

Appendix B
Early Coordination



April 20, 2020

{See Attached List}

Re: Des. No. TBD
East-West Corridor Project
Noblesville, Hamilton County, Indiana

Dear Interested Agency:

The City of Noblesville is proposing to advance a state-sponsored Environmental Assessment for an east to west corridor project through the city, from S.R. 37 to S.R. 32 across the White River. As the project anticipates the State of Indiana funding, environmental study for a reasonable range of alternatives is required by 329-IAC-5-1-4. The project may also be funded fully with local funding. If at a later date federal funding by the Federal Highway Administration (FHWA) is secured for the project, the environmental assessment will be re-visited in the context of National Environmental Policy Act (NEPA) guidelines. CHA Consulting, Inc., in partnership with American Structurepoint, Inc., is advancing this documentation on behalf of the City of Noblesville. Several corridors were preliminarily considered, as described below, and seven are currently under evaluation (see attached maps).

This letter is written to describe the proposed project and seek comments regarding those resources under your jurisdiction, as part of the early coordination process. We will incorporate your comments into a study of the project's environmental impacts. Your cooperation in the development of this project is appreciated.

PROJECT LOCATION

The proposed project is located in Noblesville, Hamilton County, Indiana. Specifically, the project is located in the following; Sections 35 and 36, Township 19 North, Range 4 East; Sections 1, 2, 11 and 12, Township 18 North, Range 4 East; Section 31, Township 19 North, Range 5 East; Sections 6 and 7, Township 18 North, Range 5 East, within Noblesville Township, as shown on the attached 7.5 minute Noblesville and Riverwood USGS Quadrangle Maps (See Attached, USGS Map). Project location maps and ground level photographs are attached hereto.

EXISTING LAND USE

The existing land use is a mix of urban, suburban residential, commercial, industrial, and forested riparian. Commercial properties are concentrated along S.R. 37 and along S.R. 32, west of the White River. Industrial properties are concentrated between the White River and 10th Street, south of Chestnut Street. A number of gravel and sand quarries are located along the White River, between Allisonville Road and River Road, south of Irving Street and north of 146th Street. Narrow forested riparian zones follow the White River, Cicero Creek, and Stoney Creek. (See Attached, Aerial Map).

The U.S. Fish and Wildlife Service (USFWS) Wetland Mapper was evaluated for the presence of potential jurisdictional wetlands located within the project area (See Attached, NWI Wetlands Map). Mapped NWI wetlands were confined to the riparian zones or floodplains of each waterway, with the exception of wetlands mapped between S.R. 32 and Cherry Tree Road. Environmental staff at CHA Consulting, Inc. will conduct field investigations to verify this information and identify any additional wetlands in the project area. Any wetland impacts will be permitted for in accordance with Sections 401 and 404 of the Clean Water Act.

The Natural Resources Conservation Service Web Soil Survey was reviewed to determine soil classification within the project area (See Attached, NRCS Soils Map). Twenty five (25) soils were identified within the project area. Six (6) of the soils were identified on the National Hydric Soils List. This includes Brookston silty clay loam (Br), Houghton Muck (Ho), Palms Muck (Pa), Patton silty clay loam (Pn), Sloan silty clay loam (Sx), and Westland silty clay loam (We).

The Noblesville and Riverwood 7.5 Minute USGS Quadrangle Maps were reviewed to determine the drainage patterns within the project area. The White River, Cicero Creek, Stony Creek, and an unnamed tributary to Stony Creek were identified within the project area.

The digital Flood Insurance Rate Maps (DFIRM) for the project area were reviewed (See Attached, FEMA Floodzone Map). Corridors crossing from east to west will encounter at least one of the following flood zones (as described by the Federal Emergency Management Agency-FEMA, Federal Insurance Administration): Zone AE of White River, Zone AE of Cicero Creek, or Zone AE of Stony Creek. Zone AE is defined as an area subject to inundation by the 1-percent-annual-chance flood event generally determined by detailed methodologies. Because detailed hydraulic analyses have been performed, Base Flood Elevations (BFEs) or flood depths are shown within this zone.

EXISTING ROAD CONDITIONS

Road Name	Functional Classification	Current Average Daily Traffic (ADT)	Number of Travel Lanes	Pavement Width	Posted Speed Limit
S.R. 32	Principal Arterial	16,319	3-5	45-48	--
Greenfield Avenue	Principal Arterial	7,684	2-3	24-56	35
Pleasant Street	Minor Arterial	11,279	2-4	24-60	30
Irving Street	Local	Not available	2	10-34	30
Carbon Street	Local	Not available	2	28	30
10 th Street	Principal Arterial	7,072	2-3	40	25-35
8 th Street	Minor Arterial	13,992	2-3	22-45	30
16 th Street	Major Collector	1,559	2	24	25
River Road	Minor Arterial	6,077	2-3	30-35	30-40
Hague Road	Minor Arterial	Not available	4	65	45

PROJECT NEED AND PURPOSE

The project is needed due to limited mobility through downtown Noblesville on S.R. 32/S.R. 38/Connor Street, as outlined in the 2009 Noblesville Thoroughfare Plan and evidenced by increasing congestion. The purpose of the project is to provide a significant reduction of S.R. 32 downtown Noblesville traffic congestion, defined as 20% or greater, by providing an additional east-west corridor from S.R. 37 across the White River to S.R. 32 to the west.

The City of Noblesville has seen tremendous growth, both residential and commercial, over the past three decades and is the 14th largest community in Indiana (based on 2010 data). U.S. Census data reports that Noblesville had an approximate population of 12,250 in 1980, 17,650 in 1990, 51,970 in 2010, and 63,133 in 2018.

There are currently only two White River crossings in downtown Noblesville, one at S.R. 32/S.R. 38 and the other at Logan Street. The S.R. 32/S.R. 38 river crossing provides two through lanes in each direction and the Logan Street river crossing provides one through lane in each direction. This limited number of existing crossings (2) reduces the mobility within the Noblesville transportation network. This also increases congestion within the S.R. 32/S.R. 38 corridor through downtown Noblesville. Based on the 2018 capacity analysis, S.R. 32 congestion in year 2045 will operate at or below Level of Service D (LOS; a letter grade system that quantifies travel delay for motorists) at 10th Street, 8th Street, S.R.38, River Road, Cherry Tree Road, and Hague Road.

PROPOSED PROJECT ALIGNMENTS

All corridors under consideration for the proposed project will begin at S.R. 37 and extend to the west, traveling over the White River and terminating at S.R. 32. The proposed corridor has been the subject of study since the 1995 Noblesville Comprehensive Plan and Thoroughfare Plan. In 1999 Hamilton County studied various White River Bridge crossings. In 2008, an analysis of a Pleasant Street Bridge was conducted and in 2015 a feasibility study of the Pleasant Street Corridor was conducted. In addition to these studies, informal consideration of MPO Travel Demand Modeling, Traffic Impact Studies, historic traffic data, and other facility improvements have been undertaken by the city and the county. Additionally, informal input was provided by the Action Team of the Southwest Quad Neighborhood. Formal public involvement will occur at a later stage of planning and will be included in the environmental document prepared for the referenced project.

The east-west corridors considered to date include: 191st Street, 186th Street (Field Drive), Pleasant Street, Carbon Street, Irving Street, and 161st Street. Additional corridors considered early in the process include: Cherry Street, Logan Street, Maple Street, Hannibal Street, and Division Street. Of the alternatives considered, the 186th Street/Field Drive extension and crossing was completed in 2003 and connects S.R. 37 to S.R. 19. The 191st Street corridor was determined to have limited effect on regional traffic patterns and was not considered further. Due to the constructability concerns with local gravel quarries and the limitation in connecting to S.R. 37, the 161st Street corridor was not considered further. Due to limitations in connecting east to S.R. 37 or in crossing west over the White River, Logan Street, Maple Street, Cherry Street, Division Street, and Hannibal Street were eliminated from further consideration. Recent input from a group representing the Southwest Quad neighborhood, SW Quad Action Team, was added to the alternatives under consideration and can be found described in greater detail below.

The proposed project will meet S.R. 37 at-grade and is not associated with the S.R. 37 Improvement project, as outlined in the SR 37 Mobility Study (www.drivesr37.com/153/SR-37-Mobility-Study), led by Hamilton County and presented to the Indiana Department of Transportation (INDOT), Hamilton County, City of Fishers, and City of Noblesville. The S.R. 37 and Greenfield Avenue, Town and Country Boulevard,

Pleasant Street, Cherry Street, and S.R. 32/S.R. 38 intersections were included in that study. Environmental impacts associated with the placement of an interchange at these locations have been documented under separate environmental planning documentation prepared for the S.R. 37 Improvement Project. The City of Noblesville is now considering the scope of the design for these intersections, which will be conducted separate from this project.

A broad right-of-way path will be evaluated for each corridor, and will be refined as design of the project progresses. The number of displacements is not known at this time. The following sections describe in some detail the current corridors under consideration. The project is currently programmed as an illustrative item and funding is being pursued by the county and the city jointly.

Corridor A – Conner Street

Corridor A would begin near the intersection of S.R. 37 and S.R. 32/ S.R. 38 and would continue through to State Road 19, over the existing White River Bridge. This corridor would travel through downtown and two National Register listed districts, the Conner Street Historic District and Noblesville Commercial Historic District.

Corridor B – Pleasant Street

Corridor B would begin near the intersection of S.R. 37 and Pleasant Street. From the 10th Street and Pleasant Street intersection, the route would curve north to meet the former east-west Midland Trace railroad bed that crosses the White River between Vine Street and Mulberry Street at 5th Street. Before crossing west over the White River, this corridor traverses the National Register eligible Plum Prairie Historic District. Corridor B would then continue west of the White River on the same railroad bed, until crossing Little Cicero Creek, where it would veer northwest to meet S.R. 32 and Hague Road.

Corridor B1 – Pleasant Street

Corridor B1 would also begin near the intersection of SR 37 and Pleasant Street. The route would also follow Pleasant Street and curve north to meet the former east-west Midland Trace railroad bed. However, this corridor would travel around the National Register eligible and listed Cottingham and Plum Prairie Historic Districts. Corridor B1 would then continue on the same path across White River as Corridor B, joining with SR 32 and Hague Road.

Corridor C – Irving Street

Corridor C would begin at the intersection of S.R. 37 and Greenfield Avenue and would continue along Greenfield Avenue, before veering west near Holland Street and Stony Creek Elementary School. This portion of the corridor would cross Stony Creek. Corridor C would travel west through existing commercial/industrial development to meet with the remnants of Irving Street, before crossing the White River. This industrial and commercial area is documented with multiple hazardous materials sites and landfills. The corridor would then continue west of the White River to meet with River Road and follow it north to S.R. 32.

Corridor D – Carbon Street

Corridor D would begin at the intersection of S.R. 37 and Greenfield Avenue, sharing the same course as corridor C, though veering west near Overland Court. This portion of the corridor would also cross Stony Creek. Corridor D would then travel southwest through residential development, to meet the existing alignment of Carbon Street. From Carbon Street, the corridor would continue through an industrial and commercial area documented with multiple hazardous materials sites and landfills. The corridor would continue west over the White River and between existing quarry pits and Little Cicero Creek, before eventually meeting with River Road. The corridor would then follow River Road north to S.R. 32.

Corridor E – SW Quad, 16th Street

As proposed by representatives of the SW Quad Action Team, Corridor E would begin at the intersection of S.R. 37 and Pleasant Street, follow 16th Street south to Stoney Creek Road and Greenfield Avenue, crossing Stoney Creek and heading southwest to 10th Street/Allisonville Road. Corridor E would then travel west and follow the eastern side of White River to cross the White River at the same location as Corridors C and D. Corridor E would follow the same path as Corridors C and D and diverge at River Road, crossing Cicero Creek, before continuing northwest to meet S.R. 32 and Hague Road.

Corridor E1 – SW Quad, Greenfield Avenue

Alternatively proposed by representatives of the SW Quad Action Team, Corridor E1 would begin at the intersection of S.R. 37 and Greenfield Avenue, would continue northwest along Greenfield Avenue and continue southwest at the intersection with 16th Street. Corridor E1 would then travel across 10th Street and loop north along the east bank of the White River, where it would meet the alignments of Corridors C, D, and E, to cross the White River. Corridor E1 would then follow the same alignment as E to meet up with S.R. 32 and Hague Road.

Corridor E2 – SW Quad, 166th Street/New Terrain

Alternatively proposed by representatives of the SW Quad Action Team, Corridor E2 would begin at the intersection of S.R. 37 and the approximate location of 166th Street, would then continue west along the general path of Stoney Creek, until reaching a shared alignment with E. Corridor E2 would continue west following the same alignment as E, past 10th Street and across the White River at the same location as Corridors C, D, E, and E1. E2 would also meet with S.R. 32 and Hague Road at the same location as E and E1.

Preliminary Screening of Corridors

Each corridor is currently under examination and is being compared with the others for comparative potential environmental impacts. We expect these figures to be complete in the coming weeks, at which point you will receive a copy of the matrix, along with an invitation to attend a resource agency meeting (conference call and/or web meeting) for the project. The meeting will provide you the opportunity to discuss the history of the corridor project and the potential resource impacts of the various alternatives.

Coordination

As part of our early coordination effort for the proposed project, you are asked to study the enclosed information and provide a written evaluation of the potential impacts upon resources that are under your jurisdiction. Your response to this and future coordination will be indicated in the environmental document prepared for the referenced project.

Your cooperation in the development of the referenced project is appreciated. If you have any questions, or if we can be of any further assistance, please do not hesitate to contact Robert Winebrinner, Senior Environmental Planner, CHA Consulting, Inc. at rwinebrinner@chacompanies.com or (317) 780-7146 or myself at akrupski@noblesville.in.us or (317) 776-6330.

Sincerely,

CITY OF NOBLESVILLE



Alison Krupski, P.E., City Engineer

April 20, 2020
East-West Corridor Project
Page 6 of 6

cc: Jim Hellman, P.E., Assistant Director of Engineering, City of Noblesville (w/ copy)
Ron Bales, Manager, INDOT, Environmental Policy (w/ copy)
Mike Maurovich, Project Manager, American Structurepoint, Inc. (w/ copy)
Trevor Wieseke, Section Manager, CHA Consulting, Inc. (w/ copy)

File # 33469/59473

East-West Corridor Project
Noblesville, Hamilton County, Indiana
Des. No. TBD

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East-West Corridor Project
Noblesville, Hamilton County, Indiana
Des. No. TBD

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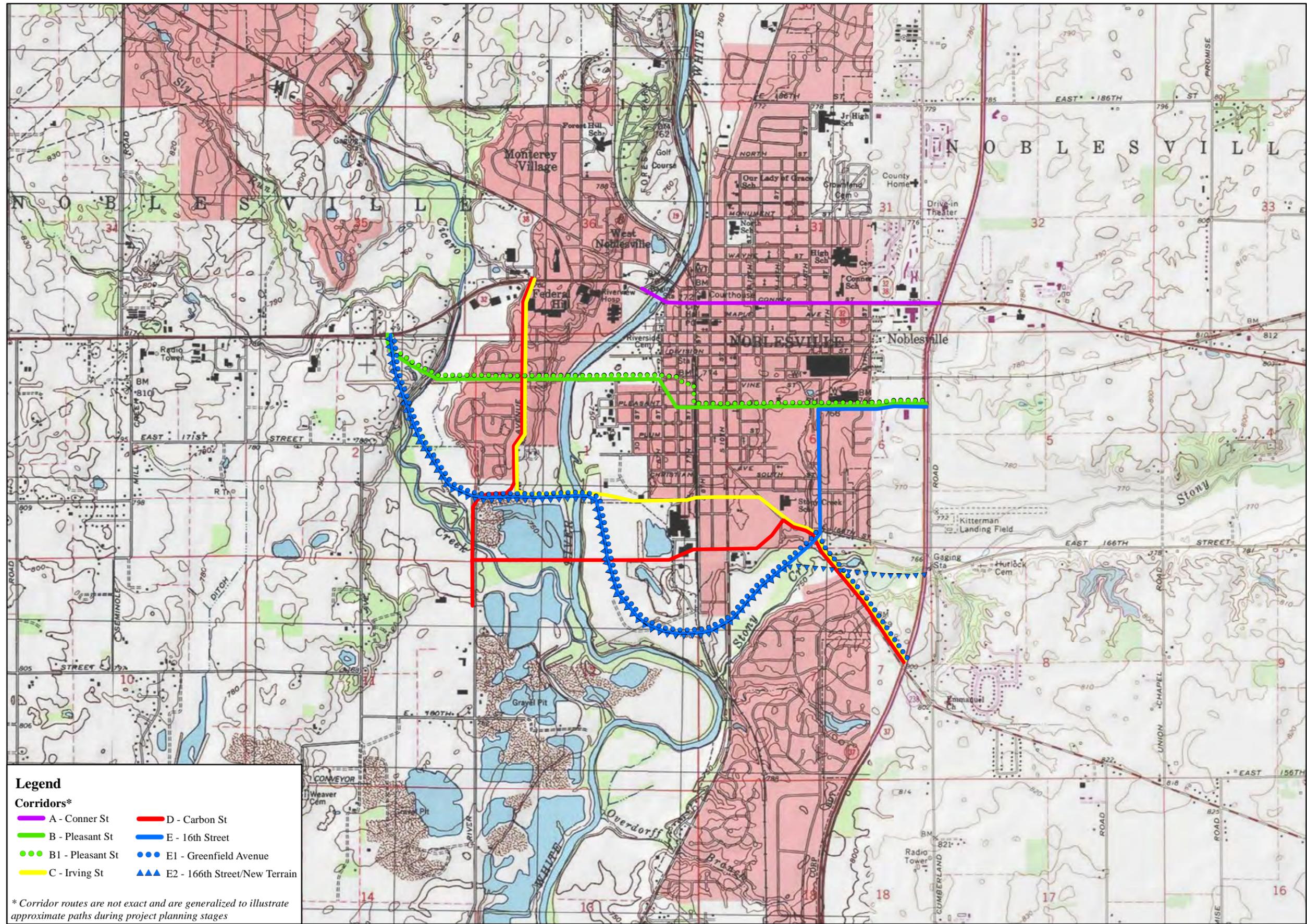
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Legend

Corridors*

- A - Conner St
- B - Pleasant St
- C - Irving St
- D - Carbon St
- E - 16th Street
- E1 - Greenfield Avenue
- ▲▲▲ E2 - 166th Street/New Terrain

* Corridor routes are not exact and are generalized to illustrate approximate paths during project planning stages



USGS Project Location Map

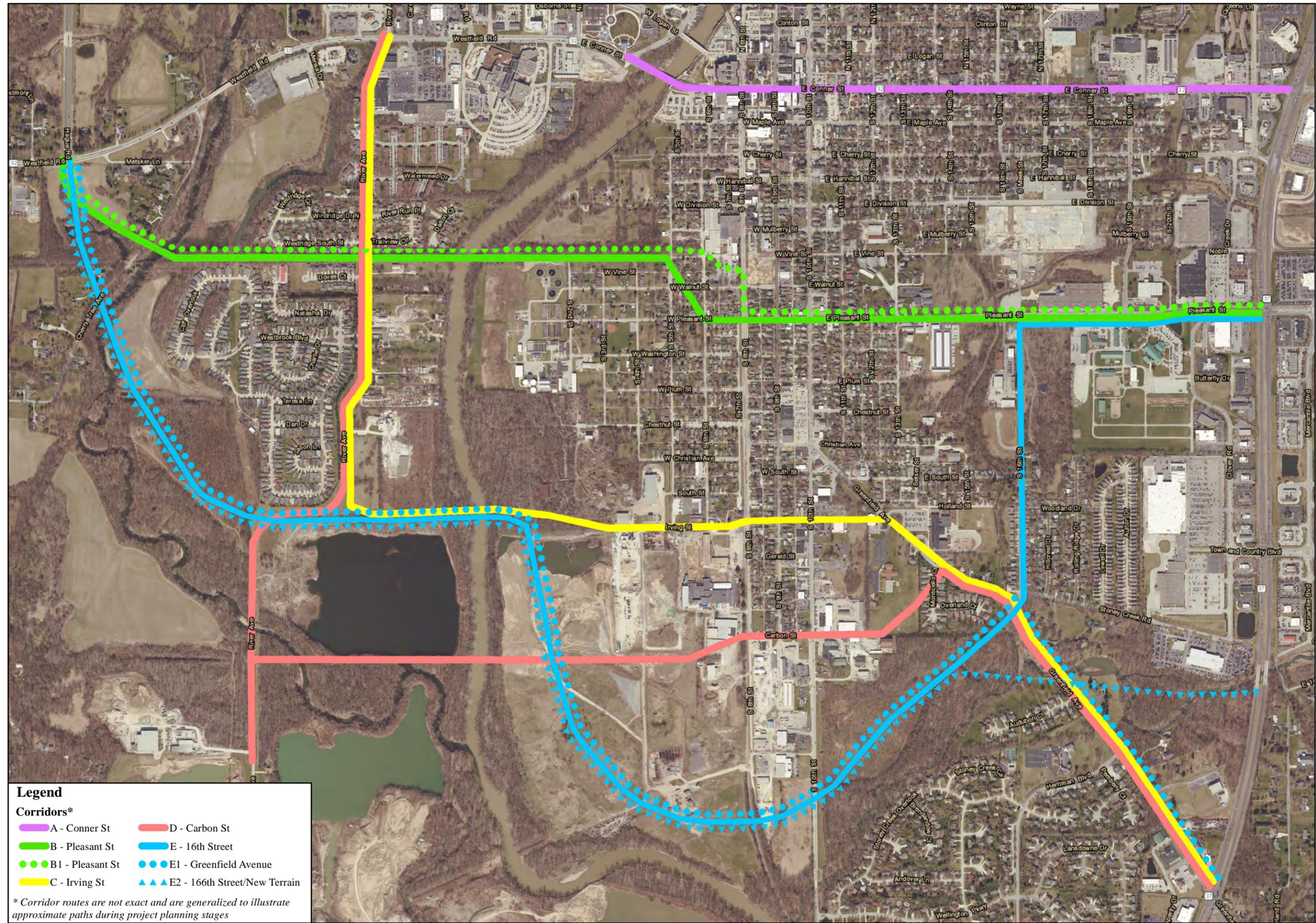
East-West Corridor Project
Noblesville, Hamilton County, Indiana

DES No
TBD

CHA Project No
33469

Scale 1" = 860'

Service Layer Credits:
Copyright: © 2013 National Geographic Society, i-cubed
Noblesville & Riverwood USGS Quadrangles Date: 1998 & 1994



Legend

Corridors*

A - Conner St	D - Carbon St
B - Pleasant St	E - 16th Street
B1 - Pleasant St	E1 - Greenfield Avenue
C - Irving St	E2 - 166th Street/New Terrain

** Corridor routes are not exact and are generalized to illustrate approximate paths during project planning stages*



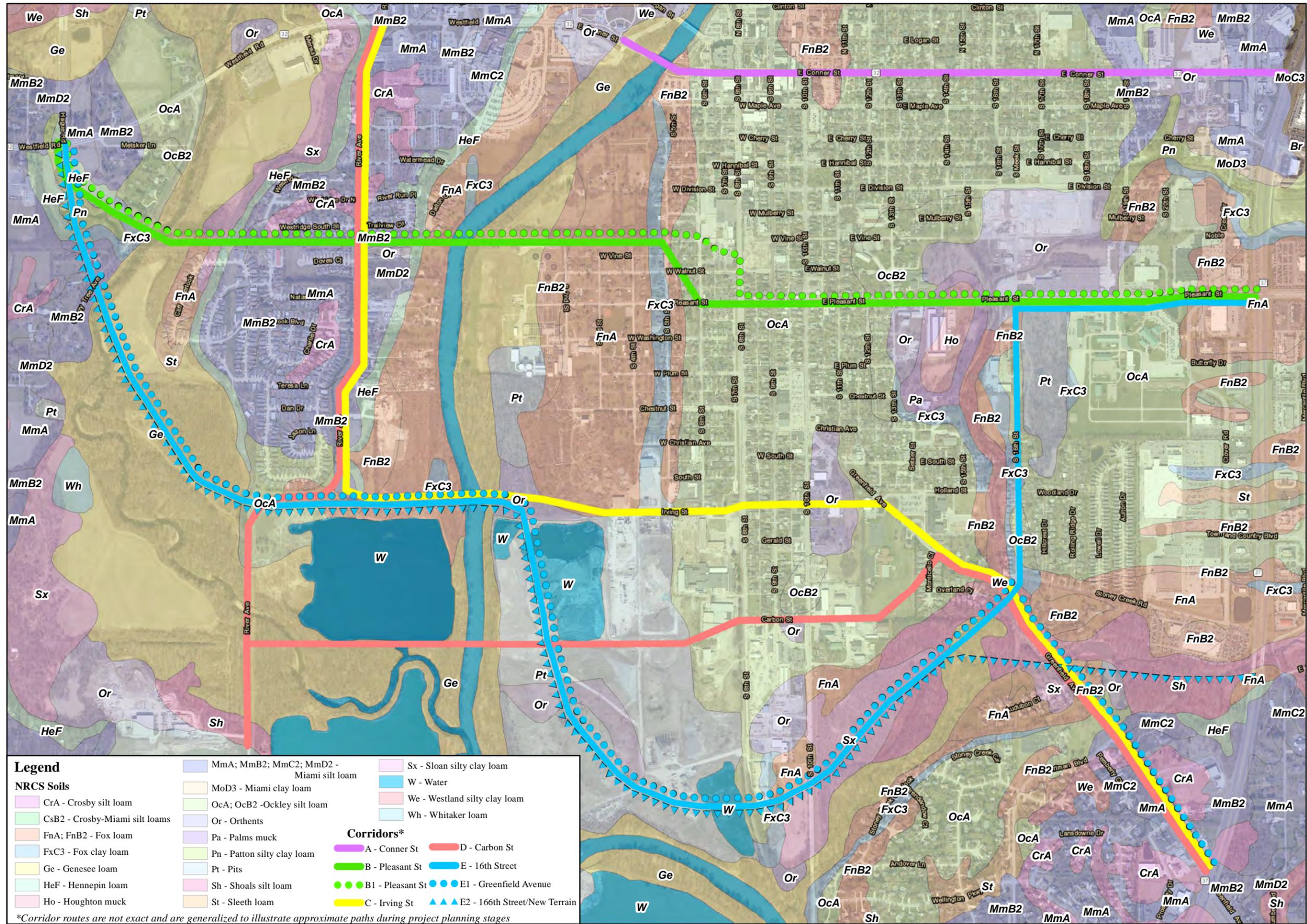


design/construction solutions

Aerial Location Map

*East-West Corridor Project
Noblesville, Hamilton County, Indiana*

Scale 1" = 900'	CHA Project No 33469	DES No TBD
<p><small>Image Courtesy of the IndianaMap Photo Date: 2017</small></p>		



NRCRS Soils Map

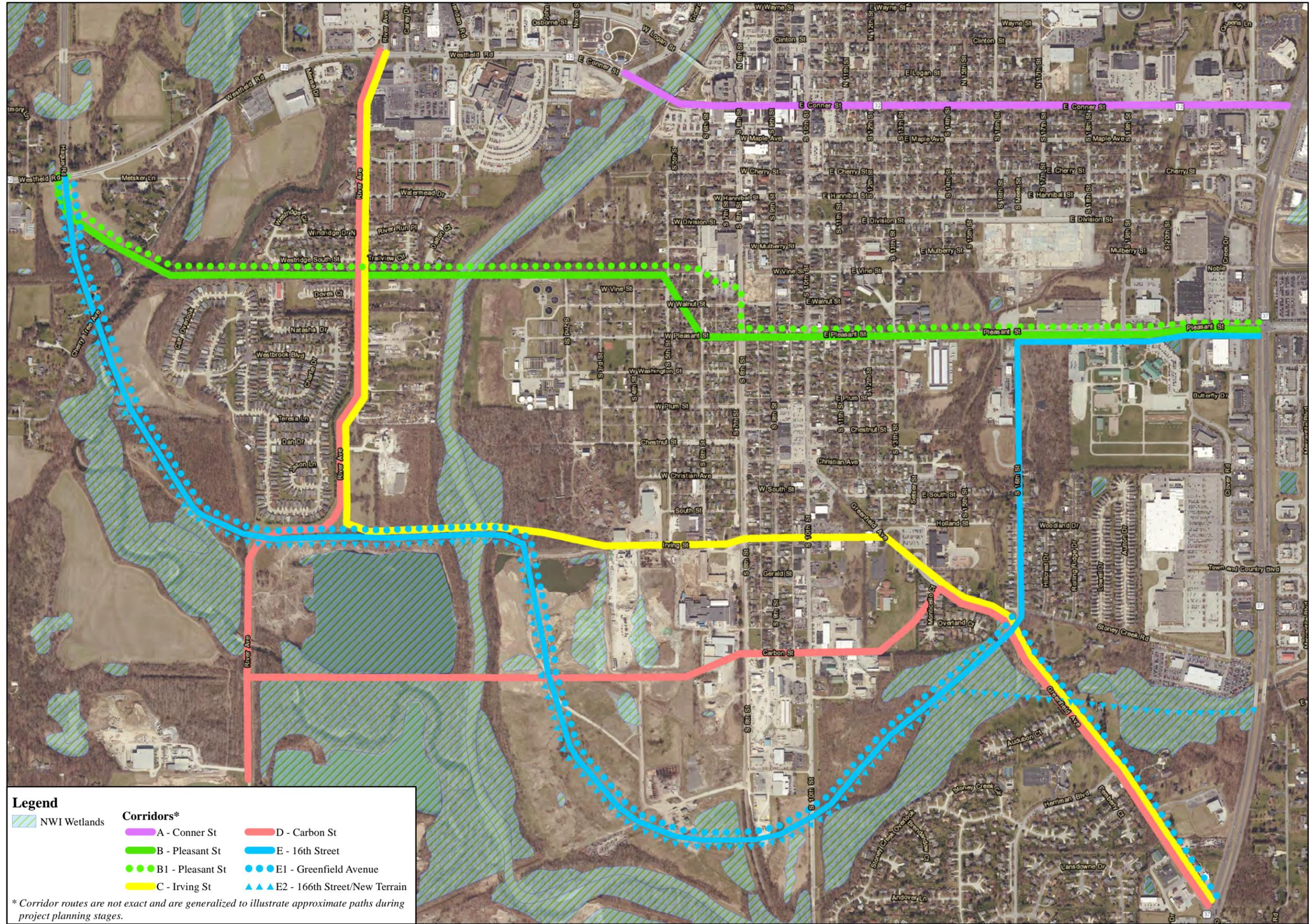
East-West Corridor Project
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DES No
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Scale 1" = 860'

Image Courtesy of USGS and the Indiana Map
Earthstar Geographics SIO © 2014 Nokia © - Photo Date: 7/4/2014
Soil Data Courtesy of the Natural Resource Conservation Service



Legend

- NWI Wetlands
- Corridors***
 - A - Conner St
 - B - Pleasant St
 - B1 - Pleasant St
 - C - Irving St
 - D - Carbon St
 - E - 16th Street
 - E1 - Greenfield Avenue
 - E2 - 166th Street/New Terrain

* Corridor routes are not exact and are generalized to illustrate approximate paths during project planning stages.



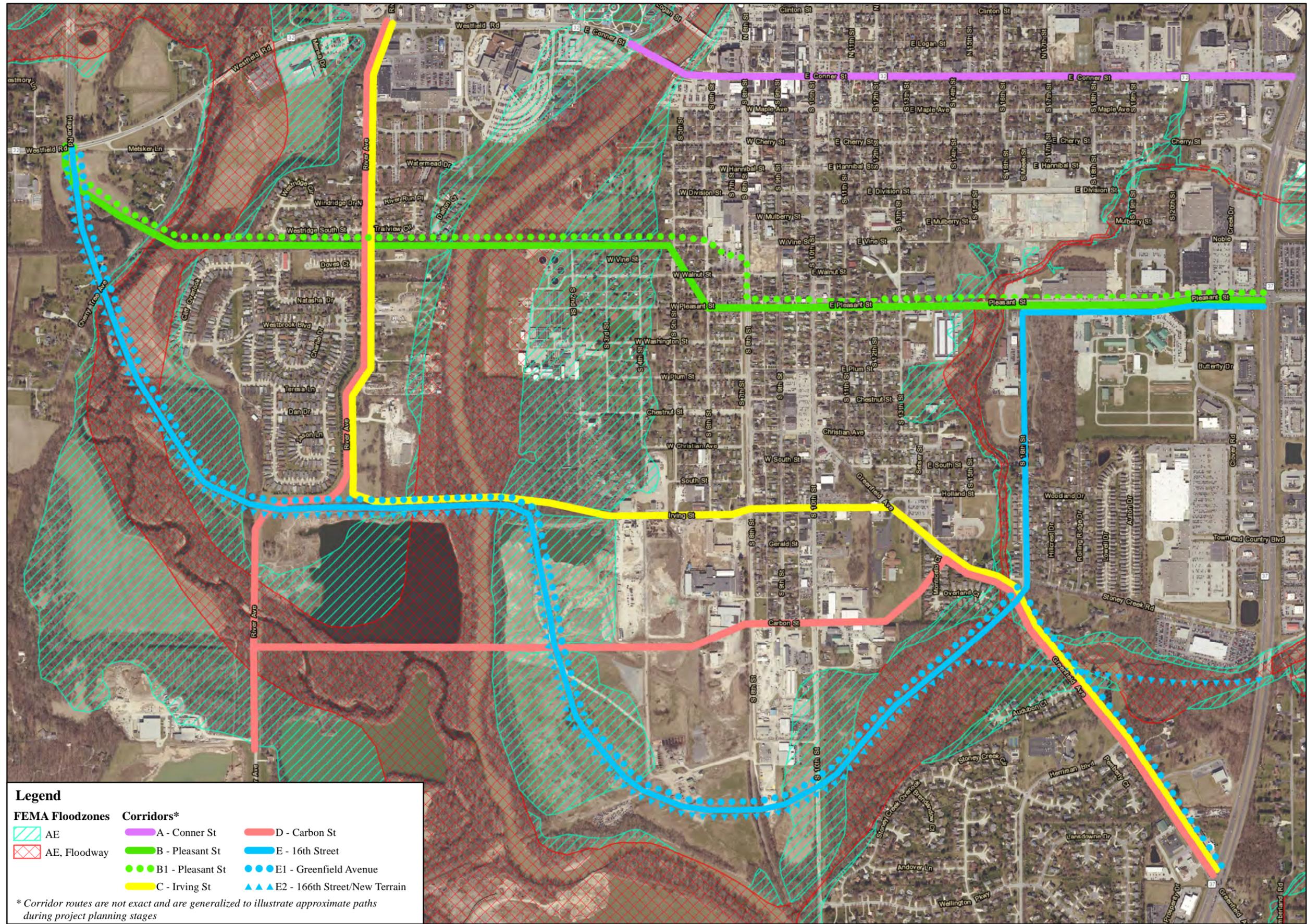
NWI Wetlands Map

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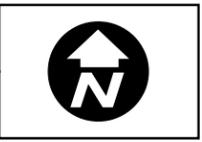
Image Courtesy of USGS and of the IndianaMap Earthstar Geographics S/O
© 2014 Nokia © Photo Date: 7/4/2014 NWI Wetland data courtesy of the
National Wetlands Inventory produced by the U.S. Fish and Wildlife Service



Legend

AE	Corridors*	D - Carbon St
AE, Floodway	A - Conner St	E - 16th Street
	B - Pleasant St	E1 - Greenfield Avenue
	B1 - Pleasant St	E2 - 166th Street/New Terrain
	C - Irving St	

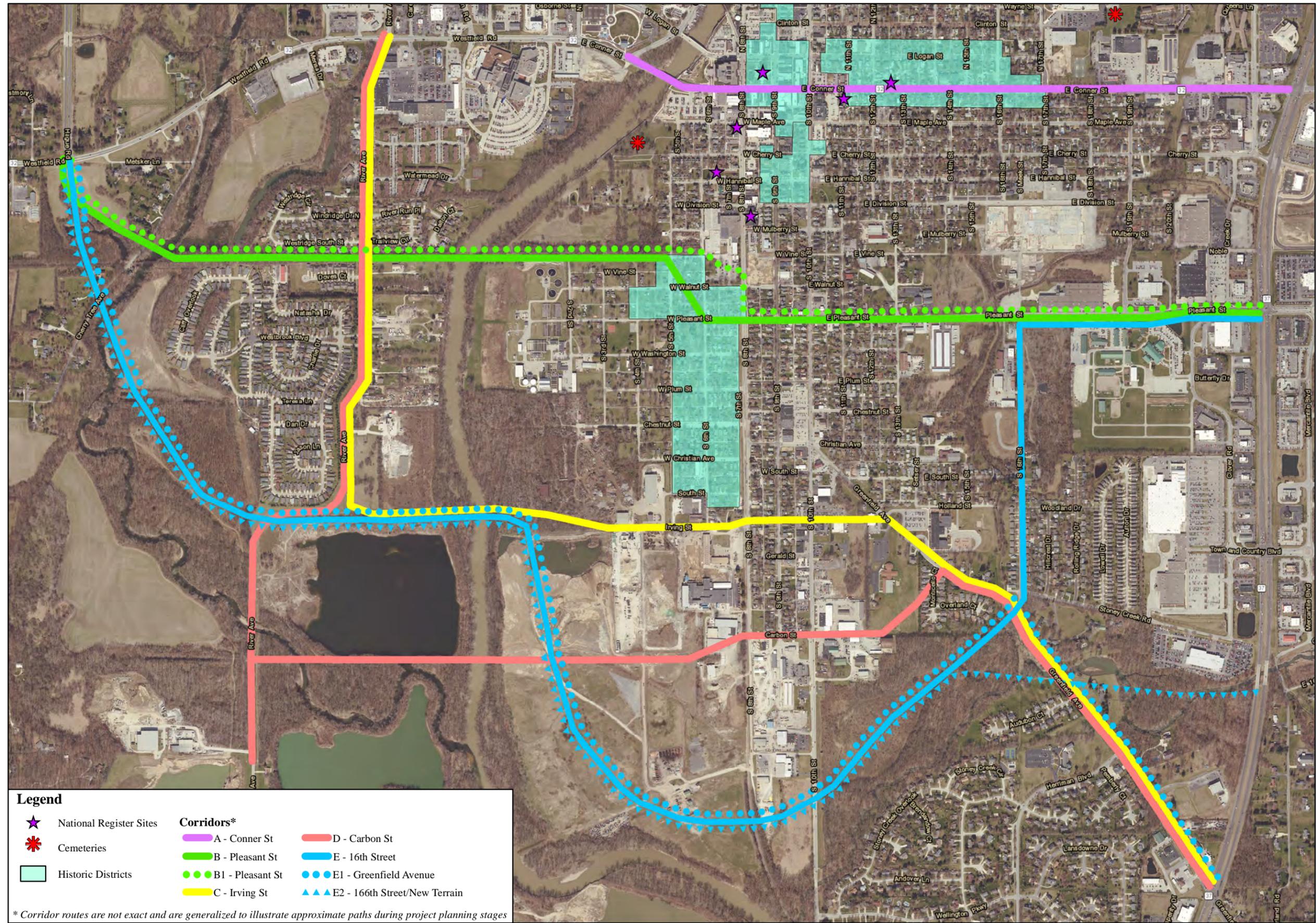
* Corridor routes are not exact and are generalized to illustrate approximate paths during project planning stages



FEMA Floodzones Map

East-West Corridor Project
Noblesville, Hamilton County, Indiana

Scale 1" = 860'	CHA Project No 33469	DES No TBD
<small>Image Courtesy of USGS and of the IndianaMap Earthstar Geographics SIO © 2014 Nokia © - Photo Date: 7/4/2014 FEMA Floodzones Courtesy of Federal Emergency Mgmt Agency</small>		



Legend

- ★ National Register Sites
 - * Cemeteries
 - Historic Districts
- Corridors***
- A - Conner St
 - B - Pleasant St
 - B1 - Pleasant St
 - C - Irving St
 - D - Carbon St
 - E - 16th Street
 - E1 - Greenfield Avenue
 - ▲▲▲ E2 - 166th Street/New Terrain

* Corridor routes are not exact and are generalized to illustrate approximate paths during project planning stages



Historic Resources Map

*East-West Corridor Project
Noblesville, Hamilton County, Indiana*

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Scale 1" = 900'

*Image Courtesy of the IndianaMap
Photo Date: 2017*



- The meeting started with introductions through roll call by agency/organization.
 - Invited parties not in attendance include; USFWS, NRCS, USACE, IDNR Office of Outdoor Recreation, and Indianapolis MPO
- CHA presented the project need and purpose.
- City of Noblesville gave a brief history of the project
 - Project started in 1998, has been studied for years, and is now a priority for the City.
 - The City emphasized an intent to follow the correct procedure for environmental documentation.
 - The City expressed excitement for the project and thanks for all those attending and/or providing feedback and collaboration on the project.
 - The City then noted that the project, prior to the current intent for state funding, was funded locally.
- CHA followed with a brief discussion of the 25 year history of planning.
 - Many alternatives were considered over the years, filtering down to the alternatives presented at the meeting. This included projects completed by the City to address downtown congestion, such as; 186th Street/Field Drive across White River and connecting to SR 19, the Logan Street bridge downtown, and lane markings and traffic improvements on SR 32 downtown.
 - Local roads were considered previously, though were dismissed for features or incomplete connection to SR 37.
 - Alternatives and the noteworthy impacts were discussed, including;
 - Why the “No Build” and Alternative A, “Conner Street” were determined not to meet the purpose and need.
 - Alternatives A-D are proposed by the City after years of planning.
 - Alternatives E, E1, and E2 were proposed by local residents of the SW Quad neighborhood.
 - These alternatives were discussed in relation to the comparative impacts presented in the Preliminary Screening Matrix provided to attendees.
- IDNR, Division of Fish & Wildlife asked whether a “preferred alternative” had been selected for the project.
- CHA noted that no “preferred alternative” has been set, as the City is seeking input from all agencies invited to the meeting. After collaboration with attendees, other invited agencies, and local stakeholders, the “preferred alternative” will be announced.
 - CHA noted that Alternative B has been considered further than the remainder, due to the overall reduced impacts to the natural environment, avoidance of hazardous materials sites, and the substantial reduction in downtown congestion (24%).
- Indiana Geological Survey noted that a source for “Industrial Sand/Gravel Resources” exists on the IndianaMap GIS server, providing the link in the chat window.
- IDNR, Division of Fish & Wildlife (F&W) noted that the Alternative B – Pleasant St Corridor is the least impactful to resources under their jurisdiction.
 - IDNR, F&W also noted that conditions for floodplain tree/forest mitigation are evolving and that an update to IDNR Bulletin #17 is forthcoming.
 - That update includes conditions for on-site replanting, in addition to off-site mitigation or in-lieu fee payment.
 - The update will also outline how the IDNR in-lieu fee program will function similar to the currently active 401/404 stream and wetland mitigation in-lieu fee program, administered by the IDNR.
 - IDNR also noted that condition for wildlife passage is such that an 8 foot tall by 20 foot wide opening is necessary to provide for white tail deer, though the actual path for the deer need



- only be a few feet wide. The opening is necessary to accommodate the instincts of wildlife to only enter tunnels/openings in which the other side is clearly visible.
 - IDNR noted the positive environmental impact of re-use of the former railroad bed for a majority of the Alternative B alignment.
- IDEM spoke in agreement with IDNR that the Alternative B – Pleasant Street corridor is the least impactful to water resources.
 - IDEM cautioned that waters and wetlands investigations should clearly note quality and classification of wetlands, not just areal impact values.
- The Hamilton County Surveyor introduced himself and noted that comments to the initial coordination were sent to the City and CHA, which included comment on the following:
 - Floodplain impacts are a concern for the county drainage and the Surveyor noted the need for coordination with the IDNR, Division of Water (DOW) regarding construction in a floodway.
 - CHA responded that preliminary discussions have been had between the project design team and the IDNR, DOW.
 - The Surveyor noted the old landfill occupies much of the space that Alternatives E, E1, and E2 traverse and that roadway stability/engineering feasibility would be a concern for those corridors.
 - The Surveyor also noted that the historic nature of the old rail bridges along Alternatives B/B1 and pointed out that the re-use of these structures would be an asset to the community and the proposed Midland Trace Trail.
- At this point in the meeting, CHA asked whether any agency/organization had additional comments or concerns.
 - None were noted.
 - CHA then dismissed any agencies who did not have an interest in further discussion of potential permitting concerns with a White River crossing.
 - IDNR and IDEM stayed on the call with the project design team. USACE was not in attendance.
- CHA handed the discussion to USI, who presented preliminary assessments and engineering of a potential crossing along the Alternative B/B1 – Pleasant Street corridor.
- USI noted the historic nature, preliminary condition inspection, and hydraulic considerations of the old railroad bridge at White River.
 - USI noted that alternative alignments/crossings have been preliminarily considered that include re-use or removal of the existing rail bridge.
 - Additionally, the alternative of paired or bypass crossings were considered, in order to preserve the old rail bridge.
 - The pair of the existing rail bridge and the proposed new crossing would create a surcharge of 0.05 feet.
 - IDNR, DOW was contacted regarding allowable backwater and noted that there is no more surcharge available for the floodway in Noblesville downtown.
 - USI has considered alternatives to surcharge, including flood easements (170 parcels extending north past Field Drive) and flood storage excavation immediately northeast of the old rail bridge.
 - USI asked DNR and IDEM what considerations should be made in preliminary engineering regarding these impacts and possible floodway mitigation?
- IDNR responded that flood storage mitigation appears to be an uneven compensation for preservation of the old rail bridge and would present even greater environmental impact.
- IDEM concurred with the desire to avoid additional floodplain impacts through flood storage excavation, in order to preserve the old rail bridge.
- IDNR asked whether elements of the old rail bridge could be incorporated into the new bridge design.



- USI noted that incorporation of elements of the old bridge is an option that can be considered.
- IDNR asked about the old rail bridge crossing Cicero Creek.
- USI noted that the crossing at that location has not been studied in as much detail as the White River crossing, though it will be considered.
- At this point, no further discussion was had regarding permits for the White River crossing and CHA thanked all those attending and reiterated that comments would continue to be received.
- IDNR noted that formal comment on the project will be submitted to CHA/Noblesville in response to Early Coordination.
- CHA adjourned the meeting.

Attached: Early Coordination Distribution List



Organization and Project Information

Project ID: 059473
Des. ID: TBD
Project Title: Noblesville East-West Corridor Project
Name of Organization: CHA Consulting, Inc.
Requested by: Robert Winebrinner

Environmental Assessment Report

1. Geological Hazards:
 - High liquefaction potential
 - Floodway
2. Mineral Resources:
 - Bedrock Resource: High Potential
 - Sand and Gravel Resource: High Potential
3. Active or abandoned mineral resources extraction sites:
 - Petroleum Exploration Wells
 - Abandoned Industrial Minerals Sand Gravel Pits

*All map layers from Indiana Map (maps.indiana.edu)

DISCLAIMER:

This document was compiled by Indiana University, Indiana Geological Survey, using data believed to be accurate; however, a degree of error is inherent in all data. This product is distributed "AS-IS" without warranties of any kind, either expressed or implied, including but not limited to warranties of suitability to a particular purpose or use. No attempt has been made in either the design or production of these data and document to define the limits or jurisdiction of any federal, state, or local government. The data used to assemble this document are intended for use only at the published scale of the source data or smaller (see the metadata links below) and are for reference purposes only. They are not to be construed as a legal document or survey instrument. A detailed on-the-ground survey and historical analysis of a single site may differ from these data and this document.

This information was furnished by Indiana Geological Survey

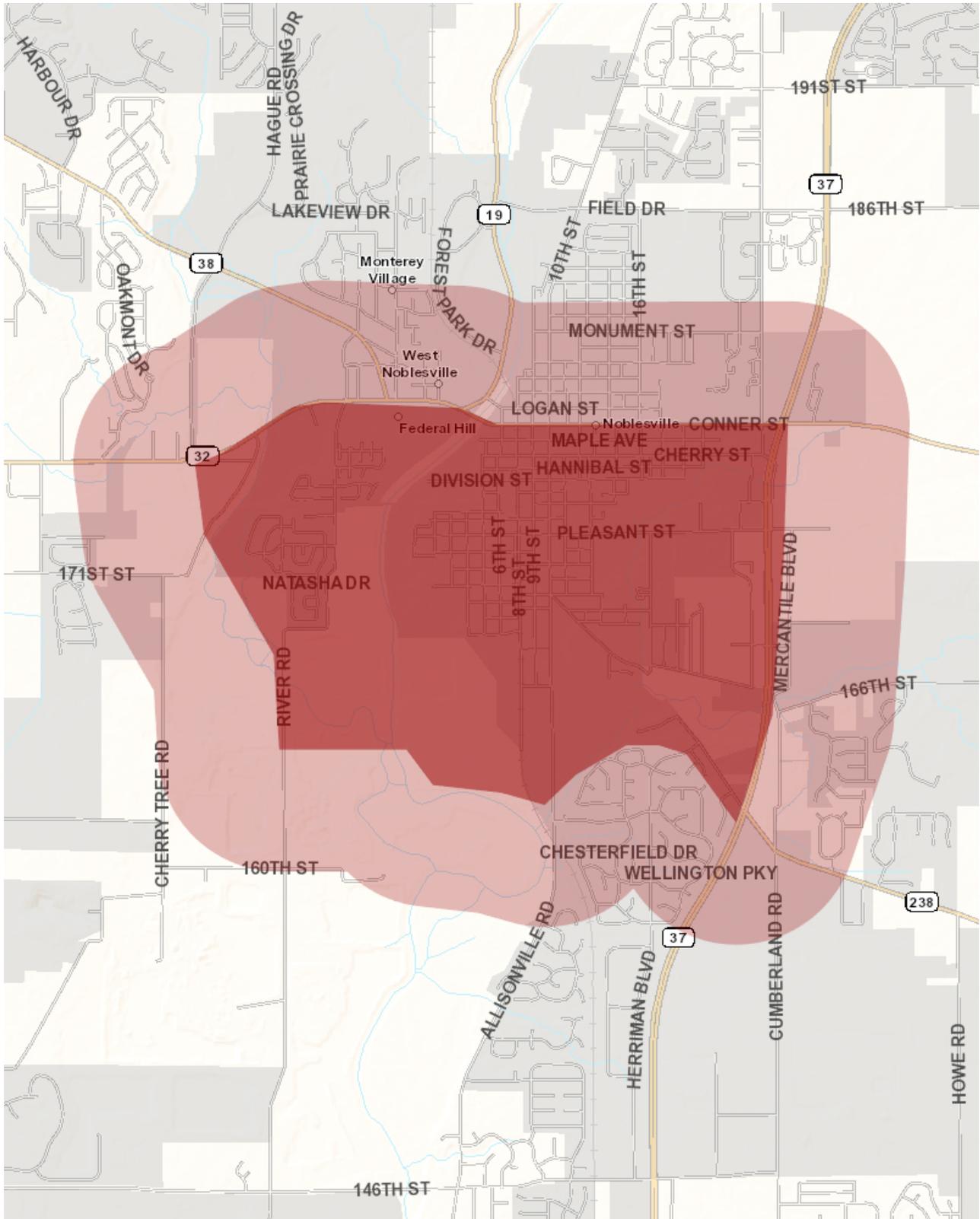
Address: 420 N. Walnut St., Bloomington, IN 47404

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: April 20, 2020

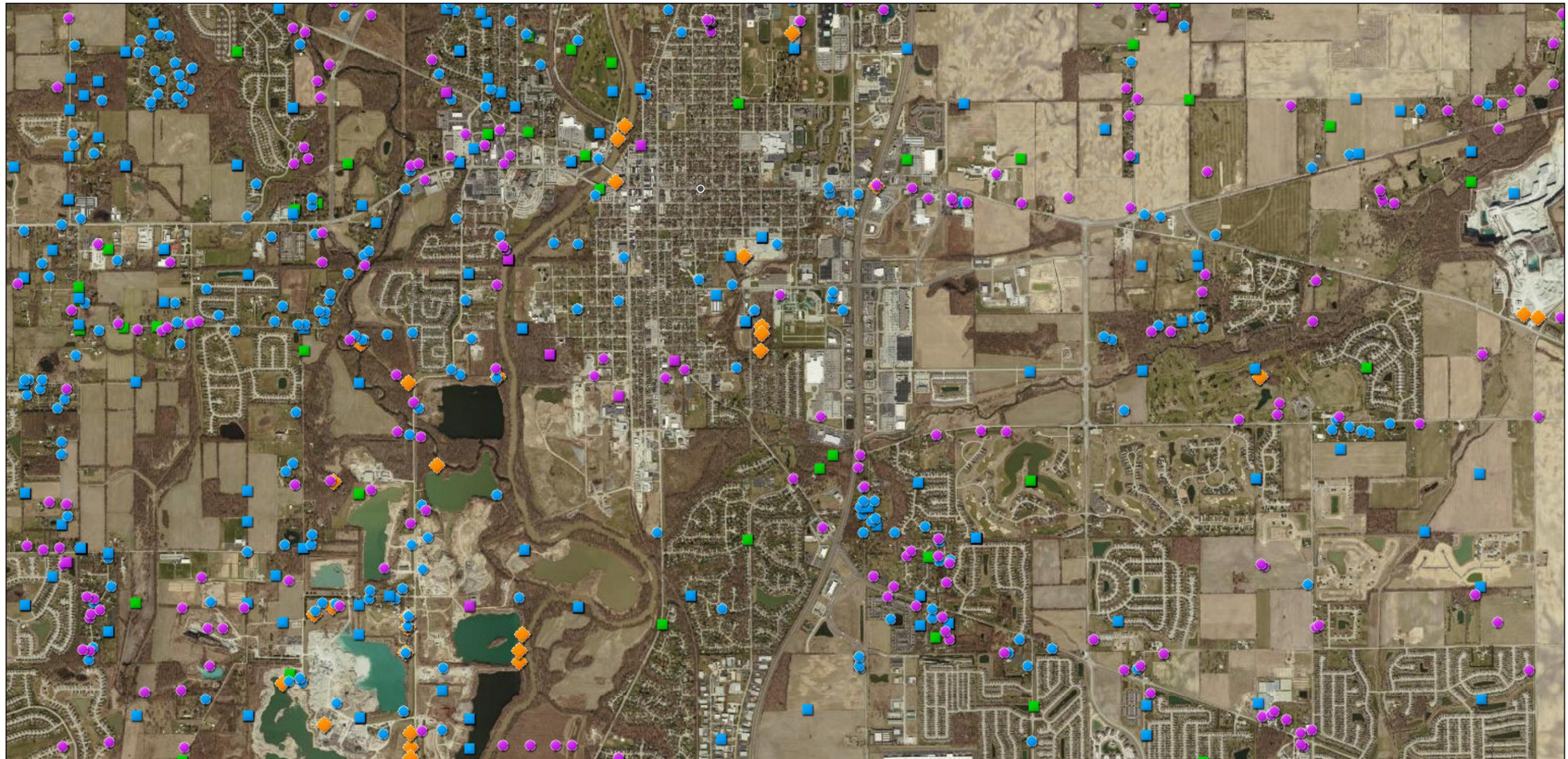




Metadata:

- https://maps.indiana.edu/metadata/Geology/Petroleum_Wells.html
- https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Pits_Abandoned.html
- https://maps.indiana.edu/metadata/Geology/Seismic_Earthquake_Liquefaction_Potential.html
- https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Resources.html
- https://maps.indiana.edu/metadata/Hydrology/Floodplains_FIRM.html
- https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html

Noblesville E-W Corridor - Indiana DNR Water Well Viewer



4/20/2020, 3:12:56 PM

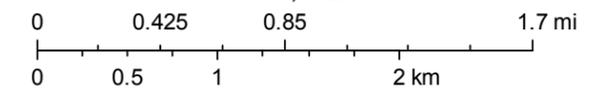
Boreholes Drilled to Bedrock Unspecified Well Type

- Other
- Field Located
- Other
- ◆ Significant Withdraw Wells

Unconsolidated Wells

- Red: Band_1
- Green: Band_2
- Blue: Band_3
- Other
- Field Located

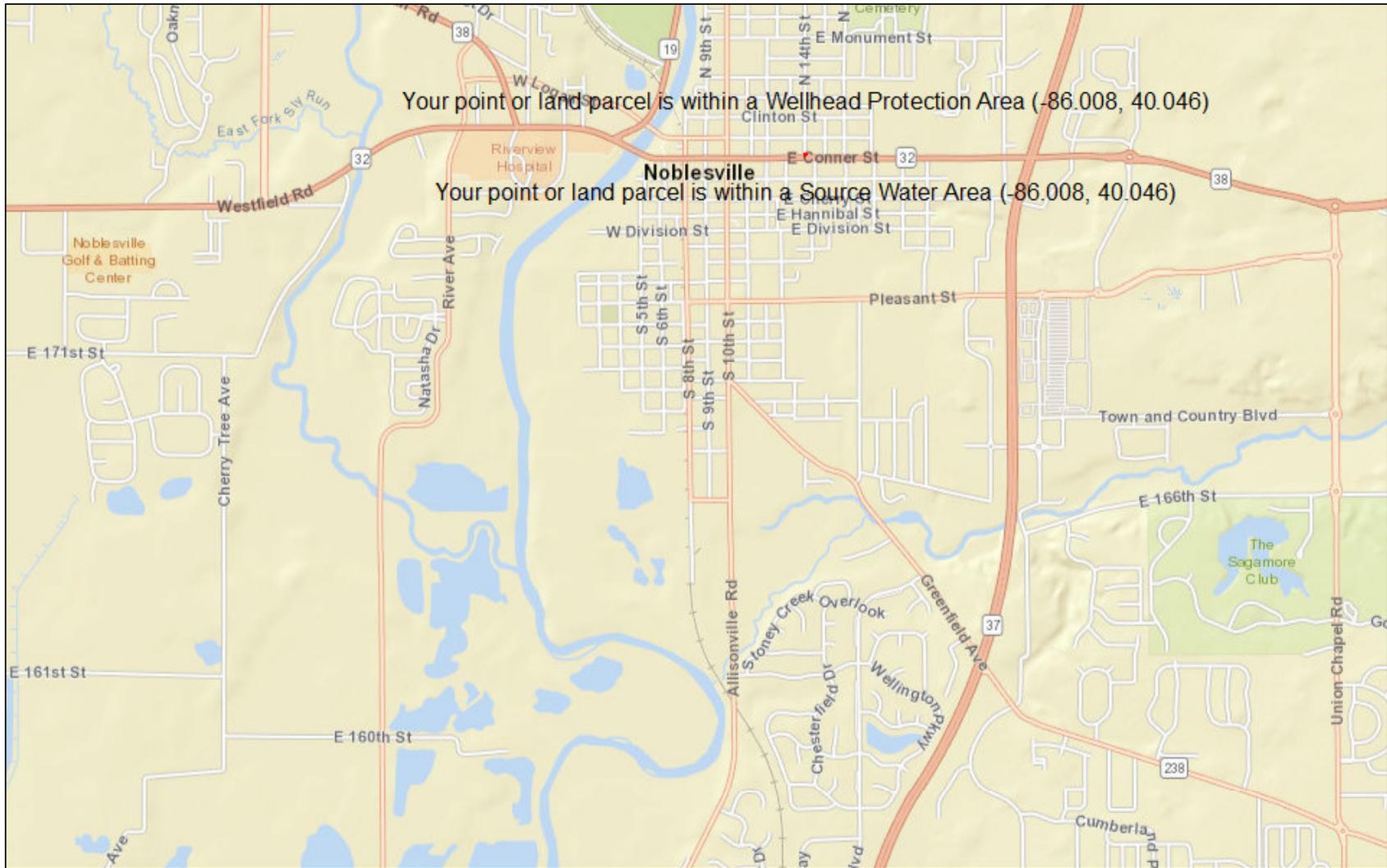
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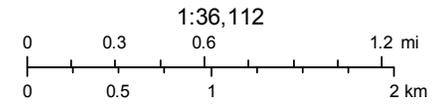
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

InDNRMaps
IN Dept. of Natural Resources 2018

IDEM Source Water Proximity

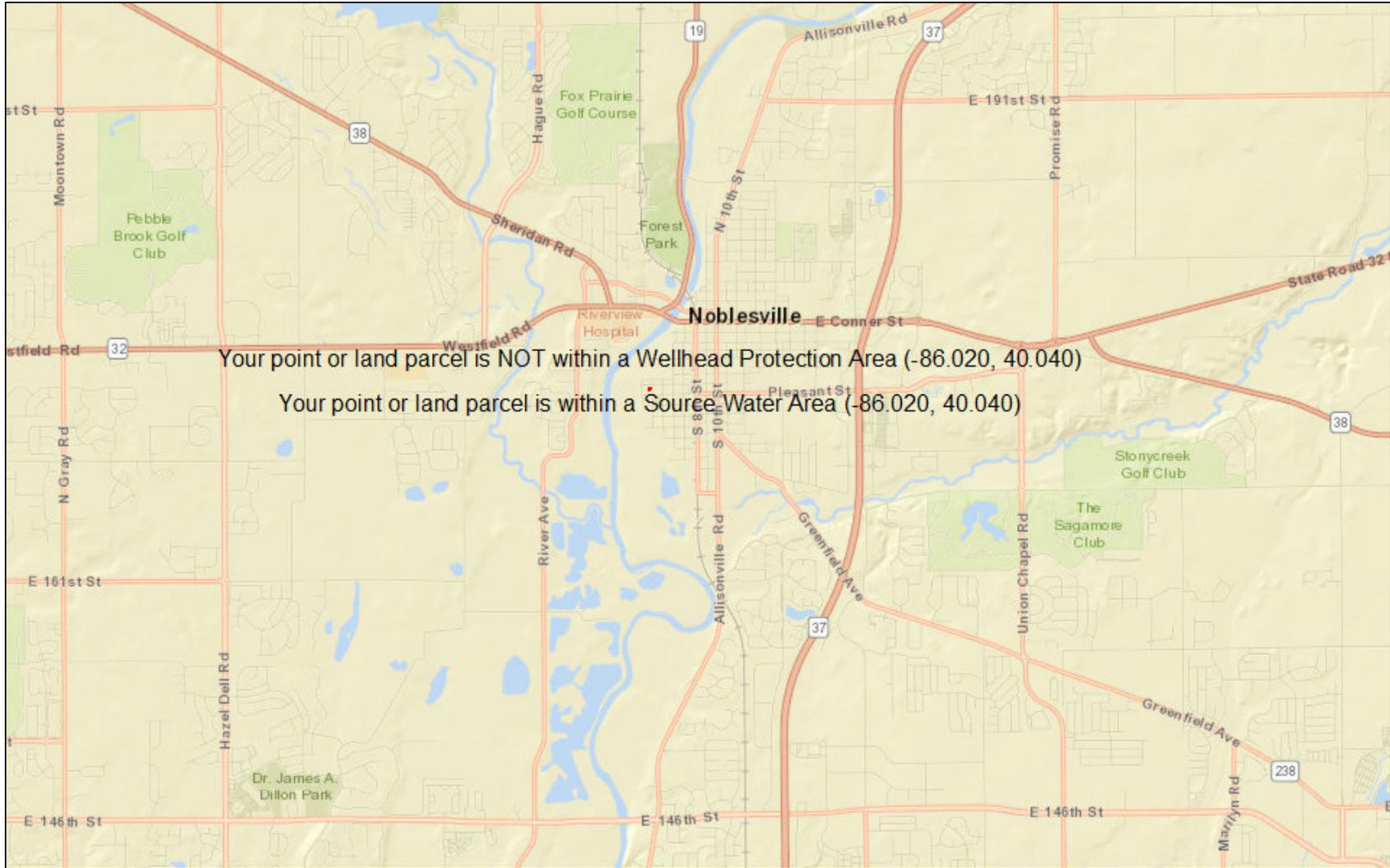


April 20, 2020

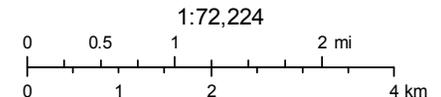


Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand),

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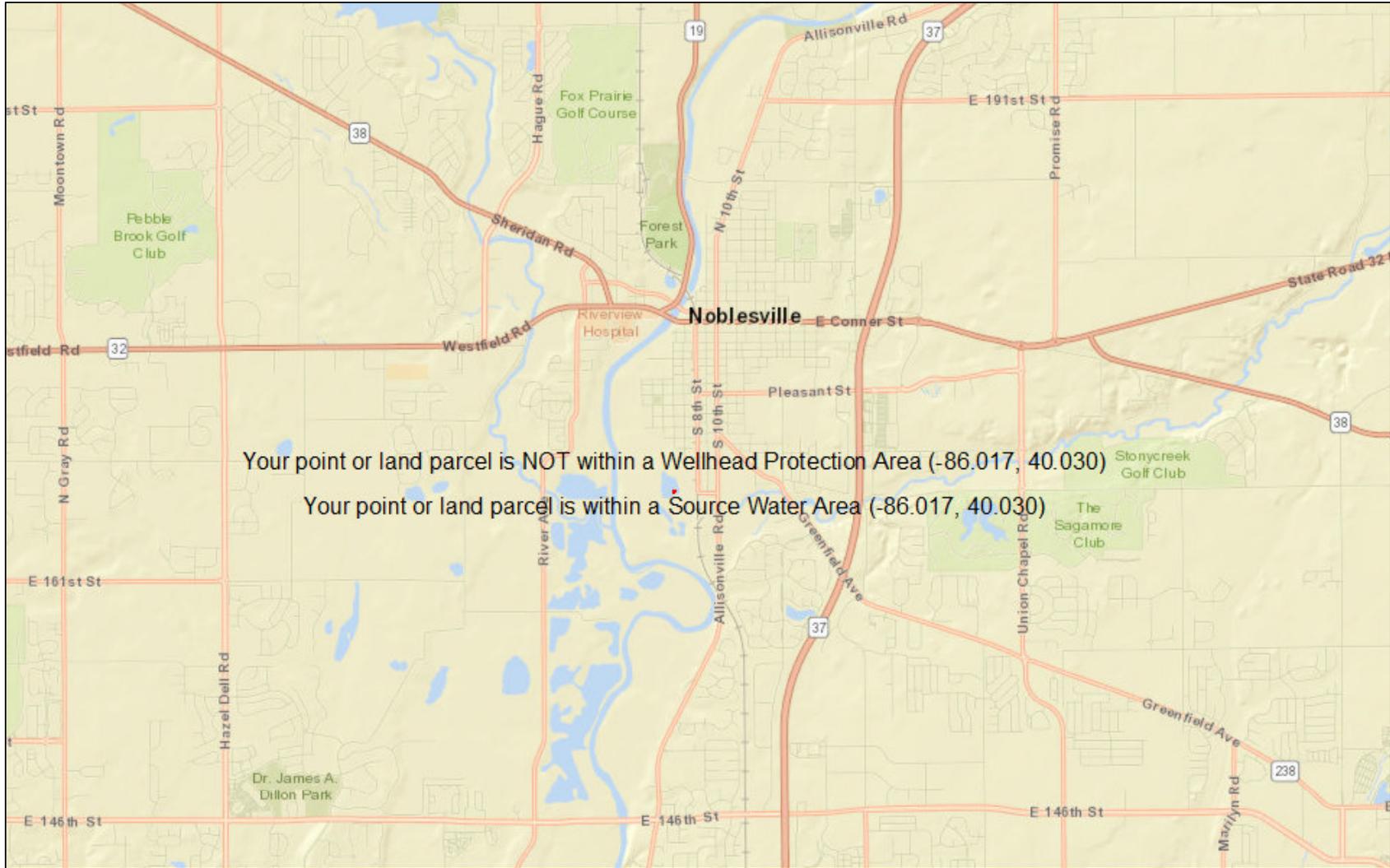


April 20, 2020

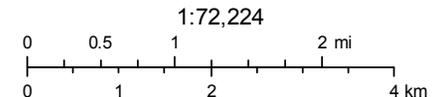


Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand),

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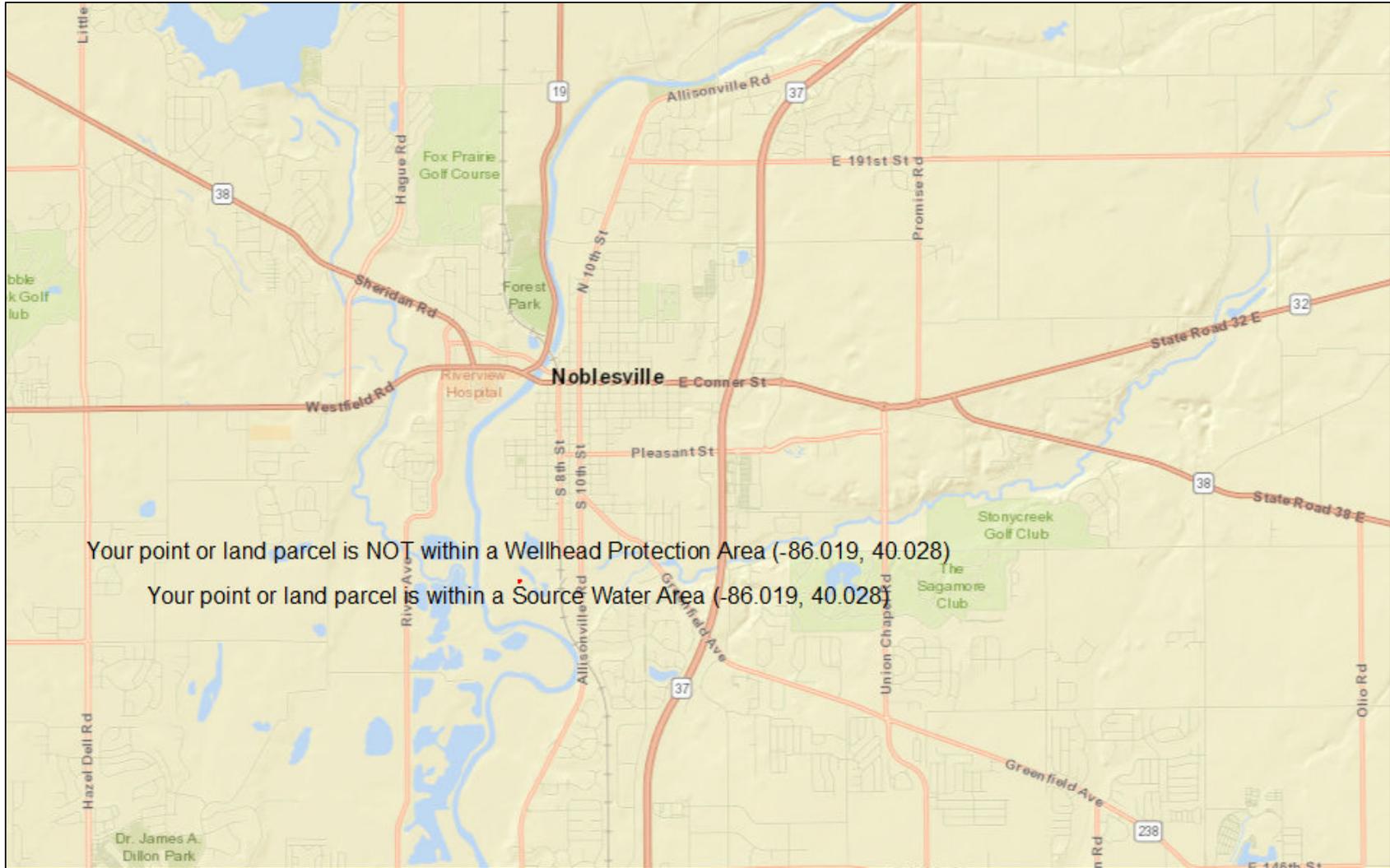


April 20, 2020

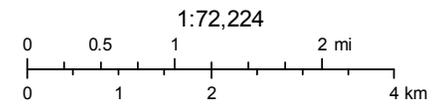


Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand),

IDEM Source Water Proximity

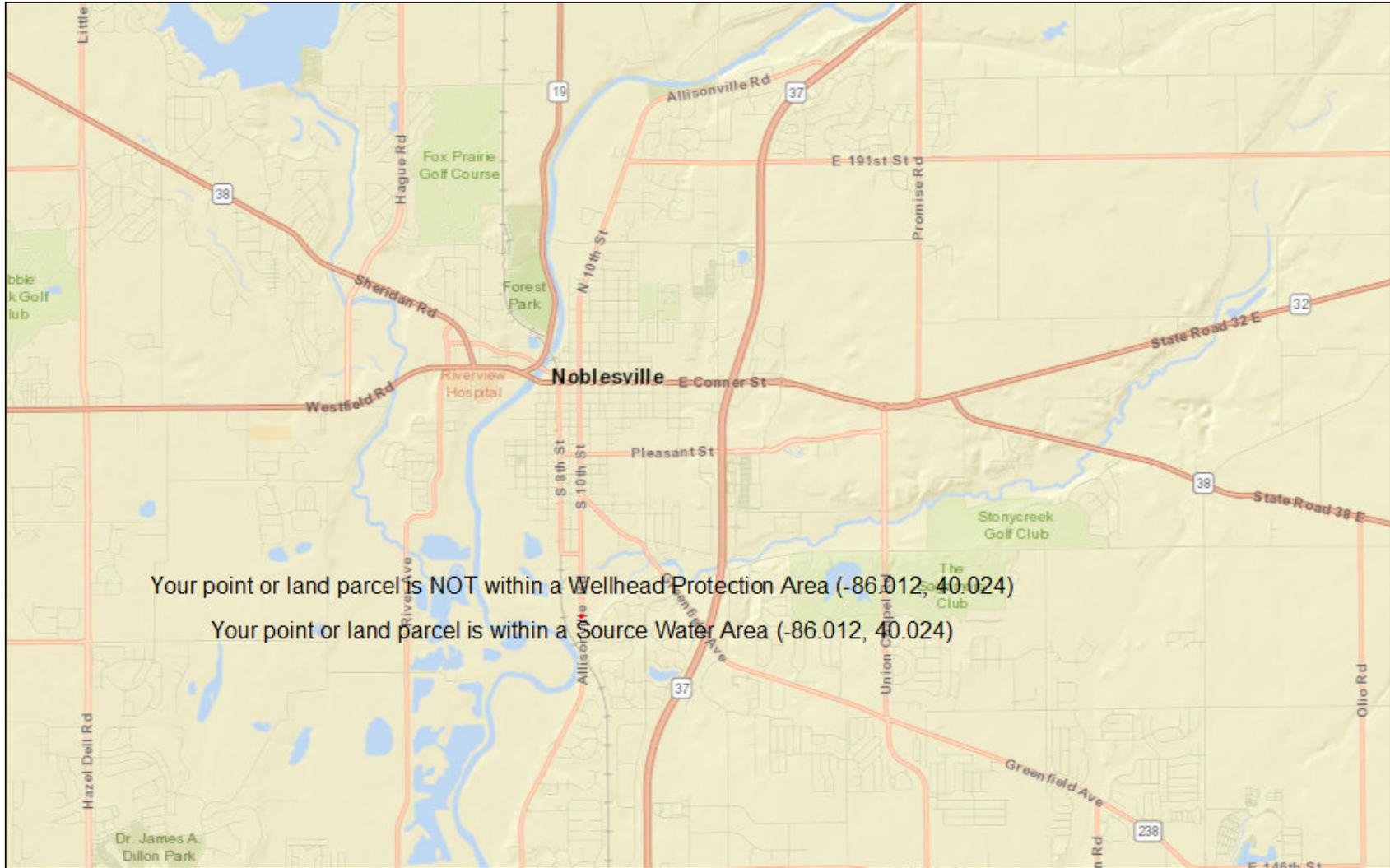


April 20, 2020

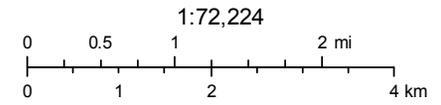


Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand),

IDEM Source Water Proximity



April 20, 2020



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand),



Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

100 North Senate Avenue - Indianapolis, IN 46204
(800) 451-6027 - (317) 232-8603 - www.idem.IN.gov

City of Noblesville
Alison Krupski, P.E., City Engineer
16 South 10th Street
Suite 155
Noblesville, IN 46060
Date

CHA Consulting, Inc.
Robert Winebrinner
300 S Meridian St.
Union Station, Ste 250 - CHA
Indianapolis, IN 46225

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The City of Noblesville is proposing to advance a state-sponsored Environmental Assessment for an east to west corridor project through the city, from S.R. 37 to S.R. 32 across the White River. The project anticipates the State of Indiana funding, environmental study for a reasonable range of alternatives is required by 329-IAC-5-1-4. The project may also be funded fully with local funding. All seven corridors currently under consideration for the proposed project will begin at S.R. 37 and extend to the west, traveling over the White River and terminating at S.R. 32. A broad right-of-way path will be evaluated for each corridor.

This letter from the Indiana Department of Environmental Management (IDEM) serves as a standardized response to enquiries inviting IDEM comments on roadway construction, reconstruction, or other improvement projects within existing roadway corridors when the proposed scope of the project is beneath the threshold requiring a formal National Environmental Policy Act-mandated Environmental Assessment or Environmental Impact Statement. As the letter attempts to address all roadway-related environmental topics of potential concern, it is possible that not every topic addressed in the letter will be applicable to your particular roadway project.

For additional information on specific roadway-related topics of interest, please visit the appropriate Web pages cited below, many of which provide contact information for persons within the various program areas who can answer questions not fully addressed in this letter. Also please be mindful that some environmental requirements may be subject to change and so each person intending to include a copy of this letter in their project documentation packet is advised to download the most recently revised version of the letter; found at: <http://www.in.gov/idem/5283.htm> (<http://www.in.gov/idem/5283.htm>).

To ensure that all environmentally-related issues are adequately addressed, IDEM recommends that you read this letter in its entirety, and consider each of the following issues as you move forward with the planning of your proposed roadway construction, reconstruction, or improvement project:

WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are

disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

USACE recommends that you have a consultant check to determine whether your project will abut, or lie within, a wetland area. To view a list of consultants that have requested to be included on a list posted by the USACE on their Web site, see USACE Permits and Public Notices (<http://www.lrl.usace.army.mil/orf/default.asp>) (<http://www.lrl.usace.army.mil/orf/default.asp>) and then click on "Information" from the menu on the right-hand side of that page. Their "Consultant List" is the fourth entry down on the "Information" page. Please note that the USACE posts all consultants that request to appear on the list, and that inclusion of any particular consultant on the list does not represent an endorsement of that consultant by the USACE, or by IDEM.

Much of northern Indiana (Newton, Lake, Porter, LaPorte, St. Joseph, Elkhart, LaGrange, Steuben, and Dekalb counties; large portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and lesser portions of Benton, White, Pulaski, Kosciusko, and Wells counties) is served by the USACE District Office in Detroit (313-226-6812). The central and southern portions of the state (large portions of Benton, White, Pulaski, Kosciusko, and Wells counties; smaller portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and all other Indiana counties located in north-central, central, and southern Indiana) are served by the USACE Louisville District Office (502-315-6733).

Additional information on contacting these U.S. Army Corps of Engineers (USACE) District Offices, government agencies with jurisdiction over wetlands, and other water quality issues, can be found at <http://www.in.gov/idem/4396.htm> (<http://www.in.gov/idem/4396.htm>). IDEM recommends that impacts to wetlands and other water resources be avoided to the fullest extent.

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>).
3. If the USACE determines that a wetland or other water body is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana. A State Isolated Wetland permit from IDEM's Office of Water Quality (OWQ) is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the OWQ Wetlands Program at 317-233-8488.
4. If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>) for the appropriate staff contact to further discuss your project.
5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the follow statutes:
 - IC 14-26-2 Lakes Preservation Act 312 IAC 11
 - IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
 - IC 14-28-1 Flood Control Act 310 IAC 6-1
 - IC 14-29-1 Navigable Waterways Act 312 IAC 6
 - IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6

- IC 14-29-4 Construction of Channels Act No related code

For information on these Indiana (statutory) Code and Indiana Administrative Code citations, see the DNR Web site at: <http://www.in.gov/dnr/water/9451.htm> (<http://www.in.gov/dnr/water/9451.htm>) . Contact the DNR Division of Water at 317-232-4160 for further information.

The physical disturbance of the stream and riparian vegetation, especially large trees overhanging any affected water bodies should be limited to only that which is absolutely necessary to complete the project. The shade provided by the large overhanging trees helps maintain proper stream temperatures and dissolved oxygen for aquatic life.

6. For projects involving construction activity (which includes clearing, grading, excavation and other land disturbing activities) that result in the disturbance of one (1), or more, acres of total land area, contact the Office of Water Quality – Watershed Planning Branch (317/233-1864) regarding the need for of a Rule 5 Storm Water Runoff Permit. Visit the following Web page
 - <http://www.in.gov/idem/4902.htm> (<http://www.in.gov/idem/4902.htm>)

To obtain, and operate under, a Rule 5 permit you will first need to develop a Construction Plan (<http://www.in.gov/idem/4917.htm#constreq> (<http://www.in.gov/idem/4917.htm#constreq>)), and as described in 327 IAC 15-5-6.5 (<http://www.in.gov/legislative/iac/T03270/A00150> [PDF] (<http://www.in.gov/legislative/iac/T03270/A00150.PDF>), pages 16 through 19). Before you may apply for a Rule 5 Permit, or begin construction, you must submit your Construction Plan to your county Soil and Water Conservation District (SWCD) (<http://www.in.gov/isda/soil/contacts/map.html> (<http://www.in.gov/isda/soil/contacts/map.html>)).

Upon receipt of the construction plan, personnel of the SWCD or the Indiana Department of Environmental Management will review the plan to determine if it meets the requirements of 327 IAC 15-5. Plans that are deemed deficient will require re-submittal. If the plan is sufficient you will be notified and instructed to submit the verification to IDEM as part of the Rule 5 Notice of Intent (NOI) submittal. Once construction begins, staff of the SWCD or Indiana Department of Environmental Management will perform inspections of activities at the site for compliance with the regulation.

Please be mindful that approximately 149 Municipal Separate Storm Sewer System (MS4) areas are now being established by various local governmental entities throughout the state as part of the implementation of Phase II federal storm water requirements. All of these MS4 areas will eventually take responsibility for Construction Plan review, inspection, and enforcement. As these MS4 areas obtain program approval from IDEM, they will be added to a list of MS4 areas posted on the IDEM Website at: <http://www.in.gov/idem/4900.htm> (<http://www.in.gov/idem/4900.htm>).

If your project is located in an IDEM-approved MS4 area, please contact the local MS4 program about meeting their storm water requirements. Once the MS4 approves the plan, the NOI can be submitted to IDEM.

Regardless of the size of your project, or which agency you work with to meet storm water requirements, IDEM recommends that appropriate structures and techniques be utilized both during the construction phase, and after completion of the project, to minimize the impacts associated with storm water runoff. The use of appropriate planning and site development and appropriate storm water quality measures are recommended to prevent soil from leaving the construction site during active land disturbance and for post construction water quality concerns. Information and assistance regarding storm water related to construction activities are available from the Soil and Water Conservation District (SWCD) offices in each county or from IDEM.

7. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317/232-4080) for additional project input.
8. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.
9. For projects involving effluent discharges to waters of the State of Indiana, contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.
10. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

AIR QUALITY

The above-noted project should be designed to minimize any impact on ambient air quality in, or near, the project area. The project must comply with all federal and state air pollution regulations. Consideration should be given to the following:

1. Regarding open burning, and disposing of organic debris generated by land clearing activities; some types of open burning are allowed (<http://www.in.gov/idem/4148.htm>) under specific conditions. You also can seek an open burning variance from IDEM.

However, IDEM generally recommends that you take vegetative wastes to a registered yard waste composting facility or that the waste be chipped or shredded with composting on site (you must register with IDEM if more than 2,000 pounds is to be composted; contact 317/232-0066). The finished compost can then be used as a mulch or soil amendment. You also may bury any vegetative wastes (such as leaves, twigs, branches, limbs, tree trunks and stumps) onsite, although burying large quantities of such material can lead to subsidence problems, later on.

Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, constructing wind barriers, or treating dusty areas with chemical stabilizers (such as calcium chloride or several other commercial products). Dirt tracked onto paved roads from unpaved areas should be minimized.

Additionally, if construction or demolition is conducted in a wooded area where blackbirds have roosted or abandoned buildings or building sections in which pigeons or bats have roosted for 3-5 years precautionary measures should be taken to avoid an outbreak of histoplasmosis. This disease is caused by the fungus *Histoplasma capsulatum*, which stems from bird or bat droppings that have accumulated in one area for 3-5 years. The spores from this fungus become airborne when the area is disturbed and can cause infections over an entire community downwind of the site. The area should be wetted down prior to cleanup or demolition of the project site. For more detailed information on histoplasmosis prevention and control, please contact the Acute Disease Control Division of the Indiana State Department of Health at (317) 233-7272.

2. The U.S. EPA and the Surgeon General recommend that people not have long-term exposure to radon at levels above 4 pCi/L. (For a county-by-county map of predicted radon levels in Indiana, visit: <http://www.in.gov/idem/4145.htm>.)

The U.S. EPA further recommends that all homes (and apartments within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L, or higher, EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L, or higher, EPA recommends the installation

of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit: http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf (http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf.) It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

To learn more about radon, radon risks, and ways to reduce exposure visit:

<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm> (<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm>), <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>), or <http://www.epa.gov/radon/index.html> (<http://www.epa.gov/radon/index.html>).

3. With respect to asbestos removal: all facilities slated for renovation or demolition (except residential buildings that have (4) four or fewer dwelling units and which will not be used for commercial purposes) must be inspected by an Indiana-licensed asbestos inspector prior to the commencement of any renovation or demolition activities. If regulated asbestos-containing material (RACM) that may become airborne is found, any subsequent demolition, renovation, or asbestos removal activities must be performed in accordance with the proper notification and emission control requirements.

If no asbestos is found where a renovation activity will occur, or if the renovation involves removal of less than 260 linear feet of RACM off of pipes, less than 160 square feet of RACM off of other facility components, or less than 35 cubic feet of RACM off of all facility components, the owner or operator of the project does not need to notify IDEM before beginning the renovation activity.

For questions on asbestos demolition and renovation activities, you can also call IDEM's Lead/Asbestos section at 1-888-574-8150.

However, in all cases where a demolition activity will occur (even if no asbestos is found), the owner or operator must still notify IDEM 10 working days prior to the demolition, using the form found at <http://www.in.gov/icpr/webfile/formsdiv/44593.pdf> (<http://www.in.gov/icpr/webfile/formsdiv/44593.pdf>).

Anyone submitting a renovation/demolition notification form will be billed a notification fee based upon the amount of friable asbestos containing material to be removed or demolished. Projects that involve the removal of more than 2,600 linear feet of friable asbestos containing materials on pipes, or 1,600 square feet or 400 cubic feet of friable asbestos containing material on other facility components, will be billed a fee of \$150 per project; projects below these amounts will be billed a fee of \$50 per project. All notification remitters will be billed on a quarterly basis.

For more information about IDEM policy regarding asbestos removal and disposal, visit:

<http://www.in.gov/idem/4983.htm> (<http://www.in.gov/idem/4983.htm>).

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).
5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2, Asphalt Paving Rule

(<http://www.ai.org/legislative/iac/T03260/A00080.PDF>
(<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).

6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: www.ai.org/legislative/iac/t03260/a00020.pdf (<http://www.ai.org/legislative/iac/t03260/a00020.pdf>)). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.
7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD atdem.state.in.us.

LAND QUALITY

In order to maintain compliance with all applicable laws regarding contamination and/or proper waste disposal, IDEM recommends that:

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103.
2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit <http://www.in.gov/idem/4998.htm> (<http://www.in.gov/idem/4998.htm>).
3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.
4. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.
5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes (Asbestos removal is addressed above, under Air Quality).
6. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317/308-3039. See: <http://www.in.gov/idem/4999.htm> (<http://www.in.gov/idem/4999.htm>).

FINAL REMARKS

Should you need to obtain any environmental permits in association with this proposed project, please be mindful that IC 13-15-8 requires that you notify all adjoining property owners and/or occupants within ten days your submittal of each permit application. However, if you are seeking multiple permits, you can still meet the notification requirement with a single notice if all required permit applications are submitted with the same ten day period.

Should the scope of the proposed project be expanded to the extent that a National Environmental Policy Act Environmental Assessment (EA) or Environmental Impact Statement (EIS) is required, IDEM will actively participate in any early interagency coordination review of the project.

Meanwhile, please note that this letter does not constitute a permit, license, endorsement or any other form of approval on the part of the Indiana Department of Environmental Management regarding any project for which a copy of this letter is used. Also note that it is the responsibility of the project engineer or consultant using this letter to ensure that the most current draft of this document, which is located at <http://www.in.gov/idem/5284.htm> (<http://www.in.gov/idem/5284.htm>), is used.

Signature(s) of the Applicant

I acknowledge that the following proposed roadway project will be financed in part, or in whole, by public monies.

Project Description

The City of Noblesville is proposing to advance a state-sponsored Environmental Assessment for an east to west corridor project through the city, from S.R. 37 to S.R. 32 across the White River. The project anticipates the State of Indiana funding, environmental study for a reasonable range of alternatives is required by 329-IAC-5-1-4. The project may also be funded fully with local funding. All seven corridors currently under consideration for the proposed project will begin at S.R. 37 and extend to the west, traveling over the White River and terminating at S.R. 32. A broad right-of-way path will be evaluated for each corridor.

With my signature, I do hereby affirm that I have read the letter from the Indiana Department of Environment that appears directly above. In addition, I understand that in order to complete that project in which I am interested, with a minimum of impact to the environment, I must consider all the issues addressed in the aforementioned letter, and further, that I must obtain any required permits.

Date: 04/24/2020

Signature of the INDOT

Project Engineer or Other Responsible Agent



Alison Krupski, P.E., City Engineer

Date: 04/20/2020

Signature of the

For Hire Consultant



Robert Winebrinner

Winebrinner, Robert

From: Clark, Rickie <RCLARK@indot.IN.gov>
Sent: Monday, April 20, 2020 4:35 PM
To: Winebrinner, Robert
Subject: [--EXTERNAL--]: Early Coordination - TBD East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD - CHA Proj. No.
Attachments: PublicInvolvementTrainingIntroduction.pdf; PublicInvolvementTraining-Criteria to determine which projects require action.pdf; PublicInvolvementTraining-Holding a Public Hearing.pdf; PublicInvolvementTraining-Offering a Public Hearing.pdf

Follow Up Flag: Flag for follow up
Flag Status: Flagged



INDIANA DEPARTMENT OF TRANSPORTATION

DECENTRALIZATION OF PUBLIC INVOLVEMENT FOR FEDERAL-AID PROJECTS 2020

- **Public involvement process changing for INDOT projects**
- **Public involvement activities for LPA projects will continue to be performed by consultant teams**
- **Certification of public involvement process (INDOT and LPA) transitioning to Consultant Services**

Historically, formal public involvement required per federal law/regulation has been a centralized process coordinated by INDOT's Office of Public Involvement (OPI). However, after careful consideration and per executive decision, public involvement (PI) required for federal-aid projects, is transitioning to a decentralized process led by INDOT Project Management (PM) under the leadership of our Capital Program Management Division (CMPD). The decision to decentralize PI is in line with what many departments of transportation have done and are doing to achieve optimal efficiency in project development and delivery.

The timeline for full implementation of PI decentralization began January 1, 2020 and continues through June 30, 2020. This six month period allows sufficient time to evaluate implementation. During this evaluation period, INDOT's Office of Public Involvement will continue to provide guidance, support and perform public involvement activities as needed.

In moving forward with PI decentralization, the certification of PI requirements will transition to INDOT Consultant Service Managers (CSM).

INDOT OFFICE OF PUBLIC INVOLVEMENT - Prior to the executive decision to decentralize PI, INDOT developed a draft Public Involvement Procedures (PIP) document to update its PI process. This

document will be updated to reflect the transition to a decentralized PI process. An updated INDOT PIP document is anticipated to be completed Spring 2020.

Throughout the PI transition (evaluation period through June 30, 2020) the Office of Public Involvement will continue to monitor, oversee and coordinate compliance of state and federal laws/regulations pertaining to public involvement in transportation decision-making. The Office of Public Involvement will continue providing guidance, support and coordination activities working with our ADA, Title VI, Planning/STIP programs. **DECENTRALIZATION OF PI – RESPONSIBILITIES** are generally described below:

Project Management

- Coordinate public involvement activities including public meetings/hearings, advertising the hearings opportunity, documenting all activities undertaken during formal (required) public involvement

Consultant Services

- Certification of public involvement, ensuring public involvement activities are conducted in accordance to federal regulations (per guidance provided by Office of Public Involvement), sign off on NEPA documentation indicating completion of public involvement

Office of Public Involvement

- Develop/facilitate PI training materials, develop resource and guidance materials including ADA and Title VI stakeholder engagement and support services, coordinate and deliver FHWA EDC-5 Virtual Public Innovation (VPI), Public Involvement Procedures and related documents

PROJECT MANAGEMENT AND CONSULTANT TEAMS

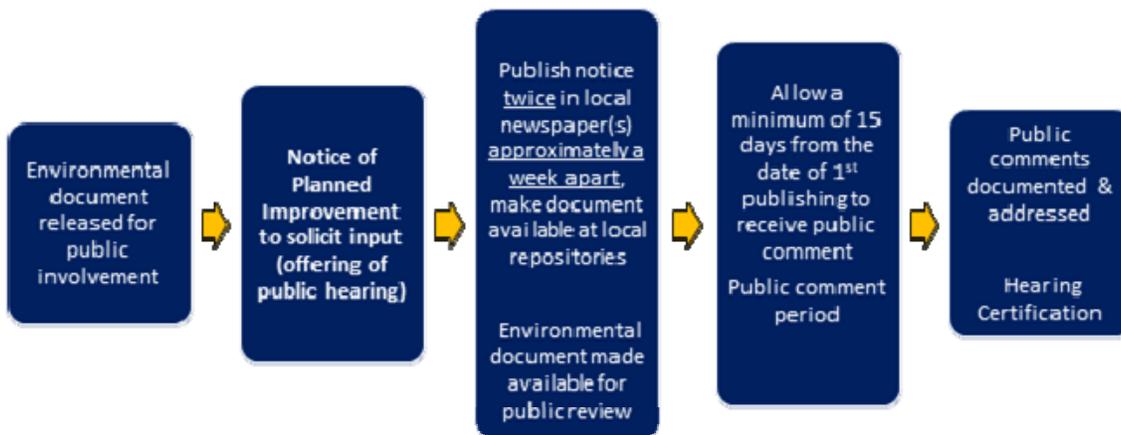
For CE projects, a public hearing must be offered OR held; an exception to this would be for CE projects involving a historic bridge, those require a public hearing

- EA and EIS projects require mandatory public hearing

Most projects in the production schedule are CE level, therefore upon release of the NEPA document, required public involvement (for federal-aid projects meeting INDOT's PI criteria) would fall under one of the two scenarios below:

Scenario #1 – Advertise public hearing opportunity

- Publish two legal notices in the local paper to advertise the project and offer the public the opportunity to request a public hearing
- Ensure project documents are available for the public to view (at least one location within reasonable proximity to the project) must be selected, you can have multiple locations if desired
- The public must be offered a minimum of 15 days in which to submit comments or to request a public hearing; the 15 days are calendar days (not business days) and the 15-day comment period begins the date the 1st of the two notices is published
- At the end the 15 day comment period, all comments received must be responded to, all comments and responses are to be documented
- If hearing requests are received, the project sponsor can decide if a hearing is to be held or not
- If no hearing held, then submit all public involvement materials to INDOT for review and to receive public involvement certification
- Once PI certification is received, submit PI materials to INDOT Environmental Services to initiate request for NEPA document approval



Scenario #2 – Hold Public Hearing

- **INDOT to receive guidance from FHWA regarding how to meet this requirement during the COVID-19 outbreak. Until guidance/approval is received from FHWA, NO VIRTUAL PUBLIC HEARINGS ARE TO BE CONDUCTED.**

As we move forward with PI decentralization, please feel free to contact me at any time should you have questions and concerns.

Kind Regards,

Rickie Clark MBA
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 Office of Public Involvement / Communications
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INTRODUCTION TO INDOT PUBLIC INVOLVEMENT

Two types of public involvement

- **Formal** (required per law/regulation)
- **Non-formal** (not required per law/regulation)

Projects receiving federal funding are subject to public involvement requirements

- The typical funding breakdown for federal-aid projects is 80/20 (federal/state)

100% state funded projects are not subject to public involvement requirements

- Non-formal / proactive public involvement is encouraged

Public involvement is required as part of the National Environmental Policy Act (NEPA) phase of project development:

- Cannot begin until an environmental document is released for public involvement by Environmental Services Division
- Public involvement activities must be completed and requirements satisfied prior to the approval of an environmental document
- Environmental document will not be approved if public involvement requirements have not be satisfied

There are three classifications of environmental documents

- Categorical Exclusion (CE) – low environmental impact
 - Hold public hearing or offer the opportunity to request a hearing
- Environmental Assessment (EA) – significant environmental impact
 - Mandatory public hearing
- Environmental Impact Statement (EIS) – very high environmental impact
 - Mandatory public hearing

Consult Public Involvement Criteria to determine if public involvement activities will be required

- Apply criteria to proposed project to determine if action is required

Activities required prior to start of formal public involvement phase and after an environmental document has been released by Environmental Services

- Check Electronic Records Management System (ERMS) to access preliminary design plans (hearings plans), environmental documents, other materials

- Environmental document can be accessed via ProjectWise or request document be sent directly by Environmental Services
- Project Management and project consultants may acquire environmental documents and design plans by coordinating with INDOT Environmental Services and Consultant Services

INDIANA CODE PERTAINING TO PUBLIC HEARINGS

IC 8-23-2-17 Public Hearing is an Assembly

Sec. 17. (a) As used in this section, “public hearing” means an assembly or a meeting by the department for the purpose of:

- (1) Providing information early in the process of making decisions affecting proposed highway or bridge construction or improvement projects on a county arterial highway system or the state highway system so that the public can have an impact on the decision outcome, including a meeting in which the public is provided information, opportunity for review and comment, and an accounting for the rationale for a proposed project; or
- (2) Complying with 23 U.S.C. 128 and 49 U.S.C. 1602 (d) requirements in considering economic, social, environmental, and other effects of highway projects and proposals.

(b) Whenever the department holds a public hearing, the department shall allow any person an opportunity to be heard in the presence of other who are present to testify and in accordance with subsection (c).

(c) The department through the commissioner or the commissioner’s designee, may limit testimony at a public hearing to a reasonable time stated at the opening of the public hearing. As added by P.> 52-1995, SEC. 3.

In order to ensure compliance with **IC 8-23-2-17 the updated PI procedures seeks to provide clarity related to meeting formats:**

Open Houses (informal sessions where participants visit stations, talk with project team members, informal conversational format)

- Do not require formal presentation
- Must include a public comment station where written comments can be accepted

Public Meetings (held at any time and at INDOT’s sole discretion)

- Should include a formal presentation
- Must include a comment station where written comments can be accepted
- Structure format to incorporate formal presentation with clearly stated presentation time

Public Hearings (held at project decision-making point, required as part of an approval process)

- Must include a formal presentation
- Must include a public comment/testimony session where verbal comments may be accepted
- Must include a comment station where written and verbal comments can be accepted
- Held at project decision-making point

Project Stakeholders Meetings

- Are generally small group meetings where participants are invited to attend
- Indiana Open Door Law – the public has the right to observe meetings and cannot be turned away
- Meeting does not have to be publicized via traditional media but requires posting a notice at the meeting venue at least 48 hours in advance of the meeting



PUBLIC INVOLVEMENT CRITERIA

Question: Why is public involvement required for projects receiving federal funding?

Answer: To meet the spirit and intent of the National Environmental Policy Act of 1969 (NEPA), formal public involvement is required when any one of the criteria items below is met.

For Categorical Exclusion (CE) Projects (environmental documents for projects where environmental impact is anticipated to be low) (not involving a historic bridge), INDOT offers the opportunity to request a public hearing **OR** holds a public hearing, prior to the completion of the National Environmental Policy Act (NEPA) when the project meets one (or more) of the conditions listed below:

- The proposal requires significant amounts [interpreted by INDOT to be one-half acre or more] of permanent right-of-way (ROW). (*Note: Any proposal resulting in the increase in right-of-way due to the factors listed below may be exempt from this requirement*). Consultation with Office of Public Involvement and Environmental Services should occur to make determination.
 - a. *The proposal does not involve NEW right-of-way impacts but rather reacquiring past prescriptions (i.e. existing or apparent existing ROW)*
 - b. *The proposal involves the acquisition of donated ROW from property owner*
 - c. *Acquiring right-of-way presently within INDOT apparent ROW to establish legal documented ownership*
 - d. *Additional right-of-way needed for mitigation purposes, for projects where original ROW impacts as described in the environmental document were less than 0.5 acre*
- The proposal substantially changes the layout or functions of connecting roadways or the facility being improved;
- The proposal permanently alters an existing traffic pattern;
- The proposal involves noise analysis wherein a noise impact is identified and abatement is determined to be feasible;
- The proposal may have a substantial adverse impact on abutting property;
- The proposal may have a significant social, economic, environmental or other effect;
- The proposal involves impact(s) to an environmental justice (EJ) population determined to be potentially disproportionate;
- The proposal is determined by the Federal Highway Administration (FHWA) and/or INDOT to warrant a public hearing or offering, in the public's interest;
- The proposal involves the permanent closure of an U.S. highway, interstate, state highways, bridge or other facility; temporary closures may warrant action following INDOT/FHWA consultation;

- The proposal is for a plan for the location of a federal-aid highway project involving the bypassing of, or going through, any city, town, or village either incorporated or unincorporated or the proposal is for an Interstate System project.

NOTE: Additional criteria items may result in an increase in projects requiring public involvement (those receiving federal funds as part of the overall project funding mechanism). **EA and EIS** (mid- to high-level environmental documents) **require a mandatory public hearing.**



STEPS FOR “HOLDING” A PUBLIC HEARING:

STEP 1: Environmental document must be released for public involvement by INDOT Environmental Services; formal (required) public involvement cannot begin until document is released.

- INDOT Environmental Services sends notification (via email) to indicate document release
- Capital Program Management Division (CPMD) / Project Management will need to be added to “Environmental Document Release for Public Involvement” notification list
- In most cases, Environmental Services will know whether or not a project will require public involvement and include a statement in the notification to alert the PM that action is required
 - Environmental Services typically has already reviewed public involvement criteria prior to releasing the document

STEP 2: Apply public involvement criteria to project to determine IF action is required

- If project doesn’t meet minimum criteria then no action is necessary – a summary note is included in Environmental document indicating project did not meet minimum criteria
- If project does meet minimum criteria the proceed to step three
- View public involvement criteria (in introduction to public involvement packet)

STEP 3: Determine what public involvement action will be taken

- Projects with low level of impact may either hold a public hearing OR offer the public hearing opportunity as part of the public involvement requirement
 - Categorical Exclusion (CE) projects
- Projects with high level of impact require a mandatory public hearing as part of public involvement requirement
 - Environmental Assessment (EA)
 - Environmental Impact Statement (EIS)

STEP 4: Gather project documents

- Check Electronic Management System (ERMS) to access preliminary design plans (hearings plans) for public involvement.
- Access ProjectWise or request access privileges from Environmental Services or request conditionally released (draft) environmental document from document preparer

STEP 5: Start public involvement folder/file to document public involvement for the project

- Include environmental document (released for public involvement)
- Preliminary design plans
- Copy of SPMS project schedule

STEP 6: Develop/draft a notice of public hearing (known as Notice of Public Hearing)

- The notice should include the following items:
 - Project DES#
 - The time, date, location of public hearing

- Description of proposed project
- Summary of potential impacts (historic, cultural resources, air, noise, other)
- Description of r/w needed
- Maintenance of Traffic
- Proposed cost, description of funding
- Deadline in which public comments can be submitted
- Contact information (phone, address, email)
- INDOT/FHWA joint approval of Public Involvement Procedures disclaimer statement
- Purpose of notice is to inform the public that a hearing has been scheduled and invite the community to attend. In addition, offer the public the opportunity to provide comments regarding the proposed improvement.

STEP 7: The environmental document (draft) and preliminary design plans (or drawings) must be made available for public viewing.

- Viewing locations typically consists of one local location (public library or municipal office) near the project area, the district office and an on-line web location (INDOT website)
- Begin researching a potential public viewing location in/near the project area

STEP 8: Begin search for public hearing venue

- Perform search for suitable location for public hearing
- Schools are typically excellent locations
 - We generally are not charged rental fees during the normal school year
 - We are charged during summer months
 - We can pay hearing related fees/charges but ONLY after we have first been invoiced. We do not pay venue related fees/charges up front
- Hearings can be held in other venues when available. The goal is select venues that are in/near the project area and that are accessible to everyone
- Every venue must be ADA compliant (working elevators, sidewalk ramps, restroom facilities)
- Most venues will ask you to complete/sign a facility usage form
- Most venues will ask for proof of liability insurance
 - View example of insurance liability paragraph (see template examples packet)
- See public hearing venue request template on page (see template examples packet)

STEP 9: Place public notice in local newspaper (Notice of Public Hearing)

- Public notice must be published two times
- Notices must be published at least 7 days apart
- Publish in most widely circulated paper within/near project area
- A minimum of 15 days (calendar days) notice must be given in advance of the public hearing. The hearing date must be at least 15 days from the date the 1st public notice is published in the newspaper
- Example of newspaper publishing request form on page (see template examples packet)
- If project poses impact to an Environmental Justice (EJ) population (low-income and/or minority), then a minority paper should be sought to publish notice in addition to the most widely circulated paper (if possible and when applicable)
- Example of Public Hearing Notice on page (see template examples packet)

STEP 10: Send project documents to local viewing location(s)

- Contact potential viewing location (by phone or email) to request permission for their location to be used as a public viewing location
- Prepare email/letter to viewing location(s) to thank them for being a viewing location and to list the documents you are sending to them for public viewing

- Include draft environmental document
- Preliminary design plans or preliminary design drawings
- Include copies of Public Hearing Notice
 - Documents must be available at viewing location(s) by the time the 1st public notice publishes in the local paper
 - Example of viewing location letter/email is located on page (see template example packet)

STEP 11: Prepare project stakeholder, local official, resident mailing list. While not legally required, it is **STRONGLY** encouraged that the public notice used for the newspaper also be mailed to project stakeholders to ensure (as best we can) that impacted stakeholders are made aware of the project and hearing's opportunity.

- In addition to mailing notices, email notification to stakeholders (local officials, key stakeholders) is also encouraged. FOR STATE LEGISLATORS – send notification to Central Office Legislative Team and they will notify State Legislators.

STEP 12: Post announcement of public hearing on INDOT website (or coordinate with Communications staff (Central Office or District))

- Use additional outreach tools including GovDelivery and LTAP directory to raise awareness
 - Announcements should be sent several times prior to hearing date
- Coordinate media contact with respective district Media Relations Director

STEP 13: Request a proof of publishing from the paper. Contact the newspaper(s) used for public notice to request written confirmation.

STEP 14: As a result of the public notice(s), mailings and electronic announcements, you may receive comments prior to the public hearing. Comments received are reviewed and acknowledged (see template example packet).

- When comments are received prior to the public hearing, an acknowledgment letter/email should also encourage the project stakeholder to attend the public hearing
- Specific and/or any detailed response to a public comment submitted prior to the public hearing can be given, however it is better to hold off until after the public hearing and subsequent public comment period
- Following the comments period, the consultant team following consultation with INDOT will prepare formal written responses to comments which will be part of the NEPA document and related approval process

STEP 15: Meeting with stakeholders – it may be that prior to the public hearing, the project team is requested to meet with a stakeholder in order to address a concern or issue. The PM and consultant team coordinate scheduling the meeting, document meeting.

STEP 16: Schedule a Pre-hearing meeting/conference call

- Purpose of call is to coordinate public hearing logistics, presentation, message
 - Project management, consultant team, media relations, customer service, communications, environmental services should be invited to participate
 - Real Estate and other business units when applicable

STEP 17: Coordinate creation of a project webpage

- Work with E-Communications Team to create webpage
- Provide E-Communications Team with content for page including:
 - Notice of public hearing

- Public hearing presentation
- Welcome Letter and Packet (contains project information and details)
- Maps and displays
- Environmental document
- Any other information you believe would be helpful to the public

STEP 18: Hold public hearing

- Arrive at the venue approximately 1.5 hours prior to the public hearing start time
 - This allows time to place signage, arrange tables, set out project information, set displays, check A/V equipment, allows project team to be in position should guests arrive earlier than the published start time
- A formal presentation is to be given as part of the public hearing
 - A power-point is the expectation
- A/V - two microphones (1 for the moderator, the other for the public) is preferred
- The general format for a public hearing is:
 - An informal open house session prior to presentation
 - Formal presentation – a power-point is the expectation
 - A public testimony/comment session immediately following the presentation
 - Public statements/comments presented during this session must be recorded and then transcribed as they will be part of the hearings transcript
 - Only the public’s comments presented during the public testimony/comment session are required to be recorded
 - A court reporter may be used to for this purpose
 - Comments from the INDOT and/or consultant presenter do not have to be recorded or transcribed
 - Informal open house for duration of the evening
- Public hearing format
 - Formal presentation
 - A public comment session (for verbal testimony) and a public comment station
 - Informal open house can take both prior to and following the presentation and comment session

STEP 19: Transcribe public comments received during public comment session (see template example packet)

- A court reporter may be used if preferred

STEP 20: Following the public hearing, a two week public comment period is afforded to the public.

At the end of this comment period, prepare the public involvement package. This package should consist of the following items:

- Copy of the public notice
- The publisher’s affidavit – proof the notice published (twice) in the paper
 - See template example packet to view example of a publisher’s affidavit
- Mailing list and email notification lists used to contact project stakeholders and notify them of project proposal and public hearings opportunity
- Copies of comments received (letters, emails, summary of phone calls) – all should be documented and included
- Include the transcribed verbal comments (or court reporters transcription)
- Because a public hearing was held, any responses to public comments are to be included in the NEPA document
 - Consultant team will coordinate with Environmental Services regarding the format in which responses will be incorporate into the NEPA document

STEP 21: Certification of Public Involvement

- Is required for any federal-aid project meeting any one of the public involvement criteria items
- On the front page of the environmental document there is a signature line for “Certification of Public Involvement”
- It is anticipated the Consultant Services Manager will certify the public involvement process
- Sign the front page environmental document and attach it with the public involvement package
- Submit signed front page of environmental document along with public involvement package to the Environmental Services Team Member who initially released the document (the proposed project) for public involvement

STEP 22: Project consultant team coordinates with Environmental Services to finalize (formally approve) the environmental document and complete the environmental phase of project development

STEP 23: Project manager updates public involvement phase in SPMS (or in notes section)

STEP 24: Once the NEPA document is approved by Environmental Services, additional public must be performed in order to communicate the project decision

- Publish a notice of Project Advancement in local paper (1 time)
- (See example template packet)
- Post notice and updated (approved) NEPA document onto project webpage
- This step is required for project where a public hearing was held during NEPA

Summary of activities:

- Environmental document must be released by Environmental Services
- Access preliminary design plans/drawings via ERMS, get draft environmental document (released for public involvement from Environmental Services or request access to ProjectWise)
- Start public involvement file/folder
- Draft then place public notice in local newspaper(s)
- Placing project documents at public repositories
- Select public viewing locations, send preliminary plans, environmental document, public notice to viewing locations
- Notify impacted property owners/key stakeholders/local officials
- Electronic outreach/communication including posting to website and GovDelivery
- Hold public hearing
- Prepare public hearing transcript including transcribing verbal statements/comment presented by public during testimony period of public hearing
- Review comments submitted during comment period
- Forward comments to project team and consultant
- Consultant prepares responses for inclusion into NEPA document, meets with stakeholders (if necessary) to ensure concerns are addressed
- Consultant Services Manager certifies public involvement requirements are satisfied
- Submit public involvement package to consultant team; coordinate with Environmental Services once public involvement certification is given as NEPA document approval is the next step in project delivery process
- Once NEPA document is approved by Environmental Services, additional public involvement must take place to communicate the project decision



STEPS FOR “OFFERING” A PUBLIC HEARING:

STEP 1: Environmental document must be released for public involvement by INDOT Environmental Services; formal (required) public involvement cannot begin until document is released.

- INDOT Environmental Services sends notification (via email) to indicate document release
- Capital Program Management Division (CPMD) / Project Management will need to be added to “Environmental Document Release for Public Involvement” notification list
- In most cases, Environmental Services will know whether or not a project will require public involvement and include a statement in the notification to alert the PM that action is required
 - Environmental Services typically has already reviewed public involvement criteria prior to releasing the document

STEP 2: Apply public involvement criteria to project to determine IF action is required

- If project doesn’t meet minimum criteria then no action is necessary – a summary note is included in Environmental document indicating project did not meet minimum criteria
- If project does meet minimum criteria the proceed to step three
- View public involvement criteria on page (see template example)

STEP 3: Determine what public involvement action will be taken

- Projects with low level of impact may either hold a public hearing OR offer the public hearing opportunity as part of the public involvement requirement
 - Categorical Exclusion (CE) projects
- Projects with high level of impact require a mandatory public hearing as part of public involvement requirement
 - Environmental Assessment (EA)
 - Environmental Impact Statement (EIS)

STEP 4: Gather project documents

- Check Electronic Management System (ERMS) to access preliminary design plans (hearings plans) for public involvement.
- Access ProjectWise or request access privileges from Environmental Services or request conditionally released (draft) environmental document from document preparer

STEP 5: Start public involvement folder/file to document public involvement for the project

- Include environmental document (released for public involvement)
- Preliminary design plans
- Copy of SPMS project schedule

STEP 6: Develop/draft a notice offering the public hearings opportunity (known as a Notice of Planned Improvement)

- The notice should include the following items:
 - Project DES#

- Description of proposed project
- Summary of potential impacts (historic, cultural resources, air, noise, other)
- Description of r/w needed
- Maintenance of Traffic
- Proposed cost, description of funding
- Deadline in which public comments and/or hearings requests can be submitted
- Contact information (phone, address, email)
- INDOT/FHWA joint approval of Public Involvement Procedures disclaimer statement
- Purpose of notice is to inform the public of planned improvement project coming to area, offer the public the opportunity to provide comments regarding the improvement and/or to request a public hearing be held
- A minimum of 15 days (calendar days) must be afforded to the public. The public then has the opportunity to either request a public hearing be held or to submit any comments/concerns they have regarding the proposed project
- Example of Planned Improvement Notice on page (see template example)

STEP 7: The environmental document (draft) and preliminary design plans (or drawings) must be made available for public viewing.

- Viewing locations typically consists of one local location (public library or municipal office) near the project area, the district office and an on-line web location (INDOT website)

STEP 8: Place public notice in local newspaper (Notice of Planned Improvement)

- Public notice must be published two times
- Notices must be published at least 7 days apart
- Publish in most widely circulated paper within/near project area
- Allow 15 days (calendar days) in which to receive comment; include the comment deadline date in the notice
- Example of newspaper publishing request form on page (see template example)
- If project poses impact to an Environmental Justice (EJ) population (low-income and/or minority), then a minority paper should be sought to publish notice in addition to the most widely circulated paper (if possible and when applicable)

STEP 9: Send project documents to local viewing location(s)

- Contact potential viewing location (by phone or email) to request permission for their location to be used as a public viewing location
- Prepare email/letter to viewing location(s) to thank them for being a viewing location and to list the documents you are sending to them for public viewing
- Include draft environmental document
- Preliminary design plans or preliminary design drawings
- Include copies of Planned Improvement Notice
 - Documents must be available at viewing location(s) by the time the 1st public notice publishes in the local paper
 - Example of viewing location letter/email is located on page (see template example)

STEP 10: Prepare project stakeholder, local official, resident mailing list. While not legally required, it is **STRONGLY** encouraged that the public notice used for the newspaper also be mailed to project stakeholders to ensure (as best we can) that impacted stakeholders are made aware of the project and hearing's opportunity.

- In addition to mailing notices, email notification to stakeholders (local officials, key stakeholders) is also encouraged. FOR STATE LEGISLATORS – send notification to Central Office Legislative Team and they will notify State Legislators.

STEP 11: Request a proof of publishing from the paper. Contact the newspaper(s) used for public notice to request written confirmation.

STEP 12: During the comment period, any comments received must be reviewed and responded to in the manner in which they were received. For example, if you receive a phone call inquiring about the project, then return the call and then document the conversation (summary notes, note to file, etc). If you receive written comments, then prepare a written response, document the correspondence.

- The project consultant team should assist in preparing responses OR be directed to contact stakeholders and respond to inquiries directly (via phone or email or letter); document all stakeholder correspondence

STEP 13: Meeting with stakeholders – it may be that during the comment period, the project team is requested to meet with a stakeholder in order to address a concern or issue. The PM and consultant team coordinate scheduling the meeting, document meeting.

STEP 14: If a public hearing is requested, discuss request with project team in determining if a project hearing will be held. While there is no set number of hearing requests needed to ensure a public hearing will be held, there are several things to consider in determining if a hearing will be held:

- Consider the number of individuals who received the public notice (mail or email) then compare that number with the number of public hearing requests received
- Consider if the requestor of a public hearing is a local and/or public official or state legislator

STEP 15: Determine if hearing will be held or if the requestor(s) concerns will be addressed in some other manner (i.e. by letter, email, stakeholders meeting, other)

- NOTE: if a public/local official or legislator request a hearing – a hearing is held
- For citizens requesting a hearing, decision to hold a hearing or not is made on a case by case basis
- If no hearing is to be held, then contact the requestor and attempt to address concerns/issues via other means (phone call, meeting, letter or email)

STEP 16: If a hearing is to be held then proceed to the steps for a Public Hearing

STEP 17: At the end of the 15 day public comment period, prepare public involvement package. This package should consist of the following items:

- Copy of the public notice
- The publisher’s affidavit – proof the notice published (twice) in the paper
 - See (example template) to view example of a publisher’s affidavit
- Mailing list and email notification lists used to contact project stakeholders and notify them of project proposal and public hearings opportunity
- Copies of comments received (letters, emails, summary of phone calls) – all should be documented and included
- Include responses to comments and how the comment was addressed
 - Very important to document how the comment was addressed (meeting, phone call, letter, email)

STEP 18: Certification of Public Involvement (review all public involvement materials, ensure newspaper publishing and project documents were available at viewing locations, ensure public was notified of proposed project, receive public comments and ensure comments were responded to)

- Is required for any federal-aid project meeting any one of the public involvement criteria items
- On the front page of the environmental document there is a signature line for “Certification of Public Involvement”
- It is anticipated that the Consultant Services Manager will certify the project’s public involvement process
- Sign the front page environmental document and attach it with the public involvement package
- Submit signed front page of environmental document along with public involvement package to the Environmental Services Team Member who initially released the document (the proposed project) for public involvement

STEP 19: Project consultant team coordinates with Environmental Services to finalize (formally approve) the environmental document and complete the environmental phase of project development

STEP 20: Project manager updates public involvement phase in SPMS (or in notes section)

Summary of activities:

- Environmental document must be released by Environmental Services
- Access preliminary design plans/drawings via ERMS, get draft environmental document (released for public involvement from Environmental Services or request access to ProjectWise)
- Start public involvement file/folder
- Draft then place public notice in local newspaper(s)
- Placing project documents at public repositories
- Select public viewing locations, send preliminary plans, environmental document, public notice to viewing locations
- Notify impacted property owners/key stakeholders/local officials
- Review comments submitted during comment period
- Forward comments to project team and consultant
- Consultant prepares responses, contacts property owners, meets with stakeholders (if necessary) to ensure concerns are addressed
- Consultant Services Manager certifies public involvement requirements are satisfied
- Include documentation of public involvement activities in environmental document.

NOTE: An offering may result in INDOT deciding to hold a public hearing based on responses to the offering. If the decision is to hold a public hearing, then proceed to the Public Hearing checklist.

Winebrinner, Robert

From: Courtade, Julian <JCourtade@indot.IN.gov>
Sent: Thursday, April 23, 2020 2:07 PM
To: Winebrinner, Robert
Subject: [--EXTERNAL--]: RE: East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD - CHA Proj. No. 59473

Categories: Coordination

Robert –

I reviewed the Early Coordination Letter and found no issues with surrounding airspace or airports. This is due to the project meeting the required glideslope requirements to the nearest public-use facility. Please let me know if you have any questions!

Thanks,

Julian L. Courtade
Chief Airport Inspector
100 North Senate Ave, N955
Indianapolis, IN 46204
Office: (317) 232-1477
Cell: (317) 954-7385
Email: jcourtade@indot.in.gov



From: Winebrinner, Robert <RWinebrinner@chacompanies.com>
Sent: Monday, April 20, 2020 2:57 PM
To: Courtade, Julian <JCourtade@indot.IN.gov>
Subject: East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD - CHA Proj. No. 59473

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Mr. Courtade,

Our firm was selected by the City of Noblesville to advance the State Environmental Assessment for the following project:

East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD

The attached coordination letter is written to present the proposed alternatives for the project and to seek your comments regarding the resources under your jurisdiction. Please note that the preliminary resource screening matrix is

forthcoming, at which time you will also receive an invitation to attend a web conference to discuss the proposed corridors.

Best regards,

Robert B. Winebrinner

Senior Environmental Planner

CHA ~ *design/construction solutions*

Office: (317) 780-7146

Cell: (317) 910-9705

rwinebrinner@chacompanies.com

www.chacompanies.com



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United States Department of the Interior Fish and Wildlife Service



Indiana Field Office (ES)
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

April 28, 2020

Ms. Alison Krupski, P.E., City Engineer
City of Noblesville
16 South 10th Street, STE 155
Noblesville, Indiana 46060

Project: East-West Corridor Project (Des. TBD)
Location: Noblesville, Hamilton County, Indiana

Dear Ms. Krupski,

This is in response to your letter dated April 20, 2020, regarding a new roadway in Noblesville, IN. These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, as amended, and the U.S. Fish and Wildlife Service's Mitigation Policy.

According to information provided to our office, the City of Noblesville is proposing the development of an east to west corridor project through the city from S.R. 37 to S.R. 32, including a crossing of the White River. At this time there are eight alternatives proposed. Additional information regarding various resource impacts is still being investigated. Currently, State funding is expected to be used for the project; however, it is still possible that federal funding from the Federal Highway Administration (FHWA) will be secured.

Threatened and Endangered Species

The proposed project is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*). Indiana bats hibernate in caves then disperse to reproduce and forage in relatively undisturbed forested areas associated with water resources during spring and summer. Recent research has shown that they will inhabit fragmented landscapes with adequate forest for roosting and foraging. Young are raised in nursery colony roosts in trees, typically near drainageways in undeveloped areas. Like all other bat species in Indiana, the Indiana bat diet consists exclusively of insects.

The northern long-eared bat was listed as threatened under the Endangered Species Act (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) in April, 2015. We also developed a final [4\(d\) rule](#), which was published in the *Federal Register* on January 14, 2016 and specifically defines the "take" prohibitions for this species. At this time, no critical habitat has been proposed for the northern long-eared bat.

The entire state of Indiana is within the range of the northern long-eared bat. During the summer, northern long-eared bats typically roost singly or in colonies in cavities, underneath bark, crevices, or hollows of both live and dead trees and/or snags (typically ≥ 3 inches dbh). Males and non-reproductive females may also roost in cooler places, like caves and mines. The northern long-eared bat appears opportunistic in selecting roosts, using tree species based on presence of cavities or crevices or presence of peeling bark. It has also been occasionally found roosting in structures like barns and sheds (particularly when suitable tree roosts are unavailable). They forage for insects in upland and lowland woodlots and tree-lined corridors. During the winter, northern long-eared bats predominately hibernate in caves and abandoned mine portals. Additional habitat types may be identified as new information is obtained.

There are records of the Indiana bat and northern long-eared bat in Hamilton County and/or adjacent counties. Based on the information we have reviewed, there is suitable summer habitat for **both** of these species present throughout the project area, including wooded areas within the potential project boundary. We encourage agencies and landowners to limit tree clearing activities during the summer maternity season to avoid incidental take to either species. Since a preferred alternative has not been selected and final impact information is not available, this endangered species information is being provided for technical assistance only, and does not fulfill the requirements of Section 7 of the Endangered Species Act.

Construction of a new east-west corridor could impact a variety of natural resources including wetlands, forests and streams. Hamilton County has limited forest and wetland resources and bisecting or disturbing these areas with a new roadway will further degrade and fragment the remaining habitat. Impacts to natural resources should be avoided and minimized as much as possible, including selecting the alternative with the fewest impacts and further refining the preferred alternative once selected.

Wetland impacts may require permits from the US Army Corps of Engineers, the Indiana Department of Environmental Management's Water Quality Certification program and the Indiana Department of Natural Resources. Any unavoidable impacts should be compensated for in accordance with the Corps of Engineers mitigation guidelines.

Section 4(f) of the Transportation Act of 1966 requires that land from a publicly owned park, recreation area or wildlife or waterfowl refuge or any significant public or private historical site shall not be used by the Federal Highway Administration for highway right-of-way unless a determination is made that there is no feasible and prudent alternative to the use of land from such property. Further, the proposed action must include all possible planning to minimize harm to the property which results from such use. A Section 4(f) determination concerning project impacts may be necessary as part of the environmental review process if federal funds are utilized.

We appreciate the opportunity to comment at this stage of project planning. We look forward to continuing to coordinate as the project develops. If you have any questions about our recommendations, please contact Robin McWilliams Munson at (812) 334-4261 (Ext. 207) or robin_mcwilliams@fws.gov.

Sincerely,

Scott E. Pruitt
Field Supervisor

Cc (via email):

Ron Bales, Manager, Indiana Department of Transportation, Indianapolis, IN
Greg McKay, Department of the Army, Corp of Engineers, Louisville, KY
Christie Stanifer, Indiana Department of Natural Resources, Indianapolis, IN

Winebrinner, Robert

From: Hurst, Allen A <AHurst@dnr.IN.gov>
Sent: Monday, May 04, 2020 3:28 PM
To: Winebrinner, Robert
Cc: Herber, Lisa
Subject: [--EXTERNAL--]: RE: East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD - CHA Proj. No. 59473

Categories: Coordination

Early Coordination Review – Outdoor Recreation

Designation #: TBD

Description: East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana

Mr. Winebrinner,

The project as submitted will not impact a LWCF site or a Designated Natural, Scenic, or Recreational River. Should the location or scope of the project change that alters the nearby LWCF site (Forest Park) in any way that is not intended for outdoor recreation use, the DNR, Division of Outdoor Recreation must be contacted at 317-232-4075 or bbronson@dnr.in.gov.

For reference- the nearby LWCF site project numbers are:

1800017

1800058

1800236

Thank you,

ALLEN HURST

TRAILS COORDINATOR

DIVISION OF OUTDOOR RECREATION

DEPARTMENT OF NATURAL RESOURCES | DNR.IN.GOV

402 W. WASHINGTON ST. ROOM W271, INDIANAPOLIS, IN 46204

P: (317)232-4070 | AHURST@DNR.IN.GOV

* Please let us know about the quality of our service by taking this brief [customer survey](#).

From: Herber, Lisa <LHerber1@dnr.IN.gov>

Sent: Monday, April 20, 2020 3:16 PM

To: Hurst, Allen A <AHurst@dnr.IN.gov>

Subject: FW: East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD - CHA Proj. No. 59473

Allen—fyi, for enviro review.

Sincerely,

Lisa Herber

Grants Coordinator
Indiana Department of Natural Resources
Division of Outdoor Recreation – Grants and Planning Section
402 W. Washington Street, W271
Indianapolis, Indiana 46204
Phone: 317-232-4074
Email: LHerber1@dnr.IN.gov

** Please let us know about the quality of our service by taking this brief [customer survey](#).*

From: Winebrinner, Robert [<mailto:RWinebrinner@chacompanies.com>]
Sent: Monday, April 20, 2020 3:00 PM
To: Herber, Lisa <LHerber1@dnr.IN.gov>
Subject: East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD - CHA Proj. No. 59473

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Ms. Herber,

Our firm was selected by the City of Noblesville to advance the State Environmental Assessment for the following project:

East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD

The attached coordination letter is written to present the proposed alternatives for the project and to seek your comments regarding the resources under your jurisdiction. Please note that the preliminary resource screening matrix is forthcoming, at which time you will also receive an invitation to attend a web conference to discuss the proposed corridors.

Best regards,

Robert B. Winebrinner
Senior Environmental Planner
CHA ~ *design/construction solutions*
Office: (317) 780-7146
Cell: (317) 910-9705
rwinebrinner@chacompanies.com
www.chacompanies.com



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Winebrinner, Robert

From: Beck, Jennifer <JBeck@indot.IN.gov>
Sent: Tuesday, May 05, 2020 2:20 PM
To: Winebrinner, Robert; Alison Krupski
Subject: [--EXTERNAL--]: RE: East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD - CHA Proj. No. 59473
Attachments: East-West Corridor ECL - INDOT Response.pdf
Categories: Coordination

Robert,

Please find attached INDOT's response to the ECL project sent on 4/20/2020.

Thank you!

Jennifer Beck, PMP
Senior Project Manager
INDOT – Greenfield District
32 S. Broadway Street
Greenfield, IN 46140
Cell: (317) 525-4995
Email: jbeck@indot.in.gov

From: Winebrinner, Robert <RWinebrinner@chacompanies.com>
Sent: Monday, April 20, 2020 3:03 PM
To: Beck, Jennifer <JBeck@indot.IN.gov>
Subject: East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD - CHA Proj. No. 59473

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Ms. Beck,

Our firm was selected by the City of Noblesville to advance the State Environmental Assessment for the following project:

East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD

The attached coordination letter is written to present the proposed alternatives for the project and to seek your comments regarding the resources under your jurisdiction. Please note that the preliminary resource screening matrix is forthcoming, at which time you will also receive an invitation to attend a web conference to discuss the proposed corridors.

Best regards,

Robert B. Winebrinner
Senior Environmental Planner
CHA ~ *design/construction solutions*
Office: (317) 780-7146
Cell: (317) 910-9705
rwinebrinner@chacompanies.com
www.chacompanies.com



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INDIANA DEPARTMENT OF TRANSPORTATION

Greenfield District
32 S. Broadway St.
Greenfield, IN, 46040

PHONE: (317) 462-7751
FAX: (317) 462-7031

Eric Holcomb, Governor
Joe McGuinness, Commissioner

5/1/2020

Alison Krupski, PE
City Engineer, City of Noblesville
16 S 10th Street
Noblesville, IN 46060

RE: East-West Corridor Project, City of Noblesville

Ms. Krupski,

The Indiana Department of Transportation has received and reviewed the Early Coordination Letter regarding the East-West Corridor Project within the City of Noblesville. Currently, there is not enough information to determine potential impacts to the state facilities for the various proposed project alignments. We understand the benefit that a new East-West Corridor will have for the City of Noblesville and look forward to receiving more information as the project develops so we can continue to coordinate on potential impacts to our facilities.

Sincerely,

Valerie Cockrum

Valerie Cockrum
Technical Services Director
INDOT Greenfield District



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Alison Krupski, P.E.,
City Engineer, Noblesville, Indiana
(317) 776-6330
akrupski@noblesville.in.us

April 21, 2020

Re: Early Coordination Review, Des. TBD, Noblesville East/West Corridor Project

Dear Ms. Krupski:

The Indiana Department of Transportation (INDOT) Environmental Services Division (ESD) appreciates the opportunity to assist you on the project referenced above. Pursuant to your early coordination request for an environmental review, we have performed a preliminary search of the project area.

There appears to be several active or planned projects you should be aware of that are within the general area of your East/West Corridor project area. Summaries of these projects are provided below. The projects are grouped under the associated INDOT Project Managers if you would like to request additional information.

Jennifer Beck, 317-232-0911, or jbeck@indot.in.gov

Contract: R-42590; DES: 1900173 - Added Travel Lanes on Route SR 32; from 19th to Presley Dr, Noblesville. Status: Planned

Contract: T-42227; DES: 1901880 - Intersection Improvement, Roundabout on Route SR 38; at Logan Street. Status: Planned

Contract: R-41500; DES: 1702937 - Pavement Replacement, HMA on Route SR 32; from Lakeview Drive to 19th Street. Status: Planned

Contract: B-39873; DES: 1601831 - Small Structure - New on Route SR 37; Drainage pipe installation along 146th near SR 37. Status: Construction

Contract: R-39504; DES: 1601826 - New Bridge, Concrete Construction on Route SR 37; New bridge; 146th St over SR 37. Status: Construction

Contract: B-39873; DES: 1601829 - Small Structure - New on Route SR 37; Drainage pipe installation along 131st near SR 37. Status: Construction

Contract: R-42590; DES: 1702084 - Traffic Signals Modernization on Route SR 32; at Cumberland Road. Status: Planned

Contract: R-41500; DES: 1601809 - Traffic Signals Modernization on Route SR 32; at SR 19. Status: Planned

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Contract: R-39504; DES: 1592349 - New Interchange Construction on Route SR 37; Intersection Improvement at 146th Street and SR 37. Status: Construction

Contract: R-36891; DES: 1383168 - Bike/Pedestrian Facilities on Route ST 1073; Midland Trace Trail from Gray Rd. to Hazel Dell Rd. Status: Planned

Contract: R-42015; DES: 1400065 - Added Travel Lanes, HMA on Route SR 32; from 0.2 mile E of Cicero Creek to SR 38 W. Jct. Status: Planned

Stacey Sorrel, 317-467-3449, or ssorrell@indot.in.gov

Contract: R-41343; DES: 1801437 - Bike/Pedestrian Facilities on Route ST 1110; Stony Creek Multi-Use Path Under SR 37. Status: Planned

Contract: R-40302; DES: 1902010 - New Bridge Special Construction on Route ST 1116; East of Allisonville Road - Over Stony Creek. Status: Planned

Contract: R-40302; DES: 1700738 - Bike/Pedestrian Facilities on Route ST 1106; Allisonville Rd multi-use path (S. 10th Street) from Wellington Pkwy to Greenfield. Status: Planned

Mark Blake, 317-467-3982, or mblake@indot.in.gov

Contract: RS-40587; DES: 1700806 - HMA Overlay, Preventive Maintenance on Route SR 38; from Lindley Farm Rd to SR 32 W Jct. Status: Construction

Contract: RS-40587; DES: 1700813 - HMA Overlay, Preventive Maintenance on Route SR 32; from 1000 ft east of East St. to .2 miles East of Cicero Creek. Status: Construction

Contract: R-28954; DES: 9706540 - HMA Overlay, Preventive Maintenance on Route SR 38; SR 38; from 0.59 mile SE of US 31 to 0.14 mile W of SR 32. Status: Planned

Jeremy Greene, 317-467-3472, or jegreene@indot.in.gov

Contract: RS-39988; DES: 1593196 - HMA Overlay, Preventive Maintenance on Route SR 32; from SR 37 to 6.78 miles E of SR 13. Status: Construction

(Continues on next page)

Appropriate hazardous materials investigations should be conducted in areas of excavation. If during the Hazardous Material investigation sites are identified that have a reasonable potential to impact the project area(s), ESD recommends that the Indiana Department of Environmental Management's (IDEM) Virtual File Cabinet (VFC) be consulted. The VFC will provide information that is useful in assessing the risk of impacts.

If your project will require the use of state right-of-way, please contact the In-House Services Manager at the INDOT Greenfield District Office.

As always, be sure to follow all applicable processes as well as federal and state laws and local requirements. Thank you for the opportunity to assist you with your project. If you have any questions, please contact a member of my staff, Tomas Beauchamp: 317-234-5071 or TBeauchamp@indot.in.gov.

Sincerely,

Ron Bales
Environmental Policy Manager,
Environmental Services Division

May 4, 2020

Alison Krupski, P.E.
Noblesville Indiana Engineering Department
16 South 10th Street, Suite 155
Noblesville, Indiana 46060

Dear Ms. Krupski:

The proposed project to make downtown Noblesville more mobile along State Road 32/State Road 38/Connor Street in the City of Noblesville, Hamilton County, Indiana, as referred to in your letter received April 23, 2020, will not cause a conversion of prime farmland.

- 1) Corridor A
- 2) Corridor C
- 3) Corridor D

The proposed project to make downtown Noblesville more mobile along State Road 32/State Road 38/Connor Street in the City of Noblesville, Hamilton County, Indiana, as referred to in your letter received April 23, 2020, will cause a conversion of prime farmland.

- 1) Corridor B
- 2) Corridor B1
- 3) Corridor E
- 4) Corridor E1
- 5) Corridor E2

The attached packet of information is for your use competing Parts VI and VII of the AD-1006. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

If you need additional information, please contact John Allen at 317-295-5859.

Sincerely,

RICHARD Digitally signed by
RICHARD NEILSON
NEILSON Date: 2020.05.05
14:15:13 -04'00'

RICK NEILSON
State Soil Scientist

Enclosures

Helping People Help the Land.



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SURVEYOR'S OFFICE

Hamilton County

Kenton C. Ward, CFM
Surveyor of Hamilton County
 Phone (317) 776-8495
 Fax (317) 776-9628

Suite 188
 One Hamilton County Square
 Noblesville, Indiana 46060-2230

May 20, 2020

Alison Krupski, P.E.
 Noblesville City Engineer
 16 South 10th Street Suite 155
 Noblesville, IN 46060

RE: DES. No. TBD
 East-West Corridor Project
 Noblesville, Hamilton County, Indiana

I received your letter dated April 20, 2020 regarding the above referenced project. Upon review I have found that the eight (8) corridors being investigated has impacts on the regulated drains and section corners and BenchMarks as listed below.

Corridor A – Conner Street

Regulated Drains

- Elwood Wilson Drain – located approximately 750 feet west of Cumberland Road

Section Corners – None

BenchMarks – None

Corridor B – Pleasant Street

Regulated Drains

- Elwood Wilson Drain – located approximately 230 feet west of 16th Street.

Section Corners – None

BenchMarks

- BenchMark S237 located south of Pleasant Street right of way on Hamilton County HHW site.

Corridor B1 – Pleasant Street

Regulated Drains

- Elwood Wilson Drain – located as described in Corridor B above.

Section Corners – None

BenchMarks

-BenchMark S237 located as described in Corridor B above.

Corridor C – Irving Street

Regulated Drain

- Elwood Wilson Drain – located approximately 140 feet north west of the intersection of 16th Street and Greenfield Avenue.

Section Corners –

- Corner 18050702 located approximately 278 feet south east of 16th Street and Greenfield Avenue intersection.

-Corner – 18040117 located approximately ½ mile south of SR 32 and 166 feet east of River Road.

-Corner – 18040110 located approximately ¼ mile south of SR 32 and River Road.

BenchMarks

- BenchMark Q237 located on east side of Greenfield Avenue northwest of Family Praise Church Entrance.

- BenchMark G19 located in southeast intersection of SR 37 and Greenfield Avenue.

Corridor D – Carbon Street

Regulated Drains

- Elwood Wilson Drain located as described in Corridor C above.

Section Corners

- Corner 18050702 – as described in Corridor C above.

-Corner 18050701 – located in the intersection of 8th Street and Carbon Street

-Corner 18041103 – located in River Road ¾ mile north of 160th Street.

-Corner 18040223 – located off west side of River Road 1 mile north of 160th Street.

-Corner 18040117 as described in Corridor C above.

-Corner 18040110 as described in Corridor C above.

BenchMarks

-BMG19 as described above.

-BMQ237 as described above.

Corridor E – 16th Street

Regulated Drains

-Elwood Wilson Drain – located as described in Corridor C above.

Section Corners

-Corner 18050605 – located in 16th Street ½ mile south of Cherry Street.

-Corner 18050702 – located as described in Corridor C above.

-Corner 18040223 – located as described in Corridor D above.

BenchMarks –

-BMS-237 – located as described in Corridor B above.

Corridor E1 – Greenfield Avenue

Regulated Drain

- Elwood Wilson – located as described in Corridor C above

Section Corners

- Corner 18050702 – located as described in Corridor C above.
- Corner 18040223 – located as described in Corridor D above.

BenchMarks

- BMG19 – located as described in Corridor C above.
- BMQ237 – located as described in Corridor C above.

Corridor E-2 - 166th Street/New Terrain

Regulated Drains – None

Section Corner

- Corner 18040223 – located as described in Corridor D above

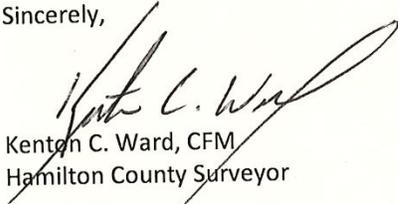
BenchMarks – None

Attached are maps showing the locations of the regulated drains along with the Corner Records for the Sections Corners and the BenchMark Record Sheets.

On a personal note, I hope that the steel truss railroad bridges over both White River and Cicero Creek will be left in place whichever Corridor is chosen. I believe both would be a scenic and unique assess to the future Midland Trail. I consider both of these to be historic treasures, something future generation will enjoy.

If you have need further information as this process continues, please let me know.

Sincerely,

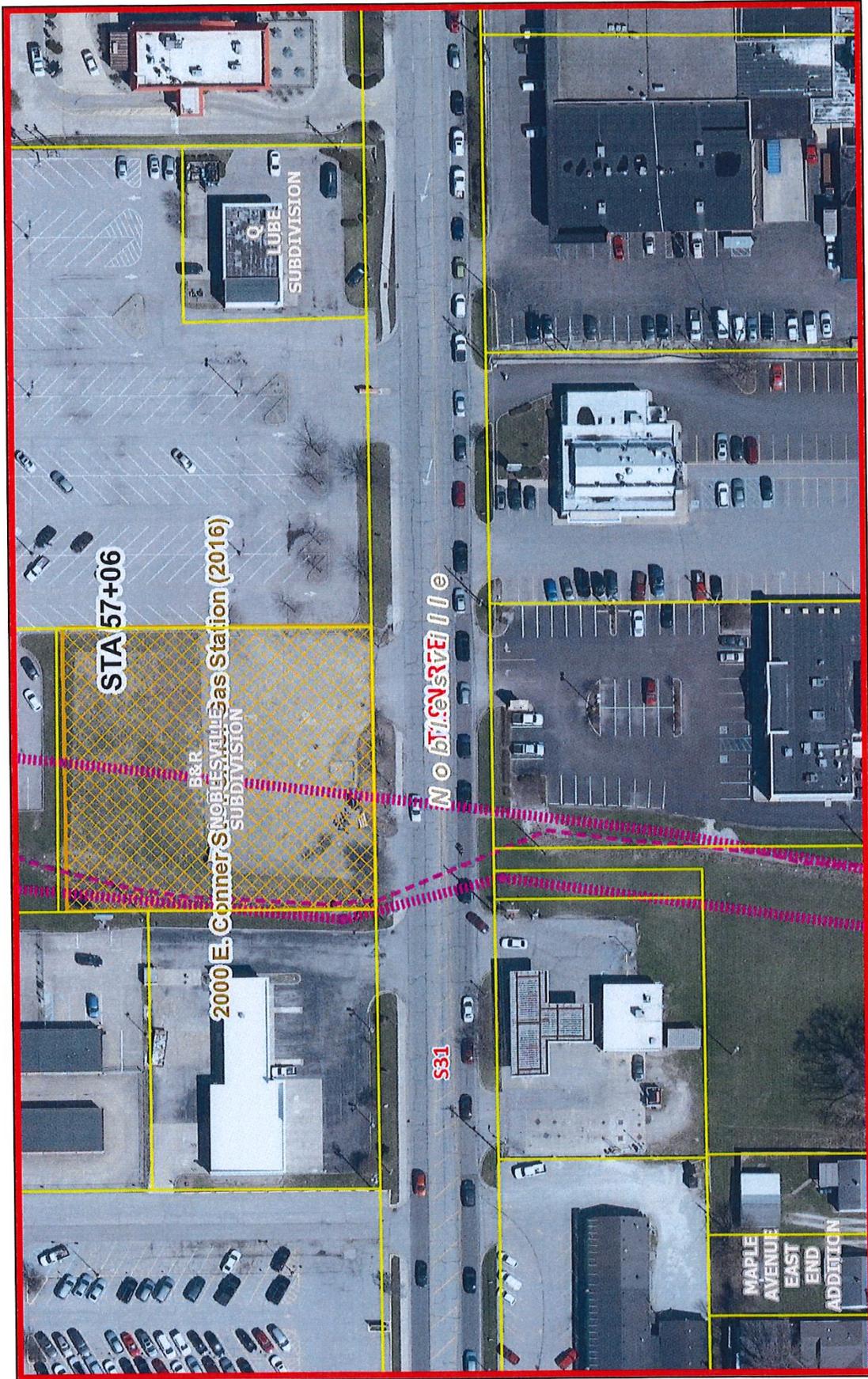


Kenton C. Ward, CFM
Hamilton County Surveyor

KCW/pll

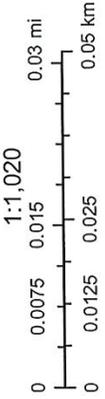
Cc: Robert Winebrinner
CHA
Union Station
300 S. Meridian St.
Indianapolis, IN 46225

Elwood Wilson Drain - Corridor A



May 20, 2020

- Parcel Boundary (public)
- Drain Name
- Regulated Drains
- ▬ OPEN DRAIN
- ▬ Grass Waterway
- ▬ All Other Structures
- ▬ CLOSED DRAIN
- ▬ SSD
- ▬ Swale
- ▬ MUNICIPAL MANHOLE
- ▬ MUNICIPAL DRAIN
- ▬ Filter Strip
- ▬ Regulated Drains Waterways
- ▬ Regulated Drains Drainage Pool

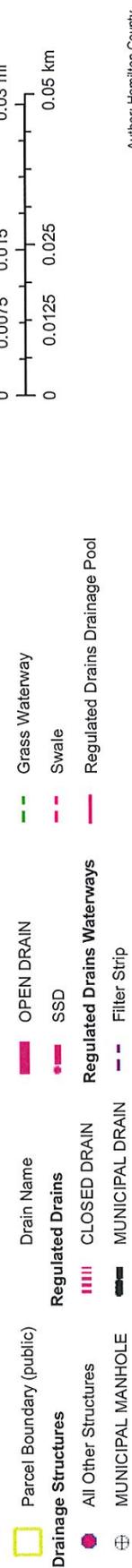


Author: Hamilton County
 Hamilton County compiled this map. Although strict accuracy standards have been employed, Hamilton County does not warrant or guarantee the accuracy of the information contained herein and disclaims any and all liability resulting from any error or omission.

Elwood Wilson Drain - Corridors B & B1



May 20, 2020

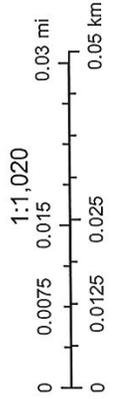
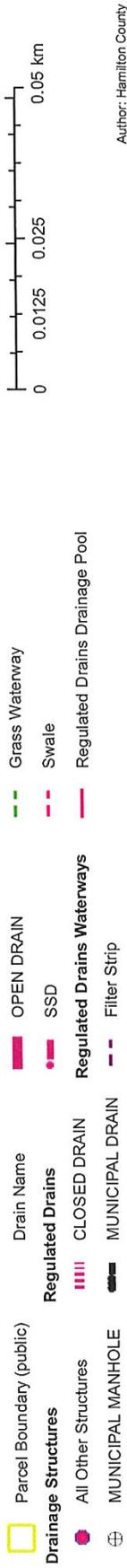


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 Author: Hamilton County

Elwood Wilson Drain - Corridors C, D, E, & E1

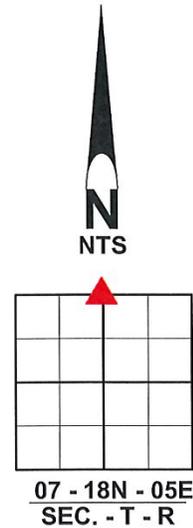
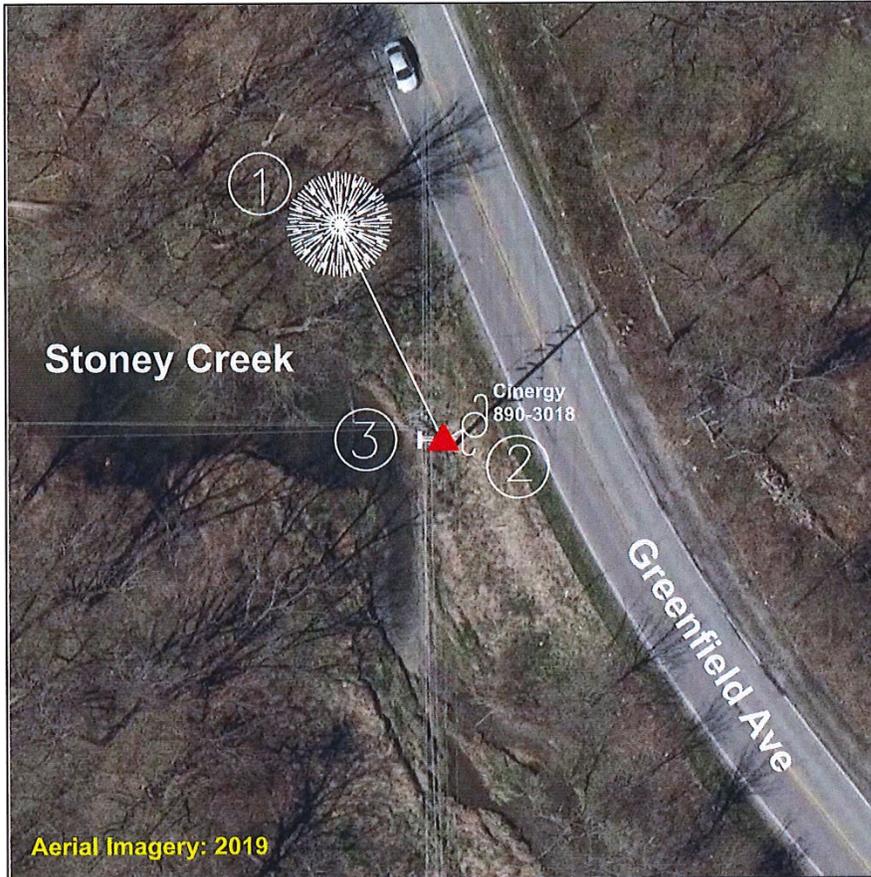


May 20, 2020



Hamilton County compiled this map. Although strict accuracy standards have been employed, Hamilton County does not warrant or guarantee the accuracy of the information contained herein and disclaims any and all liability resulting from any error or omission.
 Author: Hamilton County

HAMILTON COUNTY SURVEYOR'S OFFICE CORNER RECORD



FIELD CREW:

Bob King CST
Todd Whisman

DATE: 11-20-2019

FB: 18-05 PG: 92-93

GEODETIC CONTROL

BY: Bob King CST

DATE: 11-20-2019

MONUMENT: **HARRISON FND 0.4' BELOW SURFACE**

Ref.	Distance	Witness Monument Ties
1.	68.55'	Mag nail with washer set 1.5' up on W. face of 48"-54" tree.
2.	4.55'	Mag nail with washer set 1.0' up on utility pole.
3.	0.95'	Near face of carsonite marker.

SPC Indiana East 1301
NAD 83 US Survey ft.
N: 1741845.537
E: 233524.797
NAVD 88 (GEOID12A)
ELEV: 749.031

NOTE: The Orthometric Height was determined by RTK GPS observation & Geoid model GEOID 12A

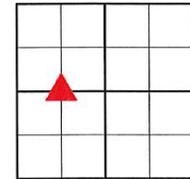
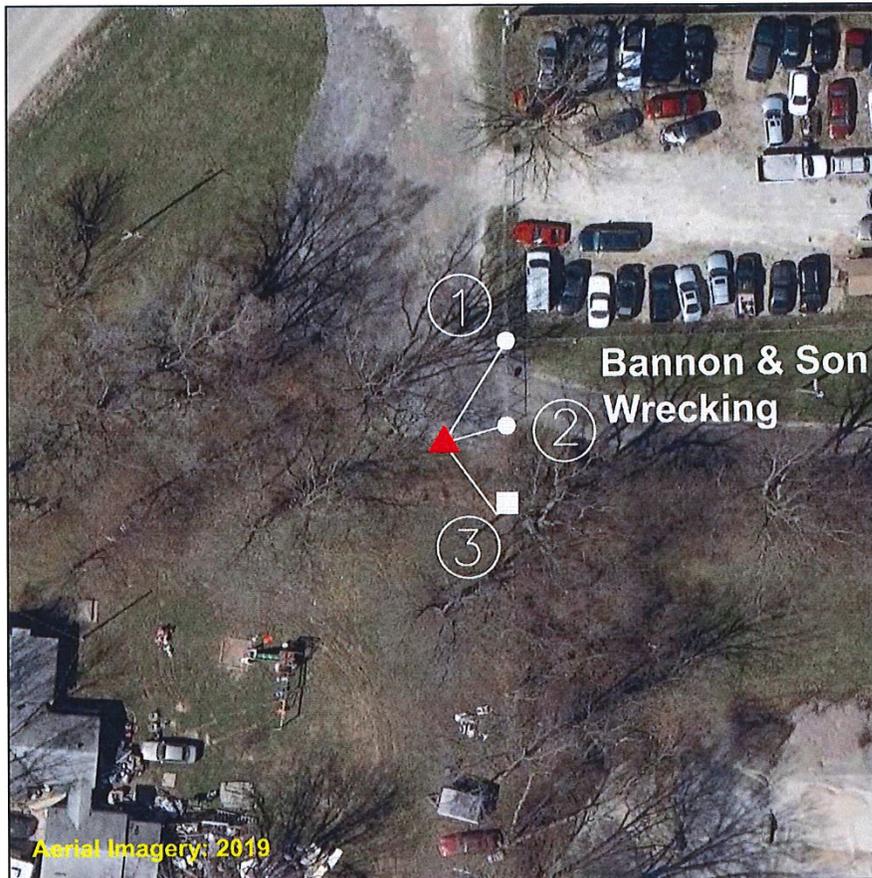
HISTORY	
2-17-1960 Iron pipe found. 9-15-1966 Stone found 1' N.E. of Iron pipe 2' below surface. 7-28-1978 Stone found with "X"	

DRAWN BY:
Todd Whisman

DATE: 12-9-2019

Sheet 1 of 1	Indiana Tie Card References: IN02_T18NR05E07_04 IN02_T18NR05E06_76	Hamilton County Surveyor's Office One Hamilton County Square, Suite 188 Noblesville, IN 46060 Surveyor@HamiltonCounty.IN.gov 317-776-8495	CORNER NUMBER 18050702
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HAMILTON COUNTY SURVEYOR'S OFFICE CORNER RECORD



**01 - 18N - 04E
SEC. - T - R**

FIELD CREW:

Bob King CST
Todd Whisman CST

DATE: 2-5-2020

FB: 18-04 PG: 34-35

GEODETIC CONTROL

BY: Bob King CST

DATE: 2-5-2020

MONUMENT: **STONE FOUND AT SURFACE**

Ref.	Distance	Witness Monument Ties
1.	33.95'	Near face of gate post
2.	17.47'	Near face of gate post
3.	24.36'	Mag nail & washer found on south west corner of stone column

SPC Indiana East 1301

NAD 83 US Survey ft.

N: 1744207.723

E: 26680.491

NAVD 88 (GEOID12A)

ELEV: 783.378

NOTE: The Orthometric Height was determined by RTK GPS observation & Geoid model GEOID 12A

HISTORY

9-17-1963 Stone found. 4-4-1986 Stone found 0.3' below surface.
3-8-2004 Stone found at surface. 5-4-2011 Stone found at surface.

DRAWN BY:

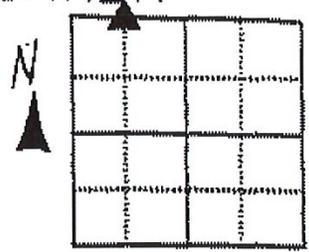
Bob King CST

DATE: 2-5-2020

Sheet 1 of 1	Indiana Tie Card References: IN02_T18NR04E01_38	Hamilton County Surveyor's Office One Hamilton County Square, Suite 188 Noblesville, IN 46060 Surveyor@HamiltonCounty.IN.gov 317-776-8495	CORNER NUMBER 18040117
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HAMILTON RECORD CORNER

DATE
3/8/04



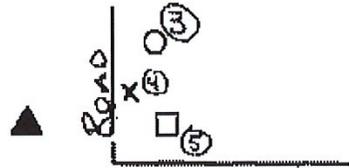
1-18-4

FIELD CREW

L Brewer
S Fesmire

② □

① □



GRAVEL DRIVEWAY

RIVER

GEODETTIC INFO

- ① PK in mailbox post 29.07'
- ② NE corner post in AMERITECH PHONE PED. 27.82'
- ③ MAG nail PWP 52.05'
- ④ "X" CUT IN CURB 22.10'
- ⑤ PK in CP 25.67'

BY _____
DATE _____
N.A.D. _____
N. _____
E. _____
ELEV. _____
NGVD. _____
LAT _____
LONG. _____

NOTES

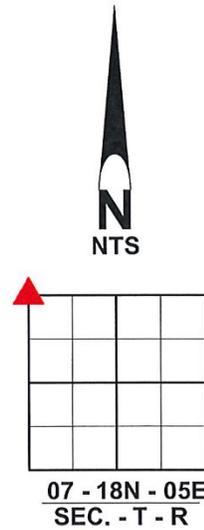
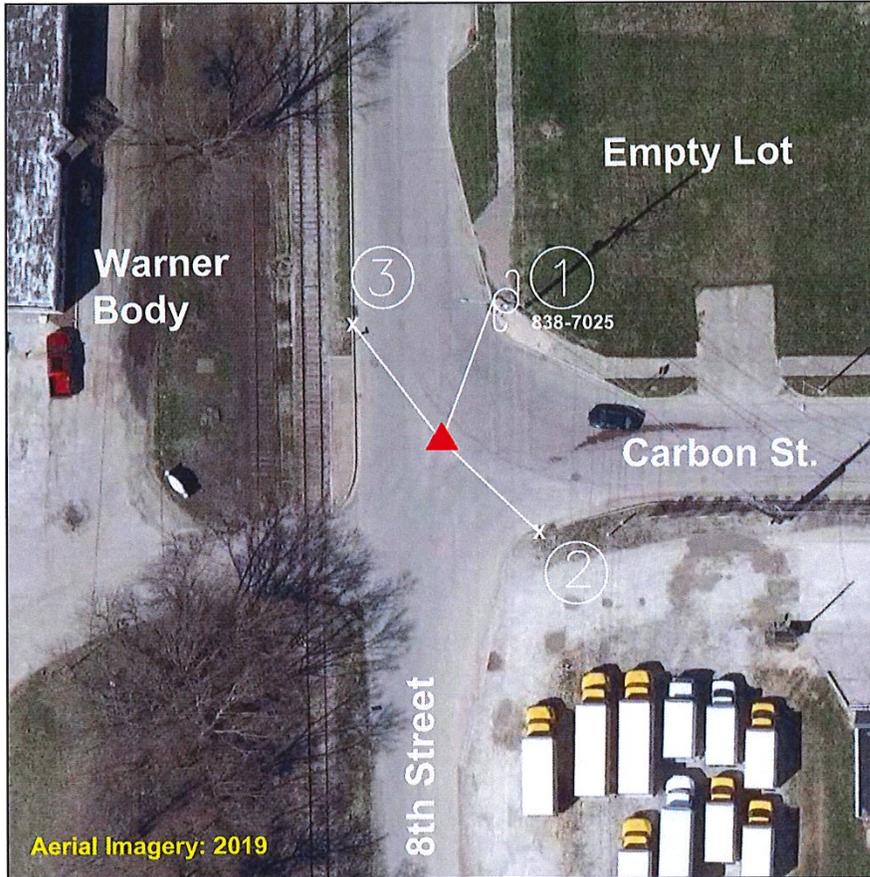
PK nail

A22

18040110

18040110

HAMILTON COUNTY SURVEYOR'S OFFICE CORNER RECORD



FIELD CREW:

Bob King CST
Todd Whisman

DATE: 11-19-2019

FB: 18-05 PG: 70-71

GEODETIC CONTROL

BY: Bob King CST

DATE: 10-10-2019

MONUMENT: **BRASS PIN FOUND AT SURFACE**

Ref.	Distance	Witness Monument Ties
1.	43.70'	Mag nail & washer set 1.40' up on west face of utility pole
2.	38.81'	Cut "X" in top of curb on west side of drain inlet
3.	42.95'	Cut "X" in top of curb on south side of drain inlet

SPC Indiana East 1301

NAD 83 US Survey ft.

N: 1741839.120

E: 230720.460

NAVD 88 (GEOID12A)

ELEV: 765.78

NOTE: The Orthometric Height was determined by RTK GPS observation & Geoid model GEOID 12A

HISTORY

1962 Stone found. Iron pipe set over stone.

DRAWN BY:
Bob King CST

DATE: 11-19-2019

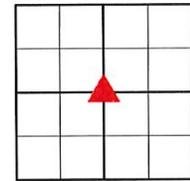
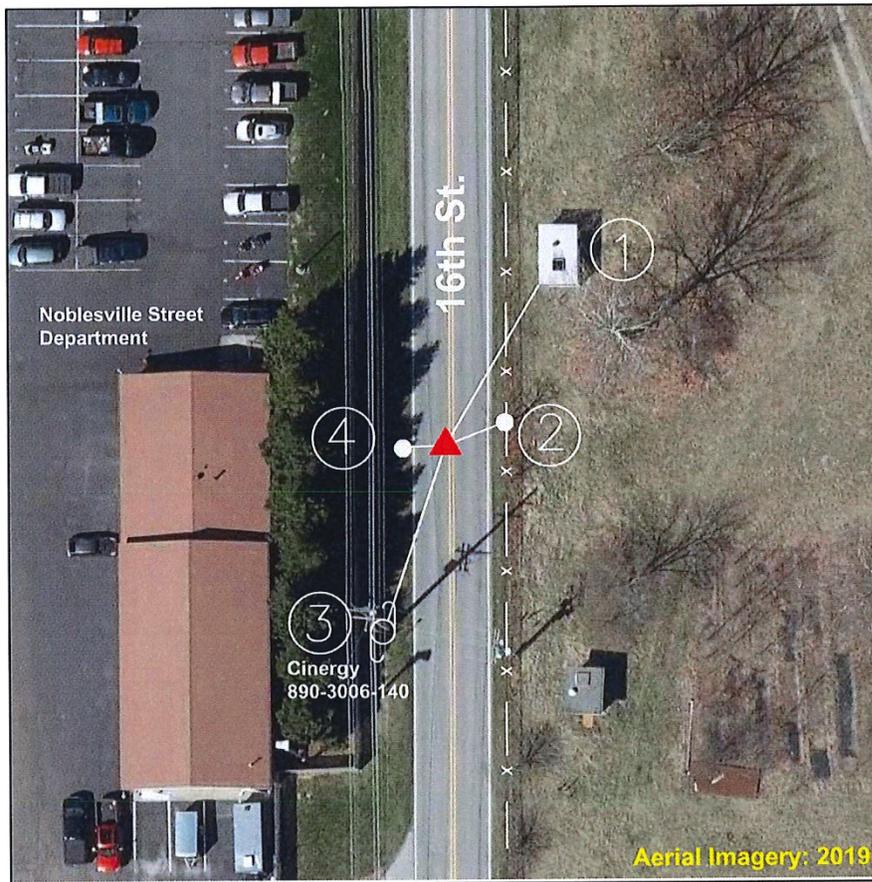
Sheet 1 of 1	Indiana Tie Card References: <u>IN02_T18NR05E07_00</u> <u>IN02_T18NR05E06_72</u>	Hamilton County Surveyor's Office One Hamilton County Square, Suite 188 Noblesville, IN 46060 Surveyor@HamiltonCounty.IN.gov 317-776-8495	CORNER NUMBER 18050701
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18040223



HAMILTON COUNTY SURVEYOR'S OFFICE

CORNER RECORD



06 - 18N - 05E
SEC. - T - R

FIELD CREW:

Bob King CST

Todd Whisman

DATE: 11-25-2019

FB: 18-05 PG: 96-97

GEODETIC CONTROL

BY: Bob King CST

DATE: 11-25-2019

MONUMENT: **HARRISON FND 0.3' BELOW SURFACE**

Ref.	Distance	Witness Monument Ties
1.	53.95'	S.W. corner of block building.
2.	18.75'	West face of S. gate post.
3.	53.91'	Mag nail found 1' up on N.E. face of utility pole.
4.	9.97'	Capped rebar found 1' west of edge of pavement.

SPC Indiana East 1301

NAD 83 US Survey ft.

N: 1744501.443

E: 233523.505

NAVD 88 (GEOID12A)

ELEV: 772.18

NOTE: The Orthometric Height was determined by RTK GPS observation & Geoid model GEOID 12A

HISTORY

Stone with "X" mentioned in historical record book. 7-28-1978 Stone with "X" found 8" below surface. 10-1-2004 Harrison set 0.2' below surface. 10-17-2014 Harrison found 0.2' below surface.

DRAWN BY:

Todd Whisman

DATE: 12-9-2019

Sheet 1 of 1	Indiana Tie Card References: IN02_T18NR05E06_40	Hamilton County Surveyor's Office One Hamilton County Square, Suite 188 Noblesville, IN 46060 Surveyor@HamiltonCounty.IN.gov 317-776-8495	CORNER NUMBER 18050605
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HAMILTON COUNTY SURVEYOR'S OFFICE VERTICAL CONTROL

Station Name: S 237

Type of Monument: C.G.S. Disk

Organization: N.G.S.

Year Established: 1947

1/4 Section: NE 6 Township: 18 North Range: 5 East

Civil Township: Noblesville

Field Crew: Joe Mullins LS

USGS Quad: NOBLESVILLE

Steve Fesmire

Recovered Date: 06-29-2010

Zach Haselhorst

Field Located

Reported

N.A.D. NAD83 (CORS96)

N.A.D.

N. 1745101.47

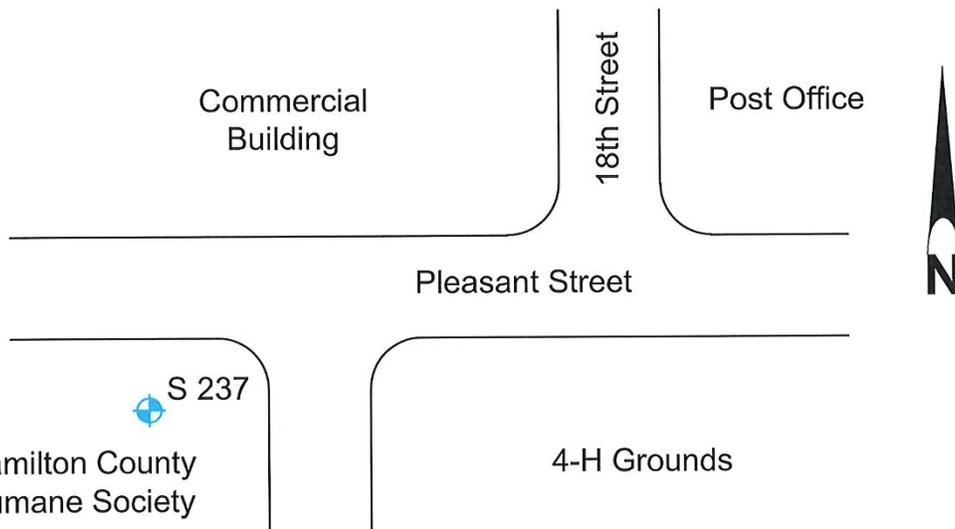
N.

E. 234421.45

E.

ELEV. 768.27 (NAVD 88)

Description: C.G.S. disk set in the top of a concrete post South of Pleasant Street at the entrance of the Humane Society at the Hamilton County Fair Grounds.



S 237



S 237



HAMILTON COUNTY SURVEYOR'S OFFICE VERTICAL CONTROL

Station Name: Q 237

Type of Monument: C.G.S. Disk

Organization: N.G.S.

Year Established: 1947

1/4 Section: NE 7

Township: 18 North

Range: 5 East

Civil Township: Noblesville

Field Crew: Joe Mullins LS

USGS Quad: RIVERWOOD

Steve Fesmire

Recovered Date: 06-29-2010

Field Located

Reported

N.A.D. NAD83 (CORS96)

N.A.D.

N. 1740216.62

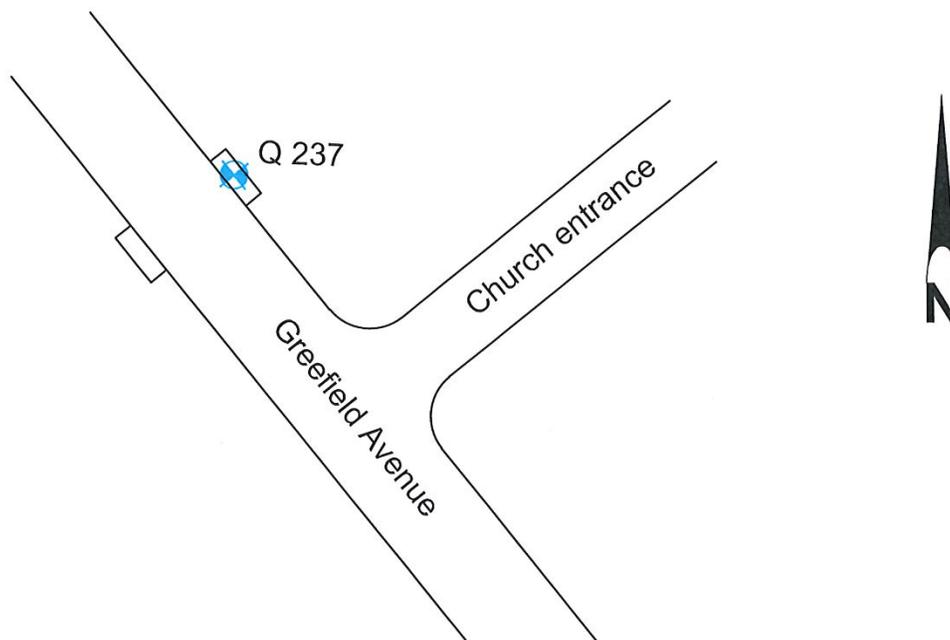
N.

E. 234853.29

E.

ELEV. 778.52 (NAVD 88)

Description: C.G.S. disk set in the center of the top of the Northeast concrete head wall on the North side on Greenfield Avenue West of the entrance of the Family Praise Center Church.





Q 237



HAMILTON COUNTY SURVEYOR'S OFFICE VERTICAL CONTROL

Station Name: G 19

Type of Monument: I.S.H.C. Disk

Organization: INDOT

Year Established:

1/4 Section: SE 7 Township: 18 North Range: 5 East

Civil Township: Noblesville

Field Crew: Joe Mullins LS
Zach Haselhorst

USGS Quad: RIVERWOOD

Recovered Date: 06-30-2010

Field Located

Reported

N.A.D. NAD 83 (CORS 96)

N.A.D.

N. 1739120.82

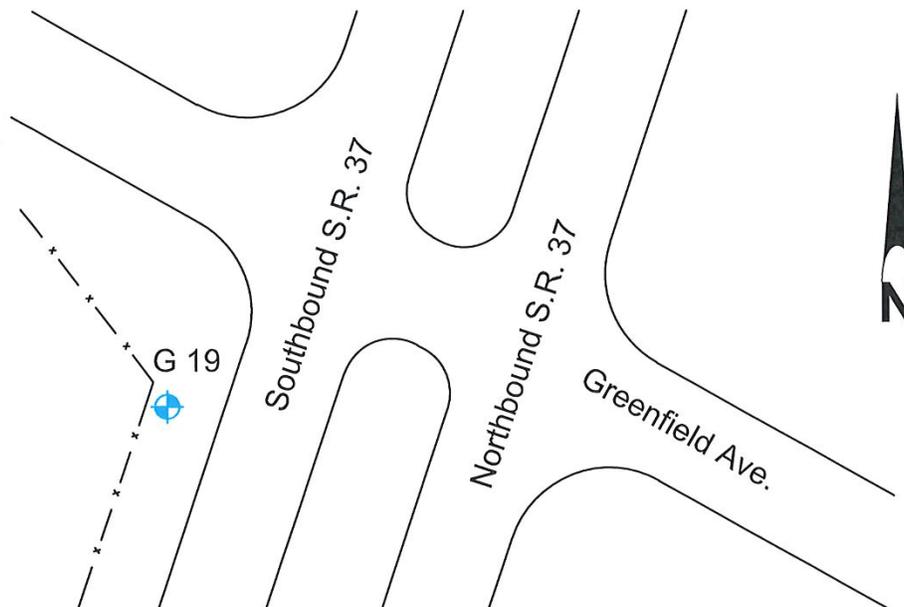
N.

E. 235435.54

E.

ELEV. 797.38

Description: Bronze plate set in concrete post in SW corner of intersection of S.R. 238 and new S.R. 37.





G 19

G 19



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State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

DNR #: ER-22462

Request Received: April 20, 2020

Requestor: CHA Consulting, Inc
Robert Winebrinner
Union Station, 300 South Meridian Street
Indianapolis, IN 46225-1193

Project: Construction of an East-West Corridor to connect SR 37 and SR 32 across the White River, with 8 proposed routes, City of Noblesville; CHA #33469, Des #TBD

County/Site info: Hamilton

To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

Regulatory Assessment: Any new bridge or bridge replacement over the White River will require the formal approval for construction in a floodway under the Flood Control Act, IC 14-28-1. If an existing bridge is rehabilitated, formal approval will also be required, unless it qualifies under the INDOT and IDNR Memorandum of Understanding for Maintenance Activity Exemption, dated March 1997. Please include a copy of this letter with the permit application, if required.

Natural Heritage Database: The Natural Heritage Program's data have been checked. The American Badger (*Taxidea taxus*), a state species of special concern, has been documented within 1/2 mile of proposed corridors B, B1, E1 & E2. Also, the mussel species below have been documented in the West Fork White River within 1/2 mile of corridors A, B, B1, C, E1 & E2.

1. Northern Riffleshell (*Epioblasma rangiana*); federal & state endangered
2. Clubshell (*Pleurobema clava*); federal & state endangered
3. Rayed Bean (*Villosa fabalis*); federal & state endangered
4. Rabbitsfoot (*Theiladerma cylindrica*); fed. threatened & state endangered
5. Round Hickorynut (*Obovaria subrotunda*); state endangered
6. Wavyrayed Lampmussel (*Lampsilis fasciola*); state special concern
7. Kidneyshell (*Ptychobranchus fasciolaris*); state special concern
8. Little Spectaclecase (*Villosa lienosa*); state special concern

Fish & Wildlife Comments: None of the mussel species above are still found live throughout this stretch of the White River. Therefore, we do not foresee any impacts to these mussel species as a result of this project. Also, badgers are a wide ranging species that prefer an open, prairie-type habitat, with Indiana being at the eastern edge of their natural range. The range of the badger continues to expand as a result of land-use changes from forest to farmland and open pastureland. Impacts to the American badger or its preferred habitat are unlikely as a result of this project.

Based on the information submitted and a webinar meeting hosted by CHA on May 21, 2020, the Division of Fish & Wildlife (DFW) recommends either Corridor B or B1. DFW believes this alternative route provides the best balance between accomplishing the stated purpose and need and limiting impacts to fish, wildlife, and botanical resources. Corridor B/B1 reuses an existing disturbed railroad corridor where it crosses both Cicero Creek and the White River. Further discussion on the potential reuse of the existing railroad truss bridge that crosses the White River led to concern about additional impacts to forested riparian habitat beyond those included in the alternatives analysis. The DFW recommends against the reuse of this structure if floodplain excavation and tree removal are required to meet floodplain management regulations.

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Division of Fish and Wildlife
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It is understood that there is a desire on the part of some stakeholders to restore and reuse the existing structure and perhaps it is still possible to use some of the superstructure elements without reusing the substructure elements that are currently problematic.

As the design of this project develops, avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The following are recommendations that address potential impacts identified in the proposed project area:

1) Stream Crossing Design:

For purposes of maintaining fish and wildlife passage through a crossing structure, the Environmental Unit recommends bridges rather than culverts and bottomless culverts rather than box or pipe culverts. Wide culverts are better than narrow culverts, and culverts with shorter through lengths are better than culverts with longer through lengths. If box or pipe culverts are used, the bottoms should be buried a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the OHWM width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width / length) of 0.25; and have stream depth, channel width, and water velocities during low-flow conditions that are approximate to those in the natural stream channel. Banklines should be restored within box and pipe structures to allow for wildlife passage above the ordinary highwater mark.

The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. The Division of Fish and Wildlife would like to emphasize the importance of wildlife passage issues and transportation infrastructure projects. The following is a good place to start in terms of resources to consider in the design of stream crossing structures:

<http://www.fs.fed.us/wildlifecrossings/library/>.

The following are recommended resources for designing and constructing stream crossings for maintenance of instream habitat and aquatic organism passage:
https://www.fs.fed.us/biology/nsaec/fishxing/aop_pdfs.html, and
<https://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf>.

2) Bank Stabilization:

Some form of bank and/or streambed stabilization is almost always needed with the construction, repair, replacement, or modification of a stream channel or crossing structure. For streambank stabilization and erosion control, regrading to a stable slope (2:1 or shallower) and establishing native vegetation along the banks are typically the most effective techniques. A variety of methods to accomplish this include: planting plugs, whips, container stock, seeding, and live stakes. In addition to vegetation establishment, some additional level of bioengineered bank stabilization may be needed under certain circumstances (inability to regrade to a stable slope, flow velocities that exceed the limits of vegetation alone, etc.). Combining vegetation with any of the following bank stabilization methods can provide additional bank protection while not compromising benefits to fish, wildlife, and botanical resources: geotextiles (erosion control blankets and/or turf reinforcement mats that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles), vegetated geogrids or soil lifts, fiber rolls, glacial stone, or riprap. Information about bioengineering techniques can be found at <http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml>.

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Division of Fish and Wildlife
Early Coordination/Environmental Assessment

Additionally, the following is a link to a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization:
<http://directives.sc.egov.usda.gov/17553.wba>.

Riprap or other hard bank stabilization materials should be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM) with the exception of areas directly under bridges for instance. The banks above the OHWM should be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. For streambed stabilization or scour protection, riprap or other stabilization materials should not be placed in the active stream channel above the existing streambed or flowline elevation unless specifically designed and installed for grade control and aquatic organism passage. This is to prevent obstructions to the movement of aquatic organisms upstream and downstream.

3) Riparian & Urban Tree Habitat:

If tree removal is needed, the DFW recommends avoiding removing urban trees to the greatest extent possible and replacing trees that must be removed. Street trees are important to fish and wildlife resources in urban areas. Indiana's street trees also provide millions of dollars of tangible benefits to Indiana communities by their presence in the urban environment. Their shade and beauty contribute to the quality of life. They provide significant increases in real estate values, create attractive settings for commercial businesses, and improve community neighborhood appeal. Trees decrease energy consumption by providing shade and acting as windbreaks. They reduce water treatment costs and impede soil erosion by slowing the runoff of stormwater. Trees also cool the air temperature, cleanse pollutants from the air, and produce oxygen while absorbing carbon dioxide. Trees are an integral component of the urban environment. Proactively managing and maintaining a street tree population will ultimately maximize the benefits afforded by their aesthetic and ecological functions. The following links give a good overview of the benefits of a street tree program and how to select the right species to avoid the negative impacts of non-native invasive species such as the common and popular Bradford pear: <https://www.in.gov/dnr/forestry/3605.htm> > Community & Urban Forestry > Tree Species Lists.

We recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Floodway Habitat Mitigation guidelines (and plant lists) can be found online at: <http://www.in.gov/legislative/iac/20190130-IR-312190041NRA.xml.pdf>.

Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 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.

State of Indiana
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4) Drainage and Stormwater Management:

The DFW recommends considering a more sustainable approach to stormwater management. The traditional model of stormwater management aims to drain urban runoff as quickly as possible with the help of channels and pipes, which increases peak flows and costs of stormwater management. This type of solution only transfers stormwater problems from one section of the basin to another section. A more sustainable approach aims to rebuild the natural water cycle by using storage techniques (retention basins, constructed wetlands, raingardens, etc.), recharging groundwater using infiltration techniques (infiltration basins or trenches, pervious pavement, etc.), and reusing runoff for irrigation elsewhere in the basin. The following links give a good overview of traditional and sustainable stormwater management systems and their pros and cons for consideration during the design of the proposed project: <https://www.epa.gov/greeningepa/epa-facility-stormwater-management>; <https://www.epa.gov/greeningepa/stormwater-management-practices-epa-facilities>

5) Street Lighting:

Most transportation corridor designers and municipalities are trending toward LED lighting. Certain types of LED lighting can have negative impacts on both human and wildlife health and safety. Scientific evidence suggests that artificial light at night has negative and deadly effects on many creatures including amphibians, birds, mammals, insects and plants. A June 2016 American Medical Association (AMA) report, "Human and Environmental Effects of Light Emitting Diode Community Lighting," concluded that "white LED street lighting patterns may contribute to the risk of chronic disease in the populations of cities in which they have been installed". The DFW strongly encourages visiting the IDA's website to learn more about selecting lighting fixtures that minimize the harmful effects of lighting on humans and wildlife: <http://darksky.org/lighting/lighting-basics/> (and the LED Practical Guide at <https://www.darksky.org/our-work/lighting/lighting-for-citizens/led-guide/>).

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas that are not currently mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in currently mowed areas only.
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
6. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
7. Do not use broken concrete as riprap.
8. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
9. Minimize the movement of resuspended bottom sediment from the immediate project area.
10. Do not deposit or allow demolition/construction materials or debris to fall or otherwise enter the waterway.
11. Appropriately designed measures for controlling erosion and sediment must be

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Division of Fish and Wildlife
Early Coordination/Environmental Assessment**

implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.

Contact Staff:

Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife
Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.

Christie L. Stanifer

Date: May 29, 2020

Christie L. Stanifer
Environ. Coordinator
Division of Fish and Wildlife



United States Department of the Interior Fish and Wildlife Service



Indiana Field Office (ES)
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

February 3, 2021

Robert Winebrinner
CHA, Inc.
300 S. Meridian St.
Union Station
Indianapolis, Indiana 46225
(sent via email)

RE: Alternatives Screening/Preferred Alternative for the East-West Corridor Project (Des. TBD),
Noblesville, Hamilton County, Indiana

Dear Mr. Winebrinner,

This is in response to your email dated January 21, 2021, requesting comments on the Alternatives Screening Memo and the Preferred Alternative selection for a new east-west corridor in Noblesville, IN. These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, as amended, and the U.S. Fish and Wildlife Service's Mitigation Policy.

According to information provided to our office, the City of Noblesville is proposing the development of an east to west corridor project through the city from S.R. 37 to S.R. 32, including a crossing of the White River. Eight alternatives were initially identified and evaluated during the process, with Alternative B1 selected as the preferred alternative. In addition to environmental features, evaluation criteria included construction costs, engineering feasibility, constructability (or the level of construction complexity), and conceptual level right-of-way relocation determinations. Currently, state funding is expected to be used for the project; however, it is still possible that federal funding from the Federal Highway Administration (FHWA) will be secured.

After reviewing the screening analysis, the U.S. Fish and Wildlife Service agrees that Alternative B1 should be put forth as the Preferred Alternative. This alternative has the least floodplain and water crossing impacts, low forest and wetland impacts, one of the lowest costs, and is most successful at meeting the project's Purpose and Need (decreasing traffic volume in Noblesville).

Threatened and Endangered Species

As mentioned in our early coordination letter dated April 28, 2020, the proposed project is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*). Indiana bats hibernate in caves then disperse to reproduce and forage in relatively undisturbed forested areas associated with water resources during spring and summer. Recent research has shown that they will inhabit fragmented landscapes with adequate forest for roosting and foraging. Young are raised in nursery colony roosts in trees, typically near drainageways in undeveloped areas. Like all other bat species in Indiana, the Indiana bat diet consists exclusively of insects.

The northern long-eared bat was listed as threatened under the Endangered Species Act (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) in April, 2015. We also developed a final [4\(d\) rule](#), which was published in the *Federal Register* on January 14, 2016 and specifically defines the "take" prohibitions for this species. At this time, no critical habitat has been proposed for the northern long-eared bat.

The entire state of Indiana is within the range of the northern long-eared bat. During the summer, northern long-eared bats typically roost singly or in colonies in cavities, underneath bark, crevices, or hollows of both live and dead trees and/or snags (typically ≥ 3 inches dbh). Males and non-reproductive females may also roost in cooler places, like caves and mines. The northern long-eared bat appears opportunistic in selecting roosts, using tree species based on presence of cavities or crevices or presence of peeling bark. It has also been occasionally found roosting in structures like barns and sheds (particularly when suitable tree roosts are unavailable). They forage for insects in upland and lowland woodlots and tree-lined corridors. During the winter, northern long-eared bats predominately hibernate in caves and abandoned mine portals. Additional habitat types may be identified as new information is obtained.

There are records of the Indiana bat and northern long-eared bat in Hamilton County and/or adjacent counties. Based on the information we have reviewed, there is suitable summer habitat for **both** of these species present throughout the surrounding project area, including wooded areas associated with the White River. We encourage state and local agencies to limit tree clearing activities during the summer maternity season (clear trees from October 1 through March 31) to avoid incidental take to either species. If this project does end up having a federal nexus, such as federal funding or some other federally issued permit, seasonal tree clearing restrictions would likely need to be implemented.

Construction of a new east-west corridor will impact a variety of natural resources including wetlands, forests and streams. Hamilton County has limited forest and wetland resources and bisecting or disturbing these areas with a new roadway will further degrade and fragment the remaining habitat. Impacts to natural resources should be avoided and minimized as much as possible, including selecting the alternative with the fewest impacts and further refining the preferred alternative once selected. Additional recommendations to reduce resource impacts are attached.

Wetland impacts may require permits from the U.S. Army Corps of Engineers, the Indiana Department of Environmental Management's Water Quality Certification program and the Indiana Department of Natural Resources. Any unavoidable impacts should be compensated for in accordance with the Corps of Engineers mitigation guidelines. Our recommendations to the U.S. Army Corps of engineers for permit conditions would be consistent with our comments here.

Section 4(f) of the Transportation Act of 1966 requires that land from a publicly owned park, recreation area or wildlife or waterfowl refuge or any significant public or private historical site shall not be used by the Federal Highway Administration for highway right-of-way unless a determination is made that there is no feasible and prudent alternative to the use of land from such property. Further, the proposed action must include all possible planning to minimize harm to the property which results from such use. A Section 4(f) determination concerning project impacts may be necessary as part of the environmental review process if federal funds are utilized.

We appreciate the opportunity to comment at this stage of project planning. We look forward to continuing to coordinate as the project develops. If you have any questions about our recommendations, please contact Robin McWilliams Munson at (812) 334-4261 (Ext. 207) or robin_mcwilliams@fws.gov.

Sincerely,

Scott E. Pruitt
Field Supervisor

Cc (via email):

Ron Bales, Manager, Indiana Department of Transportation, Indianapolis, IN
Greg McKay, Department of the Army, Corp of Engineers, Louisville, KY
Christie Stanifer, Indiana Department of Natural Resources, Indianapolis, IN

Additional Recommendations:

1. Do not clear trees or understory vegetation outside the construction zone boundaries. **(This restriction is not related to the “tree clearing” restriction for potential Indiana Bat habitat.)**

2. 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.

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.

3. Restrict channel work and vegetation clearing to the minimum necessary for installation of the stream crossing structure.

4. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If rip rap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat.

5. Implement temporary erosion and sediment control methods within areas of disturbed soil. All disturbed soil areas upon project completion will be vegetated following INDOT’s standard specifications.

6. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams.

7. 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.

8. Revegetate all disturbed soil areas immediately upon project completion, using native trees and shrubs in the riparian zone wherever feasible. We recommend reforestation occur along all impacted riparian areas, extending at least 50 feet (preferably 100) perpendicular from the streambank.

Winebrinner, Robert

From: Lindley, Laban C CIV USARMY CELRL (USA) <Laban.C.Lindley@usace.army.mil>
Sent: Monday, February 8, 2021 09:35 AM
To: Winebrinner, Robert
Cc: Farren, Amari
Subject: [--EXTERNAL--]: RE: East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD - CHA Proj. No. 59473

Categories: Coordination

Robert,

This project has been assigned Corp ID No. LRL-2020-699-LCL. The USACE does not have any specific comments on the screening memo or various proposed alternatives. Our only recommendation is that any selected preferred alternative should be carefully evaluated to ensure compliance with regulations at 40 CFR Part 230, that the preferred alternative is also the least environmentally damaging practical alternative (LEDPA).

As you are likely aware, I have had conversations and a site visit with CHA Consulting and American Structurepoint regarding waters identified in the proposed project limits. We will be completing a jurisdictional determination to determine which waters are considered waters of the U.S. After that is complete, the avoidance and minimization of impacts to the maximum extent practicable is required for compliance with Section 404 Clean Water Act.

Sincerely,

Laban C. Lindley
Team Leader
U.S. Army Corps of Engineers
Louisville District
Indianapolis Regulatory Office
8902 Otis Avenue, Suite S106B
Indianapolis, IN 46216
Phone: 317-543-9424

Please comment on our service. Our National Customer Service Survey is located at:
http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey

From: Winebrinner, Robert <RWinebrinner@chacompanies.com>
Sent: Friday, January 29, 2021 3:06 PM
To: McKay, Gregory A CIV USARMY CELRL (USA) <Gregory.A.McKay@usace.army.mil>
Cc: Lindley, Laban C CIV USARMY CELRL (USA) <Laban.C.Lindley@usace.army.mil>; Farren, Amari <afarren@idem.in.gov>
Subject: [Non-DoD Source] RE: East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD - CHA Proj. No. 59473

Mr. McKay,

The link provided below will take you to the Alternatives Screening Memo for the East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD. The Memo is being provided to seek your comments

regarding the selection of the B1-Pleasant Street alternative as the preferred alternative, in regards to impacts to the resources under your jurisdiction.

The project anticipates receiving funding from the State of Indiana and may also be funded fully with local funding. If at a later date federal funding by the Federal Highway Administration (FHWA) is secured for the project, the environmental assessment will be re-visited in the context of National Environmental Policy Act (NEPA) guidelines.

[Noblesville East-West Corridor - Alternatives Screening Memo](#)

Your cooperation in the development of the referenced project is appreciated. Please return a reply within 30-days of receipt of this packet. If no reply has been received within 30-days, it will be indicated in the environmental document, which is to be prepared for the referenced project, that your agency has no comment on the project.

Best regards,

Robert B. Winebrinner
Senior Environmental Planner
CHA - *design/construction solutions*
Office: (317) 780-7146
Cell: (317) 910-9705
rwinebrinner@chacompanies.com
www.chacompanies.com



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From: Winebrinner, Robert
Sent: Monday, April 20, 2020 2:59 PM
To: Gregory.A.McKay@usace.army.mil
Subject: East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD - CHA Proj. No. 59473

Mr. McKay,

Our firm was selected by the City of Noblesville to advance the State Environmental Assessment for the following project:

East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD

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Best regards,

Robert B. Winebrinner
Senior Environmental Planner

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www.chacompanies.com



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Winebrinner, Robert

From: Farren, Amari <AFarren@idem.IN.gov>
Sent: Wednesday, February 10, 2021 12:56 PM
To: Lindley, Laban C CIV USARMY CELRL (USA); Winebrinner, Robert
Subject: [--EXTERNAL--]: RE: East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD - CHA Proj. No. 59473

Categories: Coordination

Robert,

IDEM also recommends that the preferred alternative be the least impactful to water resources. I do not see any issues with the alternative screening that has been completed to date or the noted preferred alternative. However, any wetlands or additional water resources identified through the waters report should also be taken into account when determining the final route.

Thank you,
Amari

Coping with COVID-19:

- **Indiana State Dept. of Health (ISDH) COVID-19 Call Center:** Call 877-826-0011 (open 24/7)
- **Anthem NurseLine:** Call 800-337-4770 or visit the Anthem NurseLine online for a FREE symptom screening. Available to anyone with an Anthem health plan (this includes State of IN employees)
- **Anthem Employee Assistance Program (EAP):** Available to ALL state employees and adults in household regardless of health plan participation. Call 800-223-7723 or visit anthemep.com (enter State of Indiana) for crisis counseling, help finding child/elder care, legal/financial consultation and much more.



Amari Farren, Wetlands, Lakes, and Streams Project Manager
Wetlands and Stormwater Section, Office of Water Quality
100 North Senate Avenue, Room 1255
Indianapolis Indiana 46204
Phone: (317) 234-6351
Fax: 317-234-4145
afarren@idem.IN.gov

Section 401 Water Quality Certification & Isolated Wetlands Program: <http://wetlands.in.gov>
Storm Water Program: <http://www.in.gov/idem/stormwater>
Indiana Storm Water Quality Manual: <http://www.in.gov/idem/stormwater/2363.htm>

Indiana Department of Environmental Management



IDEM values your feedback.

Please take two minutes and complete this brief survey.



From: Lindley, Laban C CIV USARMY CELRL (USA) <Laban.C.Lindley@usace.army.mil>
Sent: Monday, February 08, 2021 9:35 AM

To: Winebrinner, Robert <RWinebrinner@chacompanies.com>
Cc: Farren, Amari <AFarren@idem.IN.gov>
Subject: RE: East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD - CHA Proj. No. 59473

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Robert,

This project has been assigned Corp ID No. LRL-2020-699-LCL. The USACE does not have any specific comments on the screening memo or various proposed alternatives. Our only recommendation is that any selected preferred alternative should be carefully evaluated to ensure compliance with regulations at 40 CFR Part 230, that the preferred alternative is also the least environmentally damaging practical alternative (LEDPA).

As you are likely aware, I have had conversations and a site visit with CHA Consulting and American Structurepoint regarding waters identified in the proposed project limits. We will be completing a jurisdictional determination to determine which waters are considered waters of the U.S. After that is complete, the avoidance and minimization of impacts to the maximum extent practicable is required for compliance with Section 404 Clean Water Act.

Sincerely,

Laban C. Lindley
Team Leader
U.S. Army Corps of Engineers
Louisville District
Indianapolis Regulatory Office
8902 Otis Avenue, Suite S106B
Indianapolis, IN 46216
Phone: 317-543-9424

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http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey

From: Winebrinner, Robert <RWinebrinner@chacompanies.com>
Sent: Friday, January 29, 2021 3:06 PM
To: McKay, Gregory A CIV USARMY CELRL (USA) <Gregory.A.McKay@usace.army.mil>
Cc: Lindley, Laban C CIV USARMY CELRL (USA) <Laban.C.Lindley@usace.army.mil>; Farren, Amari <afarren@idem.in.gov>
Subject: [Non-DoD Source] RE: East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD - CHA Proj. No. 59473

Mr. McKay,

The link provided below will take you to the Alternatives Screening Memo for the East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD. The Memo is being provided to seek your comments regarding the selection of the B1-Pleasant Street alternative as the preferred alternative, in regards to impacts to the resources under your jurisdiction.

The project anticipates receiving funding from the State of Indiana and may also be funded fully with local funding. If at a later date federal funding by the Federal Highway Administration (FHWA) is secured for the project, the environmental assessment will be re-visited in the context of National Environmental Policy Act (NEPA) guidelines.

[Noblesville East-West Corridor - Alternatives Screening Memo](#)

Your cooperation in the development of the referenced project is appreciated. Please return a reply within 30-days of receipt of this packet. If no reply has been received within 30-days, it will be indicated in the environmental document, which is to be prepared for the referenced project, that your agency has no comment on the project.

Best regards,

Robert B. Winebrinner
Senior Environmental Planner
CHA - [design/construction solutions](#)
Office: (317) 780-7146
Cell: (317) 910-9705
rwinebrinner@chacompanies.com
www.chacompanies.com



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 Please consider the environment before you print this email

From: Winebrinner, Robert
Sent: Monday, April 20, 2020 2:59 PM
To: Gregory.A.McKay@usace.army.mil
Subject: East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD - CHA Proj. No. 59473

Mr. McKay,

Our firm was selected by the City of Noblesville to advance the State Environmental Assessment for the following project:

East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD

The attached coordination letter is written to present the proposed alternatives for the project and to seek your comments regarding the resources under your jurisdiction. Please note that the preliminary resource screening matrix is forthcoming, at which time you will also receive an invitation to attend a web conference to discuss the proposed corridors.

Best regards,

Robert B. Winebrinner
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THIS IS NOT A PERMIT

**State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment**

DNR #: ER-22462-1 **Request Received:** January 29, 2021

Requestor: CHA Consulting, Inc
Robert Winebrinner
Union Station, 300 South Meridian Street
Indianapolis, IN 46225-1193

Project: Construction of an East-West Corridor to connect SR 37 and SR 32 across the White River along the B1-Pleasant Street alternative route, City of Noblesville; CHA #59473, Des #TBD

County/Site info: Hamilton

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary.

Regulatory Assessment: Any new bridge or bridge replacement over the White River will require the formal approval for construction in a floodway under the Flood Control Act, IC 14-28-1. If an existing bridge is rehabilitated, formal approval will also be required, unless it qualifies under the INDOT and IDNR Memorandum of Understanding for Maintenance Activity Exemption, dated March 1997. Please include a copy of this letter with the permit application, if required.

Natural Heritage Database: The Natural Heritage Program's data have been checked. The species below have been documented within 1/2 mile of the B1 alternative route.
A) MUSSELS (West Fork White River):
1. Northern Riffleshell (*Epioblasma rangiana*); federal & state endangered
2. Clubshell (*Pleurobema clava*); federal & state endangered
3. Rayed Bean (*Villosa fabalis*); federal & state endangered
4. Rabbitsfoot (*Theliderma cylindrica*); fed. threatened & state endangered
5. Round Hickorynut (*Obovaria subrotunda*); state endangered
6. Wavyrayed Lampmussel (*Lampsilis fasciola*); state special concern
7. Kidneyshell (*Ptychobranthus fasciolaris*); state special concern
8. Little Spectaclecase (*Villosa lienosa*); state special concern
B) MAMMAL: American Badger (*Taxidea taxus*); state special concern

Fish & Wildlife Comments: Since the B-1 alternative is being advanced as the preferred alternative, all of the recommendations in our previous letter dated May, 29, 2020, still apply.

Contact Staff: Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife
Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.

Christie L. Stanifer

Date: February 26, 2021

Christie L. Stanifer
Environ. Coordinator
Division of Fish and Wildlife

Winebrinner, Robert

From: DNR Environmental Review <environmentalreview@dnr.IN.gov>
Sent: Tuesday, August 31, 2021 11:19 AM
To: Winebrinner, Robert
Subject: [--EXTERNAL--]: RE: East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD - CHA Proj. No. 59473

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Categories: Coordination

Good morning, Mr. Winebrinner. There is a nearby nest record from last year, but it's about a mile or so away from the preferred route B1.

Also, the bald eagle is no longer a state species of special concern, but it is still federally protected (see <https://www.fws.gov/midwest/eagle/history/protections.html>). The recommended buffer between any disturbance and an active eagle nest is 660 feet as you're aware. To minimize impacts to Bald Eagles, follow the National Bald Eagle Management Guidelines found at <http://www.fws.gov/midwest/eagle/pdf/NationalBaldEagleManagementGuidelines.pdf>. Please contact the US Fish and Wildlife Service if further consultation is needed regarding Bald Eagles.

Sincerely,

Christie L. Stanifer
Environmental Coordinator
Indiana Department of Natural Resources
Division of Fish & Wildlife
402 West Washington St, Room W273
Indianapolis, IN 46204
cstanifer@dnr.in.gov
Direct: (317) 232-8163
www.dnr.IN.gov

** Please let us know about the quality of our service by taking this brief [customer survey](#).*

From: Winebrinner, Robert <RWinebrinner@chacompanies.com>
Sent: Saturday, August 28, 2021 10:26 AM
To: DNR Environmental Review <environmentalreview@dnr.IN.gov>
Subject: RE: East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD - CHA Proj. No. 59473

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Christie,

Thank you for your continued coordination on this project. I would like to ask a follow-up clarification on the records for the Natural Heritage Database. We were informed by a local landowner that a pair of Bald Eagles were seen in the vicinity of the White River and the proposed Pleasant Street project (40.040652° N, -86.025401° W). Given your responses thus far and the general trend of increasing population, I would assume the pair (or individuals) were using the area temporarily and were not nesting at this location. Can you please re-confirm that there are no known records of nesting Bald Eagles within 660 feet of the project, particularly at this location.

Thank you very much,

Robert B. Winebrinner

Cell: (317) 910-9705

CHA ~ [design/construction solutions](#)

From: DNR Environmental Review <environmentalreview@dnr.IN.gov>

Sent: Friday, February 26, 2021 12:46 PM

To: Winebrinner, Robert <RWinebrinner@chacompanies.com>

Subject: [--EXTERNAL--]: RE: East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD - CHA Proj. No. 59473

Dear Mr. Winebrinner:

In an effort to promote a more efficient and faster service, the Division of Fish and Wildlife's Environmental Unit is utilizing electronic mail service whenever possible to send out and receive correspondence, rather than using US Postal Service mail. On any future correspondence, please provide a valid email address for this purpose. If any response letter sent via e-mail is returned as undeliverable, we will mail the hard copy by US Postal Service.

Future submittals:

Future environmental review requests can be submitted electronically to Christie Stanifer at: environmentalreview@dnr.in.gov. This is only FYI if you are not already doing so.

Sincerely,

Christie L. Stanifer
Environmental Coordinator
Indiana Department of Natural Resources
Division of Fish & Wildlife
402 West Washington St, Room W273
Indianapolis, IN 46204
cstanifer@dnr.in.gov
Direct: (317) 232-8163
www.dnr.IN.gov

** Please let us know about the quality of our service by taking this brief [customer survey](#).*

From: Winebrinner, Robert <RWinebrinner@chacompanies.com>

Sent: Friday, January 29, 2021 3:07 PM

To: DNR Environmental Review <environmentalreview@dnr.IN.gov>

Cc: Boszor, Brian <BBoszor@dnr.IN.gov>

Subject: RE: East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD - CHA Proj. No. 59473

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Ms. Stanifer,

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[Noblesville East-West Corridor - Alternatives Screening Memo](#)

Your cooperation in the development of the referenced project is appreciated. Please return a reply within 30-days of receipt of this packet. If no reply has been received within 30-days, it will be indicated in the environmental document, which is to be prepared for the referenced project, that your agency has no comment on the project.

Best regards,

Robert B. Winebrinner

Senior Environmental Planner

CHA ~ *design/construction solutions*

Office: (317) 780-7146

Cell: (317) 910-9705

rwinebrinner@chacompanies.com

www.chacompanies.com



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From: Winebrinner, Robert

Sent: Monday, April 20, 2020 2:58 PM

To: Christie Stanifer (environmentalreview@dnr.in.gov) <environmentalreview@dnr.in.gov>

Subject: East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD - CHA Proj. No. 59473

Ms. Stanifer,

Our firm was selected by the City of Noblesville to advance the State Environmental Assessment for the following project:

East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD

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forthcoming, at which time you will also receive an invitation to attend a web conference to discuss the proposed corridors.

Best regards,

Robert B. Winebrinner

Senior Environmental Planner

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Cell: (317) 910-9705

rwinebrinner@chacompanies.com

www.chacompanies.com



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Winebrinner, Robert

From: Turnbow, Alisha <ATurnbow@idem.IN.gov>
Sent: Friday, May 14, 2021 09:48 AM
To: Winebrinner, Robert
Cc: Blazey, Samuel
Subject: [--EXTERNAL--]: RE: Source Water Area for Pleasant St - Noblesville E-W Corridor - DES tbd - CHA Proj No 059473

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Coordination, NEPA

Hi Robert B. Winebrinner,

The B1 – Pleasant Street alignment of the East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD is located in Indiana American Water – Noblesville’s Wellhead Protection Area and is also located in Citizens Water – Indianapolis’ Wellhead Protection Area and Source Water Assessment Area. The contact for Indiana American Water – Noblesville is Christina Gosnell and she can be reached at christina.gosnell@amwater.com and (317) 885-2408. The contact for Citizens Water – Indianapolis is John Havard and he can be reached at jhavard@citizensenergygroup.com and (317) 693-8716. Let me know what questions you have.

Sincerely,



Alisha Turnbow
Environmental Manager
Office of Water Quality
Drinking Water Branch, Groundwater Section
(317) 233-9158 • aturnbow@idem.IN.gov

Indiana Department of Environmental Management



IDEM values your feedback.

Please take two minutes and complete this brief survey.



COVID-19 Resources:

- **Indiana State Dept. of Health (ISDH) COVID-19 Call Center:** Call 877-826-0011 (available 8:00 am-5:00 pm daily).
- **Anthem NurseLine:** Call 800-337-4770 or visit the [Anthem NurseLine](#) online for a FREE symptom screening. Available to anyone with an Anthem health plan (this includes State of IN employees)
- **Anthem Employee Assistance Program (EAP):** Available to full-time state employees and their household members regardless of health plan participation. Call 800-223-7723 or visit anthemeap.com (enter State of Indiana) for crisis counseling, help finding child/elder care, legal/financial consultation and much more.

From: Winebrinner, Robert <RWinebrinner@chacompanies.com>
Sent: Tuesday, May 11, 2021 10:31 AM
To: Turnbow, Alisha <ATurnbow@idem.IN.gov>
Subject: Source Water Area for Pleasant St - Noblesville E-W Corridor - DES tbd - CHA Proj No 059473

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Ms. Turnbow,

Our firm was selected by the City of Noblesville to advance the State Environmental Assessment for the following project:

East-West Corridor Project - From SR 37 to SR 32 - Noblesville, Hamilton County, Indiana - Des. No. TBD

We have determined through the Wellhead Proximity Viewer v2.0 that the chosen preferred alternative, B1 – Pleasant Street alignment (attached), of the corridor appears within a Source Water Area, but not within a Wellhead Protection Area east of the White River.

Given the work we have conducted for the City in recent years, I believe the Source Water Area belongs to Citizen's. I am not aware of the contact for the Wellhead Protection Area contact west of the river, but I would assume it is Citizens. I am aware of wells along the west side of the White River and south of the B1 alignment (along River Road). I'm not sure that those belong to Citizens.

Can you please confirm that John Havard at Citizens Water Indianapolis (jhavard@citizensenergygroup.com or (317) 693-8716) is still the contact? And whether both protection areas belong to Citizens.

Thanks in advance,

Robert B. Winebrinner

Senior Environmental Planner

CHA ~ *design/construction solutions*

Office: (317) 780-7146

Cell: (317) 910-9705

rwinebrinner@chacompanies.com

www.chacompanies.com



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September 7, 2021

Mr. Robert Winebrinner
CHA Companies

Re: Noblesville East-West Corridor

Dear Mr. Winebrinner,

On behalf of Indiana American Water – Noblesville Operations, I have reviewed the project plans. The project is within the wellhead protection area 10-year time of travel. American Water requests the following:

- Prior to commencement of construction, please provide a list of chemicals to be used and/or stored at the job site.
- Please provide a contingency plan for chemical spills
- That my contact information, Kirk Kuroiwa cell# (765) 480-3196, be added to the project's contingency plan for chemical spills
- Chemicals should be stored at a minimum of 100 feet from the bank of a water body, be properly labeled, and stored in secondary containment capable of holding 110% of the volume.
- Weekly inspections of chemical tanks and containment structures should be performed and documented
- Immediately notify me of any chemicals spills or leaks.

Sincerely,

Kirk Kuroiwa
Water Quality Supervisor

Indiana American Water
15227 Herriman Blvd.
Noblesville, IN 46060
Tel (765)480-3196
E-mail
kirk.kuroiwa@amwater.com

Elmore, Summer

From: Havard, John E. <JHavard@citizensenergygroup.com>
Sent: Thursday, September 9, 2021 2:02 PM
To: Winebrinner, Robert
Cc: christina.gosnell@amwater.com
Subject: [--EXTERNAL--]: RE: Source Water Area for Pleasant St - Noblesville E-W Corridor - DES tbd - CHA Proj No 059473

Dear Robert Winebrinner,

Thank you for bringing this project to our attention. We believe that impacts from the construction work to the source water protection area (surface water inflow to White River, disturbance in the White River and the wellhead protection area) could have significance impacts. One of our drinking water intakes on the White River is a short distance from the construction site. Also, several drinking water wells are down gradient from the site. These potential impacts can be minimized as long as construction activities adhere to local, state and federal regulations, and our special considerations. We request that the surface water and soil be protected from any chemicals, fuels, dissolved solids, or suspended solids that are used in or result from the construction of bridges, roadways, culverts, or nearby structures. Spill prevention plans should be created for any chemicals or fuels stored on site while construction is in progress. All fuel storage and chemical storage containers should be located in secondary containment that holds 110% of the largest container. We request that equipment refueling be conducted away from surface water and drainage ditches and that spill kits be on-site so that any spills can be immediately cleaned-up. The on-site work force should be trained and equipped to respond to spills. For larger spills, arrangements should be made with an environmental response contractor. Any release of fuels or chemicals that enter White River or to the Wellhead protection area should be reported immediately to our Central Control System at (317)941-7135 or if unavailable to Citizens Environmental Response at (317)402-8636.

Please inform us of the intended construction schedule for this project.

Thank you,

John Havard, P.E.
Manager, Environmental Technical Programs
Citizens Energy Group
(O) 317-693-8716



From: Winebrinner, Robert <RWinebrinner@chacompanies.com>
Sent: Friday, August 27, 2021 4:39 PM
To: Havard, John E. <JHavard@citizensenergygroup.com>; christina.gosnell@amwater.com
Subject: Source Water Area for Pleasant St - Noblesville E-W Corridor - DES tbd - CHA Proj No 059473

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Christina/John,