

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

Road No./County:	Interstate 465 (I-465) / Marion County
Designation Number(s):	2001134
Project Description/Termini:	I-465 Southeast (SE) Transportation Systems Management and Operations (TSMO), I-465 from the southern I-465/I-65 interchange to the eastern I-465/I-70 interchange

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

Approval

_____	_____
INDOT DE Signature and Date	INDOT ESD Signature and Date

FHWA Signature and Date	

Release for Public Involvement

N/A		9-1-2021
_____	_____	_____
INDOT DE Initials and Date	INDOT ESD Initials and Date	

Certification of Public Involvement

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date: _____

Name and Organization of CE/EA Preparer: Eric Jagger – Parsons Transportation Group

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Part I – Public Involvement

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

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

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

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

Notice of Entry Letters: Notice of Entry letters were not required because the project area and all studies conducted for the project were within existing right-of-way (ROW).

Public Involvement Plan (PIP): Because this is the first Transportation Systems Management and Operations (TSMO) project in Indiana, the Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) determined a higher level of public engagement is warranted. A Public Involvement Plan (PIP) was prepared by Parsons early in the project development process, which was reviewed by INDOT and FHWA in December 2020. The purpose of the PIP was to establish goals and strategies for engaging with the public and key stakeholders in accordance with the INDOT *Project Development Public Involvement Procedures Manual*. The PIP was updated to reflect changes in the project and INDOT procedures. The updated PIP was reviewed by the INDOT Environmental Services Division (ESD) and FHWA in July 2021 (Appendix G-1 to G-10).

Environmental Justice (EJ): EJ outreach was conducted during the first week of December 2020. Prior to the virtual public information meeting, the project team reached out to local elected officials, churches, and community contacts and organizations that serve these low-income and minority populations. No objections were received, and each stated that the project information would be relayed to their communities. These organizations were added to the project mailing list.

After this initial outreach, the project scope was reduced, eliminating ROW acquisition and work on adjacent roadways. This project will have no relocations and will not require any permanent right-of-way; therefore, an EJ analysis is not required per the current INDOT Categorical Exclusion Manual.

Virtual Public Information Meeting: On December 15, 2020, virtual public information meetings were held at 1:00 p.m. and 6:00 p.m. to notify the public and stakeholders of the project and to offer an opportunity to comment on the project. On December 1, 2020, a Notice of Public Meeting and project map were sent to project stakeholders and local media (Appendix G-11 and G-12). Additionally, the notice was advertised in two local newspapers, the *Indianapolis Recorder* and the *Indianapolis Star*, on December 4, 2020; copies of the affidavits are in Appendix G-13 to G-19. Thirty-four people attended the first session, and twelve people attended the second session (Appendix G-34 and G-35). During the public meeting, project team members gave a presentation on the project's purpose and need, environmental analyses, and the recommended alternative (Appendix G-26 to G-33). Attendees asked questions primarily about traffic and construction impacts. Two comments were received after the public meeting. One comment was regarding the level of environmental analyses and FHWA's involvement, and the other was questioning whether there are dedicated turn lanes at each ramp. Copies of these comments and the responses are in Appendix G-36 to G-38.

Media Coverage: Information about the project and public meetings has been covered in local media. *FOX 59 News* and *WTTV CBS 4 - Indianapolis* published articles on the morning of December 15, 2020 before the virtual public information meeting that included the date and time of the meeting, how to access the meeting, and the purpose of the project and of the meeting (Appendix G-20 to G-23). The *Indianapolis Star* also published an article on December 15, 2020 about the variable speed limit plan and potential impacts (Appendix G-24). It included brief explanations of the project, variable speed limits, and ramp metering. Additionally, *WFYI* published an article on December 15, 2020 about the proposed traffic planning in anticipation of future work along I-465. The article included a brief explanation of variable speed limit signs, stated that a public meeting was held on December 15, 2020, and provided a link to INDOT's project website for further information (Appendix G-25).

Stakeholder Meeting: On May 10, 2021, stakeholder meetings were held virtually at 10:00 a.m. and 2:00 p.m. to update local stakeholders on the project. On April 19, 2021, invitations to these meetings were distributed via email (Appendix G-39). Two

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individuals from the City of Indianapolis Department of Public Works (DPW) attended the 10:00 a.m. meeting. Fifteen people attended the 2:00 p.m. meeting, including representatives for Marion County, Central Indiana Regional Transportation Agency (CIRTA), Indianapolis Public Transportation Corporation (IndyGo), the Beech Grove Police and Fire Departments, Perry Township Community Schools, Franklin Township Community Schools, Franklin Township Transportation, and the Indianapolis Metropolitan Planning Organization (IMPO). During the stakeholder meetings, project team members gave a presentation on the project's purpose and need, environmental analyses, and the project schedule (Appendix G-40 to G-47). One question was asked concerning whether ramp metering was enforced by the Indiana State Police. A project team member addressed this comment and stated that ramp metering is enforceable (Appendix G-48 and G-49). No comments were received after these meetings.

Due to the unique nature of the project, INDOT and FHWA will offer the public an opportunity to submit comments and/or request a public hearing. Therefore, a legal notice will appear in a local publication contingent upon the release of this document for public involvement. This document will be revised after the public involvement requirements are fulfilled.

Public Controversy on Environmental Grounds

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

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

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

Sponsor of the Project: INDOT INDOT District: GreenfieldLocal Name of the Facility: I-465Funding Source (mark all that apply): Federal State Local Other*

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

PURPOSE AND NEED:

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

Need: The need for this project is based on corridor congestion and safety concerns along the southeastern segment of I-465 between I-70 and I-65. According to the approved *Final Alternative Report*, motorists within this corridor experience recurring peak-hour congestion that is, at least partially, attributable to conflicts associated with traffic merging onto I-465 at the corridor's eight interchanges. The congestion results in poor travel time reliability and low speeds during peak hours. Based on the traffic analysis, this section of I-465 experiences moderate peak-hour congestion. An analysis of National Performance Management Research Data Set speed data for the corridor shows speed degradation in both the morning and evening peak periods. Traffic volumes throughout the corridor are forecasted to increase about one percent annually by 2030, the project's design year, resulting in worsening conditions (Appendix I-8 to I-10). Regarding safety, according to the approved *Final Alternative Report*, from 2017 to 2019 there were a total of 1,354 crashes over the three-year period, an average of 451 per year, along this section of I-465 and associated ramps. Based on the crash analysis, about half of the total crashes in the corridor occurred during peak periods, and rear-end and side-swipe crashes make up 85 percent and 91 percent of the morning and evening peak period crashes, respectively (Appendix I-5 to I-7).

Purpose: The purpose of this project is to reduce corridor congestion, specifically on the I-465 mainline at ramp merge areas during the design year (2030), by improving the average travel speed during peak-hours. Additionally, the purpose of this project is to improve safety in the corridor by reducing the rate of rear-end and side-swipe crashes.

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PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Marion Municipality: Indianapolis

Limits of Proposed Work: I-465 from the southern I-465/I-65 interchange to the eastern I-465/I-70 interchange
 Incidental Work Areas: I-465 approximately 0.19 mile east of US 31, I-465 approximately 0.98 mile north of I-70, and I-465 approximately 0.92 mile north of US 36/SR 67 (Pendleton Pike)

Total Work Length: 9.6 Mile(s) Total Work Area: 13.5 Acre(s)

Is an Interstate Access Document (IAD)¹ required? Yes¹ No
 If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability? Date:

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

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

Location: INDOT, in conjunction with FHWA, is planning a TSMO project on I-465 in the City of Indianapolis, Marion County, Indiana. The project is located along I-465, from the eastern I-465/I-70 interchange to the southern I-465/I-65 interchange, on the southeast side of Indianapolis (Appendix B-1). The project limits encompass I-465, five service interchanges with I-465 and three system interchanges. The five service interchanges include I-465 at US 40 (Washington Street), US 52 (Brookville Road), Shadeland Avenue, Southeastern Avenue (Old US 421), and Emerson Avenue. The system interchanges include I-465 with I-70, I-65, and I-74. An overview map is provided as Appendix B-3, and project photographs are provided in Appendix B-9 and B-10.

Existing Conditions: This section of I-465 from the eastern I-465/I-70 interchange to the southern I-465/I-65 interchange is approximately 9.6-mile long and is classified as an Interstate. As described in the Purpose and Need section, the existing conditions along I-465 include corridor congestion during peak periods and resulting safety concerns. Aerial photographs are provided in Appendix B-4 to B-8, and project photographs are provided in Appendix B-9 and B-10.

Through most of the corridor, I-465 provides three 12-foot wide through lanes in each direction with variable auxiliary lanes and 10-foot shoulders. The interstate is divided by a concrete barrier throughout the project area. The system-to-system ramp interchanges provide single lane I-465 entrance ramps at I-74 and dual lane entrance ramps at I-70 and I-65. The service interchanges provide single lane I-465 entrance ramps at US 40, US 52, Shadeland Avenue, and Southeastern Avenue and dual lane entrance ramps at Emerson Avenue. The design speed limit along mainline I-465 is 70 miles per hour (mph), and the design speed limit along the service interchange entrance ramps vary from 25 mph to 55 mph.

This section of I-465 is located in a suburban area and is surrounded by a mixture of agricultural, commercial, industrial, and residential properties. Additionally, there are various existing bridges, structures, and Information Technology Systems (ITS) facilities throughout the project area, including a fiberoptic backbone. Currently, there are no existing TSMO strategies implemented along this section of I-465.

Preferred Alternative – Ramp Metering, Virtual Speed Limit (VSL) Signs, and Dynamic Message Signs (DMS): The preferred alternative includes adding ramp metering to each of the service interchanges' entrance ramps to I-465 and installing VSL and DMS signage along the mainline of I-465. Per FHWA, ramp meters are traffic signals installed on freeway on-ramps to control the frequency at which vehicles enter the flow of traffic on the freeway. Ramp metering reduces overall freeway congestion by managing the amount of traffic entering the freeway and by breaking up platoons that make it difficult to merge onto the freeway. VSLs are speed limits that change based on road, traffic, and weather conditions. VSLs help improve safety by restricting speeds during adverse conditions. The speed limit will increase or decrease in 5 mph to 10 mph increments based on these conditions.

All proposed work is limited to the entrance ramps of the five service interchanges and minimal improvements along mainline I-465. The proposed work areas are shown on the aerial photographs and project plans (Appendix B-4 to B-8 and B-12 to B-65). Ramp metering signals will be added at each of the proposed I-465 entrance ramps. Additionally, VSL and DMS signage are proposed to be periodically placed, roughly every 0.5 mile, along mainline I-465. Incidental work consists of the placement of two static warning

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signs and DMS equipment (see Limits of Proposed Work above and Appendix B-4 and B-8). The newly constructed VSL, DMS, and ramp meter signals will be controlled by INDOT's Traffic Management Center (TMC). In order to connect the new equipment to the existing fiber optic backbone, directional drilling/boring beneath the I-465 roadway and embankment will occur as shown on the project plans (Appendix B-12 to B-65).

An additional lane is proposed at each of the I-465 entrance ramps at the Emerson Avenue interchange. These existing entrance ramps will be reconfigured through restriping and by utilizing the existing shoulders to accommodate the third lane without widening (i.e., within the limits of the existing pavement). All of the other interchanges' entrance ramps will stay in their existing configuration. No work will occur to bridges, structures, or existing storm water management facilities (Appendix B-14 to B-63).

The work proposed in the preferred alternative will occur within previously disturbed existing ROW. No temporary or permanent ROW will be required.

The proposed maintenance of traffic (MOT) will allow all through lanes and ramps to remain open with the exception of temporary, short-term nighttime work, which will require short spans of the inside lane along I-465 and the proposed I-465 service interchanges' entrance ramps to be closed (Appendix B-63 and B-64). Construction for this project is anticipated to begin in March of 2022.

This project will impact approximately 0.7 acre of terrestrial habitat that is primarily maintained grassy sideslopes. No impacts to water resources or trees are anticipated. Additionally, no impacts to cultural resources are anticipated.

Logical Termini/Independent Utility: The I-465 SE TSMO project has rational end points to address any environmental impacts related to its design and construction. This project is a reasonable expenditure even if no additional transportation improvements in the area are made, and it should not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. Therefore, this project meets FHWA criteria for independent utility and logical termini (www.environment.fhwa.dot.gov/legislation/nepa/guidance_project_termini.aspx).

The preferred alternative will meet the purpose and need of the project by improving mobility and safety in the corridor, specifically on the I-465 mainline at ramp merge areas during the design year (2030), by reducing the rate of rear-end and side-swipe crashes and improving the average travel speed during peak hours.

OTHER ALTERNATIVES CONSIDERED:

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

Alternative 1 – No Build

The No Build alternative was considered for this project. This alternative would leave I-465 in its current condition, and it would incur no impacts to resources. However, congestion and safety issues currently exist in this corridor, which would continue at the existing rate and likely worsen due to increases in traffic. Since this alternative would not meet the purpose and need of the project, it was dismissed from further consideration.

Alternative 2 – Other TSMO Strategies

Based on input from the project stakeholders and the purpose and need defined above, several TSMO strategies were examined. The following table summarizes TSMO strategies that were considered and eliminated. Further details are included in the *Final Alternative Report, I-465 SE TSMO (November 2020)* (Appendix I-2 to I-4).

TSMO Strategies	Evaluation
Access Management	Access management strategies include managed lanes, special purpose lanes, high occupancy vehicle, and/or high occupancy toll lanes. Although this strategy would meet the purpose and need of the project, this alternative would cause significant ROW and environmental impacts including water resources, noise, etc., compared to the preferred alternative. Therefore, they were dismissed from further consideration.

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Active Parking Management	Active parking management is the dynamic management of parking facilities in a region to optimize performance and utilization of those facilities while influencing travel behavior at various stages along the trip making process. This alternative would not improve the average travel speed during peak hours at merge ramp areas. Since it would not meet the purpose and need of the project, it was dismissed from further consideration.
Congestion Pricing / Dynamic Pricing	Congestion pricing involves charging drivers to drive in an area based on the level of congestion in that area. This encourages people to shift to other modes, routes or travel times, which reduces congestion and improves mobility. Fees can be collected through tolls, per-mile charges, or location-based charges. This TSMO strategy is not applicable to facility type (non-toll facility), so it would not meet the purpose and need of the project. Therefore, it was dismissed from further consideration.
Connected and Automated Vehicle Deployment	Connected and automated vehicles use advanced communication technologies to connect vehicles to roadside infrastructure, vehicles to other vehicles, or vehicles to everything such as pedestrians and cyclists. Since this alternative would not reduce the rate of rear-end and side-swipe crashes, it would not meet the purpose and need of the project. Therefore, it was dismissed from further consideration.
Dynamic Shoulder Use	Dynamic shoulder use is a strategy that alleviates congestion and increases system reliability by adding capacity by modifying the number of lanes available for travel in response to heavy traffic or other conditions that necessitate increased capacity. This would require upgrading or widening existing shoulders, drainage improvements/impacts to water resources, and it would result in increased noise impacts. Although this alternative would meet the purpose and need of the project, it would require more ROW and environmental impacts compared to the preferred alternative. Therefore, it was dismissed from further consideration.
Freight Management	Freight management involves the oversight and management of the operation and transport of goods. This strategy would not address congestion at the merge ramp areas, so it would not meet the purpose and need of the project. Therefore, it was dismissed from further consideration.
Improved Bicycle and Pedestrian Crossings	This strategy includes improvements to public ROW spaces that are used by pedestrians for transportation. However, this strategy is not applicable to the facility type (interstate), so it would not meet the purpose and need of the project. Therefore, it was dismissed from further consideration.
Integrated Corridor Management	Integrated corridor management is the coordination of individual network operations between adjacent facilities that create an interconnected system capable of cross-network travel management within a corridor. This alternative would not address merge ramp areas, nor reduce the rate of rear-end and side-swipe collisions. Since it does not meet the purpose and need of the project, it was dismissed from further consideration.
Lane Control	Lane control includes the closing or opening of individual traffic lanes as warranted and providing advanced warning of the closures to safely merge traffic into adjoining lanes. This alternative would meet the project's purpose and need. However, it would only address congestion issues when installed in conjunction with dynamic shoulder usage, which was dismissed due to the additional ROW and environmental impacts. Therefore, it was dismissed from further consideration.
Predictive Traveler Information	Predictive traveler information involves a system that acquires, analyzes, and presents information to assist travelers with their trip. This information may be supplied entirely within the vehicle with an autonomous system, or it can also use data supplied by traffic management centers. Relevant information may include locations of incidents, weather and road conditions, optimal routes, recommended speeds, and lane restrictions. Since this alternative would not improve the average travel speed during peak-hours, nor reduce the rate of rear-end and side-swipe crashes, it does not meet the purpose and need of the project. Therefore, it was dismissed from further consideration.
Road Weather Management	Road weather management systems seek to understand weather impacts on roads and promote techniques to improve roadway operations in inclement weather. These systems aim to warn people of changing weather, manage the infrastructure, and respond to conditions in real time. This alternative would not address the mainline congestion at merge ramp areas, nor would it reduce the rate of rear-end and side-swipe collisions. Since it does not meet the purpose and need of the project, it was dismissed from further consideration.

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Transit Management	Transit management is a system that is tailored to the planning, execution, and optimization of the public transportation or shipping processes. Typically, it is used to communicate schedules and updates to commuters, schedule transit routes, and track transit routes and ridership. For shipping, this management system may help track inventory, prepare shipments, track shipments, and optimize shipping routes. Since this alternative would not improve travel speeds during peak hours, it does not meet the purpose and need. Therefore, it was dismissed from further consideration.
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The No Build Alternative is not feasible, prudent or practicable because *(Mark all that apply):*

It would not correct existing capacity deficiencies;

It would not correct existing safety hazards;

It would not correct the existing roadway geometric deficiencies;

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

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

Other (Describe):

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

ROADWAY CHARACTER:

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

Name of Roadway:	<u>I-465</u>			
Functional Classification:	<u>Interstate</u>			
Current ADT:	<u>111,904</u>	VPD (2022)	Design Year ADT:	<u>120,680</u>
Design Hour Volume (DHV):	<u>9,894</u>	Truck Percentage (%)		<u>9</u>
Designed Speed (mph):	<u>70</u>	Legal Speed (mph):		<u>55</u>

	Existing	Proposed
Number of Lanes:	3 to 4	3 to 4
Type of Lanes:	Through and Auxiliary	Through and Auxiliary
Pavement Width:	12 ft.	12 ft.
Shoulder Width:	10 ft.	10 ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	N/A ft.	N/A ft.

Setting:	<input checked="" type="checkbox"/>	Urban	<input type="checkbox"/>	Suburban	<input type="checkbox"/>	Rural
Topography:	<input checked="" type="checkbox"/>	Level	<input type="checkbox"/>	Rolling	<input type="checkbox"/>	Hilly

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Name of Roadway Emerson Avenue to Westbound I-465 Entrance Ramp
 Functional Classification: Interstate
 Current ADT: 15,100 VPD (2022) Design Year ADT: 15,900 VPD (2030)
 Design Hour Volume (DHV): 1,680 Truck Percentage (%) 5
 Designed Speed (mph): 25-55 Legal Speed (mph): 55

	Existing	Proposed
Number of Lanes:	2	3
Type of Lanes:	On-ramp	On-ramp
Pavement Width:	41.5-43.5 ft.	41.5-43.5 ft.
Shoulder Width:	7-9 ft.	1.5-9 ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	N/A ft.	N/A ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

Name of Roadway Emerson Avenue to Eastbound I-465 Entrance Ramp
 Functional Classification: Interstate
 Current ADT: 8,700 VPD (2022) Design Year ADT: 9,200 VPD (2030)
 Design Hour Volume (DHV): 1,050 Truck Percentage (%) 3
 Designed Speed (mph): 25-55 Legal Speed (mph): 55

	Existing	Proposed
Number of Lanes:	2	3
Type of Lanes:	On-ramp	On-ramp
Pavement Width:	41.5-43.5 ft.	41.5-43.5 ft.
Shoulder Width:	7-9 ft.	1.5-9 ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	N/A ft.	N/A ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

No work to other roadways within the project area is proposed.

BRIDGES AND/OR SMALL STRUCTURE(S):

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

Structure/NBI Number(s): N/A Sufficiency Rating: N/A
 (Rating, Source of Information)

	Existing	Proposed
Bridge/Structure Type:		
Number of Spans:		
Weight Restrictions:		ton
Height Restrictions:		ft.
Curb to Curb Width:		ft.
Outside to Outside Width:		ft.
Shoulder Width:		ft.

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

Although numerous bridges and small structures are located within this segment of I-465, there is no work associated with any of these structures. Therefore, there will be no impacts.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

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

The MOT for this project will primarily require shoulder closures with the use of drums or temporary traffic barriers. Each interchange with proposed work will remain open throughout the duration of construction, except short-term, temporary nighttime closures for the installation of ramp metering (Appendix B-64 and B-65). Additionally, temporary, short-term nighttime closures are proposed along the inside I-465 lane at various locations for the installation of VSL and DMS signage along the median. The I-465 westbound and eastbound entrance ramps from Emerson Avenue will require shoulder closures and ramp lane reductions to accommodate the required working room to construct the additional lane.

This section of I-465 will be one of the detours for other projects in the area. INDOT and FHWA have a MOT Coordination Commitments Memorandum, between the two agencies, that will affect the MOT scheme for the project. The contractor will be responsible for maintaining access and determining phasing. Additionally, it is the responsibility of the contractor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. These conditions are included in the Environmental Commitments section of this CE document. Responses to early coordination and public involvement activities did not indicate concerns with the proposed MOT.

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

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 1,000,000 (2020) Right-of-Way: \$ N/A (20--) Construction: \$ 10,300,000 (2022)
 Anticipated Start Date of Construction: Spring 2022 (Appendix H-1)

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RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.0	0.0
Commercial	0.0	0.0
Agricultural	0.0	0.0
Forest	0.0	0.0
Wetlands	0.0	0.0
Other:	0.0	0.0
Other:	0.0	0.0
TOTAL	0.0	0.0

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

This project will occur within existing ROW. No permanent or temporary ROW will be required for this project. The existing ROW consists of paved surfaces, maintained sideslopes, roadside ditches, and wooded areas. The existing ROW ranges from 100 to 150 feet from the roadway centerline.

If the scope of work or permanent or temporary ROW amounts change, INDOT ESD and the INDOT Greenfield District Environmental Section will be contacted immediately.

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

SECTION A - EARLY COORDINATION:

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

Early coordination letters were sent on March 25, 2021 (Appendix C-1 to C-4).

<u>Agency</u>	<u>Date Sent</u>	<u>Date Response Received</u>	<u>Appendix</u>
FHWA	March 25, 2021	No response received	N/A
Indiana Geological and Water Survey (IGWS)	March 25, 2021	March 25, 2021*	C-13 to C-15
Indiana Department of Natural Resources (IDNR) Division of Fish and Wildlife (DFW)	March 25, 2021	April 22, 2021	C-12
Indiana Department of Environmental Management (IDEM)	March 25, 2021	March 25, 2021*	C-5 to C-11
INDOT, Office of Aviation	March 25, 2021	March 31, 2020	C-16 and C-17
IndyGo	March 25, 2021	April 12, 2020	C-18
Donna Price, Local Floodplain Administrator	July 4, 2021	July 6, 2021	C-19
National Park Service	March 25, 2021	No response received	N/A
US Housing and Urban Development	March 25, 2021	No response received	N/A
INDOT, Greenfield District	March 25, 2021	No response received	N/A
IMPO	March 25, 2021	No response received	N/A
INDOT, ESD	March 25, 2021	No response received	N/A
Indianapolis, DPW	March 25, 2021	No response received	N/A
Marion County Surveyor	March 25, 2021	No response received	N/A
Indianapolis City-County Council	March 25, 2021	No response received	N/A
Marion County Commissioners	March 25, 2021	No response received	N/A
Franklin Township Community School Corp.	March 25, 2021	No response received	N/A
Perry Township Schools	March 25, 2021	No response received	N/A
Metropolitan School District of Warren Township	March 25, 2021	No response received	N/A
Central Indiana Regional Transportation Authority	March 25, 2021	No response received	N/A
Indiana State Police	March 25, 2021	No response received	N/A
Indianapolis Fire Department	March 25, 2021	No response received	N/A
Indianapolis Metropolitan Police Department	March 25, 2021	No response received	N/A
Marion County Department of Public Health	March 25, 2021	No response received	N/A
Beech Grove Police	March 25, 2021	No response received	N/A
Mayor of the City of Indianapolis	March 25, 2021	No response received	N/A
Mayor of the City of Beech Grove	March 25, 2021	No response received	N/A
Realty Income Properties 27, LLC	July 1, 2021	No response received	N/A
ADA Partners	July 1, 2021	No response received	N/A

*Electronic coordination

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

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SECTION B – ECOLOGICAL RESOURCES:

Streams, Rivers, Watercourses & Other Jurisdictional Features

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

Presence

X

Impacts

Yes	No
	X

Total stream(s) in project area: N/A Linear feet Total impacted stream(s): N/A Linear feet

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
N/A	N/A	N/A	N/A	N/A

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

Based on the desktop review, the aerial map of the project area (Appendix B-4 to B-8), and the IndianaMap (www.indianamap.org), there are 22 streams, rivers, watercourses, or other jurisdictional features (57 stream segments) within the 0.5 mile search radius. Per direction from INDOT, Parsons conducted field investigations on October 20 and 28, 2020 to identify and avoid any potential water resources within or adjacent to the proposed work areas (limited areas outside of pavement that will be impacted by this project for the placement of VSL and DMS signs, ramp metering signals, and connecting to existing ITS facilities; shown in Appendix B-4 to B-8. There are no streams, rivers, or watercourses present within or adjacent to any of these areas. The nearest stream is Lick Creek, located within the I-465 median and approximately 50 feet north of the incidental work area, east of US 31, where two static signs are proposed (Appendix B-15). Therefore, no impacts are expected.

Reponses to early coordination letters did not contain applicable recommendations regarding streams, rivers, watercourses, or other jurisdictional features.

Open Water Feature(s)

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

Presence

X

Impacts

Yes	No
	X

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

Based on a desktop review, the aerial map of the project area (Appendix B-4 to B-8), and the IndianaMap (www.indianamap.org), there are 21 open water features within the 0.5 mile search radius. Per direction from INDOT, Parsons conducted field investigations on October 20 and 28, 2020 to identify and avoid any potential water resources within or adjacent to the proposed work areas. There are no open water features present within or adjacent to any of these areas. The nearest open water resources are storm water detention basins located approximately 0.28 mile south of the I-465/US 40 interchange on the east side of I-465, and approximately 0.02 mile southeast of the I-465/US 52 interchange. Therefore, no impacts are expected.

Responses to early coordination did not include applicable recommendations regarding other open water resources.

	Presence	Impacts	
	<input type="checkbox"/>	Yes	No
Wetlands	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Total wetland area: <u> N/A </u> Acre(s)	Total wetland area impacted: <u> N/A </u> Acre(s)		

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e., location, likely Water of the US, appendix reference)
N/A	N/A	N/A	N/A	N/A

	Documentation	ESD Approval Dates
Wetlands (Mark all that apply)		
Wetland Determination	<input type="checkbox"/>	<input type="checkbox"/>
Wetland Delineation	<input type="checkbox"/>	<input type="checkbox"/>
USACE Isolated Waters Determination	<input type="checkbox"/>	<input type="checkbox"/>

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

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

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

Based on the desktop review, the aerial map of the project area (Appendix B-4 to B-8), and the USFWS National Wetland Inventory (NWI) maps (Appendix F-1 to F-3), there are 91 wetlands within the 0.5 mile search radius. Per direction from INDOT, Parsons conducted field investigations on October 20 and 28, 2020 to identify and avoid any potential water resources within or adjacent to the proposed work areas. Although potential wetlands were noted outside of these areas, no wetlands are present within or adjacent to these work areas. Therefore, no impacts are expected.

Reponses to early coordination letters did not contain applicable recommendations regarding wetlands.

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Terrestrial Habitat

Presence

Impacts

Yes

No

Total terrestrial habitat in project area: 0.7 Acre(s) Total tree clearing: N/A Acre(s)

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

Based on the desktop review, site visits on October 20 and 28, 2020 by Parsons, and the aerial map of the project area (Appendix B-4 to B-8), habitats within the project area mainly consist of maintained grassy roadsides and sideslopes. All work will occur within INDOT's maintained ROW and is limited to the placement of ramp metering and signs and associated below-grade connections to ITS facilities.

Approximately 0.7 acre of terrestrial habitat will be disturbed by this project. Avoiding impacts to terrestrial habitat is not feasible because the signs and signals must be placed off the pavement to meet design standards and clearance requirements. All disturbed areas will be reseeded upon project completion. No tree trimming or clearing is proposed as a part of this job. The majority of these terrestrial areas are dominated by herbaceous species such as *Festuca arundinacea* (Kentucky fescue), *Cirsium arvense* (Canadian thistle), *Securigera varia* (crownvetch), and other herbaceous species typically found along INDOT roadsides. Mitigation is not anticipated.

IDNR-DFW responded to early coordination on April 22, 2021 with standard recommendations to avoid and minimize impacts to resources, such as revegetating disturbed areas, containing all tree clearing to the project limits, and details on tree planting (Appendix C-12). All applicable recommendations are included in the Environmental Commitments section of this CE document.

Protected Species

Federally Listed Bats

Information for Planning and Consultation (IPaC) determination key completed
 Section 7 informal consultation completed (IPaC cannot be completed)
 Section 7 formal consultation Biological Assessment (BA) required

Yes

No

Determination Received for Listed Bats from USFWS: NE NLAA LAA

Other Species not included in IPaC

Additional federal species found in project area (based on IPaC species list)
 State species (not bird) found in project area (based upon consultation with IDNR)

Yes

No

Migratory Birds

Known usage or presence of birds (i.e. nests)
 State bird species based upon coordination with IDNR

Yes

No

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

Based on a desktop review and the RFI report (Appendix E), completed by Parsons on June 30, 2021, the IDNR Marion County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated April 22, 2021 (Appendix C-12), the Natural Heritage Program's Database has been checked, and no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C-20 to C-25). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). No additional species were generated in the IPaC species list other than the Indiana bat and NLEB.

The project qualifies for the Range-wide Programmatic Informal Consultation for the Indiana bat and NLEB, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on June 7, 2021, and based on the responses provided, the project was found to "Not Likely to Adversely Affect" the Indiana bat and/or the NLEB (Appendix C-26 to C-34). INDOT reviewed and verified the effect finding on June 8, 2021 and requested USFWS's review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. The General Avoidance and Minimization Measures (AMMs) 1 and Lighting AMM 1 and 2 will be applied to this project. AMM's and/or commitments are included as firm commitments in the Environmental Commitments section of this document.

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

Geological and Mineral Resources

- Project located within the Potential Karst Features Area of Indiana
- Karst features identified within or adjacent to the project area
- Oil/gas or exploration/abandoned wells identified in the project area

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

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

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

Based on a desktop review, the project is located outside the designated karst region of Indiana as outlined in the October 13, 1993 Karst Memorandum of Understanding (MOU). According to the topo map of the project area (Appendix B-2) and the RFI report (Appendix E), there are no karst features identified within or adjacent to the project area. In the early coordination response dated March 25, 2021, the IGWS did not indicate that karst features exist in the project area (Appendix C-13 to C-15). The IGWS reported a high liquefaction potential, high potential for bedrock resources, low potential for sand and gravel resources, and no active or abandoned mineral resources extraction sites documented in the area. Response from IGWS was communicated with the designer on March 25, 2021. No impacts are expected.

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SECTION C – OTHER RESOURCES

Drinking Water Resources

- Wellhead Protection Area(s)
- Source Water Protection Area(s)
- Water Well(s)
- Urbanized Area Boundary
- Public Water System(s)

Presence

X
X
X

Impacts

Yes	No
	X
	X
	X

- Is the project located in the St. Joseph Sole Source Aquifer (SSA):
- If Yes, is the FHWA/EPA SSA MOU Applicable?
- If Yes, is a Groundwater Assessment Required?

Yes	No
	X

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

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

The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on June 29, 2021 by Parsons. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on June 29, 2021 by Parsons. Five wells are mapped within or adjacent to the project area. The project will occur within existing ROW, therefore, no impacts to active wells are expected. Should it be determined during the ROW phase that these wells will be affected, a cost to cure will likely be included in the appraisal to restore the wells.

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) and the Indiana Map website (<https://maps.indiana.edu>) by Parsons on June 29, 2021, this project is located in an Urban Area Boundary (UAB). An early coordination letter was sent on March 25, 2021 to the City of Indianapolis, Indianapolis DPW, and the City of Beech Grove. No response was received within the 30-day time frame.

Based on a desktop review, site visits on October 20 and 28, 2020 by Parsons, the aerial map of the project area (Appendix B-4 to B-8), and utility coordination, this project is located where there is a public water system. The public water system will not be affected because utility coordination is occurring and there will be no disruption to service. The City of Beech Grove did not respond to early coordination.

Floodplains

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

Presence

X

Impacts

Yes	No
	X

If applicable, indicate the Floodplain Level?

Level 1 Level 2 Level 3 Level 4 Level 5

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

Based on a desktop review of The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) by Parsons on June 29, 2021, this project is located in two regulatory floodplains as determined from approved IDNR floodplain maps (Appendix F-4 to F-7). An early coordination letter was sent on July 4th, 2021, to the local Floodplain Administrator. The floodplain administrator responded on July 6, 2021 with no comments (Appendix C-19). This project qualifies as a Category 1 project per the current INDOT CE Manual, which states, "Although this project involves work within the horizontal limits of the 100-year floodplain, no work is being performed below the 100-year flood elevation and as a result this project does not encroach upon the base floodplain." Therefore, no impacts to these floodways are anticipated.

Farmland	Presence	Impacts	
		Yes	No
Agricultural Lands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Prime Farmland (per NRCS)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Total Points (from Section VII of CPA-106/AD-1006*) _____
 *If 160 or greater, see CE Manual for guidance.

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

Based on a desktop review, a site visit on October 20 and 28, 2020 by Parsons, the aerial map of the project area (Appendix B-4 to B-8), there is farmland as defined by the Farmland Protection Policy Act adjacent to the project. The project will not convert any farmland as all work will occur within existing ROW. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

SECTION D – CULTURAL RESOURCES

Minor Projects PA **Category(ies) and Type(s)** A-2, A-4, & A-5 **INDOT Approval Date(s)** _____ **N/A**

Full 106 Effect Finding
 No Historic Properties Affected No Adverse Effect Adverse Effect

Eligible and/or Listed Resources Present
 NRHP Building/Site/District(s) Archaeology NRHP Bridge(s)

Documentation Prepared (mark all that apply)	ESD Approval Date(s)	SHPO Approval Date(s)
APE, Eligibility and Effect Determination	<input type="checkbox"/>	<input type="checkbox"/>
800.11 Documentation	<input type="checkbox"/>	<input type="checkbox"/>
Historic Properties Report or Short Report	<input type="checkbox"/>	<input type="checkbox"/>
Archaeological Records Check and Assessment	<input type="checkbox"/>	<input type="checkbox"/>
Archaeological Phase Ia Survey Report	<input type="checkbox"/>	<input type="checkbox"/>
Archaeological Phase Ic Survey Report	<input type="checkbox"/>	<input type="checkbox"/>
Other:	<input type="checkbox"/>	<input type="checkbox"/>

Memorandum of Agreement (MOA) **MOA Signature Dates** (List all signatories) _____

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

On December 15, 2020, INDOT determined that this project falls within the guidelines of Category A, Types 2, 4, and 5 under the Minor Projects Programmatic Agreement (MPPA) (Appendix D-1 to D-3). The work types are summarized below.

2. All work within interchanges and within medians of divided highways in previously disturbed soils.
4. Roadway work associated with surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking within previously disturbed soils where replacement, repair or installation of curbs, curb ramps or sidewalks will not be required.
5. Repair, in-kind replacement or upgrade of existing lighting, signals, signage, and other traffic control devices in previously disturbed soils.

Archaeology was not required as a part of the MPPA process. No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

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

Evaluations Prepared

Programmatic Section 4(f)	<input type="checkbox"/>
“De minimis” Impact	<input type="checkbox"/>
Individual Section 4(f)	<input type="checkbox"/>
Any exception included in 23 CFR 774.13	<input type="checkbox"/>

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

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

Based on a desktop review, the aerial map of the project area (Appendix B-4 to B-8), and the IndianaMap (www.indianamap.org), there are nine potential 4(f) resources located within the 0.5 mile search radius. One Section 4(f) resource crosses the project area: the Pennsy Trail. This facility crosses underneath I-465, south of US 40/Washington Avenue, and is owned by Indianapolis Parks and Recreation (Indy Parks). Based on its use, ownership, and local significance, it is a Section 4(f) resource. However, no work is proposed near this area (Appendix B-6). Therefore, no impacts are expected. The project will not use this resource by taking permanent ROW and will not indirectly use the resource in such a way that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. Therefore, no 4(f) use is expected.

Section 6(f) Involvement

Presence

Use

Section 6(f) Property

Yes

No

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

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

A review of 6(f) properties on the INDOT ESD website revealed a total of 30 properties in Marion County (Appendix I-1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

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SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project

Is the project in the most current STIP/TIP?

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

Is the project located in an MPO Area?

Is the project in an air quality non-attainment or maintenance area?

If Yes, then:

Is the project in the most current MPO TIP?

Is the project exempt from conformity?

If No, then:

Is the project in the Transportation Plan (TP)?

Is a hot spot analysis required (CO/PM)?

Location in STIP:

2020-2024; Amendment 18, Amendment 20,
and Modification 13 (Appendix H-1)

Name of MPO (if applicable):

Indianapolis MPO

Location in TIP (if applicable):

2020-2023 Indianapolis Regional Transportation
Improvement Program (IRTIP), Amendment 20-
05 (Appendix H-2 and H-3)

Level of MSAT Analysis required?

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

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

This project is included in the Fiscal Year (FY) 2020-2023 Indianapolis Regional Transportation Improvement Program (IRTIP) (Appendix H-2 and H-3) and the FY 2020-2024 Statewide Transportation Improvement Program (STIP) (Appendix H-1).

This project is located in Marion County, which is currently a maintenance area for Ozone under the 1997 Ozone 8-hour standard, which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V. Environmental Protection Agency, Et. Al. Decision. The project's design concept and scope are accurately reflected in both the IMPO Transportation Plan (TP) and the IRTIP, and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met.

This project is located in Marion County. This county is currently a maintenance area for PM_{2.5} (1997) (<https://www.in.gov/idem/airquality/2424.htm>). Under 40 CFR 93.123, this is not a project of air quality concern. Therefore, a hot spot analysis for PM_{2.5} is not required. A small portion of Marion County within downtown Indianapolis is under a limited maintenance plan for carbon monoxide (CO). However, the project area is located several miles southeast of the maintenance area (<https://www.in.gov/idem/airquality/2617.htm>), and is therefore in attainment for CO.

This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117(c), or exempt under the Clean Air Act conformity rule under 40 CFR 93.126, and as such, a Mobile Source Air Toxics analysis is not required.

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SECTION G - NOISE

Noise

Yes No

Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?

Date Noise Analysis was approved/technically sufficient by INDOT ESD: _____

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

This project is a Type III project. In accordance with 23 CFR 772 and the current *Indiana Department of Transportation Traffic Noise Analysis Procedure*, this action does not require a formal noise analysis.

SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

Yes No

Will the proposed action comply with the local/regional development patterns for the area?

Will the proposed action result in substantial impacts to community cohesion?

Will the proposed action result in substantial impacts to local tax base or property values?

Will construction activities impact community events (festivals, fairs, etc.)?

Does the community have an approved transition plan?

If No, are steps being made to advance the community's transition plan?

Does the project comply with the transition plan? (explain in the discussion below)

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

The I-465 SE TSMO project is consistent with local and regional land use and transportation plans. Because the project involves the placement of ramp metering and VLS and DMS signage within the existing ROW, with no changes to access, it will not result in substantial impacts to community cohesion. No significant economic or community impacts are expected to develop as a result of the project. This project is necessary to address safety and capacity issues on these sections of I-465. Therefore, this project will positively impact motorists using this facility, and should have minimal impacts to community cohesion, the local tax base, or property values. Impacts from the MOT will be minimized through stakeholder coordination and should not impact community events.

The City of Indianapolis' most recent ADA Implementation/Transition Plan was developed and considered effective in 2013. An annual report demonstrating continued implementation of accessibility enhancements was prepared by the City of Indianapolis on December 28, 2018. The project occurs within existing ROW along the interstate. Therefore, ADA requirements are not applicable.

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Public Facilities and Services

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

Based on a desktop review and the aerial map of the project area (Appendix B-4 to B-8), there are ten religious facilities and eight schools located within 0.5 mile of the project. All work will occur within existing ROW, with limited impacts to motorists. As described in the MOT section of this CE document, each interchange with proposed work will remain open throughout the duration of construction, except short-term, temporary nighttime closures for the installation of ramp metering (Appendix B-64 and B-65). Additionally, temporary, short-term nighttime closures are proposed along the inside I-465 lane at various locations for the installation of VSL and DMS signage along the median. The I-465 westbound and eastbound entrance ramps from Emerson Avenue will require shoulder closures and ramp lane reductions to accommodate the required working room to construct the additional lane. Therefore, no impacts to religious institutions, educational facilities, or emergency services are expected. Access to all properties will be maintained during construction.

Noise walls are present along the proposed work area from approximately the I-65/I-465 interchange to the Emerson Avenue/I-465 interchange and from approximately the US 40/I-465 interchange to the I-70/I-465 interchange. Work near the barriers is limited to subsurface drilling to connect conduit. Therefore, no impacts are expected.

The ECL was sent to local transportation agencies and emergency services on March 25, 2021, who were also invited to the stakeholder meetings that were held on May 10, 2021. IndyGo responded to early coordination without any concerns (Appendix C-18). INDOT Aviation's response to early coordination on March 31, 2021 stated that due to the proximity of the Franklin Airport, a privately-owned, public-use airport, a tall structure or similar permit maybe required, and requested further coordination (Appendix C-16). The contractor selected will be responsible for the means and methods necessary for construction. Therefore, the contractor will be required to complete any necessary coordination with INDOT Aviation and Federal Aviation Administration (FAA) to determine if an FAA permit or coordination with the airport will be required. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. No other responses applicable to public facilities and services were received.

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

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

Does the project require an EJ analysis?

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

If YES, then:

Are any EJ populations located within the project area?

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

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

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

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

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. This project will have no relocations and will require less than 0.5 acre of additional permanent ROW; therefore, an EJ analysis is not required per the current INDOT Categorical Exclusion Manual.

EJ outreach was conducted during the first week of December 2020. As previously discussed in the Public Involvement section, the results of the initial outreach did not identify EJ concerns. After this initial outreach, the scope of the preferred alternative was refined, which eliminated the need for ROW acquisition or other potential EJ concerns such as impacts to local roads, access restrictions, public transportation, etc. Project stakeholders, including those identified during EJ outreach, will be notified when the draft CE-4 document is released for public comment.

Indiana Department of Transportation

County Marion

Route I-465

Des. No. 2001134

Relocation of People, Businesses or Farms

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

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

Number of relocations: Residences: _____ Businesses: _____ Farms: _____ Other: _____

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

No relocations of people, businesses, or farms will take place as a result of this project.

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)

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

Documentation

X

Date RFI concurrence by INDOT SAM (if applicable): June 30, 2021

Indiana Department of Transportation

County Marion

Route I-465

Des. No. 2001134

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

Based on a review of the GIS and available public records, a Limited Red Flag Investigation (LRFI) was concurred with by INDOT Site Assessment & Management (SAM) on June 30, 2021 (Appendix E). Twenty-seven RCRA Generator/TSD facilities are located within 0.5 mile of the project area. Five state cleanup sites are located within 0.5 mile of the project area. Twenty-seven underground storage tank (UST) sites are located within 0.5 mile of the project area. Two voluntary remediation program sites are located within 0.5 mile of the project area. One solid waste landfill is located within 0.5 mile of the project area. Thirty-seven Leaking UST (LUST) sites are located within 0.5 mile of the project area. One brownfield site is located within 0.5 mile of the project area. Ten institutional control (IC) sites are located within 0.5 mile of the project area. Additionally, there are 41 National Pollutant Discharge Elimination System (NPDES) facilities and four NPDES pipe locations within 0.5 mile of the project area. There are four hazmat sites that could affect the project area. Note, two of the facilities, Marathon Unit #2079 and Speedway 7771, are listed in the LUSTs, NPDES facilities, and IC sites; discussions were combined below.

Marathon Unit #2079, Agency Interest (AID) 17501, 4317 S Emerson Avenue, is located 0.03 mile north of this location, at the southeast corner of Emerson Avenue and Elmwood Avenue. This facility is also listed in the Institutional Controls (IC) and National Pollutants Discharge Elimination System (NPDES) facility databases. Based on the documents associated with the environmental restrictive covenant (ERC) recorded on April 4, 2006, relatively low levels of residual soil and contamination were present but did not extend off-site. The IC boundary appears to be mapped incorrectly (south of the interchange, which is a different service station, Speedway Store 7771). The facility was found to be in compliance during the January 3, 2018 Multi-Media Inspection. According to the No Further Action letter dated September 7, 2006, the site was closed under industrial default closure levels for soil and groundwater contamination. If excavation occurs near this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary.

Speedway 7771, AID 12418, 4425 S Emerson Avenue, is a current service station located adjacent to the south of this location at the northeast corner of Emerson Avenue and Victory Drive. This facility is also listed under ICs and NPDES. Based on the November 15, 2008 letter from IDEM, the NPDES permit was revoked. IDEM issued a No Further Action Approval Determination Pursuant to Remediation Closure Guide letter on August 3, 2020. The closure is unconditional closure for soil exposure because all chemicals of concern (COCs) in soil were below the RCG Residential Direct Contact Screening Level. The closure is conditional for groundwater because of the remaining COCs - benzene, ethylbenzene, and naphthalene. Groundwater flow is to the north and ranges from approximate six (6) to ten (10) feet below ground surface. Based on the ERC recorded on June 10, 2020, property restrictions include residential use, groundwater use, soil excavations, and vapor considerations for new structures. Based on the February 19, 2020 Notice of Contamination in Right of Way letter to the City of Indianapolis, the impacted groundwater was approximately 0.03 mile south of this location. If excavation occurs near this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary.

Northern Tool & Equipment, 5230 Victory Drive, Permit INRA04918, is located adjacent to the south of this location at the northwest corner of Victory Drive and Independence Square. This facility has a construction permit that expires April 28, 2024. Coordination occurred with Realty Income Properties 27 LLC, 11995 El Camino Real, San Diego, CA 92130, and no response was received. No impact is expected.

ADA Building at Brookville Crossing, AID 28815, 1260 Interchange Way, is located adjacent to the north of this location at the northern terminus of Interchange Way. This facility has a construction permit that expires May 19, 2024. Coordination occurred with ADA Partners, 6334 E. 32nd St. Ct, Indianapolis, IN 46226, and no response was received. No impact is expected.

Indiana Department of Transportation

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Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Other	<input type="checkbox"/>

IN Department of Environmental Management (401/Rule 5)

Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Isolated Wetlands	<input type="checkbox"/>
Rule 5	<input type="checkbox"/>
Other	<input type="checkbox"/>

IN Department of Natural Resources

Construction in a Floodway	<input type="checkbox"/>
Navigable Waterway Permit	<input type="checkbox"/>
Other	<input type="checkbox"/>

Mitigation Required

US Coast Guard Section 9 Bridge Permit	<input type="checkbox"/>
--	--------------------------

Others (Please discuss in the discussion below)	<input checked="" type="checkbox"/>
---	-------------------------------------

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

This project will disturb less than one acre of land; therefore, a Rule 5 erosion control permit is not required.

Due to the proximity of the Franklin Airport, a privately-owned, public-use airport, a tall structure permit or similar permit maybe required. INDOT Aviation's response to early coordination on March 31, 2021 identified this need and requested further coordination (Appendix C-16). The contractor selected will be responsible for the means and methods necessary for construction. Therefore, the contractor will be required to complete any necessary coordination with INDOT Aviation and FAA to determine if an FAA permit or coordination with the airport will be required.

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

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

Indiana Department of Transportation

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Route I-465

Des. No. 2001134

ENVIRONMENTAL COMMITMENTS

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

Firm:

- 1) If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Greenfield District)
- 2) It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
- 3) The conditions of the INDOT/FHWA MOT Coordination Commitments Memorandum will be followed on this project. The contractor will be responsible for maintaining access and determining phasing. (INDOT)
- 4) General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
- 5) Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
- 6) Lighting AMM 2: When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. (USFWS)
- 7) No tree trimming or tree clearing will occur under this contract. (INDOT)
- 8) If any object, obstruction, or equipment will exceed 20 feet in height, the contractor will be required to coordinate with the INDOT Office of Aviation and the FAA (Federal Aviation Administration). This is due to the close proximity of Franklin Airport and the need for any obstructions within 5 miles to meet a 50:1 glideslope to the nearest runway according to 14 CFR Part 77 standards. The contractor selected will be responsible for the means and methods necessary for construction. Therefore, the contractor will be required to complete any necessary coordination with INDOT Aviation and FAA to determine if an FAA permit or coordination with the airport will be required. (INDOT Aviation)
- 9) Marathon Unit #2079, Agency Interest (AID) 17501, 4317 S Emerson Avenue, is located 0.03 mile north of this location, at the southeast corner of Emerson Avenue and Elmwood Avenue. This facility is also listed in the Institutional Controls (IC) and National Pollutants Discharge Elimination System (NPDES) facility databases. Based on the documents associated with the environmental restrictive covenant (ERC) recorded on April 4, 2006, relatively low levels of residual soil and contamination were present but did not extend off-site. The IC boundary appears to be mapped incorrectly (south of the interchange, which is a different service station, Speedway Store 7771). The facility was found to be in compliance during the January 3, 2018 Multi-Media Inspection. According to the No Further Action letter dated September 7, 2006, the site was closed under default industrial for soil and groundwater. If excavation occurs near this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary.
- 10) Speedway 7771, AID 12418, 4425 S Emerson Avenue, is a current service station located adjacent to the south of this location at the northeast corner of Emerson Avenue and Victory Drive. This facility is also listed under ICs and NPDES. Based on the November 15, 2008 letter from IDEM, the NDPEs permit was revoked. IDEM issued a No Further Action Approval Determination Pursuant to Remediation Closure Guide letter on August 3, 2020. The closure is unconditional closure for soil exposure because all chemicals of concern (COCs) in soil were below the RCG Residential Direct Contact Screening Level. The closure is conditional for groundwater because of the remaining COCs - benzene, ethylbenzene, and naphthalene. Groundwater flow is to the north and ranges from approximate six (6) to ten (10) feet below ground surface. Based on the ERC recorded on June 10, 2020, property restrictions include residential use, groundwater use, soil excavations, and vapor considerations for new structures. Based on the February 19, 2020 Notice of Contamination in Right of Way letter to the City of Indianapolis, the impacted groundwater was approximately 0.03 mile south of this location. If excavation occurs near this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary.

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PARSONS

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Appendix A

INDOT Supporting Documentation

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement ²
Stream Impacts³	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit ⁴
Wetland Impacts³	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way⁵	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)*	“No Effect”, “Not likely to Adversely Affect” (With select AMMs ⁶)	“Not likely to Adversely Affect” (With any AMMs or commitments)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic ⁷
Threatened/Endangered Species (Any other species)*	Falls within guidelines of USFWS 2013 Interim Policy or “No Effect”	“Not likely to Adversely Affect”	-	-	“Likely to Adversely Affect”
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential ⁸
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any ⁹
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ¹⁰
Approval Level <ul style="list-style-type: none"> • District Env. (DE) • Env. Serv. Div. (ESD) • FHWA 	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA

¹ Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

² Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

³ Total permanent impacts to streams (linear feet) and wetlands (acres).

⁴ US Army Corps of Engineers Individual 404 Permit

⁵ Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.

⁶ Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.

⁷ Projects that do not fall under a Species Specific Programmatic and results in a “Likely to Adversely Affect”. Other findings can be processed as a lower level CE.

⁸ Potential for causing a disproportionately high and adverse impact.

⁹ Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.

¹⁰ Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

* Includes the threatened/endangered species critical habitat

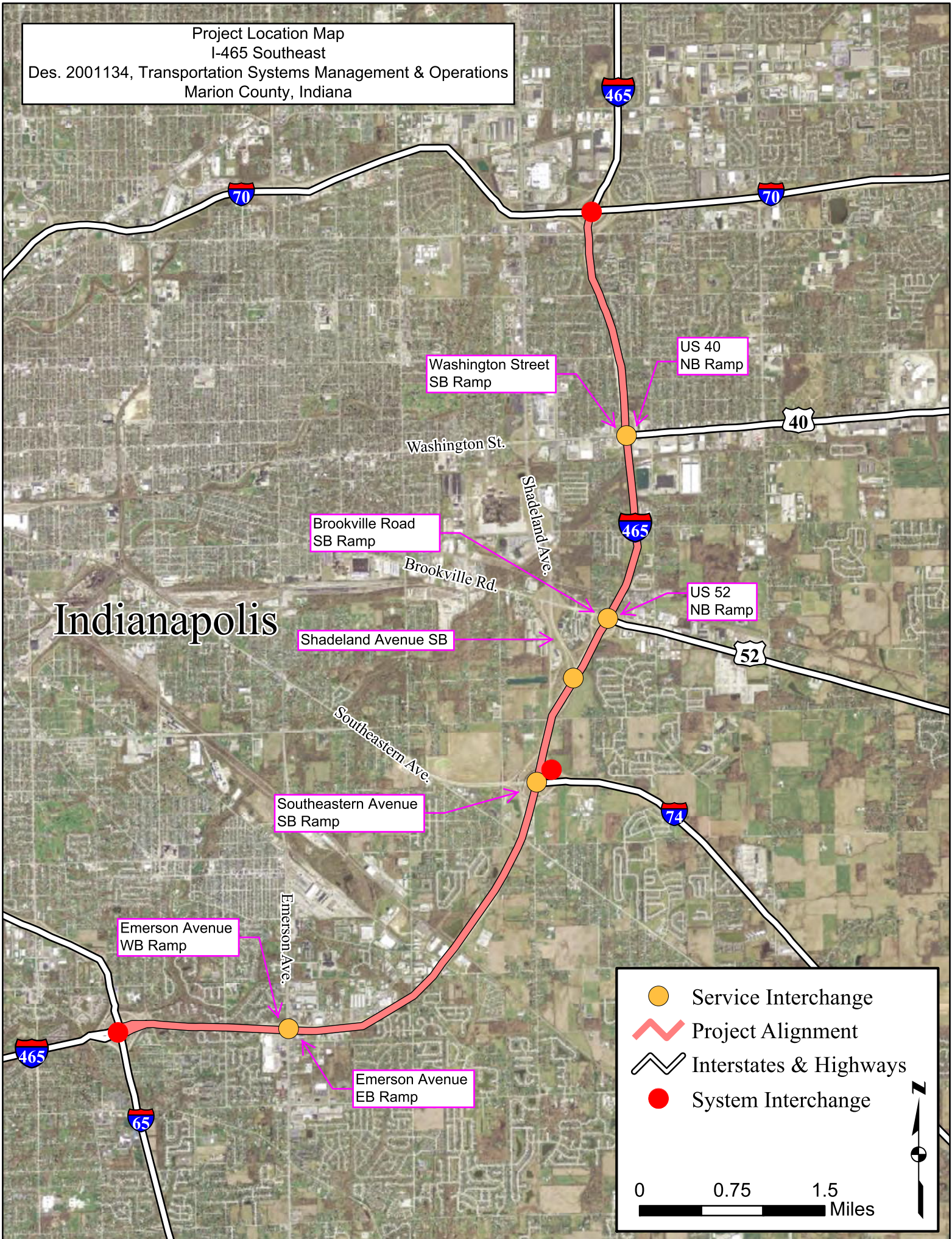
Note: Substantial public or agency controversy may require a higher-level NEPA document.

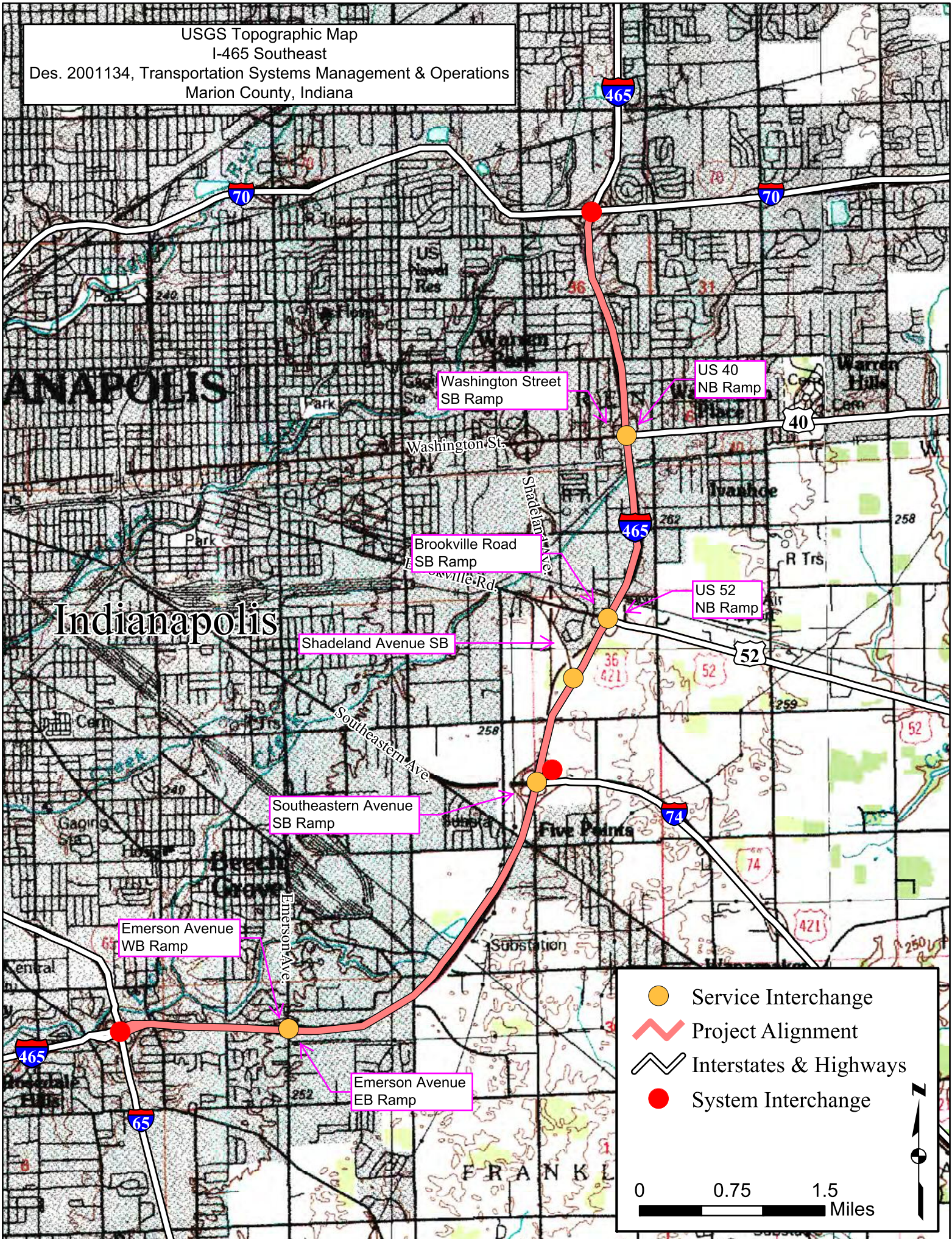
Due to the unique nature of this project as the first TSMO project in Indiana, it was determined during the early project coordination by INDOT and FHWA that this project would proceed as a CE-4 level document.

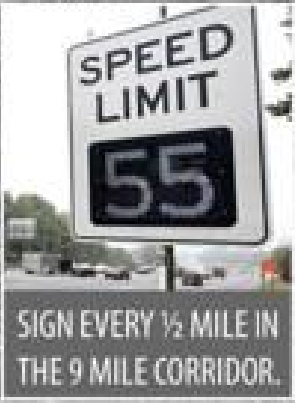
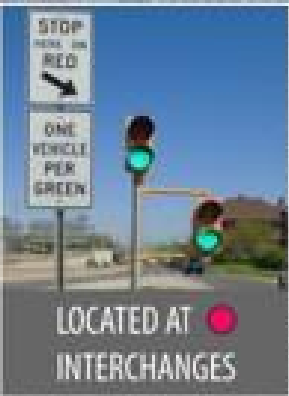
Appendix B

Graphics

Project Location Map
 I-465 Southeast
 Des. 2001134, Transportation Systems Management & Operations
 Marion County, Indiana







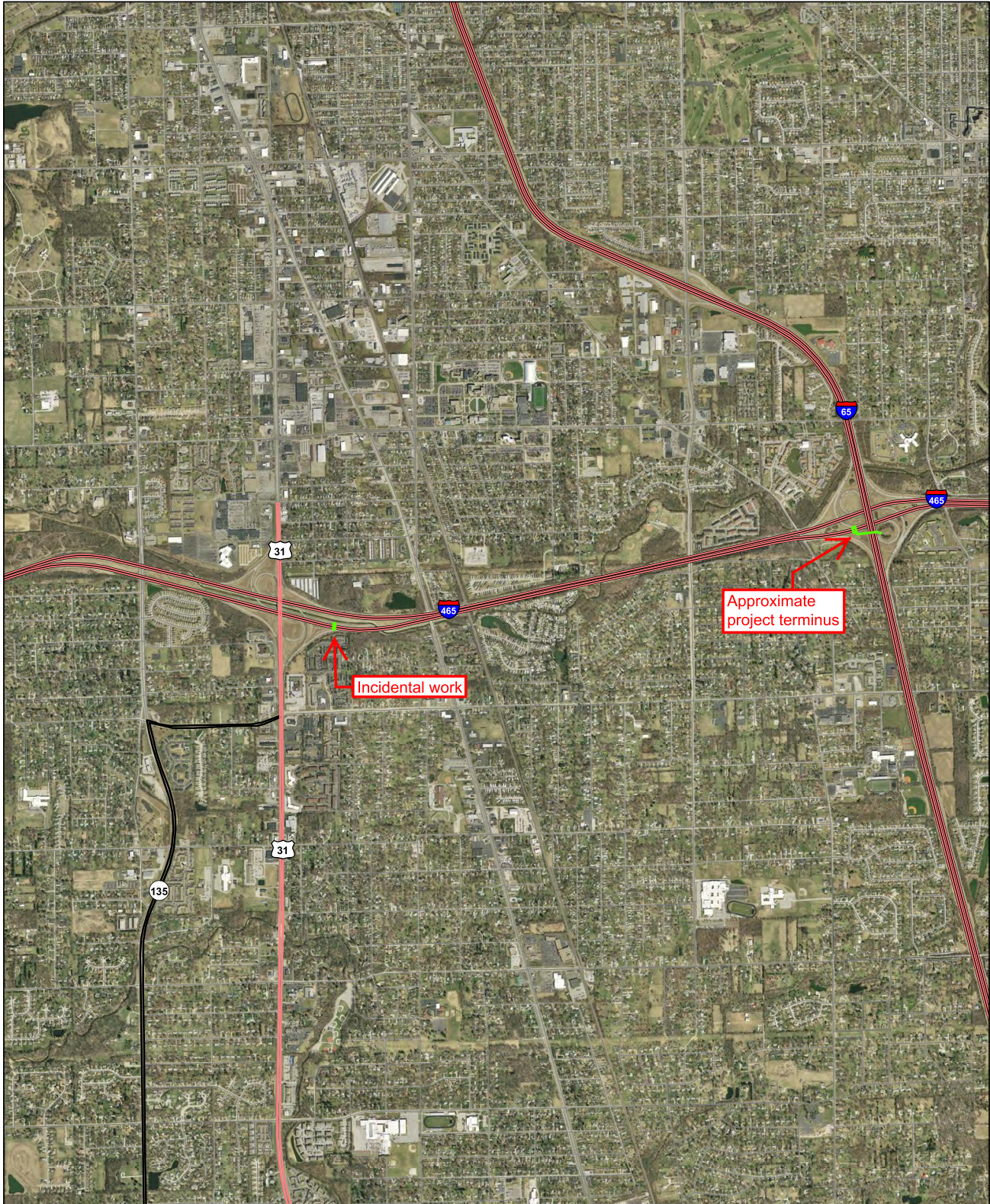
INTERSTATES & HIGHWAYS	—
PROPOSED RAMP METER LOCATION	○
SERVICE INTERCHANGE	●
SYSTEM INTERCHANGE	●
PROJECT LIMITS	—



I-465 SE TSMO Project



Aerial Photograph Map I-465 Southeast Des. 2001134, Transportation Systems Management & Operations Marion County, Indiana

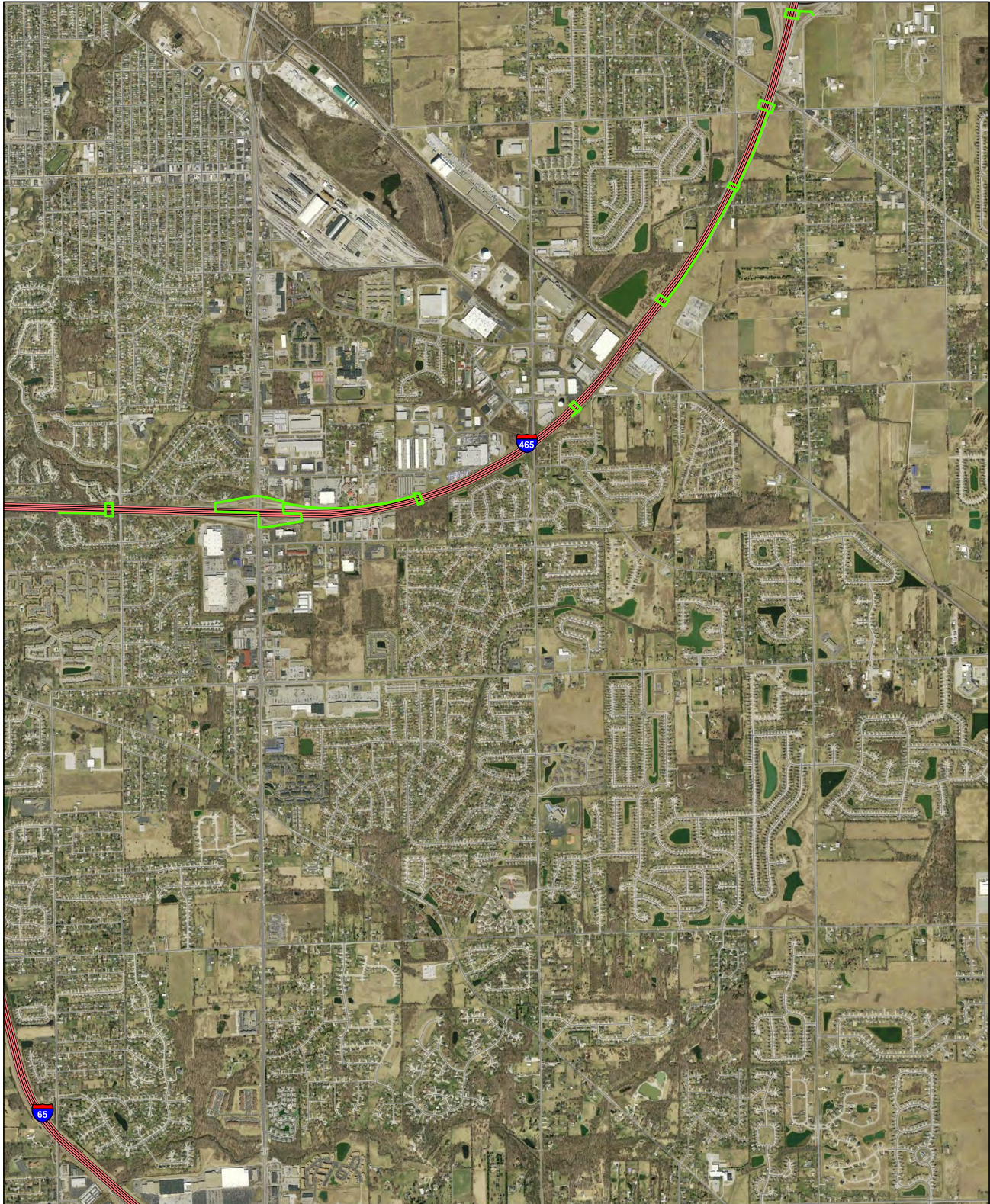


Sources: 0.45 0.225 0 0.45 Miles
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83
 This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Sheet 1 of 5

Work Area

Aerial Photograph Map
 I-465 Southeast
 Des. 2001134, Transportation Systems Management & Operations
 Marion County, Indiana



Sources: 0.45 0.225 0 0.45
 Non Orthophotography Miles

Data - Obtained from the State of Indiana Geographical Information Office Library
 Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83

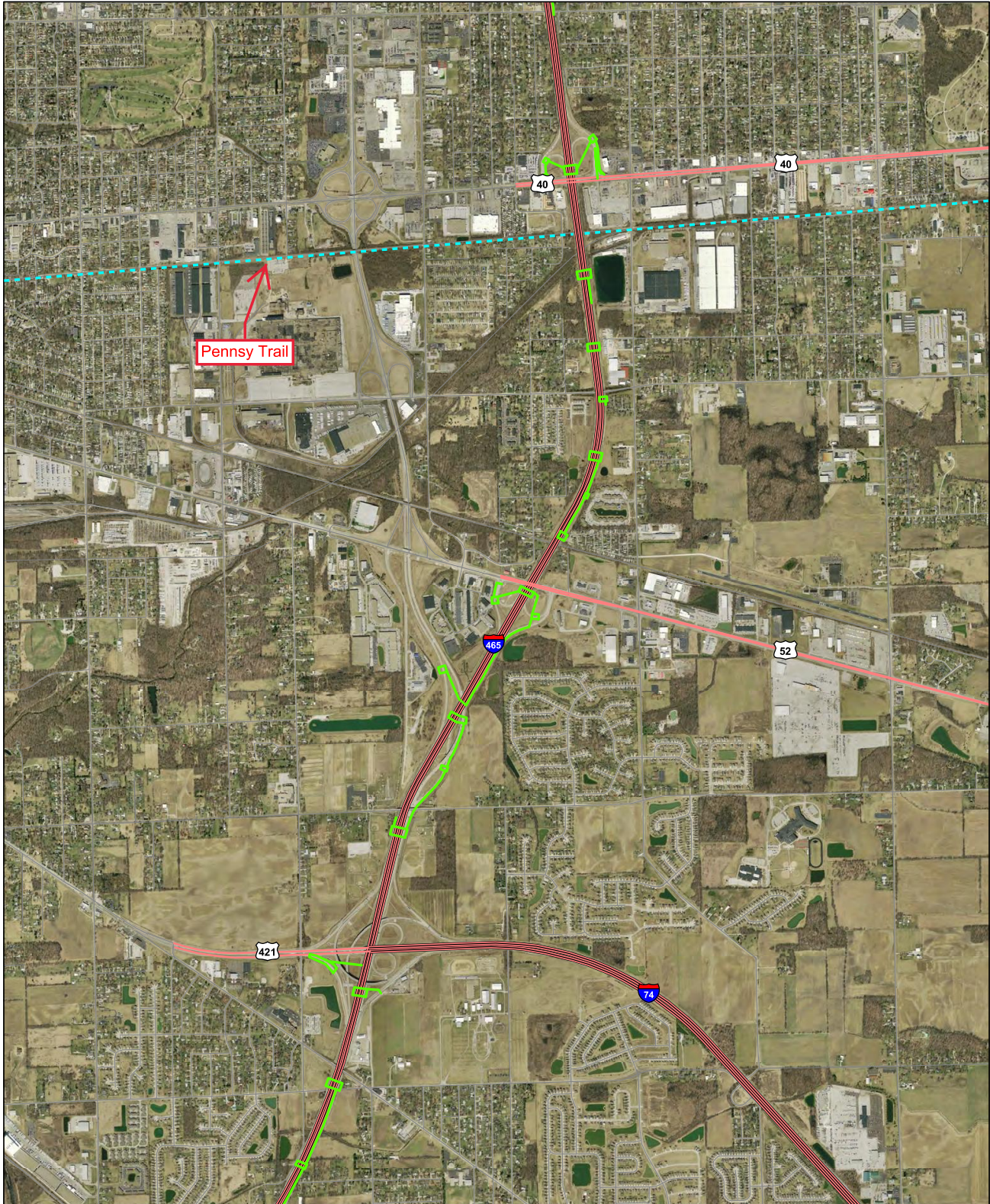
This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Sheet 2 of 5

 Work Area



Aerial Photograph Map I-465 Southeast Des. 2001134, Transportation Systems Management & Operations Marion County, Indiana



Sources: 0.45 0.225 0 0.45 Miles
Non Orthophotography

Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Sheet 3 of 5

 Work Area



Aerial Photograph Map
 I-465 Southeast
 Des. 2001134, Transportation Systems Management & Operations
 Marion County, Indiana



Sources: 0.45 0.225 0 0.45 Miles
 Non Orthophotography

Data - Obtained from the State of Indiana Geographical Information Office Library
 Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
 Map Projection: UTM Zone 16 N Map Datum: NAD83

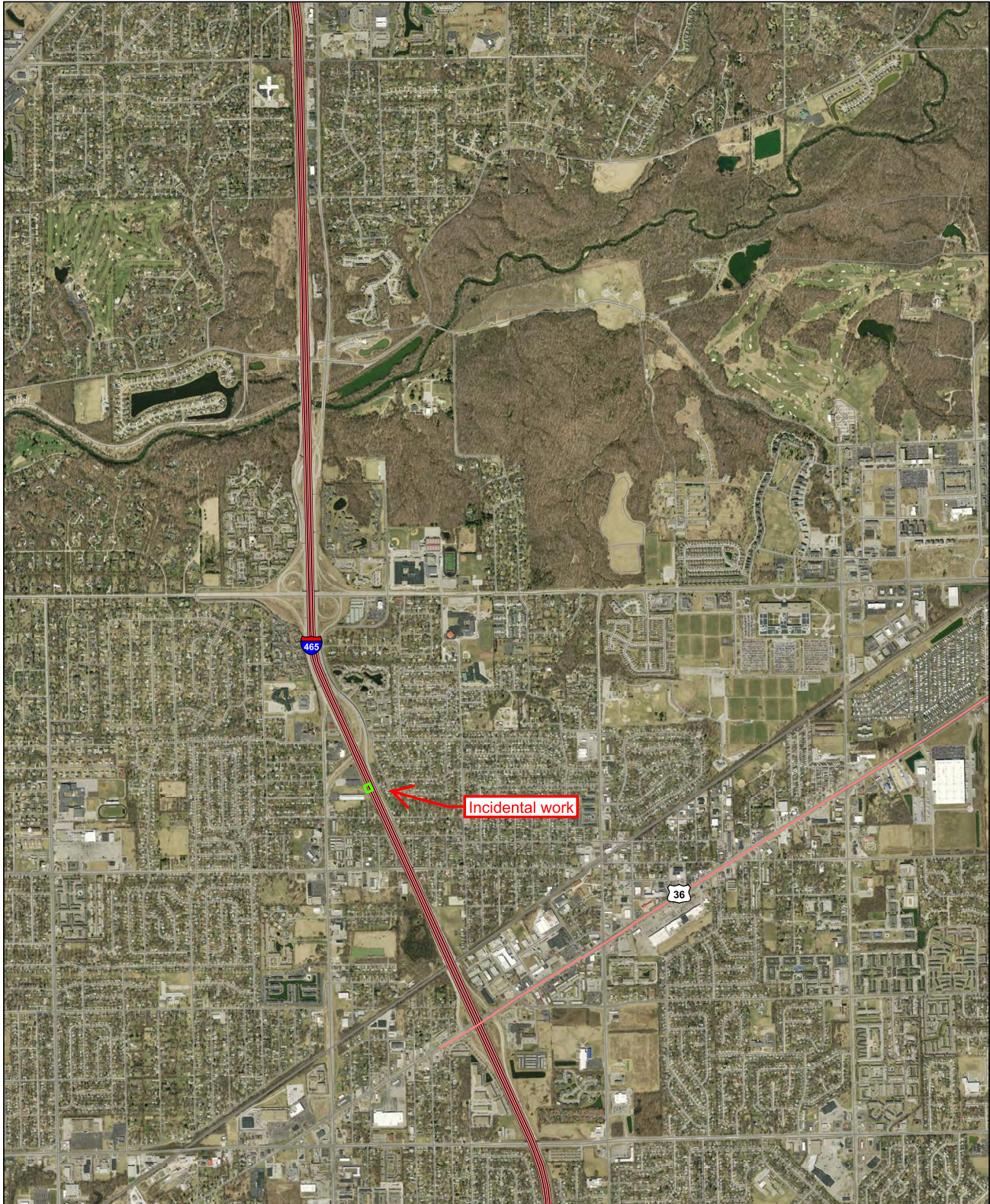
This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Sheet 4 of 5

 Work Area



Aerial Photograph Map
I-465 Southeast
Des. 2001134, Transportation Systems Management & Operations
Marion County, Indiana



Sources: 0.45 0.225 0 0.45
Non Orthophotography Miles

Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N Map Datum: NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Sheet 5 of 5

 Work Area





Photo 1 - View of NB I-465 entrance ramp at the Washington Street and I-465 interchange facing south (10/20/2020).



Photo 2 - View of SB I-465 entrance ramp at the Washington Street and I-465 interchange facing northeast (10/20/2020).



Photo 3 - View of NB I-465 entrance ramp at the Brookville Road and I-465 interchange facing southwest (10/20/2020).



Photo 4 - View of SB I-465 entrance ramp at the Brookville Road and I-465 interchange facing south (10/20/2020).



Photo 5 - View of SB Shadeland Avenue entrance ramp to SB I-465 facing southeast (10/20/2020).



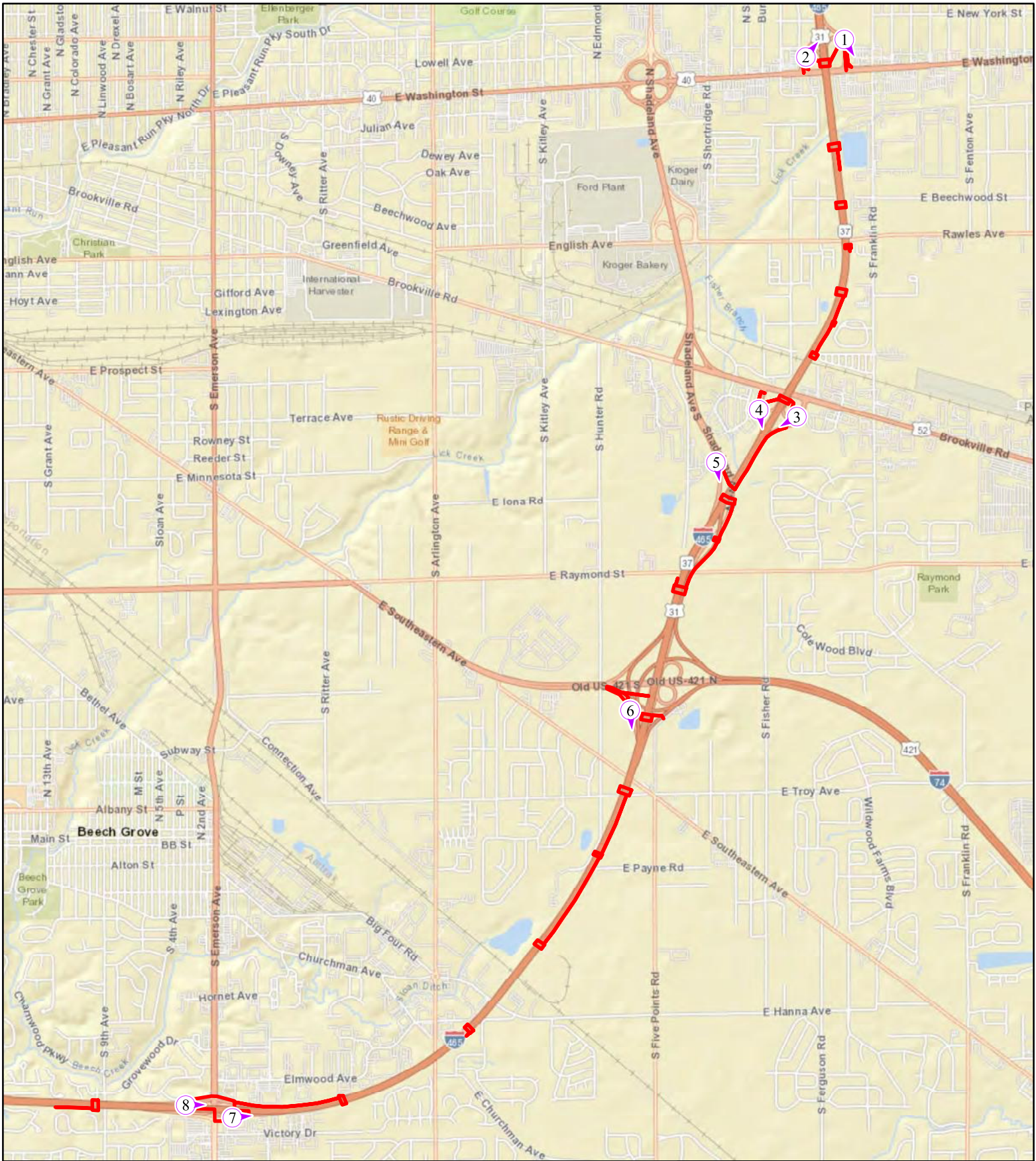
Photo 6 - View of SB I-465 entrance ramp at the Old US 421 and I-465 interchange facing southeast (10/20/2020).



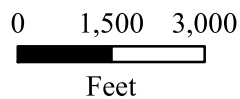
Photo 7 - View of EB I-465 entrance ramp at the Emerson Avenue and I-465 interchange facing east (10/20/2020).



Photo 8 - View of WB I-465 entrance ramp at the Emerson Avenue and I-465 interchange facing west (10/20/2020).



-  Project Area
-  Photo Orientation



Sources:
 Non Orthophotography Data -
 Obtained from the State of Indiana Geographical
 Information Office Library
 Orthophotography -
 Obtained from Indiana Map
 Framework Data (www.indianamap.org)

**I-465 Southeast TSMO
 Marion County, IN
 Photo Orientation**

Des. 2001134

Date: 8/16/2021



PARSONS

PROJECT	DESIGNATION
2001134	2001134
CONTRACT	
T-42821	

INDIANA DEPARTMENT OF TRANSPORTATION

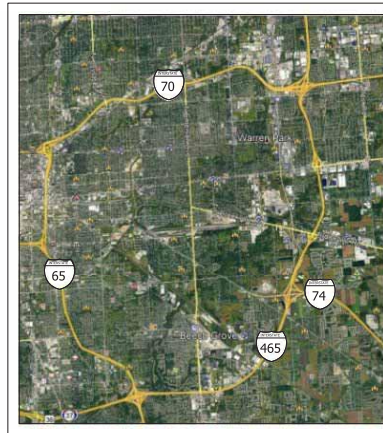


TRAFFIC AND ITS PLANS

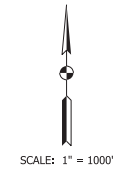
ROUTE: I-465 FROM: MM 40.20 TO: MM 2.30

PROJECT NO. 2001134 P.E.
R/W
2001134 CONST.

Proposed Traffic Signal and ITS work on I-465 from I-65 to I-70,
Sections 1, 12, 13, 23, 24, 26, 32, 33, 34, 35 In Perry, Franklin, and Warren Townships, Marlon County, Indiana, and
Sections 24, 25, 36 In Warren Township, Marlon County, Indiana



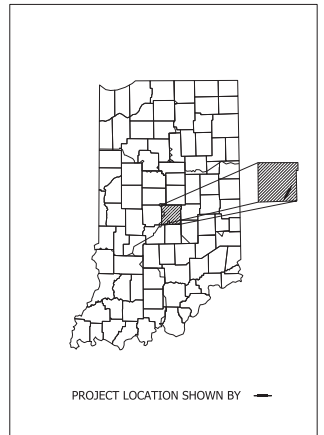
LOCATION MAP
MARION COUNTY



Preliminary Traffic and ITS Plans

Note To Reviewer:
Traffic Data will be
Updated for Next Submittal

TRAFFIC DATA	
ADDT:	()
ADDT:	()
D.H.V.	()
DIRECTIONAL DISTRIBUTION	
TRUCKS	
DESIGN SPEED	75-85 MPH
PROJECT DESIGN CRITERIA	SR (FREEWAY)
FUNCTIONAL CLASSIFICATION	INTERSTATE
RURAL/URBAN	URBAN
TERRAIN	LEVEL
ACCESS CONTROL	NONE



LATITUDE: XX°XX'XX"N	LONGITUDE: XX°XX'XX"W
GROSS LENGTH: _____	X.XX MI.
NET LENGTH: _____	X.XX MI.
MAX. GRADE: _____	X.XX %

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2020
TO BE USED WITH THESE PLANS

PARSONS
101 W. Ohio St., Suite 2121
Indianapolis, IN 46204
Bus (317) 616-1000
Fax (317) 616-1033

PLANS PREPARED BY: _____	PHONE NUMBER _____
CERTIFIED BY: _____	DATE _____
APPROVED FOR LETTING: _____	INDIANA DEPARTMENT OF TRANSPORTATION GATE _____

DESIGNATION	2001134
SURVEY BOOK	SHEETS
ELECTRONIC	1 of 54
CONTRACT	PROJECT
T-42821	2001134

UTILITIES			
<p>ELECTRIC Indianapolis Power & Light Janet Snodgrass 1230 W. Morris Street Indianapolis, IN 46221 Phone: 317-261-8617 Email: janet.snodgrass@aes.com</p>	<p>COMMUNICATIONS Crown Castle Fiber Craig Brown 1500 Corporate Drive Canonsburg, PA 15317 Email: fiber.dlg@croawnncastle.com</p> <p>City of Indianapolis Theresa Mendoza 1200 S. Madison Avenue, Suite 200 Indianapolis, IN 46225 Phone: 317-327-2302 Email: utilitycoordination@indy.gov</p> <p>Level 3 Communications Kendal Zetina 100 S. Cincinnati Avenue, Suite 1200 Tulsa, OK 74103 Phone: 918-547-0547 Email: kendal.zetina@centurylink.com</p> <p>Zayo Bandwidth Waylon Higgins 9206 Castlegate Drive Indianapolis, IN 46256 Phone: 765-341-1199 Email: waylon.higgins@zayo.com</p> <p>MCI Frank Wilim Phone: 512-924-2945 Email: ronald.kocienki@varizon.com</p> <p>TCS Communications Chris Fowler 4355 Lafayette Boulevard Indianapolis, IN 46254 Email: chris.fowler@tcomm.com</p> <p>Comcast Cable Will Morris 5330 E. 65th Street Indianapolis, IN 46220 Phone: 317-275-6443 Email: will.morris@comcast.com</p>	<p>WATER Citizens Energy Group Scott Ritter 2150 Dr. Martin Luther King Jr. Street Indianapolis, IN 46202 Phone: 317-429-3993 Email: sritter@citizensenergygroup.com</p> <p>ITS Drew Soernson 8620 E 21st Street Indianapolis, IN 46219 Phone: 317-503-4020 Email: hlowther@indot.in.gov</p> <p>SANITARY Citizens Energy Group David Clark 2150 Dr. Martin Luther King Jr. Street Indianapolis, IN 46202 Phone: 317-429-3993 Email: dclark@citizensenergygroup.com</p> <p>SANITARY City of Beech Grove Brad Meriwether 806 Main Street Beech Grove, IN 46107 Phone: 317-303-9092 Email: brad.meriwether@beechgrove.com</p> <p>STORM SEWER City of Beech Grove Brad Meriwether 806 Main Street Beech Grove, IN 46107 Phone: 317-303-9092 Email: brad.meriwether@beechgrove.com</p>	<p>GAS / PIPELINES Citizens Energy Group Rich Miller 2150 Dr. Martin Luther King Jr. Street Indianapolis, IN 46202 Phone: 317-927-4684 Email: rmliller@citizensenergygroup.com</p>

GENERAL NOTES	
	All earth shoulders, median areas, cut and fill slopes shall be plain or mulch seeded except where sodding is specified.
	The final cross sections of the grading contract will be the original cross sections of the paving contract. However, partial or complete cross sections shall be taken if necessary to determine the actual excavation quantities.
	Paper relocation is to be cross sectioned by the engineer before construction.
	Existing asphalt located outside the construction limits, between Station _____ and Station _____ shall be removed as directed.
	The quantity of peat excavation shown on the plans has been estimated on the basis of theoretical cross sections by using treatment of existing fills, treatment by removal, or treatment by displacement, where each treatment applies.
xx	Required General Notes

INDEX	
	DRAWINGS INDEX
1	TITLE SHEET
2	INDEX SHEET
3	KEYMAP PLAN
4 - 48	PLAN SHEETS

Index to be updated before Stage 3
Submittal

REVISIONS		
SHEET NO.	DATE	REVISED

PARSONS
101 W. Ohio St., Suite 2121
Indianapolis, IN 46204
Bus (317) 616-1000
Fax (317) 616-1033

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
--------------------------------	-----------------------	------------

DESIGNED: _____ SSP _____	DRAWN: _____ DH _____
CHECKED: _____ SNM _____	CHECKED: _____ SNM _____

INDIANA
DEPARTMENT OF TRANSPORTATION

INDEX AND
GENERAL NOTES

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	2001134
SURVEY BOOK	SHEETS
ELECTRONIC	2 of 54
CONTRACT	PROJECT
T-42821	2001134

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PARSONS
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 Indianapolis, IN 46204
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 Fax (317) 616-1033

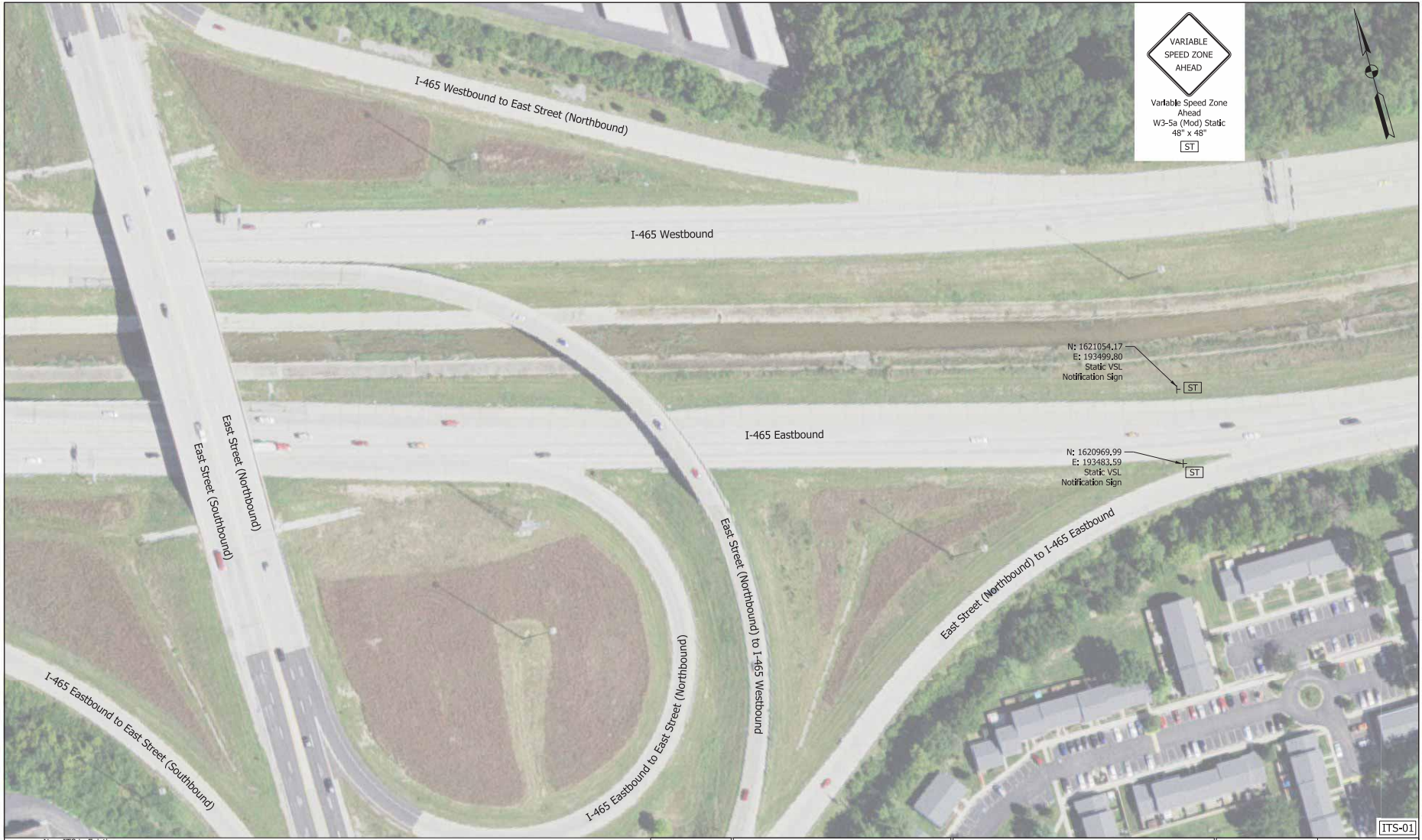
IP_FWP:dms48487/465 TSMO SH ITS_Keymap.dgn

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: SSP	DRAWN: DH	
CHECKED: SNM	CHECKED: SNM	

INDIANA
 DEPARTMENT OF TRANSPORTATION

ITS KEYMAP

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	2001134
SURVEY BOOK	SHEETS
ELECTRONIC	3 of 54
CONTRACT	PROJECT
T-42821	2001134



Variable Speed Zone Ahead
W3-5a (Mod) Static
48" x 48"
[ST]

N: 1621054.17
E: 193499.80
Static VSL
Notification Sign

[ST]

N: 1620969.99
E: 193483.59
Static VSL
Notification Sign

[ST]

[ITS-01]

New ITS in Existing	Roadway Detection Loop	Stop Line	Proposed Variable Speed Limit Sign
Empty ITS Conduit	Handhole	Signal Head	Existing Camera
New ITS Conduit, Bore	Detector Housing	Proposed Service Point	Existing Vault
New ITS Conduit, Overhead	Proposed Static VSL Notification Sign	Existing Service Point	New ITS Cabinet
Proposed DMS - Butterfly Mount	Traffic Sign	Existing ITS Line	
Proposed Traffic Cabinet			

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: SSP	DRAWN: DH	
CHECKED: SNM	CHECKED: SNM	

INDIANA DEPARTMENT OF TRANSPORTATION	
PLAN SHEET	

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	DESIGNATION
VERTICAL SCALE	2001134
N/A	
SURVEY BOOK	SHEETS
ELECTRONIC	4 of 54
CONTRACT	PROJECT
T-42821	2001134



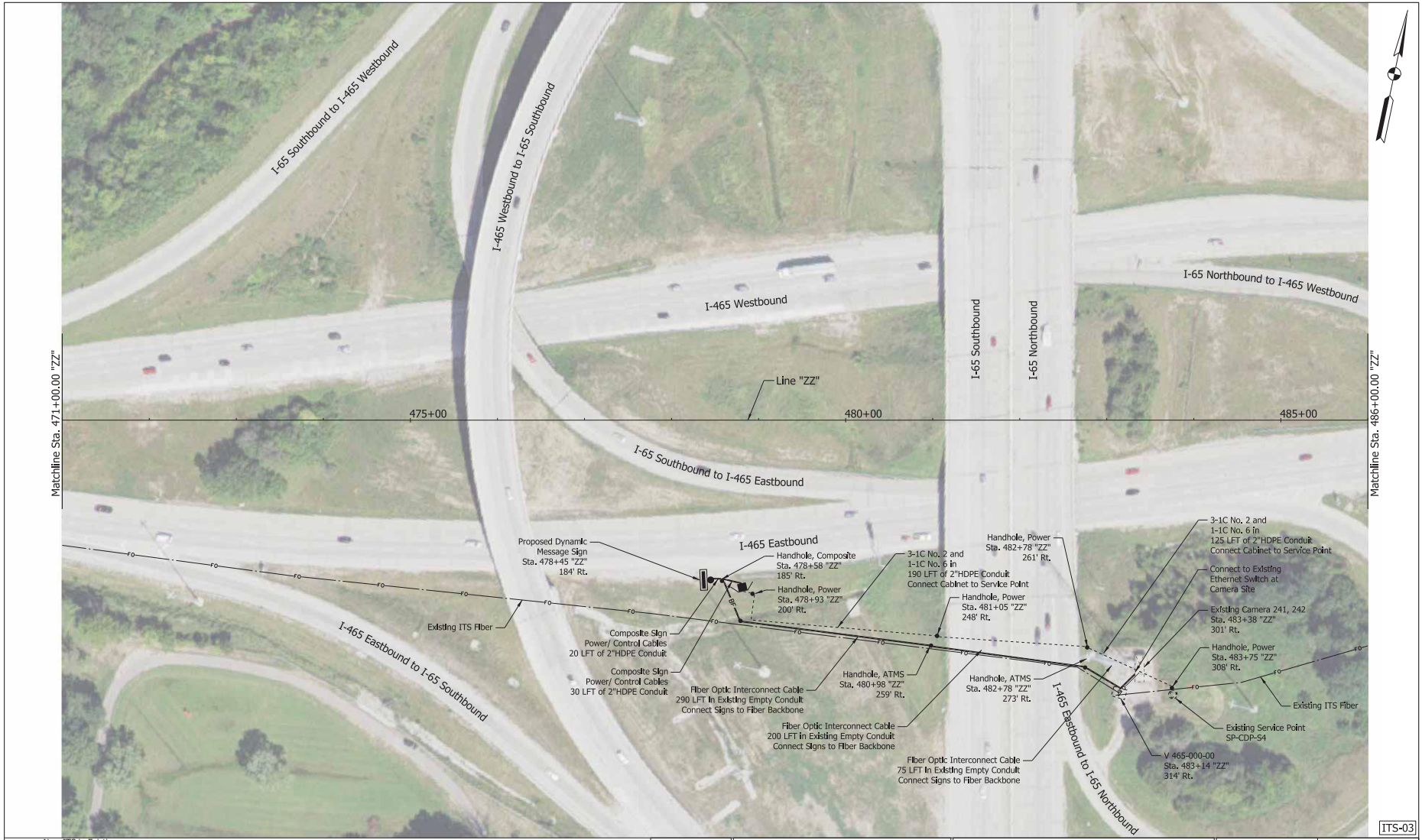
ITS-02

	New ITS in Existing		Roadway Detection Loop		Stop Line		Proposed Variable Speed Limit Sign
	Empty ITS Conduit		Handhole		Signal Head		Existing Camera
	New ITS Conduit, Bore		Detector Housing		Proposed Service Point		Existing Vault
	New ITS Conduit, Overhead		Proposed Static VSL Notification Sign		Existing Service Point		New ITS Cabinet
	Proposed DMS - Butterfly Mount		Traffic Sign		Existing ITS Line		

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: SSP	DRAWN: DH	
CHECKED: SNM	CHECKED: SNM	

INDIANA DEPARTMENT OF TRANSPORTATION	
PLAN SHEET STA. 456+00.00 TO STA. 471+00.00 "ZZ"	

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	
VERTICAL SCALE	DESIGNATION
N/A	2001134
SURVEY BOOK	SHEETS
ELECTRONIC	5 of 54
CONTRACT	PROJECT
T-42821	2001134



RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: SSP	DRAWN: DH	
CHECKED: SNM	CHECKED: SNM	

INDIANA DEPARTMENT OF TRANSPORTATION	
PLAN SHEET STA. 471+00.00 TO STA. 486+00.00 "ZZ"	

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	
VERTICAL SCALE	DESIGNATION
N/A	2001134
SURVEY BOOK	SHEETS
ELECTRONIC	6 of 54
CONTRACT	PROJECT
I-42821	2001134

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	New ITS in Existing Empty ITS Conduit		Roadway Detection Loop		Stop Line		Proposed Variable Speed Limit Sign
	New ITS Conduit, Bore		Handhole		Signal Head		Existing Camera
	New ITS Conduit, Overhead		Detector Housing		Proposed Service Point		Existing Vault
	Proposed DMS - Butterfly Mount		Proposed Static VSL Notification Sign		Existing Service Point		New ITS Cabinet
	Proposed Traffic Cabinet		Traffic Sign		Existing ITS Line		

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: SSP	DRAWN: DH	
CHECKED: SNM	CHECKED: SNM	

INDIANA DEPARTMENT OF TRANSPORTATION	
PLAN SHEET STA. 486+00.00 TO STA. 501+00.00 "ZZ"	

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	DESIGNATION
VERTICAL SCALE	2001134
N/A	
SURVEY BOOK	SHEETS
ELECTRONIC	7 of 54
CONTRACT	PROJECT
T-42821	2001134

ITS-04