ENVIRONMENTAL ASSESSMENT FOR MAJOR STATE ACTIONS

State Form 54278 (R / 2-11)

IC 13-12-4-5; 326 IAC 16; 327 IAC 11; 329 IAC 5

INSTRUCTIONS:

1. *The responsible official of a state agency may use this form to determine if a major state action will significantly affect the quality of the human environment as defined in 326 IAC 16, 327 IAC 11, and 329 IAC 5, and require preparation of an environmental impact statement as required by IC 13-12-4-5.*
2. *Print or type all information. Use additional sheets if necessary.*
3. *The responsible official should sign and date the form when completed.*
4. *This document is a public record subject to IC 5-14-3. Maintain this form in accordance with the agency's document retention schedule.*

I. DESCRIPTION OF THE ACTION

Name of Agency:	City of Noblesville	
Identification of Action:	Noblesville East-West Corridor Project	
Location of Action:	The project is located along Pleasant Street, starting at 19th Street and heading west, tying into Hague Road, in of the City of Noblesville, Indiana. Specifically, the project is located in Sections 1, 2, and 6 Township 18 North, Range 1 and 5 East as shown on the Noblesville, Indiana United States Geological Survey (USGS) 7.5 Minute Quadrangle map.	
Predicted Start Date *(month, day, year)*:	9/01/2022	
Predicted End Date *(month, day, year)*:	11/30/2025	
Projected Final Cost:	$109,358,265	(Fiscal Year 2023 dollars)
Preparer:	Summer Elmore, CHA Consulting, Inc.	

II. BACKGROUND INFORMATION

1. Give a brief description of the proposed action(s) and describe how your agency is involved in the action.

The City of Noblesville is developing an east to west corridor project through the city that will connect SR 37 to SR 32 across the White River. The project is partially funded by the State of Indiana through the Indianapolis Metropolitan Planning Organization's (IMPO) Federal Funds Exchange; therefore, this environmental assessment is required by 329 IAC 5-1-4. The remaining funding is provided by local funds; however, if federal funding by the Federal Highway Administration (FHWA) is secured for the project, the environmental assessment will be re-visited in the context of the National Environmental Policy Act (NEPA).

The Noblesville East-West Corridor project will be constructed in three phases:

- Phase 1 – River Road to 11th Street, starting in Fall 2022
- Phase 2 - 11th Street to 19th Street, starting in Fall 2023
- Phase 3 - S.R. 32 and Hague Road to River Road, starting in Fall 2023

Phase 1 will extend Pleasant Street along new alignment from about the intersection of Walnut/8th on the east side of the White River to River Road on the west side of the White River and include a new bridge over the White River (Appendix A, page 13). Phase 1 also consists of reconstruction and widening of 8th Street between Walnut and existing Pleasant Street and reconstruction of Pleasant Street from 8th Street to 11th Street. Multi-lane roundabouts will be constructed at the intersections of River Road/ Pleasant, 8th/Relocated Pleasant, 8th/Existing Pleasant, and 10th/Pleasant. The Midland Trace trail will be constructed adjacent to Pleasant Street, diverging from the Pleasant Street alignment at 8th Street, continuing east along Walnut Street to 10th Street, and following 10th Street south back to the Pleasant Street alignment.

Phase 2 will widen Pleasant Street beginning at 11th Street (Phase 1 boundary) and extend east to the roundabout at 19th Street. This will include construction of the Midland Trace Trail, which will be a continuation of the trail constructed in Phase 1.

Phase 3 will connect the western terminus of Phase 1 (River Road/Pleasant Street roundabout) to the intersection of Hague Road/SR 32. The intersection at Hague Road/SR 32 will be a multi-lane roundabout. A new bridge will be constructed over Cicero Creek. This will include construction of the Midland Trace Trail, which will connect to the existing trail near Hague Road.

The typical section for the corridor will vary, with the following sections proposed:

- From SR 32 to 8th Street, the typical cross-section will be a 2-lane boulevard with 16-ft lanes and a 2-ft median, with a 12-ft shared use path (Midland Trace Trail).
- 8th Street and 10th Street will consist of two 12-ft lanes in each direction with 10 ft curbed median and 6 ft sidewalks.
- From 11th Street to 19th Street the typical cross-section of the corridor will be two 12 ft lanes in each direction with a 16-ft median, as well as a 12-ft shared use path (Midland Trace Trail) and 6 ft sidewalk.
- Where Midland Trace Trail diverges from Pleasant Street, it will consist of a 12 ft shared use path.

2. Describe the geographical area or areas which will be affected by the proposed action(s), including distinguishing natural and man-made characteristics and a brief description of the present use of the area(s).

The corridor will begin at the Pleasant Street and 19th Street intersection and will follow existing Pleasant Street alignment west to 8th Street (Appendix A, pages 1 to 12). The project will then head north along 8th Street and the former Midland-Trace railroad bed. North of Walnut Street, the corridor continues west. At this location, the corridor is shifted to minimize impact to the National Register and State Listed Plum Prairie Residential Historic District (Appendix B, page 14). The project continues west along the former railbed on a new roadway alignment and across the White River. Pleasant Street will cross River Road and continue west along the former railroad bed and cross Cicero Creek. The alignment then curves north, crossing Cherry Tree Road, and through agricultural fields to meet State Road 32 at Hague Road. Cherry Tree Road will maintain access from the south to Pleasant Street, and on the north side will be converted to a cul-de-sac without access to Pleasant Street.

The culvert carrying Elwood-Wilson Drain (near 16th Street) will be replaced with an underfill bridge at the same location. Abandoned railroad bridges currently exist at the White River and Cicero Creek. The existing bridge at White River will be removed and relocated or demolished. The existing bridge at Cicero Creek will not be impacted by the project.

The area between 19th Street and 5th Street is existing commercial, municipal, and residential property. The area west of 5th Street is floodplain, which is occupied by sparse residential property and the Wastewater Utility Plant. West of the White River is primarily occupied by residential property, with the southeast quadrant of Pleasant and River Road occupied by light industrial uses. Further west of River Road is Cicero Creek and its floodplain and at the terminus is agricultural and residential property.

3. Briefly describe the need for the proposed action(s).

The project is needed due to limited mobility through downtown Noblesville on S.R. 32/Conner Street, as outlined in the 2009 Noblesville Thoroughfare Plan and evidenced by increasing traffic volumes. 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/Conner Street and the other at Logan Street. The S.R. 32/Conner Street river crossing provides two through lanes in each direction and the Logan Street river crossing provides one through lane in each direction. This limits the mobility within the Noblesville transportation network. This also increases congestion within the S.R. 32/Conner Street corridor through downtown Noblesville. The existing volume of Average Daily Traffic (ADT) along S.R. 32/Conner Street is 15,000 vehicles per day and is anticipated to increase to as much as 19,000 vehicles per day in the design year 2045 (Appendix C).

The purpose of the project is to provide a significant volume reduction of S.R. 32 downtown Noblesville traffic, defined as 20% reduction. A 20% reduction in traffic volume results in 2045 traffic volumes on S.R. 32/Conner Street that are no greater than existing (year 2025) traffic volumes. The construction of the Midland trace trail along this corridor supports the City of Noblesville's Alternative Transportation Plan by increasing non-motorized connectivity within the project area.

4. Estimate the anticipated duration of the environmental effects of the proposed action(s).

Short term:	3 years of construction
Long term:	15-20 years for reforestation efforts as mitigation for tree clearing

III. ASSESSMENT OF POTENTIAL ENVIRONMENTAL IMPACT

Answer the following questions by placing a check in the appropriate space. Consider both short and long term impact. Wherever "Yes" is checked, indicate the nature of the effect below the question.

		Short Term		Long Term	
1.	Could the action(s) adversely affect the use of a recreational area or area of important aesthetic value? The (West Fork) White River is an important recreational and aesthetic resource to the City of Noblesville, which is evidenced by the inclusion of the river in community planning and tourism efforts. The White River Vision Plan (https://mywhiteriver.com/) outlines efforts by Hamilton County and Indianapolis to highlight the recreational and aesthetic value of the White River to Central Indiana. The Pleasant Street project will temporarily impact the White River during construction of the new bridge over the river. The temporary restrictions on access to the river will be mitigated by "proper signage to adequately notify boaters, canoeists, kayakers or fishermen of the impeding dangers around the construction site while on the river should be maintained while the areas are under construction," as outlined in the IDNR, Construction in a Floodway permit, acquired June 22, 2021 (permit No. FW-30853-0). Trails in the City will be improved, connected, or added to by the project, including the Midland Trace Trail, Riverwalk Trail, and Nickel Plate Trail (Appendix J, page 50). These trail segments integrate into the City's transportation network as non-motorized routes (see Alternative Transportation Plan, 2015). While these resources are not strictly a recreation resource, the recreation and aesthetic improvement of these connections and additions to the network will be a positive impact on the community.	YES ☒	NO ☐	YES ☐	NO ☒
2.	Are any of the natural or manmade features which may be affected in the area(s) unique, that is, not found in another part of the state or nation? Through investigations and coordination with local, state, and federal agencies, there were no unique natural or man-made features identified within the project area.	YES ☐	NO ☒	YES ☐	NO ☒
3.	Could the action(s) adversely affect an historical or archeological structure or site? The Plum Prairie Residential Historic District (NR-2543), which was listed in the Indiana Register of Historic Sites and Structures and the National Register of Historic Places in 2019, occupies the area roughly bounded by Vine and Walnut streets on the north, 7th Street on the east, South Street on the south, and 5th Street on the west, also including the block west to 4th Street, between Walnut and Pleasant Streets (Appendix B, page 14). The project will demolish four contributing homes (694 Pleasant Street, 507 Vine Street, 529 Vine Street, and 579 Vine Street) within the Plum Prairie Historic District. Because historic structures listed in the State and National Registers will be demolished by a project funded, in whole or in part, by the state, it was appropriate that the City of Noblesville on behalf of the state apply for a certificate of approval from the Indiana Department of Natural Resources, Historic Preservation Review Board ("Review Board"), pursuant to Indiana Code §14-21-1-18(a) and (b). Before addressing the Board with the project and requesting the Certificate of Approval, the City met with Interested Parties on March 12, 2021 and April 26, 2021. The list of Interested Parties in attendance of each meeting can be found in the respective meeting summaries in Appendix D. The Interested Parties were notified that the project would not be seeking federal funds and would seek the Certificate of Approval from the State Review Board, pursuant to Indiana Code §14-21-1-18(a) and (b). As the only historic or archaeological site/district listed on the National Register of Historic Places (NRHP or National Register) or Indiana Register of	YES ☒	NO ☐	YES ☒	NO ☐

	Historic Sites (State Register), Plum Prairie Residential Historic District (HD) would be the only resource considered for the purposes of the Certificate of Approval. At the first Interested Parties meeting on March 12, 2021, the City presented the alternatives analysis and the selection of the B1 – Pleasant Street alternative as the Preferred Alternative. The Interested Parties then discussed the degree in which the B1 Alternative minimized impacts to the Plum Prairie HD. The Interested Parties suggested variations on the B-1 Alternative to lessen impacts on the surrounding community, by shifting the alignment of the B-1 Alternative towards the original B Alternative. However, variations on the alignment of B-1 were concluded to impact the Plum Prairie HD to a greater extent. The Interested Parties also discussed variations on the design and placement of the B-1 Pleasant Street alignment, including location of the proposed roundabouts, where the roadway would meet the former railroad bed, the degree of impact to the adjacent industrial business, and the shift in alignment into neighboring homes outside of the HD. Interested Parties were also asked to provide ideas for potential mitigation for the impacts to the four properties within the HD. The City compiled and presented the conceptual mitigation ideas to the Interested Parties before the second meeting on April 26, 2021 to provide time for feedback. The second Interested Parties meeting began with a brief summary of progress made to date and then concentrated around the details of the mitigation to be proposed to the State Review Board. Interested Parties provided feedback on the three mitigation categories: The Façade Grant Program, signage and markers, and the context sensitive design of the corridor. The grant program would provide funding for improvements within the City of Noblesville, with a specific portion set aside for the Plum Prairie HD. The signage and markers would include a number of historic markers, interpretive signs, and wayfinding signage. Context sensitive design would include landscaping and decorative lighting along the project corridor that fits the context of the surrounding Plum Prairie HD. More details of this discussion can be found in the meeting summary found in Appendix D, page 27. The Interested Parties were asked to provide additional feedback by May 10, 2021, in order to meet the deadline for submission to the State Review Board for the July 14, 2021 meeting. For the adverse effect to the Plum Prairie Residential Historic District, the Review Board granted a Certificate of Approval on July 14, 2021, in accordance with Indiana Code SS 14-21-1-18. The final terms of mitigation as informed by the Interested Parties, approved by the Review Board, and committed to by the City, can be found in Appendix D, page 1.				
4.	Could the action(s) adversely affect fish, wildlife, or plant life? The majority of the project will take place within developed land that is already heavily disturbed. The current developed area is dominated by turf grasses and impervious surfaces, dominated by cosmopolitan fish, plant, or wildlife species typical of an urban environment. The portion of Pleasant Street that will occur as new terrain alignment will use the former Midland-Trace railroad bed, which will limit the disturbance to fish, plants, and wildlife. Crossings for Pleasant Street will occur at existing man-made structures and will not increase the effect on fish, wildlife, or plant life. New proposed crossings will account for passage of aquatic and terrestrial wildlife, as outlined in the permits acquired for the work. Additionally, work will be timed to minimize disturbance to fish and wildlife, as required by regulation and permitting. Plant life along the former railbed is typical of a disturbance ecology and many non-native and invasive species currently occupy the space. Therefore, the effect of the project on plant life in the new terrain corridor is minimal. The Indiana Department of Natural Resources, Fish and Wildlife, as well as the U.S. Fish and Wildlife Service concurred with this finding on April 20, 2020 and January 29, 2021 (IDNR) and April 28, 2020 and February 3, 2021 (USFWS) (Appendix B). The USFWS responded that the B1, Pleasant Street alternative “has the least floodplain and water crossing impacts, low forest and wetland impacts.” The IDNR responded that the B1, Pleasant Street alternative “provides the best balance between accomplishing the stated purpose and need and limiting impacts to fish, wildlife, and botanical resources. Corridor	YES ☒	NO ☐	YES ☐	NO ☒

	B/B1 reuses an existing disturbed railroad corridor where it crosses both Cicero Creek and the White River."				
5.	Have any fish, mammals or plant species on the rare or endangered species list been sighted in the affected area(s)? The following rare or endangered species have been documented within 0.5 mile of the project area according to the Natural Heritage Program database: Northern Riffleshell (Epioblasma rangiana); federal & state endangered Clubshell (Pleurobema clava); federal & state endangered Rayed Bean (Villosa fabalis); federal & state endangered Rabbitsfoot (Theliderma cylindrica); fed. threatened & state endangered Round Hickorynut (Obovaria subrotunda); state endangered Although not on the rare or endangered species list, Bald Eagles (*Haliaeetus leucocephalus*) were reported near the River Road and Pleasant Street Intersection (report made to the project team by a local landowner).	YES ☒	NO ☐	YES ☒	NO ☐
	Will those sighted be adversely affected? In response to early coordination on April 20, 2020, the IDNR, Fish and Wildlife stated "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." (Appendix B, pages 87 to 91). The Bald Eagle citizen's report was investigated by the project team further and the IDNR, F&W confirmed again on August 31, 2021, that there are no known nesting pairs within the project area or within 660 feet of the project area, which is the recommended buffer between an active nesting pair and any disturbance (Appendix B, page 104). Therefore, impacts are not expected.	YES ☐	NO ☒	YES ☐	NO ☒
6.	Could the action(s) change existing features of any of the state's fresh waters or wetlands? Based on a desktop review, a site visit on June 10, August 14, and October 27, 2020 by CHA Consulting, the aerial map of the project area (Appendix A, page 2), the USGS topographic map, and the water resources map in the Red Flag Investigation (RFI) report (Appendix E, page 14-15), there are 5 streams, rivers, watercourses, jurisdictional ditches, 2 other surface waters, and 2 wetlands present within or adjacent to the project area. A *Waters of the U.S. Determination / Wetland Delineation Report* was completed for the project on February 22, 2021. Please refer to Appendix F, page 3 for the Report. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction. The Approved Jurisdictional Determination (AJD) was issued on February 9, 2022. Wetland A, Wetland B, West Fork White River, Cicero Creek, and Elwood Wilson Drain (UNT to Stony Creek) are jurisdictional "waters of the U.S." and subject to regulation under Section 404 of the Clean Water Act. Unnamed Tributary 1 to Cicero Creek (UNT 1), Unnamed Tributary 2 to Cicero Creek (UNT 2), Stormwater Basin, and Pond 1 are excluded from regulation under Section 404 and are not considered to be "waters of the U.S." The West Fork White River, Cicero Creek, Elwood Wilson Drain, Unnamed Tributary 1 to Cicero Creek, and Unnamed Tributary 2 to Cicero Creek are present within the project area. There are no Federal, Wild and Scenic Rivers; State Natural, Scenic, and Recreational Rivers; Outstanding Rivers for Indiana; navigable waterways present in the project area. The West Fork White River is a National Rivers Inventory waterway.	YES ☒	NO ☐	YES ☒	NO ☐

(West Fork) White River

West Fork White River is a perennial stream with an OHWM 200 feet wide and 6 feet deep, with substrate consisting mostly of gravel and sand. The West Fork White River contains 271 feet within the project area. The portion of the stream within the project area has a drainage area of 853.9 square miles. The stream has aquatic habitat including pools, riffles, and root wads, and has a narrow riparian buffer consisting of silver maple, northern catalpa, box elder, and reed canary grass. Mussels and fish were observed within the stream. The quality of the stream is average. White River enters the project area south of Westfield Road, flows south and continues off-site. West Fork White River is considered a Waters of the U.S.

Cicero Creek

Cicero Creek is a perennial stream with an OHWM 105 feet wide and an unknown depth, with substrate consisting mostly of gravel and sand. Cicero Creek contains 268 feet within the project area. The portion of the stream within the project area has a drainage area of 204.5 square miles. The stream has aquatic habitat including pools, riffles, and root wads, and has a wide riparian buffer consisting of multiflora rose, bush honeysuckle, box elder, and wood nettle. Mussels and fish were observed within the stream. The quality of the stream is high. Cicero Creek enters the project area south of Westfield Road, flows south and continues off-site. Cicero Creek is considered a Waters of the U.S.

Elwood Wilson Drain

Elwood Wilson Drain (Unnamed Tributary to Stony Creek) is a perennial stream with an OHWM 17 feet wide and 2 feet deep, with substrate consisting mostly of gravel and sand. Elwood Wilson Drain contains 244 feet within the project area. The portion of the stream within the project area has a drainage area of 4.9 square mile. The stream has aquatic habitat including pools and riffles and has a narrow riparian buffer of mowed fescue grass. Mussels and fish were observed within the stream. The quality of the stream is average. Elwood Wilson Drain enters the project area through Pleasant Street on the east half of the project area, flows south and continues off-site. Elwood Wilson Drain is considered a Waters of the U.S and is also designated a legal drain in Hamilton County.

Unnamed Tributary (UNT) 1 to Cicero Creek

UNT1 to Cicero Creek is an intermittent stream with an OHWM 6 feet wide and 0.25 feet deep, with substrate consisting mostly of gravel and sand. UNT 1 contains 290 feet within the project area. The portion of the stream within the project area has a drainage area of 0.03 square mile. The stream has aquatic habitat including meanders and rootwads and has a narrow to wide riparian buffer consisting of black willow, American sycamore, and gray's sedge. This stream appears to have been created through excavation approximately 20 years ago. The quality of the stream is average. UNT 1 to Cicero Creek enters the project area southeast of Cicero Creek, flows west into Cicero Creek.

Unnamed Tributary (UNT) 2 to Cicero Creek

UNT 2 to Cicero Creek is a perennial stream with an OHWM 33 feet wide and unknown depth, with substrate consisting mostly of gravel and sand. UNT 2 contains 784 feet within the project area. The portion of the stream within the project area has a drainage area of 0.07 square mile. The stream has aquatic habitat including overhanging vegetation and has a wide riparian buffer consisting of box elder and wood nettle. The stream appears to have been created through excavation approximately 40 years ago. The quality of the stream is average. UNT 2 flows west into Cicero Creek.

Impacts

A five-span bridge will be constructed over the White River. A total of 85 ft (0.094 ac) of the West Fork White River will be permanently impacted due to the placement of 410.82 cys of Class I Riprap and 159.17 cys concrete below the OHWM. Approximately 85 ft (0.057 ac), 84 ft (0.022 ac), and 84 ft (0.006 ac) will be impacted due to the placement of Class I Riprap around Pier 2, Pier 3, and Pier 4 (respectively) for scour countermeasures. Additionally, 159.17 cys of concrete will be placed to construct Pier 3. Impacts along Pier 2, 3, and 4

overlap, therefore total impacts are only 85 ft as measured along the flowline of the stream. Temporary impacts include the placement of cofferdams to access the work areas, install materials, and remove the existing structure. A total of 102 ft of mitigation is proposed for all impacts. Section 401 Water Quality Certification, Section 404 permit, and Construction in a Floodway permit will be required.

A three-span bridge will be constructed over Cicero Creek. A total of 150 ft (0.052 ac) of Cicero Creek will be permanently impacted due to the placement of 80.5 cys of Revetment Riprap on the spill-slope along Bent No. 1 for scour protection. An additional 19.5 cys of Revetment Riprap and 50.6 cys of concrete will be placed to construct Pier No. 2. Temporary impacts include the placement of cofferdams to access the work areas and install materials. A total of 180 ft of mitigation is proposed for all impacts. Section 401 Water Quality Certification, Section 404 permit, and Construction in a Floodway permit will be required.

The existing 38.5 ft long structure over Elwood Wilson Drain will be removed and replaced with a three-sided concrete arch structure with dimensions 87 ft long by 24 ft wide by 6 ft deep. A total of 134 ft (0.082 ac) of Elwood Wilson Drain will be permanently impacted due to the placement of 340 cys Revetment Riprap and 52 cys of concrete below the OHWM. This will result in an additional 48.5 ft of encapsulation and placement of 52 cys of concrete along the structure footers and 284 cys of Revetment Riprap will be placed within the structure for scour protection. Additionally, 21 ft (0.008 ac) will be impacted due to the placement of riprap at the inlet and 26 ft (0.010 ac) will be impacted due to the placement of riprap at the outlet of the structure. All riprap will be placed for scour protection. Temporary impacts include the placement of cofferdams to access the work areas, install materials, and remove the existing structure. A total of 114.6 ft of stream mitigation is proposed for all work excluding the 38.5 ft of existing encapsulation. Section 401 Water Quality Certification, Section 404 permit, and Construction in a Floodway permit will be required.

One man-made stormwater treatment pond (Pond 1) was located east of the Elwood Wilson Drain and measures 0.43 acres within the project area. This pond was constructed in uplands for stormwater treatment and is exempt from USACE jurisdiction.

One man-made stormwater dry detention basin was located west of Elwood Wilson Drain and measures 0.19 acres within the project area. This basin was constructed in uplands for stormwater treatment and is exempt from USACE jurisdiction.

No impacts are proposed for Pond 1 or Stormwater basin.

Wetland A

Wetland A is a forested (PFO), emergent (PEM) and open water (POW) wetland that is 1.19 acres in size within the study area (0.98 acre PFO, 0.20 acre PEM, 0.01 acre POW). The dominant species were green ash, cottonwood, fowl manna grass, and reed canary grass. This wetland is located west of Cicero Creek and extends south and west beyond the study area. The wetland is considered average quality based on the large size, the surrounding forest buffer, adjacent farmed and residential land use, and hydrology. This wetland is connected to Cicero Creek with an overflow pipe through the impoundment. The wetland's contribution to water quality improvement to Cicero Creek is high, as it traps the sediment eroding from the agricultural field and nutrient and herbicide runoff. Wetland A is assumed to be a Waters of the U.S.

Wetland B

Wetland B is an emergent wetland that is 0.02 acre in size. The dominant species was rice cut grass. This wetland is located east of the White River and the wetland extends north off-site into the mowed riparian area. The wetland is considered poor quality based on the small size, the mowed vegetation, and low habitat value. Wetland B is assumed to be a Waters of the U.S. and is isolated.

Impacts

No fill will be placed within the wetlands.

	Mitigation The City of Noblesville proposes to mitigate unavoidable impacts to wetland and streams through the purchase of Indiana Stream and Wetland Mitigation Program (IN SWMP) In-Lieu Fee Credits from the Upper White Service Area. A total of 369 ft of jurisdictional streams (Cicero Creek 150 ft, White River 85 ft, and Elwood Wilson Drain 134 ft) will be permanently impacted due to the placement of fill. Impacts to the jurisdictional streams will be compensated at a mitigation ratio of 1.2:1 resulting in the purchase of 396.6 ft. Early coordination letters were sent to IDEM, USACE, IDNR, and the Hamilton County Surveyor on April 20, 2020 (Appendix B, page 1), followed by an agency meeting on May 21, 2020 (Appendix B, page 15). Coordination with IDEM was accomplished electronically through the standardized environmental review letter process (http://www.in.gov/idem/5284.htm) on April 20, 2020. The standard IDEM letter noted Section 404/404 permits may be required. IDEM additionally noted that if there will be an acre or more of land disturbance a Rule 5 permit will be required (Appendix B, pages 28 to 34). The USACE did not respond to the early coordination letter sent April 20, 2020. The USACE did respond to the follow-up coordination announcing the preferred alternative on February 8, 2021 (Appendix B, page 96). The USACE noted the Corp ID No. LRL-2020-699-LCL and that the alternative with the least environmentally damaging practical alternative should be chosen. The Corps confirmed recent coordination by the project team regarding Section 404 permitting for the project and that a jurisdictional determination was forthcoming. The IDNR responded on May 29, 2020, and indicated that “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” (Appendix B, pages 87-91). The Hamilton County Surveyor responded on May 20, 2020, and noted the project will have an impact on the Elwood Wilson Drain (Appendix B, page 66).				
7.	Could the action(s) change existing features of a state beach? There are no state beaches located within or near the proposed project.	YES ☐	NO ☒	YES ☐	NO ☒
8.	Could the action(s) result in the elimination of significant acreage of land presently utilized for agriculture or forestry purposes? There are no significant acreages of agricultural land (including forestry) within or near the proposed project. The Natural Resources Conservation Service responded to early coordination on May 4, 2020, regarding the presence and/or conversion of prime farmland, as defined by the Farmland Protection Policy Act (Appendix B, pages 65). Although, the NRCS noted that the B1- Pleasant Street project would cause a conversion of prime farmland for the purposes of the FPPA on a federal level, the project will not result in an elimination of significant acreage of land presently utilized for agriculture or forestry purposes. The amount of prime farmland in the alignment of Pleasant Street (B1 alternative) is not significant, as the land is a remnant property between SR 32 and Cicero Creek surrounded by development. The row crop portion of this property is isolated from farm services and challenging to access, as well as below average in size for Hamilton County. The forested component of the project area is regrowth along the former railroad bed and/or riparian or wetland forest. These wooded areas are of low forestry value.	YES ☐	NO ☒	YES ☐	NO ☒

9.	Will the action(s) require certification, authorization or issuance of a permit by any local, state or federal environmental control agency? A USACE Section 404 permit and an IDEM Section 401 Water Quality Certification (WQC) will be required for the following crossings: • The White River due to construction of a new bridge and placement of piers and scour protection below the OHWM of the river. • Cicero Creek due to construction of a new bridge and associated placement of piers and scour protection below the OHWM of the creek. • Elwood-Wilson Drain due to replacement of the existing culvert with a new underfill bridge, requiring fill by the bridge and associated scour protection. • The 401 WQC was issued on July 30, 2021 (2021-0428-29-JBT-A). The 404 permit was applied for on June 3, 2021, and is under review (LRL-2020-699-LCL). An IDNR Construction in a Floodway (CIF) permit will be required for the following crossings: • The West Fork White River due to construction of a new bridge and approaches within the floodway of the river. This permit was issued on June 22, 2021 (FW-30853). • Cicero Creek due to construction of a new bridge and approaches within the floodway of the creek. This permit application will be submitted prior to construction. • Elwood-Wilson Drain due to replacement of the existing culvert with a new underfill bridge and associated approaches. This permit application will be submitted prior to construction. An IDEM Rule 5 permit (Construction Stormwater General Permit) will be required, as the proposed project will disturb greater than one acre of total land area. This permit application(s) will be submitted prior to construction. A Regulated Drain permit will be required from the Hamilton County Surveyors Office for work within the Elwood Wilson Drain. This permit application(s) will be submitted prior to construction. Early coordination letters were sent to IDEM, USACE, IDNR, and the Hamilton County Surveyor on April 20, 2020 (Appendix B, pages 1-14), followed by an agency meeting on May 21, 2020 (Appendix B, pages 15-18). Coordination with IDEM was accomplished electronically through the standardized environmental review letter process (http://www.in.gov/idem/5284.htm) on April 20, 2020. The standard IDEM letter noted Section 404/404 permits may be required. IDEM additionally noted that if there will be an acre or more of land disturbance a Rule 5 permit will be required (Appendix B, pages 28 to 34). The USACE did not respond to the early coordination letter sent April 20, 2020. The USACE did respond to the follow-up coordination announcing the preferred alternative on February 8, 2021. The USACE noted the Corp ID No. LRL-2020-699-LCL and that the alternative with the least environmentally damaging practical alternative should be chosen. The Corps confirm recent coordination by the project team regarding Section 404 permitting for the project and that a jurisdictional determination was forthcoming. The IDNR responded on May 29, 2020, and indicated that “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” (Appendix B, pages 87-91).	YES ☒	NO ☐	YES ☒	NO ☐

	The Hamilton County Surveyor responded on May 20, 2020 and noted the project will have an impact on the Elwood Wilson Drain (Appendix B, page 66). If permits are confirmed by regulatory agencies to be necessary, the conditions of the permit will be requirements of the project and will supersede these recommendations.				

III. ASSESSMENT OF POTENTIAL ENVIRONMENTAL IMPACT (continued)

		Short Term		Long Term	
10.	Will the action(s) involve the application, use or disposal of potentially hazardous materials? Based on a review of GIS and available public records, a RFI was completed on April 30, 2021, by CHA Consulting (Appendix E). Three 303(d) listed streams, 9 RCRA Generator/TSD, 1 State Cleanup Site, 29 Underground Storage Tank Sites, 1 Voluntary Remediation program, 4 Solid Waste landfills, 21 Leaking Underground storage sites, 1 restricted waste site, 1 waste transfer station, 8 brownfields, 11 institutional controls, 39 NPDES facilities, and 10 NPDES pipe locations are located within 0.5 mile of the project area. Three 303d Listed Streams and Lakes, the West Fork White River, Cicero Creek, and Elwood-Wilson Drain, are located within the project area. The White River is listed as impaired for *E. coli,* IBC, and PCBs, while Cicero Creek and Elwood-Wilson Drain are listed as impaired for *E. coli.* The White River, Cicero Creek, and Elwood-Wilson Drain are listed for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. The White River is impaired for PCBs in fish tissue. Exposure to PCBs in fish tissue is considered low, assuming workers are not eating biota surrounding or associated with the water body. Workers will be informed. One RCRA Generator, a former Firestone facility, is located at 1700 Firestone Boulevard. The facility is currently under remediation and contaminates remain on site in groundwater and soil. The site currently houses a groundwater treatment plant for remediation of groundwater for Chlorinated volatile organic compounds (CVOCs) under the RCRA 3008(h) Consent Order with the U.S. EPA docket No. R8H-5-01-002. Coordination will be conducted with the facility, EPA Project Manager, and IDEM Project Manager identified in the VFC documentation before further site activities occur. Two USTs are located within the project area at the LUSCO Corporation property (597 South 6th Street; AI 19280). In a Notification of Underground Storage Tanks filing on April 9, 1986, two 500-gallon tanks were identified as no longer being in service, though having been in service prior to 1980. A Phase II was completed for LUSCO and no contamination was present within the samples, therefore no impact is expected. The property Johnson Oil, Inc. (1120 Vine Street; AI 19068), is a Voluntary Remediation Program, located adjacent to the project area. Low levels of soil and groundwater contamination remain on the site. An Environmental Restrictive Covenant (ERC) was placed on the property on October 15, 2018. The ERC specifically prohibits the use of groundwater, but not soil. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Project Manager identified in the VFC documentation before further site activities occur. Three (3) landfills are located within or adjacent to the project area. The landfills, Firestone West Landfill, Firestone South Landfill and Albright Landfill, are associated with the former Firestone Facility and are located north and south of Pleasant Street, between 13th Street	YES ☐	NO ☒	YES ☐	NO ☒

and 16th Street. Coordination will be conducted with Firestone, the EPA, and the IDEM Project Manager identified in the VFC documentation before further site activities occur.

Two (2) LUSTs are located within or adjacent to the project area.

- Industrial Dielectrics, Inc. (407 S. 7th St.; AI 11463). A styrene and ethyl benzene release were reported to IDEM on July 1, 2013. IDEM requested a Further Site Investigation on November 19, 2013. On March 31, 2014, IDEM issued a No Further Action letter which concluded that no contaminants of concern from the release persist above applicable screening levels; therefore, no impact is expected.
- Hamilton County Highway Department (1717 E Pleasant St; AI 20565). IDEM issued a No Further Action Approval Determination on April 20, 2000. Low levels of soil contamination remain on the site. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Project Manager identified in the VFC documentation before further site activities occur.

There are three Brownfields within or adjacent to the project area.

- Hamilton County Farm Cooperative Grain Terminal 4151002 (699 S 9th St; AI 19678). In a Brownfields Determination Letter on September 30, 2016, IDEM noted recognized environmental concerns, as documented in the September 12, 2016 Phase I ESA by SME. No other investigation has ever been conducted on this property. A Phase II Environmental Site Assessment is recommended. Prior to any investigation activities, a scope of work plan will be prepared and submitted to IDEM for review and approval.
- Wilson Ditch 4090307 (1380 PLEASANT ST; AI 17508). Due to history of contaminate release at the former Firestone facility to the north, IDEM provided Brownfields Determination Letter on February 25, 2009. No further information is available in the VFC. Coordination will be conducted with Firestone, the EPA, and the IDEM Project Manager identified in the VFC documentation before further site activities occur.
- HAND Roper Capstone 4141105 (814 Division St; AI 109033). During a flood of the basement, 30 gallons of petroleum products leaked from containers. IDEM issued a Comment Letter on June 15, 2016. An Environmental Restrictive Covenant (ERC) was placed on the property on April 17, 2015. The ERC specifically prohibits the disturbance of the soil. If excavation occurs in this area, it is likely that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Project Manager identified in the VFC documentation before further site activities occur.

Two (2) NPDES Facilities are located within the project area and are associated with the former Firestone facility (IN0001341 and IN0062928). Coordination will be conducted with the facility, EPA Project Manager, and IDEM Project Manager identified in the VFC documentation before further site activities occur.

Three (3) NPDES pipes are located within or adjacent to the project area.

- Two pipes (IN0062928003AS and IN0062928003A) are associated with groundwater remediation efforts at the former Firestone facility. Coordination will be conducted with Firestone, the EPA, and the IDEM Project Manager identified in the VFC documentation before further site activities occur.
- One pipe (IN0020168008C) is an outfall for the City of Noblesville WWTP. Coordination with the City of Noblesville Utilities Department will occur.

Unmapped Feature: A former dry cleaners at 726 South 10th Street was reported to the project team as a potential source of solvent release to groundwater. According to the property owner adjacent to the south, IDEM is currently planning monitoring of the release. No other information is known at this time. Coordination will be conducted with the IDEM Project Manager identified in the VFC documentation before further site activities occur.

11.	Will the action(s) involve construction of facilities in a flood plain? Early coordination letters were sent to IDEM, USACE, IDNR, and the Hamilton County Surveyor on April 20, 2020 (Appendix B, pages 1-14), followed by an agency meeting on May 21, 2020 (Appendix B, pages 15-18). The IDNR responded on May 29, 2020, and indicated that "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" (Appendix B, pages 87-91). The project will require construction within the floodplain of the West Fork White River, Cicero Creek, and Elwood-Wilson Drain (Appendix F, page 2). The effect on the floodplain of the West Fork White River and Cicero Creek will be minimized through use of the former Midland-Trace railroad bed that currently transects those floodplains. The Elwood-Wilson Drain floodplain will be affected by the replacement of the culvert at the drain and the improvements to Pleasant Street through the floodplain. The project is planned for construction in three phases. Phase 1 construction will impact the White River floodplain and was permitted by the IDNR, DOW, effective July 10, 2021. Phase 2 of construction will impact the floodplain of Elwood-Wilson Ditch and Phase 3 will impact the floodplain of Cicero Creek. Coordination with the IDNR, DOW is ongoing regarding these phases of the project and CIF permits will be obtained prior to construction.	YES ☒	NO ☐	YES ☒	NO ☐
12.	Could the action(s) result in the generation of a significant level of noise? Based on the Noise Analysis Report dated March 2022 (Appendix G), a total of 10 receivers are impacted. No receptors will see a substantial increase in noise levels (+15 dBA from existing to future). To reduce noise impacts resulting from the Pleasant Street extension, three traffic noise barriers were evaluated. The Westridge South Drive barrier results in the impacted receptors receiving at least a 5 dBA reduction in noise level. Therefore, the barrier is considered feasible. However, the barrier did not meet the cost-effectiveness threshold and was eliminated from further consideration. The Vine Street Barrier results in the impacted receptors receiving at least a 5 dBA reduction in noise level. Therefore, the barrier is considered feasible. However, the barrier did not meet the cost-effectiveness threshold and was eliminated from further consideration. The 12th Street Barrier for receptors 363, 386, 407-11, and 418D, was eliminated due to engineering feasibility reasons. Noise abatement at these locations is based upon design criteria and preliminary design costs. In conclusion of the barrier feasibility analysis, no noise abatement is recommended for the project. Construction noise could produce up to 95 dBA of noise. Construction equipment should be operated in compliance with all applicable local ordinances and regulations pertaining to construction noise. The City of Noblesville will evaluate roadway noise considerations going forward in the design of the project.	YES ☒	NO ☐	YES ☒	NO ☐
13.	Could the action(s) result in the generation of significant amounts of dust? Dust will be generated by the project during construction; however, the project will not generate significant amounts of dust during construction. Dust generated by the project is temporary and will cease with the completion of the project. Reasonable precautions will be taken to minimize dust emissions from construction activities, for example, wetting the area with water.	YES ☒	NO ☐	YES ☐	NO ☒

14.	Could the action(s) result in a deleterious effect on the quality of the air? Hamilton County is currently in attainment for all criteria pollutants according to *Current Nonattainment Areas* Map dated June 18, 2021, from IDEM Office of Air Quality. The project will not result in a deleterious effect on the quality of air in the region, as the project is projected to reduce traffic congestion on SR 32 through the City of Noblesville. Congestion relief can contribute to improvements in air quality by reducing travel delays, engine idle time and unproductive fuel consumption. This project will significantly reduce the future traffic congestion on SR 32, defined as 20% or greater, thereby reducing air pollutants that otherwise be generated by the congested traffic. Traffic studies support the selection of Pleasant Street Corridor with volume reductions balanced between local and regional travel patterns and decrease in traffic volume on SR 32 by 24% (Appendix C, page 23). Moreover, Environmental Protection Agency (EPA) regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES2014 model forecasts a combined reduction of over 90 percent in the total annual emissions rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 45 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.	YES ☐	NO ☒	YES ☐	NO ☒
15.	Could the action(s) result in a deleterious effect on the quality or quantity of any portion of the state's water resources? *(If yes, indicate whether surface, ground water, or offshore.)* The Pleasant Street project will not have a deleterious effect on the quality or quantity of the state's water resources. Early consideration of Alternatives C, D, and the E alternatives identified potential impacts to source water facilities west of the White River. However, these alternatives were removed from consideration. The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead/) was accessed on April 20, 2020, by CHA Consulting, Inc. All alternatives were considered and the IDEM stated that the corridors are located within a Wellhead Protection Area and/or Source Water Area (Appendix B, page 28). Further coordination with the IDEM, Office of Water Quality, Drinking Water Branch on May 14, 2021, confirmed that the Pleasant Street project (B1 Alternative) is located within the Wellhead Protection Area of Indiana American Water and Citizens Water – Indianapolis' Wellhead Protection Area and Source Water Assessment Area. Further coordination with Indiana American Water resulted in the following requests: Prior to the commencement of construction, provide a list of chemicals to be used and/or stored at the job site, provide a contingency plan for chemical spills, contact information for 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, and immediately notify Kirk Kuroiwa of any chemical spills or leaks (Appendix B, page 110). Further coordination with Citizens noted that impacts from construction work could have significant impacts on the source water protection area. One drinking water intake on the White River is a short distance from the construction site and several drinking water wells are down gradient from the site. Citizens requested that 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. Equipment	YES ☐	NO ☒	YES ☐	NO ☒

	refueling should be conducted away from surface water and drainage ditches and spill kits be located 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 Citizens 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 (Appendix B, page 111). Surface water impacts will be addressed by the permitting processes required by the IDEM, Wetlands and Stormwater Section, Office of Water Quality, as noted in Section 9 above. There will be no effect on offshore water resources due to this project.				
16.	Could the action(s) affect an area of important scenic value? Though not listed on the National Park Service, Nationwide Rivers Inventory for scenic value, the White River is an important scenic waterway for Central Indiana and the City of Noblesville. The river is increasingly listed in community planning and tourism efforts as a scenic attraction. The White River Vision Plan (https://mywhiteriver.com/) outlines recent efforts by Hamilton County and Indianapolis to highlight the scenic value of the White River. The project will affect the White River by replacing the former railroad truss bridge over the river at the Pleasant Street crossing location with a new bridge (Hamilton County Bridge No. 310). The project will also connect trails to the Riverwalk Trail, which is an existing project by the City to highlight the scenic value of the White River to the area. Coping and railing for the proposed bridge will incorporate aesthetic treatments.	YES ☐	NO ☒	YES ☐	NO ☒
17.	Could the action(s) result in increased congestion and/or traffic in an already congested area or an area incapable of absorbing increase? The purpose of the project is to provide a significant volume reduction of S.R. 32 downtown Noblesville traffic, defined as 20% reduction. A 20% reduction in traffic volume results in 2045 traffic volumes on S.R. 32/Conner Street that are no greater than existing (year 2025) traffic volumes. Specific intersections in the new corridor were scrutinized to validate the probable traffic volume distribution and trip diversion in build conditions. A “checks and balances” system was adopted to maintain similar total traffic flows in an east-west direction in a no-build scenario, as in the build scenario, that ensured traffic volumes were neither significantly increased nor reduced in the traffic volume that traversed the area (Appendix C, page 26). Following the Indiana Department of Transportation (INDOT) intersection analysis procedures, each roundabout was initially analyzed as a single-lane roundabout. Then, additional through lanes or turn lanes were added at each intersection as they were required for acceptable level of service. The north-south segment of 8th Street/Pleasant Street Extension from Walnut Street to Pleasant Street and the east-west segment of Pleasant Street from 8th Street to 10th Street were determined to require two through lanes to accommodate the anticipated traffic volumes circulating through these segments. These configurations are expected to operate efficiently with an acceptable level of service for all the intersections through the design year 2045. Therefore, the project will not increase congestion or traffic in the City of Noblesville.	YES ☐	NO ☒	YES ☐	NO ☒
18.	Could the action(s) require a variance from or result in a violation of any statute, ordinance, by-law, regulation or standard, the major purpose of which is to prevent or minimize damage to the environment? All reasonable efforts have been made to comply with statute, ordinance, by-law, regulation and/or standard meant to prevent or minimize damage to the environment. As the project is planned to be constructed in three phases, additional permits will be sought for later stages of the project (as of the date of this document).	YES ☐	NO ☒	YES ☐	NO ☒

19.	Could the action(s) result in any form of adverse environmental impact not included in the above questions? *(If yes, identify the impacted resource or area.)* **<u>Community</u>** **Environmental Justice (EJ)** Environmental Justice populations were considered for this project, as outlined by FHWA Order 6640.23A. Though this project is not seeking federal funds, the analysis for the project effect on minority and low-income populations is guided by this standard of analysis. Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Hamilton County. The community that overlaps the project area is called the affected community (AC). In this project, the ACs are Census Tracts 1105.06, 1105.08, 1105.09, 1106, and 1107 (Appendix I, page 2). An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data was obtained from the US Census Bureau Website https://data.census.gov/cedsci/ on February 12, 2018 by American Structurepoint. The data collected for minority and low-income populations within the AC are summarized in the tables in Appendix I, pages 3 to 6. Environmental Justice populations were assessed according to the original four alternatives presented to the public: Alternative A (Conner Street), Alternative B (Pleasant Street), Alternative C (Irving Street), and Alternative D (Carbon Street). ACs for the E Alternatives (E1-16th Street, E2-Greenfield Avenue, and E3-166th Street) were Census Tracts 1105.06, 1105.08, and 1107 and were determined to mirror the analysis of the C and D Alternatives. Alternatives A, C, D, and the E alternatives were determined to be greater impact to EJ populations than the B Alternatives. Given the wide geographic distribution of EJ populations, efforts were made throughout Public Involvement efforts to ensure equitable access to project information and opportunity to provide feedback on the project. This included meetings held locally within walking or biking distance, meeting times set to accommodate shift workers, meetings arranged in-person with recorded elements for viewing at a later time, and publication of notices in both English- and Spanish-language newspapers for the potential Spanish speaking populations identified by the analysis. **<u>Public Involvement</u>** The City provided many opportunities to share information and gather feedback from the public regarding the Pleasant Street project. Discussion of this project spans back to the 1980s. This 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. In 2015, a Pleasant Street Corridor Feasibility Study was completed. Official public engagement occurred between 2015 and 2020, including presentation at local government meetings. The city also considered input informally provided by the Southwest Quad Neighborhood Action Team. A Community Advisory Committee was formed in July 2020 and met again in November 2020. Invited members of the committee included leaders and representatives from the community, including business interests, civic groups, religious groups, historic preservation groups, neighborhood associations, as well as municipal and state representatives. On July 15, 2020, the CAC met to discuss the 8 alternative corridors under consideration and the relative environmental impacts of each. The project history, development process, and timeline were presented to the CAC, as well as the project purpose and need (Appendix J, page 73). The corridors were discussed in terms of their impact or interaction with waterways, floodplains, wetlands, various habitat types, threatened and endangered species, industrial sites and hazardous materials concerns, quarries and geological	YES ☐	NO ☒	YES ☐	NO ☒

	resources, historic structures and districts, property acquisition, environmental justice populations, and constructability and cost considerations. On November 12, 2020, the CAC met to discuss the selection of the preferred alternative, B-1 Pleasant Street. The City presented the Alternatives Screening Memo and impacts matrix (Appendix J, page 91), which outlined the decision-making process for the selection of the preferred alternative. The CAC then moved to discuss the preliminary alignment of the Pleasant Street (B1 Alternative), including the balance of impacts to competing resources. In addition to the meetings of the CAC, members were invited to attend broader Public Information Meetings and reminded to share the outcome of the CAC meetings with their respective organizations. Broad invitations were extended to the general public for two Public Information Meetings, held on July 29, 2020, and March 16, 2021. Due to concerns regarding pandemic safety, these meetings were modified from typical public meeting format and structured to provide compliance with the Governor's Roadmap to Safely Reopen Indiana. At the July 2020 meeting (Appendix J, page 1), participants were invited to either view exhibits and discuss the project with the project team or sit for a brief video presentation. This presentation was also made available online for viewing after the meeting. Participants were asked to RSVP to the meeting and were given time slots between 2:30 and 4:30pm or 5:30 and 7:30pm. Time slots were dictated by venue capacity and also arranged to provide ample opportunity for shift workers to attend. Exhibits and project team members were spaced appropriately around the room. At the March 2021 meeting (Appendix J, page 38), participants were asked to sign-up for one of three time slots between 5:30 and 8:00pm. The project team presented briefly at the beginning of each time slot and then participants continued into a second room with exhibits and project team members spaced appropriately. These meetings provided the public an opportunity to view and comment on the information considered in selection of the preferred alternative (July 29, 2020) and then view the Alternatives Screening Memo, Screening Matrix, as well as the preliminary alignment (March 16, 2021). Additionally, the City mailed several correspondences to affected property owners in the area notifying them about the project and offering to hold individual meetings with the property owners. Individual meetings are also offered through the project website www.reimaginepleasantst.com. The project website also contains all public information about the project. All meetings were arranged to accommodate people with additional needs, as requested. Publication of notices were placed in both English- and Spanish-language newspapers and interpretive services were also placed on retainer to ensure access to proceedings by those with limited English proficiency and/or hearing/sight impaired.				

IV. LIST OF AGENCIES AND PERSONS CONSULTED

U.S. Fish and Wildlife Service
Natural Resources Conservation Service
U.S. Army Corps of Engineers
Indiana Department of Transportation, Office of Aviation
Indiana Department of Natural Resources, Division of Water, Fish and Wildlife Unit
Indiana Department of Environmental Management
Indiana Geological and Water Survey (formerly Indiana Geological Survey)
Indiana Department of Natural Resources, Division of Outdoor Recreation
Indiana Department of Transportation, Greenfield District
Indiana Department of Transportation, Environmental Services Division
Indianapolis Metropolitan Planning Organization
Hamilton County Commissioners
Hamilton County Surveyor
Hamilton County Highway Department

City of Noblesville, Mayor's Office
City of Noblesville, Community and Economic Development
City of Noblesville, Community Engagement
City of Noblesville, Engineering Department
City of Noblesville, Public Safety
City of Noblesville, Police Department
City of Noblesville, Fire Department
City of Noblesville, Common Council
City of Noblesville, Clean Storm Water Program (MS4)
City of Noblesville, Board of Public Works & Safety
City of Noblesville, Parks and Recreation Department
Noblesville Schools, Marketing and Communications
Noblesville Chamber of Commerce
Hamilton County Tourism, Inc.
Noblesville Main Street
HAND, Inc.
IDI Composites
Indiana Landmarks, Central Region
Noblesville Preservation Alliance
Southwest Quad
First Christina Church
The Mill Church
Noblesville Baptist Church
Genesis Church, Inc.
Pleasant View Baptist Church
Plum Prairie Neighborhood
Doves Court
River Run Community Assoc., Inc.
Westbrook Mobile Home Village
Wellington Northeast Neighborhood Assoc., Inc.
Citizens Energy Group
Indiana American Water

V. CONCLUSIONS

1. ☒ FINDING OF NO SIGNIFICANT IMPACT: I have determined that the proposed major state action will not significantly affect the quality of the human environment. An environmental impact statement will not be prepared.

2. ☐ I have determined that the proposed major state action may significantly affect the quality of the human environment. An environmental impact statement will be prepared by _____.
(approximate date)(month, day, year)

Signature of Responsible State* Official:	_____ _____ *(date signed)(month, day, year)*
Print Name:	Alison Krupski, P.E.
Title/Position:	City Engineer
Branch/Division:	The City of Noblesville Engineering Department
Telephone number:	(317) 776-6330

Address *(number and street, city, state, and ZIP code)*:	City Hall, 16 South 10th Street, Noblesville, IN 46060

*This project has been awarded state funding through the IMPO's Federal Fund Exchange Program; therefore, INDOT has indicated that the project's determined impact finding is a responsibility of the Local Public Agency developing the project (i.e. City of Noblesville).

Table of Appendices