Subaru-SIA.com</a>  March 5, 2020 (emailed comment)	Are there any other semi-imminent plans to widen 65 to 3 lanes between St Rd 47 and St Rd 38? The only reference I've seen is INDOT saying making all of I-70 and I-65 3 lanes border to border is on the 20-year plan.	Plans to widen other stretches of I-65 between SR 47 and SR 38 are outside the scope of work associated with this project. However, questions regarding projects along that stretch of I-65 can be directed to the INDOT Crawfordsville District at <a href="mailto:westcentralIndiana@indot.in.gov">westcentralIndiana@indot.in.gov</a> .
3	Garen Carnes (Representing Subaru of Indiana Automotive, Inc.) <a href="mailto:Garen.Carnes@Subaru-SIA.com">Garen.Carnes@Subaru-SIA.com</a>  March 5, 2020 (emailed comment)	Does this interchange revamp mean there will no longer be plans for placing another interchange north of Lebanon? For years there's been rumors of putting one in the vicinity of Co Rd 300 N and Co Rd 450 N, one of the goals being this would re-route St Rd 39 traffic around Lebanon, rather than through it.	Plans to construct a new interchange north of Lebanon are outside the scope of work associated with this project. However, questions regarding projects along I-65 near Lebanon, IN can be directed to the INDOT Crawfordsville District at <a href="mailto:westcentralIndiana@indot.in.gov">westcentralIndiana@indot.in.gov</a> .
4	Tony Martin <a href="mailto:amartin@mymetronet.net">amartin@mymetronet.net</a> 115 Clover Court, Lebanon IN 46052  March 27, 2020 (emailed comment)	With regard to noise from I65 for six months of the year there are no leaves on the trees to reduce the traffic noise. If the road is built with concrete lanes the road noise will be 10 times worse than asphalt. The prevailing wind direction is from the South West which blows the traffic noise into Lebanon from St rd. 32 northwards. I feel a noise barrier made of earth with trees planted along I65 would be a cost effective noise reduction solution. Cost should be a secondary	A noise analysis was completed in accordance with the Federal Highway Administration's (FHWA's) Highway Traffic Noise: Analysis and Abatement Guidance (December 2011), and the Indiana Department of Transportation's (INDOT's) Traffic Noise Analysis Procedure (July 1, 2017). Noise abatement was considered at all areas where impacted noise receptors were identified. Based upon the criteria set forth by the INDOT Traffic Noise Analysis Procedure document,

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		<p>condition to the benefits of a pleasing environment for resident to raise families in. The widening of I65 presents many benefits to the local area but will increase traffic noise and speed. The earth noise barrier could run from NB1 north to US 52 with the banks following the slip roads on and off the interstate. My wife and I have lived here for 18 years and have seen and heard many accidents usually caused by idiots leaving NB 65 to US 52 and missing the exit hitting barriers and each other. None of this work will address this.</p> <p>Your own noise figures show the I65 road corridor is currently a major noise producer in the affected areas. So I implore you to do what is right for the residents of Lebanon which is to mitigate the traffic noise from the I65 corridor which will only increase as traffic levels increase.</p>	<p>only one location, along the east side of northbound I-65 between SR 32 and the Lafayette Avenue exit ramp meets the feasible and reasonable criteria to be considered further as part of this project.</p> <p>This specific residence, identified as R271 within the Noise Analysis Report, was not identified as impacted based upon the projected 2043 traffic volumes. Therefore noise abatement measures were not evaluated for this location.</p>
5	<p>Sherry Vanlandingham  <a href="mailto:van.sherry@gmail.com">van.sherry@gmail.com</a>            April 1, 2020 (emailed comment)</p>	<p>Living in a nearby neighborhood, I would like to see the installation of noise barrier since there will be more traffic, more noises.</p>	<p>A noise analysis was completed in accordance with the Federal Highway Administration's (FHWA's) Highway Traffic Noise: Analysis and Abatement Guidance (December 2011), and the Indiana Department of Transportation's (INDOT's) Traffic Noise Analysis Procedure (July 1, 2017). Noise abatement was considered at all areas where impacted noise receptors were identified. Based upon the criteria set forth by the INDOT Traffic Noise Analysis Procedure document, only one location, along the east side of northbound I-65 between SR 32 and the Lafayette Avenue exit ramp meets the feasible and reasonable criteria to be considered further as part of this project.</p>
6	<p>Amanda Higgins  <a href="mailto:smiggins34@hotmail.com">smiggins34@hotmail.com</a></p>	<p>My house is very close to the interstate. I have actually asked the mayor about putting up a sound barrier, and he directed me to who I needed to ask about it, and</p>	<p>A noise analysis was completed in accordance with the Federal Highway Administration's (FHWA's) Highway Traffic Noise: Analysis and Abatement Guidance</p>

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	April 2, 2020 (emailed comment)	they never responded. It is very loud! The semis shake my windows sometimes. I can't stand by my patio door and hear my kids from the swing set in my backyard. It needs a noise barrier now, and I can't even imagine how it will be once the construction is done. I have to run fans in my bedroom to sleep to somewhat drown out the noise. Please help our neighborhood!!	(December 2011), and the Indiana Department of Transportation's (INDOT's) Traffic Noise Analysis Procedure (July 1, 2017). Noise abatement was considered at all areas where impacted noise receptors were identified. Based upon the criteria set forth by the INDOT Traffic Noise Analysis Procedure document, only one location, along the east side of northbound I-65 between SR 32 and the Lafayette Avenue exit ramp meets the feasible and reasonable criteria to be considered further as part of this project.
7	136 Clover Court, Lebanon IN  April 4, 2020 (emailed comment)	I am just one voice of many in our neighborhood who will be directly and negatively impacted by the upcoming project (Des. No. 1802967). I have reviewed the plans for this project and we believe the determination to not provide a sound barrier for our affected area should be reconsidered, and included in the final plans and budget. The noise from the interstate already bothers and interrupts our daytime and evening outdoor activities, and it wakes me up at night. The added travel lanes on I-65 I our area will also add increased noise, due to the obvious footprint that more pavement will reverberate the sounds of each and every vehicle that passes over it. The traffic noise will also increase based on the fact that more and more vehicles will be utilizing this stretch of the interstate since the traffic will be flowing at a faster speed than on the alternate route(s) north. This section of I-65 has seen higher and higher volumes of traffic in the past few years and those of us living in Hickory Meadows, especially me and my neighbors on Clover Court who are closest in proximity to I-65, have noticed and are tired of our lives and the peaceful setting of our homes and yards being ignored, not considered, and not valued, both	A noise analysis was completed in accordance with the Federal Highway Administration's (FHWA's) Highway Traffic Noise: Analysis and Abatement Guidance (December 2011), and the Indiana Department of Transportation's (INDOT's) Traffic Noise Analysis Procedure (July 1, 2017). Noise abatement was considered at all areas where impacted noise receptors were identified. Based upon the criteria set forth by the INDOT Traffic Noise Analysis Procedure document, only one location, along the east side of northbound I-65 between SR 32 and the Lafayette Avenue exit ramp meets the feasible and reasonable criteria to be considered further as part of this project.  This specific residence, identified as R268 within the Noise Analysis Report, was not identified as impacted based upon the projected 2043 traffic volumes. Therefore noise abatement measures were not evaluated for this location.  Although field measurements were taken in July 2019, the Noise Analysis Report for this project was completed on January 13, 2020 and included traffic data for the years 2020 and 2043. Field measurements conducted in July

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 Response to Comments  
 April 6, 2020**

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		<p>now and into the future by the builders who are trying to cut costs on this new project at our expense. I have read the documents that were provided to us, and find it very important to point out that the study of the noise levels in our area was conducted nearly a year ago. I must point out another obvious observation about the Project's Noise Analysis Report, the field measurements for the noise levels in our area were conducted in July 2019, which is when the trees and surrounding vegetation that absorb and deflect noise were in full foliage. Common sense will tell you that in our Midwest region, the foliage on the trees and surrounding plant-life are not present for at least half of the year. I-65 is already highly travelled, by all types of vehicles, i.e. cars, buses, semis, construction vehicles, and that traffic has seen far more accidents for a myriad of reasons. Increased lanes will, by all rights, increase the volume and the speed of traffic which translates to more and higher levels of noise in the areas surrounding the interstate, our neighborhood. Now and into the future, during at least half of each and every year when the foliage is gone, our lives will most certainly be negatively impacts by the increased volume and duration of noise without some type of sound barrier. Please reconsider our area as being on that justifies and deserves a sound barrier be included in the Project's plan and budget, so that we may get back to and enjoy the peaceful quality of life we once had.</p>	<p>2019 were used to validate the traffic noise model. No tree cover was included in the modeling used to calculate the current (2020) and future (2043) noise levels within the project area. Therefore the calculated noise levels represent the bare leaved, worst case scenario.</p>