

FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

For

Indiana Project  
Des. No. 1600540, 1601831,  
1601829, 1601827, 1601830, 1592345, 1592348, 1601826, 1601828,  
1592346, 1592347,  
1592349, 1602229, 1602231

Roadway and intersection improvements on SR 37 in the Cities of  
Fishers and  
Noblesville, Hamilton County

On April 28, 2017, the Environmental Assessment for this project was Authorized by the Federal Highway Administration (FHWA) and released for public involvement. A public hearing was held May 16, 2017. An Additional Information (AI) Document was prepared that addressed changes in the proposed design that resulted after the EA's certification of public involvement. An Additional public information meeting was held on December 11, 2017 to discuss the changes in design at 141st Street, and 146th Street, the status of the drainage contracts, and maintenance of traffic. These changes are incorporated into the following project description and are included in the approval of this document.

The project includes roadway and intersection improvements on SR 37 in the Cities of Fishers and Noblesville, Hamilton County. Intersections are at the following roads: 126th Street, 131st Street, 135<sup>th</sup> Street, 141st Street, 146th Street, Greenfield Avenue, Town and Country Boulevard, Pleasant Street, and SR 32. The project limits along SR 37 extend from approximately 2,034 feet south of the SR 37/126<sup>th</sup> Street intersection to approximately 1,875 feet north of the SR 37/SR 32 intersection, for a length of approximately six miles. There are two proposed drainage easements included in the project: one is located approximately midway between 126th and 131st Streets, extending west of SR 37 for a length of approximately 2,645 feet (0.5 mile) to a point east of Lantern Road, and the other is located along 146<sup>th</sup> Street extending west of SR 37 for a length of approximately 4,700 feet (0.9 mile) to a point east of the White River.

The preferred alternative will involve the reconstruction of SR 37 to an expressway with grade separated, consisting of dual-lane teardrop roundabout interchanges at 126th Street, 131st Street, 141<sup>st</sup> Street, Greenfield Avenue, Town and Country Boulevard, Pleasant Street and SR 38/SR 32. A tear drop roundabout interchange consists of two closely spaced roundabouts on either side of SR 37, which are tied together through the middle to function as one unit. The 146th Street intersection will consist of a grade-separated single point urban interchange (SPUI). Finally, the project will provide right in/right out access at 135th Street. State Road 37 will be depressed at each interchange and reconstructed with two 12-foot travel lanes, 10-foot outside shoulder, and 2.7-foot inside shoulder in each direction. No additional travel lanes will be added to SR 37. A 26.5-foot grass median with a roll curb will be constructed. Intersecting roadways will be constructed with 12-foot travel lanes with a curb. Retaining walls will be constructed along the depressed portions of SR 37 and raised portion of the interchanges in order to reduce right-of-way impacts. The traffic signal at the intersection of SR 32 and Cumberland Road in Noblesville is also anticipated to be upgraded as part of the project. In addition, the new grade-separated interchanges will include sidewalks and crosswalks to allow for pedestrian and cyclist traffic east and west across SR 37.

The project will include construction of a storm sewer trunk line and inlets to collect storm water in the depressed areas of SR 37. There are two locations where lateral drainage pipe installation is proposed: one drainage easement extends west of SR 37 approximately midway between 126th and 131st Streets to a point east of Lantern Road, and the other extends west of SR 37 along 146th Street to a point east of the White River. The drainage will be conveyed west of SR 37 via gravity and outlet to Shoemaker Ditch and the White River.

The total estimated amount of right-of-way required for the proposed project (corridor-wide) is 53.52 acres of permanent right-of-way, 3.42 acres of temporary right of-way, and 2.4 acres of permanent drainage easement. One residential relocation is anticipated. That relocation is in the northeast quadrant of SR 37 and Greenfield Avenue. No business relocations are anticipated; however, a total of 25.95 acres of commercial property will be acquired as permanent right-of-way. The project is anticipated to be constructed in phases, with the southern portion of the project (126<sup>th</sup> St to 146<sup>th</sup> St) to be constructed in the next 5 years, and the northern section to be

constructed when funding becomes available.

A total of 0.77 acre of wetland impacts and 1,692 linear feet of stream impacts are anticipated for the project. Wetland and stream mitigation are required. A U.S Army Corps of Engineers (USACE) Regional General Permit Section 404, IDEM Section 401 Water Quality Certification and an IDNR Construction in a Floodway Permit is required.

Hamilton County Bridge No. 151, Harrison Parkway Elementary School, Harrison Thompson Park and 24 existing or planned trails were identified as Section 4(f) resources. Of these resources, it was determined that only two of the trails along 146th Street were actually under the jurisdiction of the Hamilton County Highway Department and may have a potential 4(f) use. Through coordination with the City of Fishers, City of Noblesville and the Hamilton County Highway Department, it has been determined that impacts to the trails as a result of this project will not adversely affect the activities, features and attributes that qualify these properties for protection under section 4(f). Additionally, two notices were placed in the local papers regarding the proposed de minimis finding, and no comments were received. Therefore, FHWA has determined that a de minimis finding is appropriate for this project.

The Section 106 "No Adverse Effect" finding was signed by INDOT for FHWA, on December 27, 2016. An Addendum to the 800.11(e) documentation and "No Adverse Effect" finding with the results of the additional historic and archaeological property surveys was signed by INDOT for FHWA, on March 20, 2017. The Section 106 process has been completed and the responsibilities of the FHWA under Section 106 have been fulfilled.

The project is not likely to affect engendered species, and is not in a karst area of the state.

Highway noise barriers were found to be feasible and reasonable based on cost effectiveness at both the Sunlake and Woods of Britton apartment complexes. Public involvement was completed and both complexes will continue to be evaluated during the design phase.

The FHWA has determined that this project, as identified in the Environmental Assessment, will have no significant impact on the natural and human environment. This Finding of No Significant Impact (FONSI) is based on the environmental assessment and Public Hearing transcript that have been independently evaluated

by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. These documents provide sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope and content of these documents.

April 25, 2018

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Date

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for Mayela Sosa  
Division Administrator