

# Appendix C

## Early Coordination



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N758-ES  
Indianapolis, Indiana 46204

PHONE: (855) 463-6848  
FAX: (317) 462-7031

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

March 25, 2021

«First» «Last\_Name»  
«Title\_»  
«Agency»  
«Mailing\_1»  
«Mailing\_2»  
«City», «State» «Zip»

## Sample Early Coordination Letter (ECL)

Re: Early Coordination Letter, Des. 2001134, Transportation Systems Management and Operations (TSMO) I-465 Southeast, I-465 Service Interchange Entrance Ramps, from I-70 to I-65, Marion County, Indiana

Dear «Sal» «Last\_Name»,

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with a project involving the aforementioned roadways in Indianapolis, Marion County (Attachments: Page 1). This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project’s environmental impacts.

The proposed project is located along 9.6 miles of I-465, from I-70 to I-65, on the southeast side of Indianapolis in Marion County, Indiana (see attached maps). The project limits encompass I-465, five service interchanges with I-465 and three system interchanges. The five service interchanges include I-465 at Washington Street (US 40), Brookville Road (US 52), Shadeland Avenue, Southeastern Avenue (Old US 421), and Emerson Avenue. The system interchanges include I-465 with I-70, I-74, and I-65. The project is located in an urban section of I-465. All proposed work is limited to the entrance ramps of the five service interchanges and minimal improvements along mainline I-465.

The need for this project is based on corridor congestion and resulting safety impacts along I-465 between I-70 and I-65. 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. Traffic volumes throughout the corridor are forecasted to increase about one percent annually by 2030, the project’s design year, resulting in worsening conditions. The purpose of this project is to improve mobility and safety in the corridor, specifically on the I-465 mainline during the design year.

The current recommended alternative includes adding ramp metering will be added to each of the interchanges’ entrance ramps, which are primarily one lane. The entrance ramps from Emerson Avenue to eastbound and westbound I-465 are currently two lanes, but a third lane is proposed. These existing entrance ramps would be reconfigured to accommodate the third lane without widening (i.e., within the limits of existing pavement). Variable speed limit (VSL) signs or dynamic message signs (DMS) are proposed to be periodically placed, roughly every 0.5 mile, along mainline I-465.

All work would occur within existing right-of-way. The construction of ramp metering equipment and variable speed limit signage are anticipated to occur under shoulder closures with the use of drums or temporary traffic barrier. 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. Construction is anticipated to begin in March 2022.

Land use in the vicinity of the project is primarily residential and commercial properties. The USGS 7.5-minute quadrangle topographical map depicts Lick Creek and Beech Creek adjacent to the project area (Attachments: Page 2). Because of the proposed work, ramp metering and variable signage, no impact to water resources is expected; therefore, no Waters of the US Report or permits will be prepared for this project.

This project is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and federally threatened northern long-eared bat (*Myotis septentrionalis*). The Indiana Bat and Northern Long-eared Bat Range-Wide Standard Informal Programmatic Consultation will be applied to this project.

Regarding Section 106 of the National Historic Preservation Act, the Minor Projects Programmatic Agreement (MPPA) Category A applies to this project. Coordination with INDOT's Cultural Resources Office (CRO) has occurred.

Please respond with your comments on any environmental impacts associated with this project. **Should we not receive your response within thirty (30) calendar days from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project.** However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact me at (317) 616-1016 or via email at [Eric.Jagger@parsons.com](mailto:Eric.Jagger@parsons.com), or the INDOT Project Manager, Brian Shattuck, at (317) 847-3969 or via email at [bshattuck@indot.in.gov](mailto:bshattuck@indot.in.gov). Thank you in advance for your input.

Sincerely,



Eric Jagger  
Associate Environmental Planner  
Parsons

Attachments –  
Maps (2017 Aerial Photograph, Topographic)  
Project Area Photographs

Graphics intentionally omitted to avoid duplication. Refer to Appendix B.

The following agencies received Early Coordination Letters:

Sent via email March 25, 2021  
unless otherwise noted.

Federal Highway Administration  
Federal Office Building  
575 N Pennsylvania Street, Room 254  
Indianapolis, IN 46204

Director  
Indianapolis, Department of Public Works  
200 East Washington Street, Suite 2460  
Indianapolis, IN 46204

Indiana Geological and Water Survey  
611 N Walnut Grove  
Bloomington, IN 47405  
(Electronic Coordination)

Surveyor  
Marion County  
200 East Washington Street, Suite 742  
Indianapolis, IN 46204

Environmental Coordinator  
Indiana Department of Natural Resources  
Division of Fish and Wildlife  
402 W Washington Street, Room W273  
Indianapolis, IN 46204

President  
Indianapolis City-County Council  
200 East Washington Street, T241  
Indianapolis, IN 46204

Indiana Department of Environmental  
Management  
100 N Senate Avenue  
Indianapolis, IN 46204  
(Electronic Coordination)

President  
Marion County Commissioners  
200 E. Washington Street  
Indianapolis, IN 46204

Regional Environmental Coordinator  
Midwest Regional Office  
National Park Service  
601 Riverfront Drive  
Omaha, Nebraska 68102

Chief Academic Officer  
Franklin Township Community School Corp.  
6141 South Franklin Road  
Indianapolis, IN 46259

Field Environmental Officer  
Chicago Regional Office  
US Department of Housing & Urban Development  
Metcalfe Fed. Bldg.  
77 W Jackson Blvd. Room 2401  
Chicago, IL 60604

Superintendent  
Perry Township Schools  
6548 Orinoco Avenue  
Indianapolis, IN 46227

Superintendent  
Metropolitan School District of Warren Township  
975 North Post Road  
Indianapolis, IN 46219

Indiana Department of Transportation  
Greenfield District Office  
32 S Broadway Street  
Greenfield, IN 46140

Superintendent  
Beech Grove City Schools  
5334 Hornet Avenue  
Indianapolis, IN 46107

Indiana Department of Transportation  
Office of Aviation  
100 North Senate Avenue, Room 955  
Indianapolis, IN 46204

President & CEO  
IndyGo  
1501 West Washington Street  
Indianapolis, IN 46222

Hard copy mailed  
on March 25, 2021.

Executive Director  
Indianapolis Metropolitan Planning Organization  
200 East Washington Street, Suite 2322  
Indianapolis, IN 46204

Executive Director  
Central Indiana Regional Transportation Authority  
201 East Washington Street, Room 202  
Indianapolis, IN 46204

Environmental Policy Manager  
INDOT Environmental Services Central Office  
100 North Senate Avenue, Room N758-ES  
Indianapolis, IN 46204

Superintendent  
Indiana State Police  
100 North Senate Avenue, IGCN N302  
Indianapolis, IN 46204

Fire Chief  
Indianapolis Fire Department  
955 Fort Wayne Avenue  
Indianapolis, IN 46204

Hard copy mailed  
on March 25, 2021.

Police Chief  
Indianapolis Metropolitan Police Department  
50 North Alabama Street  
Indianapolis, IN 46204

Hard copy mailed  
on March 25, 2021.

Emergency Preparedness Coordinator  
Marion County Department of Public Health  
2951 East 38<sup>th</sup> Street, Suite 101  
Indianapolis, IN 46218

Police Chief  
Beech Grove Police  
340 East Churchman Avenue  
Beech Grove, Indiana 46107

Mayor  
City of Indianapolis  
200 East Washington Street, Suite 2501  
Indianapolis, IN 46204

Hard copy mailed  
on March 25, 2021.

Mayor  
City of Beech Grove  
806 Main Street  
Beech Grove, IN 46107

Hard copy mailed to Realty Income  
Properties 27, LLC, 11995 El Camino Real,  
San Diego, CA 92130 on July 1, 2021.

Hard copy mailed to ADA Partners, 6334  
East 32nd Court, Indianapolis, IN 46226 on  
July 1, 2021.

Emailed to Donna Price, Floodplain  
Administrator, donna.price@indy.gov, on  
July 4, 2021.



# Indiana Department of Environmental Management

*We Protect Hoosiers and Our Environment.*

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

INDOT  
Brian Shattuck  
100 N Senate Avenue  
Indianapolis , IN 46204

Parsons  
Eric Jagger  
101 W Ohio St  
Suite 2121  
Indianapolis , IN 46204

Date

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The proposed project is located along 9.6 miles of I-465, from I-70 to I-65, on the southeast side of Indianapolis in Marion County, Indiana (see attached maps). The project limits encompass I-465, five service interchanges with I-465 and three system interchanges. The five service interchanges include I-465 at Washington Street (US 40), Brookville Road (US 52), Shadeland Avenue, Southeastern Avenue (Old US 421), and Emerson Avenue. The system interchanges include I-465 with I-70, I-74, and I-65. The current recommended alternative includes adding ramp metering will be added to each of the interchanges' entrance ramps, which are primarily one lane. The entrance ramps from Emerson Avenue to eastbound and westbound I-465 are currently two lanes, but a third lane is proposed. These existing entrance ramps would be reconfigured to accommodate the third lane without widening (i.e., within the limits of existing pavement). Variable speed limit (VSL) signs or dynamic message signs (DMS) are proposed to be periodically placed, roughly every 0.5 mile, along mainline I-465.

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

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

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

## WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a

project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

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

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

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

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

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

Water at 317-232-4160 for further information.

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

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

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

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

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

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

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

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



10. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

## AIR QUALITY

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

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

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

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

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

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

The U.S. EPA further recommends that all homes (and apartments within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L, or higher, EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L, or higher, EPA recommends the installation of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit: [http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf) ([http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf))). It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

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

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

3. With respect to asbestos removal: all facilities slated for renovation or demolition (except residential buildings that have (4) four or fewer dwelling units and which will not be used for commercial purposes) must be inspected by an

Indiana-licensed asbestos inspector prior to the commencement of any renovation or demolition activities. If regulated asbestos-containing material (RACM) that may become airborne is found, any subsequent demolition, renovation, or asbestos removal activities must be performed in accordance with the proper notification and emission control requirements.

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

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

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

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

For more information about IDEM policy regarding asbestos removal and disposal, visit: <http://www.in.gov/idem/4983.htm> (<http://www.in.gov/idem/4983.htm>).

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).
5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2, Asphalt Paving Rule (<http://www.ai.org/legislative/iac/T03260/A00080.PDF>) (<http://www.ai.org/legislative/iac/T03260/A00080.PDF>).
6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: [www.ai.org/legislative/iac/t03260/a00020.pdf](http://www.ai.org/legislative/iac/t03260/a00020.pdf) (<http://www.ai.org/legislative/iac/t03260/a00020.pdf>)). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.
7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD atdem.state.in.us.

## LAND QUALITY

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

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

## FINAL REMARKS

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

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

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

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## Signature(s) of the Applicant

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

## Project Description

The proposed project is located along 9.6 miles of I-465, from I-70 to I-65, on the southeast side of Indianapolis in Marion County, Indiana (see attached maps). The project limits encompass I-465, five service interchanges with I-465 and three system interchanges. The five service interchanges include I-465 at Washington Street (US 40), Brookville Road (US 52), Shadeland Avenue, Southeastern Avenue (Old US 421), and Emerson Avenue. The system interchanges include I-465 with I-70, I-74, and I-65. The current recommended alternative includes adding ramp metering will be added to each of the interchanges' entrance ramps, which are primarily one lane. The entrance ramps from Emerson Avenue to eastbound and westbound I-465 are currently two lanes, but a third lane is proposed. These existing entrance

ramps would be reconfigured to accommodate the third lane without widening (i.e., within the limits of existing pavement). Variable speed limit (VSL) signs or dynamic message signs (DMS) are proposed to be periodically placed, roughly every 0.5 mile, along mainline I-465.

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

Date: 4/29/2021

Signature of the INDOT  
Project Engineer or Other Responsible Agent 

Brian Shattuck

Date: 3/25/2021

Signature of the  
For Hire Consultant 

Eric Jagger

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

**DNR #:** ER-23586

**Request Received:** March 25, 2021

**Requestor:** Parsons  
Eric Jagger  
101 West Ohio Street, Suite 2121  
Indianapolis, IN 46204

**Project:** I-465 ramp metering installation at the 5 service interchange entrance ramps between I-70 to I-65, Indianapolis; Des #2001134

**County/Site info:** Marion

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

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

**Regulatory Assessment:** This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile. Please submit more detailed plans to the Division of Water's Technical Services Section if you are unsure whether or not a permit will be required.

**Natural Heritage Database:** The Natural Heritage Program's data have been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

**Fish & Wildlife Comments:** The measures below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion; low endophyte tall fescue may be used in the ditch bottom and side slopes only.
2. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.

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

*Christie L. Stanifer*

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

**Date:** April 22, 2021

## Organization and Project Information

**Project ID:**  
**Des. ID:** 2001134  
**Project Title:** Transportation Systems Management and Operations (TSMO) I-465 Southeast  
**Name of Organization:** Parsons  
**Requested by:** Eric Jagger

## Environmental Assessment Report

1. Geological Hazards:
  - High liquefaction potential
  - Floodway
2. Mineral Resources:
  - Bedrock Resource: High Potential
  - Sand and Gravel Resource: Low Potential
3. Active or abandoned mineral resources extraction sites:
  - None documented in the area

\*All map layers from Indiana Map ([maps.indiana.edu](http://maps.indiana.edu))

### **DISCLAIMER:**

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

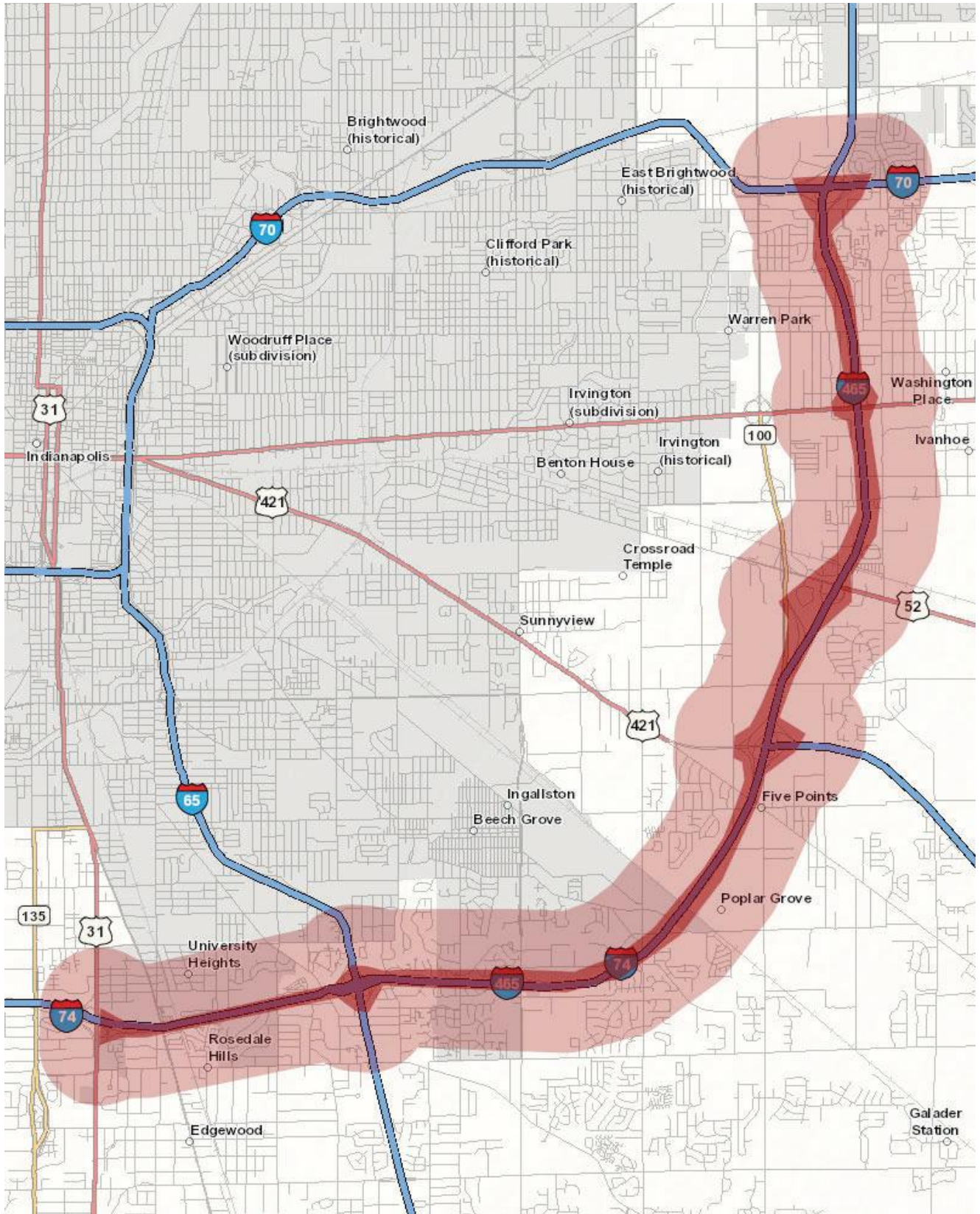
This information was furnished by Indiana Geological Survey

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

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: March 25, 2021



## Metadata:

- [https://maps.indiana.edu/metadata/Geology/Seismic\\_Earthquake\\_Liquefaction\\_Potential.html](https://maps.indiana.edu/metadata/Geology/Seismic_Earthquake_Liquefaction_Potential.html)
- [https://maps.indiana.edu/metadata/Geology/Industrial\\_Minerals\\_Sand\\_Gravel\\_Resources.html](https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Resources.html)
- [https://maps.indiana.edu/metadata/Hydrology/Floodplains\\_FIRM.html](https://maps.indiana.edu/metadata/Hydrology/Floodplains_FIRM.html)
- [https://maps.indiana.edu/metadata/Geology/Bedrock\\_Geology.html](https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html)



**From:** Courtade, Julian <[JCourtade@indot.IN.gov](mailto:JCourtade@indot.IN.gov)>  
**Sent:** Wednesday, March 31, 2021 5:31 AM  
**To:** Mamukuyomi, Angela <[Angela.Mamukuyomi@parsons.com](mailto:Angela.Mamukuyomi@parsons.com)>  
**Subject:** [EXTERNAL] RE: Early Coordination, Des. No. 2001134 I-465 SE TSMO, Marion County

Angela –

After reviewing the Early Coordination Letter, I have determined that if any object, obstruction, or equipment will exceed 20 ft. in height, further coordination will be required with our office and the FAA. 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. You can find these standards and information on filing at the website below:

<https://oeaaa.faa.gov/oeaaa/external/portal.jsp> [oeaaa.faa.gov]

Please let me know if you have any questions!

Best,

**Julian L. Courtade**  
*Chief Airport Inspector*  
100 North Senate Ave, N758-MM  
Indianapolis, IN 46204  
**Cell:** (317) 954-7385  
**Email:** [jcourtade@indot.in.gov](mailto:jcourtade@indot.in.gov)

 [facebook.com]  [twitter.com]  [youtube.com]  [in.gov] [in.gov]

 [in.gov]

**From:** Mamukuyomi, Angela <[Angela.Mamukuyomi@parsons.com](mailto:Angela.Mamukuyomi@parsons.com)>  
**Sent:** Thursday, March 25, 2021 3:10 PM  
**To:** Courtade, Julian <[JCourtade@indot.IN.gov](mailto:JCourtade@indot.IN.gov)>  
**Subject:** Early Coordination, Des. No. 2001134 I-465 SE TSMO, Marion County

\*\*\*\* This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. \*\*\*\*

Sensitive

Good afternoon,

The Early Coordination Letter attached is being sent to you on behalf of the Indiana Department of Transportation.

If you have any questions or concerns, please feel free to contact me.

Thank you,  
**ANGELA MAMUKUYOMI**  
Admin Assistant  
101 West Ohio, Suite 2121 Indianapolis, IN 46204  
[angela.mamukuyomi@parsons.com](mailto:angela.mamukuyomi@parsons.com)  
Direct: +1 317.616.1000  
[Parsons \[protect2.fireeye.com\]](https://protect2.fireeye.com) / [LinkedIn \[linkedin.com\]](https://www.linkedin.com) / [Twitter \[twitter.com\]](https://twitter.com) / [Facebook \[protect2.fireeye.com\]](https://www.facebook.com) / [Instagram \[instagram.com\]](https://www.instagram.com)



Indianapolis Public Transportation Corporation  
dba IndyGo  
1501 W. Washington Street  
Indianapolis, IN 46222  
T: 317.635.2100  
F: 317.634.6585  
www.IndyGo.net

April 12, 2021

**Indiana Department of Transportation**

100 N. Senate Avenue  
Indianapolis, IN 46204

Re: Early Coordination Response Letter, Des. No. 2001134, Transportation Systems Management and Operations (TSMO), I-465 Southeast, I-465 Service Interchange Entrance Ramps, from I-70 to I-65, Marion County, Indiana

To whom it may concern,

The Indianapolis Public Transportation Corporation (dba IndyGo) is in receipt of an Early Coordination Letter dated March 25, 2021 informing the agency of the Indiana Department of Transportation (INDOT) and Federal Highway Administration's (FHWA) intent to proceed with a project involving ramp metering and variable speed limit signage on Interstate-465 (I-465) in Indianapolis-Marion County, Indiana. In that letter, we are asked to comment on any potential environmental or community effects associated with the proposed project.

IndyGo is appreciative of the opportunity to coordinate as part of the environmental review process and understand that the purpose of the project is "to improve mobility and safety in the corridor." We have reviewed the project and have not identified any potential community effects to IndyGo bus routes.

Thank you for the early coordination request, please forward any follow up to Brooke Thomas, AICP, Director of Strategic Planning. ([Bthomas@indygo.net](mailto:Bthomas@indygo.net) or 317-559-4939)

Sincerely,

DocuSigned by:  
  
9DF9289898BE4D2...  
Inez P. Evans  
President/CEO

## Jagger, Eric

---

**From:** Price, Donna <Donna.Price@indy.gov>  
**Sent:** Tuesday, July 6, 2021 9:58 AM  
**To:** Jagger, Eric  
**Subject:** [EXTERNAL] RE: Des 2001134 I-465 SE TSMO Early Coordination Letter

Thanks for the input opportunity. No comments.

Donna

---

**From:** Jagger, Eric <Eric.Jagger@parsons.com>  
**Sent:** Sunday, July 4, 2021 4:04 PM  
**To:** Price, Donna <Donna.Price@indy.gov>  
**Subject:** Des 2001134 I-465 SE TSMO Early Coordination Letter

**CAUTION:** This email originated from outside of the organization and contains an attachment. Unless you recognize the sender and know the contents are safe, do not open the attachment.

I-465 SE TSMO  
Indianapolis, Marion County  
Des. No. 2001134

Good afternoon Ms. Price,

Please see the attached early coordination letter for this project.

Thank you,

**Eric Jagger**  
Associate Environmental Planner  
101 W Ohio St., Suite 2121  
Indianapolis, IN 46204  
He/Him/His  
[eric.jagger@parsons.com](mailto:eric.jagger@parsons.com)

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## United States Department of the Interior

### FISH AND WILDLIFE SERVICE

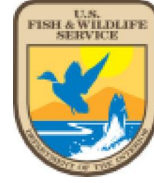
Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>



In Reply Refer To:

June 07, 2021

Consultation Code: 03E12000-2021-SLI-1405

Event Code: 03E12000-2021-E-06600

Project Name: Des 2001134, I-465 Southeast Transportation System Management and Operations

Subject: Updated list of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project “may affect” listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service’s Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*) and Migratory Bird Treaty Act (16 U.S.C. 703 *et seq.*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

## Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**Indiana Ecological Services Field Office**

620 South Walker Street

Bloomington, IN 47403-2121

(812) 334-4261

## Project Summary

Consultation Code: 03E12000-2021-SLI-1405

Event Code: 03E12000-2021-E-06600

Project Name: Des 2001134, I-465 Southeast Transportation System Management and Operations

Project Type: TRANSPORTATION

Project Description: The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) are planning a Transportation Systems Management and Operations (TSMO) project in the City of Indianapolis, Marion County, Indiana.

The proposed project is located along 9.6 miles of I-465, from I-70 to I-65, on the southeast side of Indianapolis. The project limits encompass I-465, five service interchanges with I-465 and three system interchanges. The five service interchanges include I-465 at Washington Street (US 40), Brookville Road (US 52), Shadeland Avenue, Southeastern Avenue (Old US 421), and Emerson Avenue. The system interchanges include I-465 with I-70, I-74, and I-65. The project is located in an urban section of I-465. All proposed work is limited to the entrance ramps of the five service interchanges and minimal improvements along mainline I-465.

The current recommended alternative includes adding ramp metering to each of the interchanges' entrance ramps, which are primarily one lane. The entrance ramps from Emerson Avenue to eastbound and westbound I-465 are currently two lanes, but a third lane is proposed. These existing entrance ramps would be reconfigured to accommodate the third lane without widening (i.e., within the limits of existing pavement). Variable speed limit (VSL) signs or dynamic message signs (DMS) are proposed to be periodically placed, roughly every 0.5 mile, along mainline I-465.

All work would occur within existing right-of-way. No work to bridges or other existing structures is included in this project.

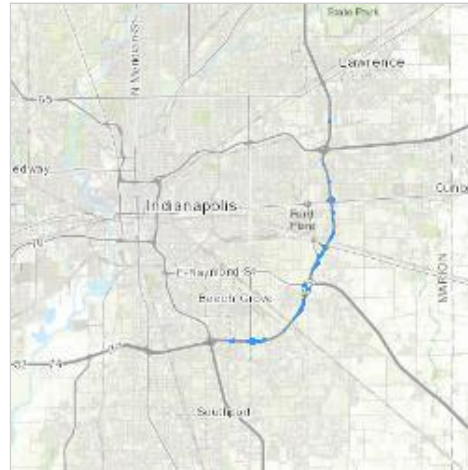
Suitable summer habitat is located within the proposed action areas. However, no trees over 3-inches diameter at-breast-height are located within or adjacent to proposed construction areas; therefore, no trees will be trimmed or cleared during this project. A review of the United States Fish and Wildlife Service (USFWS) database by the INDOT Greenfield District on March 8, 2021 did not indicate any documented sites in or within 0.5 mile of the project area.

Permanent lighting is present for much of the project area, which will not be worked on. The proposed ramp meters will include new signal heads, and the VSL and DMS signs will be illuminated. Temporary lighting, for

nighttime work, may be used during construction. Construction is anticipated to begin in March 2022 and should end prior to winter 2022.

**Project Location:**

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@39.7037265,-86.0831401707741,14z>



Counties: Marion County, Indiana



## Endangered Species Act Species

There is a total of 2 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

- 
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

## Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/5949">https://ecos.fws.gov/ecp/species/5949</a>	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> <li>▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See <a href="http://www.fws.gov/midwest/endangered/mammals/nleb/index.html">www.fws.gov/midwest/endangered/mammals/nleb/index.html</a></li> </ul> Species profile: <a href="https://ecos.fws.gov/ecp/species/9045">https://ecos.fws.gov/ecp/species/9045</a>	Threatened

## Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.



## United States Department of the Interior

### FISH AND WILDLIFE SERVICE

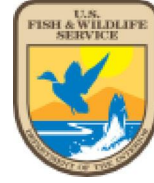
Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>



In Reply Refer To:

June 08, 2021

Consultation code: 03E12000-2021-I-1405

Event Code: 03E12000-2021-E-06613

Project Name: Des 2001134, I-465 Southeast Transportation System Management and Operations

Subject: Concurrence verification letter for the 'Des 2001134, I-465 Southeast Transportation System Management and Operations' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **Des 2001134, I-465 Southeast Transportation System Management and Operations** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, but is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*).

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances,

Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

**For Proposed Actions that include bridge/structure removal, replacement, and/or maintenance activities:** If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or Northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required. If the Proposed Action may affect any other federally-listed or proposed species, and/or any designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please contact this Service Office.

## Project Description

The following project name and description was collected in IPaC as part of the endangered species review process.

### **Name**

Des 2001134, I-465 Southeast Transportation System Management and Operations

### **Description**

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) are planning a Transportation Systems Management and Operations (TSMO) project in the City of Indianapolis, Marion County, Indiana.

The proposed project is located along 9.6 miles of I-465, from I-70 to I-65, on the southeast side of Indianapolis. The project limits encompass I-465, five service interchanges with I-465 and three system interchanges. The five service interchanges include I-465 at Washington Street (US 40), Brookville Road (US 52), Shadeland Avenue, Southeastern Avenue (Old US 421), and Emerson Avenue. The system interchanges include I-465 with I-70, I-74, and I-65. The project is located in an urban section of I-465. All proposed work is limited to the entrance ramps of the five service interchanges and minimal improvements along mainline I-465.

The current recommended alternative includes adding ramp metering to each of the interchanges' entrance ramps, which are primarily one lane. The entrance ramps from Emerson Avenue to eastbound and westbound I-465 are currently two lanes, but a third lane is proposed. These existing entrance ramps would be reconfigured to accommodate the third lane without widening (i.e., within the limits of existing pavement). Variable speed limit (VSL) signs or dynamic message signs (DMS) are proposed to be periodically placed, roughly every 0.5 mile, along mainline I-465.

All work would occur within existing right-of-way. No work to bridges or other existing structures is included in this project.

Suitable summer habitat is located within the proposed action areas. However, no trees over 3-inches diameter at-breast-height are located within or adjacent to proposed construction areas; therefore, no trees will be trimmed or cleared during this project. A review of the United States Fish and Wildlife Service (USFWS) database by the INDOT Greenfield District on March 8, 2021 did not indicate any documented sites in or within 0.5 mile of the project area.

Permanent lighting is present for much of the project area, which will not be worked on. The proposed ramp meters will include new signal heads, and the VSL and DMS signs will be illuminated. Temporary lighting, for nighttime work, may be used during construction. Construction is anticipated to begin in March 2022 and should end prior to winter 2022.

## Determination Key Result

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the threatened Northern long-eared bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

## Qualification Interview

1. Is the project within the range of the Indiana bat<sup>[1]</sup>?

[1] See [Indiana bat species profile](#)

**Automatically answered**

Yes

2. Is the project within the range of the Northern long-eared bat<sup>[1]</sup>?

[1] See [Northern long-eared bat species profile](#)

**Automatically answered**

Yes

3. Which Federal Agency is the lead for the action?

A) *Federal Highway Administration (FHWA)*

4. Are *all* project activities limited to non-construction<sup>[1]</sup> activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces<sup>[1]</sup>?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum<sup>[1]</sup>?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

7. Is the project located **within** a karst area?

No

8. Is there *any* suitable<sup>[1]</sup> summer habitat for Indiana Bat or NLEB **within** the project action area<sup>[2]</sup>? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [national consultation FAQs](#).

*Yes*

9. Will the project remove *any* suitable summer habitat<sup>[1]</sup> and/or remove/trim any existing trees **within** suitable summer habitat?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

*No*

10. Have presence/probable absence (P/A) summer surveys<sup>[1][2]</sup> been conducted<sup>[3][4]</sup> **within** the suitable habitat located within your project action area?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.

[3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.

[4] Negative presence/probable absence survey results obtained using the [summer survey guidance](#) are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

*No*

11. Does the project include activities **within documented Indiana bat habitat**<sup>[1][2]</sup>?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

*No*

12. Does the project include activities **within documented NLEB habitat**<sup>[1][2]</sup>?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

*No*

13. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

*No*

14. Does the project include slash pile burning?

*No*

15. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

*No*

16. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

*No*

17. Will the project involve the use of **temporary** lighting *during* the active season?

*Yes*

18. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **temporary** lighting will be used?

*Yes*

19. Will the project install new or replace existing **permanent** lighting?

*Yes*

20. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **permanent** lighting will be installed or replaced?

*Yes*

21. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?

*No*

22. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage , rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

Yes

23. Will the project raise the road profile **above the tree canopy**?

No

24. Are the project activities that are not associated with habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives consistent with a No Effect determination in this key?

**Automatically answered**

*Yes, other project activities are limited to actions that DO NOT cause any additional stressors to the bat species as described in the BA/BO*

25. **General AMM 1**

Will the project 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 Avoidance and Minimization Measures?

Yes

26. **Lighting AMM 1**

Will *all* **temporary** lighting be directed away from suitable habitat during the active season?

Yes

27. **Lighting AMM 2**

Does the lead agency use the BUG (Backlight, Uplight, and Glare) system developed by the Illuminating Engineering Society<sup>[1][2]</sup> to rate the amount of light emitted in unwanted directions?

[1] Refer to [Fundamentals of Lighting - BUG Ratings](#)

[2] Refer to [The BUG System—A New Way To Control Stray Light](#)

Yes

28. **Lighting AMM 2**

Will the **permanent** lighting be designed to be as close to 0 for all three BUG ratings as possible, with a priority of "uplight" of 0 and "backlight" as low as practicable?

Yes



## Project Questionnaire

1. Have you made a No Effect determination for *all* other species indicated on the FWS IPaC generated species list?

N/A

2. Have you made a May Affect determination for *any* other species on the FWS IPaC generated species list?

N/A

## Avoidance And Minimization Measures (AMMs)

This determination key result includes the commitment to implement the following Avoidance and Minimization Measures (AMMs):

### LIGHTING AMM 1

Direct temporary lighting away from suitable habitat during the active season.

### 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.

### 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.

## **Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat**

This key was last updated in IPaC on April 22, 2021. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

# Appendix D

## **Section 106 of the National Historic Preservation Act**

**Category A consists of projects that, by their nature, have no effect on properties listed in or eligible for inclusion in the National Register of Historic Places (hereinafter referred to as the “National Register”) and do not require review by INDOT Cultural Resources Office. All of the work under this Category must occur in previously disturbed soils, which are defined as soils that have been completely altered or displaced by earthmoving or other modern manipulation.**

1. Any work on bridges limited to substructure or superstructure elements without replacing, widening, or elevating the superstructure under the conditions listed below (***BOTH Conditions A and B must be met***). This category **does not** include bridge replacement projects (when both superstructure and substructure are removed):
  - A. The project takes place in previously disturbed soils; *AND*
  - B. With regard to the bridges, at least one of the conditions (i, ii or iii) listed below must be satisfied:
    - i. The latest Historic Bridge Inventory identified the bridge as non-historic (see <http://www.in.gov/indot/2531.htm>);
    - ii. The bridge was built after 1945, and is a common type as defined in Section V. of the *Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* issued by the Advisory Council on Historic Preservation on November 2, 2012 for so long as that Program Comment remains in effect AND the considerations listed in Section IV of the Program Comment do not apply;
    - iii. The bridge is part of the Interstate system and was determined not eligible for the National Register under the Section 106 Exemption Regarding Effects to the Interstate Highway System adopted by the Advisory Council on Historic Preservation on March 10, 2005, for so long as that Exemption remains in effect.
2. All work within interchanges and within medians of divided highways in previously disturbed soils.
3. Replacement, repair, lining, or extension of culverts and other drainage structures that do not exhibit wood, stone or brick structures or parts therein and are 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.
6. Repair, replacement, or upgrade of existing safety appurtenances such as guardrails, barriers, glare screens, and crash attenuators in previously disturbed soils.
7. Repair or in-kind replacement of fencing and hardscape landscaping elements and/or replacement of existing plant materials in previously disturbed soils and installation of new fencing and hardscape landscaping elements and plant materials limited to locations within interstate right-of way within previously disturbed soils.
8. Installation of new or modification of existing traffic control devices and systems, including signs, signals, markings, illumination, other warning devices and their supports, to improve safety at railway crossings in previously disturbed soils.
9. Installation, repair, or replacement of erosion control measures along roadways, waterways and bridge piers within previously disturbed soils.

10. Routine roadside maintenance activities necessary to preserve existing infrastructure or maintain roadway safety in previously disturbed soils.
11. Rehabilitation of existing rest areas and truck weigh stations within previously disturbed soils.
12. Removal and disposal of hazardous waste.
13. Work on concrete and asphalt decks of bridges identified in the Historic Bridge Inventory as National Register-listed or National Register-eligible (see <http://www.in.gov/indot/2531.htm>), which is limited to pavement resurfacing, overlay, pavement repair, pavement grinding, pavement marking, seal coating, joint repair, and in-kind replacement or repair of existing concrete curbs, curb ramps or sidewalks in previously disturbed soils, provided none of these actions impact structural members of the bridge.
14. Repair and/or replace existing MSE walls, retaining walls and noise walls in previously disturbed soils, using similar design, dimensions and materials.

**From:** Branigin, Susan <SBranigin@indot.IN.gov>  
**Sent:** Tuesday, December 15, 2020 2:02 PM  
**To:** Leah Konicki <lkonicki@ascgroup.net>  
**Cc:** Shattuck, Brian <bshattuck@indot.in.gov>; Miller, Shaun (INDOT) <smiller@indot.IN.gov>; Branigin, Susan <sbranigin@indot.IN.gov>; Anuradha Kumar <akumar@indot.in.gov>; hNikides <hnikides@ascgroup.net>; LaBlonde, John <John.LaBlonde@parsons.com>; Miller, Daniel J <Daniel.J.Miller@parsons.com>  
**Subject:** [EXTERNAL] RE: I-465 SE TSMO Pilot Project, Des. No. 2001134

Leah,

Thank you for your email regarding Des. No. 2001134, and for the associated questions regarding MPPA application for the project. INDOT CRO has reviewed the provided information for both archaeological and above-ground concerns. Based on our examination of those provided materials, we feel that application of Category A (A-2; A-4; A-5) is appropriate for the work types described. We do not see the need to review the project under Category B. CRO does not complete a MPPA determination form for Category A projects, but you may attach this email to the CE document if you like.

Please let us know if any changes to the scope occur, as we would have to review the information again to see if MPPA Category A still applies.

Best regards,

**Susan R. Branigin**  
*History Team Lead*  
*Cultural Resources Office*  
*Environmental Services*  
100 N. Senate Ave., Rm. N758-ES  
Indianapolis IN 46204  
**Office: \*317.417.1622**  
**Email:** [sbranigin@indot.in.gov](mailto:sbranigin@indot.in.gov)



[\[in.gov\]](http://in.gov)

**\*note new office phone number**

**\*For the latest updates from INDOT's Cultural Resources Office, subscribe to the Environmental Services listserv: <https://www.in.gov/indot/3217.htm> [in.gov]**

# Appendix E

## Red Flag Investigation and Hazardous Materials



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N758-ES  
Indianapolis, Indiana 46204

PHONE: (317) 694-8284

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

Date: June 30, 2021

To: Site Assessment & Management (SAM)  
Environmental Policy Office - Environmental Services Division (ESD)  
Indiana Department of Transportation  
100 N Senate Avenue, IGCN 758-ES  
Indianapolis, IN 46204

From: Eric Jagger  
Parsons  
101 W Ohio Street, Suite 2121  
Indianapolis, IN 46204  
[Eric.Jagger@parsons.com](mailto:Eric.Jagger@parsons.com)

Re: LIMITED RED FLAG INVESTIGATION (LRFI)  
DES 2001134, State Project  
Transportation System Management Operations (TSMO)  
I-465 Southeast (SE), From I-70 to I-65  
Marion County, Indiana

## PROJECT DESCRIPTION

Brief Description of Project: The Indiana Department of Transportation (INDOT) is planning a TSMO project along the southeast quadrant of I-465 in the City of Indianapolis in Marion County, Indiana. The proposed project is located along 9.6 miles of I-465, from I-70 to I-65, on the southeast side of Indianapolis in Marion County, Indiana (see attached maps). 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, Old US 421 (Southeastern Avenue), and Emerson Avenue. The system interchanges include I-465 with I-70, I-65, and I-74. The project is located in an urban section of I-465. Land adjacent to the project area includes residential and commercial properties.

This is a project with limited excavation activities, therefore, a request to complete a Limited RFI was submitted to the Greenfield District on February 21, 2021, and approval was received on February 25, 2021. The current recommended alternative is to add ramp metering to each of these entrance ramps, which are primarily one lane, and to add variable speed limit signs (VSL) throughout the corridor. Additionally, both entrance ramps from Emerson Avenue to eastbound and westbound I-465 are currently two lanes, but a third lane is proposed. These existing entrance ramps are intended to be reconfigured to accommodate the third lane without widening (i.e., within the limits of existing pavement). The ramp metering will consist of one foundation box and pole per entrance ramp, except for the I-465/Emerson Avenue entrance ramps, which will have one foundation box and pole on each side of the ramp. VSL signs or dynamic message signs (DMS) are proposed to be periodically placed, roughly every 0.5 mile, along mainline I-465. VSL signs would be mounted inside a fixed sign panel on a post mount, or installed into the median barrier, and DMS signs would be mounted at the side of the roadway. Excavation work includes connecting these facilities to the existing traffic management system backbone. No drainage work is included. The locations where excavation work is proposed are provided in the table below:

*www.in.gov/dot/  
An Equal Opportunity Employer*



Location Number	Excavation Location	Proposed Work	Depth of Excavation (feet below ground surface (ft-bgs))
1	I-465 Eastbound (EB), Near Station (Sta.) 437+00	VSL Notification Signs	4
2	I-465 EB, Near Sta. 478+00 to 484+00	DMS and Conduit Work	5-24
3	I-465, Near Sta. 515+00 to 526+00	VSL Signs and Conduit Work	4-5
4	Emerson Avenue to I-465 Westbound (WB) Ramp, Emerson Avenue to I-465 EB Ramp, and I-465, Near Sta. 556+00 to 586+00	Ramp Metering, Added Travel Lanes, VSL Signs, and Conduit Work	4-8
5	I-465, Near Sta. 619+00 to 622+00	VSL Signs and Conduit Work	4-5
6	I-465, Near Sta. 647+00 to 691+00	VSL Signs and Conduit Work	4-5
7	I-465, Near Sta. 708+00 to 715+00 and I-465 NB to I-74 EB	DMS and Conduit Work	5-24
8	Southeastern Avenue (Old US 421) to I-465 Southbound (SB) Entrance and I-465/I-74 Interchange Southwest (SW) Quadrant Infields	Ramp Metering and Conduit Work	5-8
9	I-465, Near Sta. 740+00 to 767+00 and I-74 WB to I-465 NB Ramp	VSL Signs, Ramp Metering, and Conduit Work	4-5
10	I-465, Shadeland Avenue to I-465 SB and Infield, I-465/Brookville Road Interchange and Infields	VSL Signs, Ramp Metering, and Conduit Work	4-8
11	I-465, Near Sta. 806+00 to 823+00	VSL Signs and Conduit Work	4-5
12	I-465 Northbound, Near Sta. 833+00 to 835+00	VSL Signs and Conduit Work	4-5
13	I-465, Near Sta. 844+00 to 847+00	VSL Signs and Conduit Work	4-5
14	I-465, Near Sta. 852+00 to 859+00	VSL Signs and Conduit Work	4-5
15	I-465, I-465/Washington Street Interchange and Infields	Ramp Metering and Conduit Work	4-8
16	I-465, Near Sta. 909+00 to 916+00	VSL Signs and Conduit Work	4-5
17	I-465, Near Sta. 944+00 to 949+00	DMS and Conduit Work	5-24
18	I-465 SB, Near Sta. 1028+00 to 1029+00	DMS and Conduit Work	5-24
19	I-465 SB, 0.13 mile SE of the North Shadeland Avenue Bridge over I-465	VSL Notification Signs	4

Bridge and/or Culvert Project: Yes  No  Structure # \_\_\_\_\_

If this is a bridge project, is the bridge Historical? Yes  No  , Select  Non-Select

(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report).

Proposed right of way: Temporary  # Acres \_\_ Permanent  # Acres \_\_ , Not Applicable

Type and proposed depth of excavation: Excavations up to a depth of approximately 24 ft-bgs will occur to install signage and ramp metering. Please see the above table for specific locations.

Maintenance of traffic: Shoulder closures and ramp lane reductions. Nighttime ramp closures are possible.

Work in waterway: Yes  No  Below ordinary high water mark: Yes  No

State Project:  LPA:

Any other factors influencing recommendations: N/A

**HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY**

<b>Hazardous Material Concerns</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	<b>N/A</b>	Manufactured Gas Plant Sites	<b>N/A</b>
RCRA Generator/ TSD	<b>27</b>	Open Dump Waste Sites	<b>N/A</b>
RCRA Corrective Action Sites	<b>N/A</b>	Restricted Waste Sites	<b>N/A</b>
State Cleanup Sites	<b>5</b>	Waste Transfer Stations	<b>N/A</b>
Septage Waste Sites	<b>N/A</b>	Tire Waste Sites	<b>N/A</b>
Underground Storage Tank (UST) Sites	<b>27</b>	Confined Feeding Operations (CFO)	<b>N/A</b>
Voluntary Remediation Program	<b>2</b>	Brownfields	<b>1</b>
Construction Demolition Waste	<b>N/A</b>	Institutional Controls	<b>10</b>
Solid Waste Landfill	<b>1</b>	NPDES Facilities	<b>41</b>
Infectious/Medical Waste Sites	<b>N/A</b>	NPDES Pipe Locations	<b>4</b>
Leaking Underground Storage (LUST) Sites	<b>37</b>	Notice of Contamination Sites	<b>N/A</b>

Explanation: This Limited RFI is being generated due to the proposed excavation activities at the below locations:

No. 1: I-465 EB, Near Sta. 437+00 - There do not appear to be any Hazardous Material Concern sites mapped or located at this location. No impact is expected.

No. 2: I-465 EB, Near Sta. 478+00 to 484+00 - There do not appear to be any Hazardous Material Concern sites mapped or located at this location. No impact is expected.

No. 3: I-465, Near Sta. 515+00 to 526+00 - There do not appear to be any Hazardous Material Concern sites mapped or located at this location. No impact is expected.

No. 4: Emerson Avenue to I-465 WB Ramp, Emerson Avenue to I-465 EB Ramp, and I-465, Near Sta. 556+00 to 586+00 -

LUST: 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 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.

Shell Dealer Indianapolis S Emerson Avenue, AID 16876, 4420 S Emerson Avenue, is a former service station located 0.03 mile southwest of this location at the northwest corner of Emerson Avenue and Victory Drive. Based on the July 25, 2019 letter regarding Lines of Evidence in Support of Closure, residual soil and groundwater contamination is limited and does not extend off-site to the north or east. No impact is expected.

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 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.

NPDES Facility: 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 with Realty Income Properties 27 LLC, 11995 El Camino Real, San Diego, CA 92130 should occur.

RCRA Generator/ TSD: Garco Industrial Equipment Company, AID 16375, 5401 Elmwood Court, is adjacent to the north of this location at the southwest corner of Cashard Avenue and Elmwood Avenue. This facility was conditionally exempt and was reported as out-of-business in 2001. No impact is expected.

No. 5: I-465, Near Sta. 619+00 to 622+00 -

NPDES Facility: Indiana Model Company Incorporated – Plant 1 (Lionshead Precision Metals, LLC – Plant 1), 6136 E Hanna Avenue, Permit INRM02010 (INRM02173), is located 0.03 mile north of this location along the north side of Hanna Avenue. No impact is expected.

No. 6: I-465, Near Sta. 647+00 to 691+00 - There do not appear to be any Hazardous Material Concern sites mapped or located at this location. No impact is expected.

No. 7: I-465, Near Sta. 708+00 to 715+00 and I-465 NB to I-74 EB - There do not appear to be any Hazardous Material Concern sites mapped or located at this location. No impact is expected.

No. 8: Southeastern Avenue (Old US 421) to I-465 SB Entrance and I-465/I-74 Interchange SW Quadrant Infields - There do not appear to be any Hazardous Material Concern sites mapped or located at this location. No impact is expected.

No. 9: I-465, near Sta. 740+00 to 767+00 and I-74 WB to I-465 NB Ramp - There do not appear to be any Hazardous Material Concern sites mapped or located at this location. No impact is expected.

No. 10: I-465, Shadeland Avenue to I-465 SB and Infield, I-465/Brookville Road Interchange and Infields - There do not appear to be any Hazardous Material Concern sites mapped or located at this location. No impact is expected.

No. 11: I-465, Near Sta. 806+00 to 823+00 -

NPDES Facility: 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 with ADA Partners, 6334 E. 32<sup>nd</sup> St. Ct, Indianapolis, IN 46226 should occur.

No. 12: I-465 Northbound, Near Sta. 833+00 to 835+00 - There do not appear to be any Hazardous Material Concern sites mapped or located at this location. No impact is expected.

No. 13: I-465, Near Sta. 844+00 to 847+00 - There do not appear to be any Hazardous Material Concern sites mapped or located at this location. No impact is expected.

No. 14: I-465, Near Sta. 852+00 to 859+00 - There do not appear to be any Hazardous Material Concern sites mapped or located at this location. No impact is expected.

No. 15: I-465, I-465/Washington Street Interchange and Infields -

RCRA: Tom General Motors Company Truck Wood Pontiac, AID 16526, 7550 E Washington Street, is adjacent to the west of this location at the northeast corner of Washington Street and Mitchner Avenue. According to the 2008 Hazardous Waste Handler ID, this site is listed as being out of business. No impact is expected.

No. 16: I-465, Near Sta. 909+00 to 916+00 - There do not appear to be any Hazardous Material Concern sites mapped or located at this location. No impact is expected.

No. 17: I-465, Near Sta. 944+00 to 949+00 - There do not appear to be any Hazardous Material Concern sites mapped or located at this location. No impact is expected.

No. 18: I-465 SB, Near Sta. 1028+00 to 1029+00 - There do not appear to be any Hazardous Material Concern sites mapped or located at this location. No impact is expected.

No. 19: I-465 SB, 0.13 mile SE of the North Shadeland Avenue Bridge over I-465 - There do not appear to be any Hazardous Material Concern sites mapped or located at this location. No impact is expected.

### **ECOLOGICAL INFORMATION SUMMARY**

The Marion County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is provided at [https://www.in.gov/dnr/naturepreserve/files/np\\_marion.pdf](https://www.in.gov/dnr/naturepreserve/files/np_marion.pdf). A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did indicate the presence of ETR species within the 0.5 mile search radius. Due to the nature of project activities, this project will fall under the guidelines set forth under USFWS Interim Policy for the Review of Highway Transportation Projects in Indiana dated May 29, 2013. No further coordination is necessary.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

### **RECOMMENDATIONS SECTION**

Include recommendations from each section. If there are no recommendations, please indicate N/A:

HAZARDOUS MATERIAL CONCERNS:

No. 4: Emerson Avenue to I-465 WB Ramp, Emerson Avenue to I-465 EB Ramp, and I-465, Near Sta. 556+00 to 586+00 -

LUST/Institutional Control: 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 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.

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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 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.

NPDES Facility: 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 with Realty Income Properties 27 LLC, 11995 El Camino Real, San Diego, CA 92130 should occur.

No. 11: I-465, Near Sta. 806+00 to 823+00 -

NPDES Facility: 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 with ADA Partners, 6334 E. 32<sup>nd</sup> St. Ct, Indianapolis, IN 46226 should occur.

ECOLOGICAL INFORMATION: The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC system for Listed Bat and Consultation for INDOT Projects."

INDOT ESD concurrence: Marlene Mathas (Signature)  
Digitally signed by Marlene Mathas  
Date: 2021.06.30 14:52:13 -04'00'

Prepared by:



Eric Jagger  
Associate Environmental Planner  
Parsons

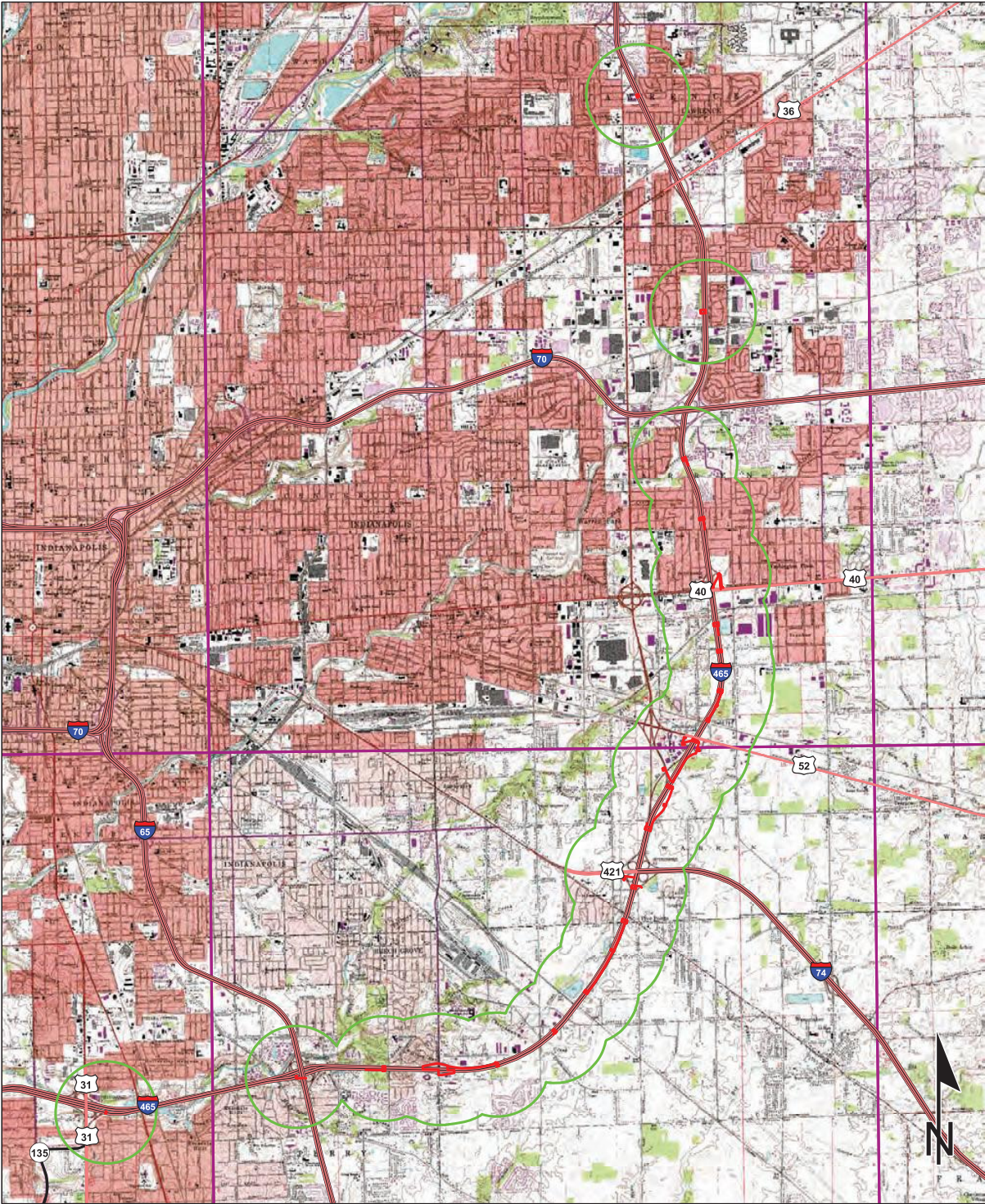
**Graphics:**

A map for each report section with a 0.5 mile search radius buffer around all project area(s) showing all items identified as possible items of concern is attached. If there is not a section map included, please change the YES to N/A:

SITE LOCATION: YES

HAZARDOUS MATERIAL CONCERNS: YES

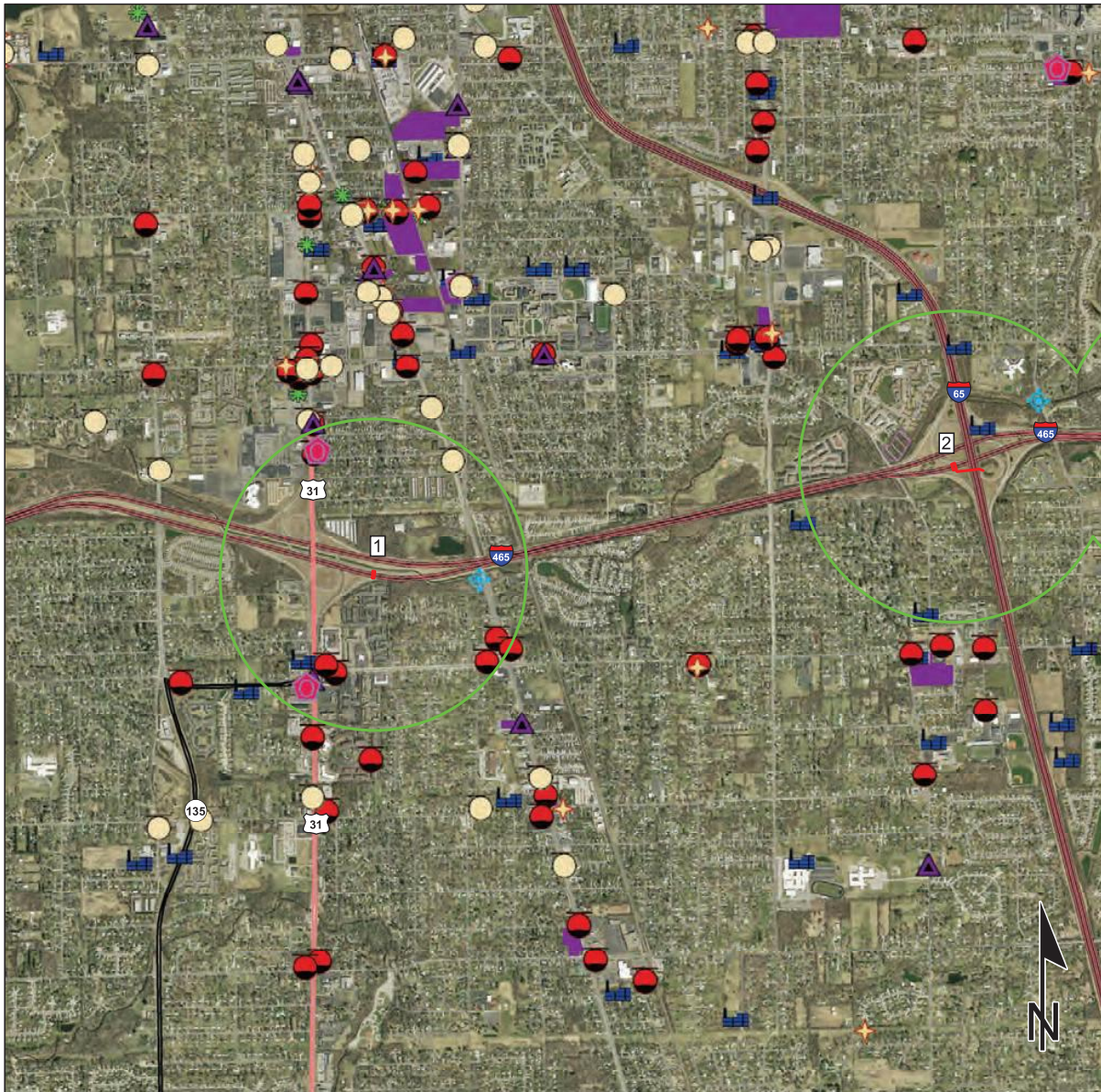
Limited Red Flag Investigation - Site Location  
 I-465 Southeast  
 Des. 2001134, Transportation Systems Management & Operations  
 Marion County, Indiana



Sources: 1 0.5 0 1 Miles  
**Non Orthophotography Data** - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://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.

INDIANAPOLIS EAST,  
 BEECH GROVE, & MAYWOOD  
 QUADRANGLES  
 INDIANA  
 7.5 MINUTE SERIES (TOPOGRAPHIC)

Limited Red Flag Investigation - Hazardous Material Concerns  
 I-465 Southeast  
 Des. 2001134, Transportation Systems Management & Operations  
 Marion County, Indiana



Brownfield	RCRA Generator/TSD	Institutional Controls
RCRA Corrective Action Sites	Restricted Waste Site	County Boundary
Confined Feeding Operation	Septage Waste Site	Project Area
Notice_of_Contamination	Solid Waste Landfill	Half Mile Radius
Construction/Demolition Site	State Cleanup Site	Toll
Infectious/Medical Waste Site	Superfund	Interstate
Leaking Underground Storage Tank	Tire Waste Site	State Route
Manufactured Gas Plant	Underground Storage Tank	US Route
NPDES Facilities	Voluntary Remediation Program	Local Road
NPDES Pipe Locations	Waste Transfer Station	
Open Dump Waste Site		

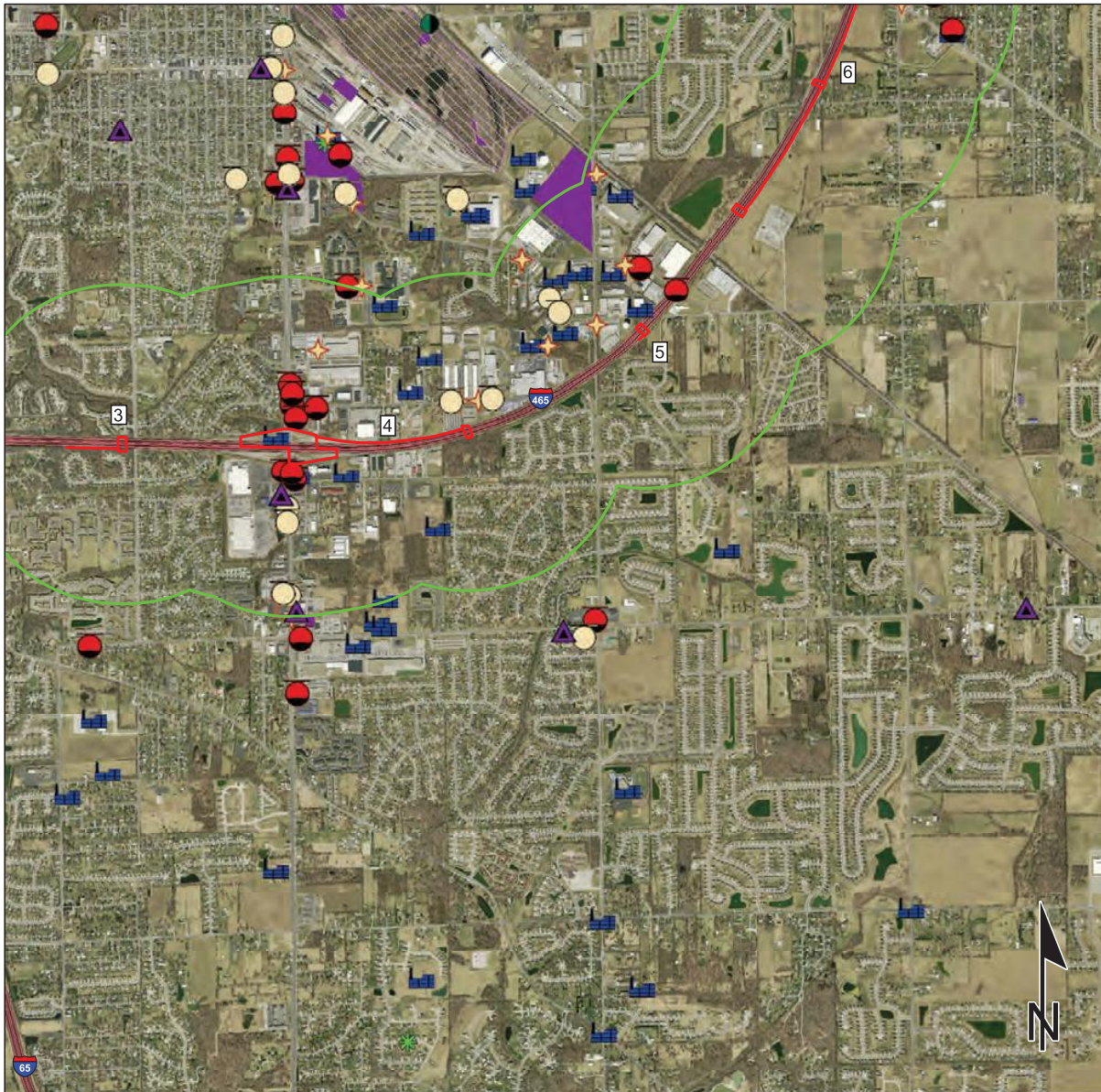
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 Miles

Sheet 1 of 5

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

Sources:  
**Non Orthophotography**  
 Data - Obtained from the State of Indiana Geographical Information Office Library  
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Limited Red Flag Investigation - Hazardous Material Concerns  
 I-465 Southeast  
 Des. 2001134, Transportation Systems Management & Operations  
 Marion County, Indiana



	Brownfield		RCRA Generator/TSD		Institutional Controls
	RCRA Corrective Action Sites		Restricted Waste Site		County Boundary
	Confined Feeding Operation		Septage Waste Site		Project Area
	Notice_of_Contamination		Solid Waste Landfill		Half Mile Radius
	Construction/Demolition Site		State Cleanup Site		Toll
	Infectious/Medical Waste Site		Superfund		Interstate
	Leaking Underground Storage Tank		Tire Waste Site		State Route
	Manufactured Gas Plant		Underground Storage Tank		US Route
	NPDES Facilities		Voluntary Remediation Program		Local Road
	NPDES Pipe Locations		Waste Transfer Station		
	Open Dump Waste Site				

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 Miles

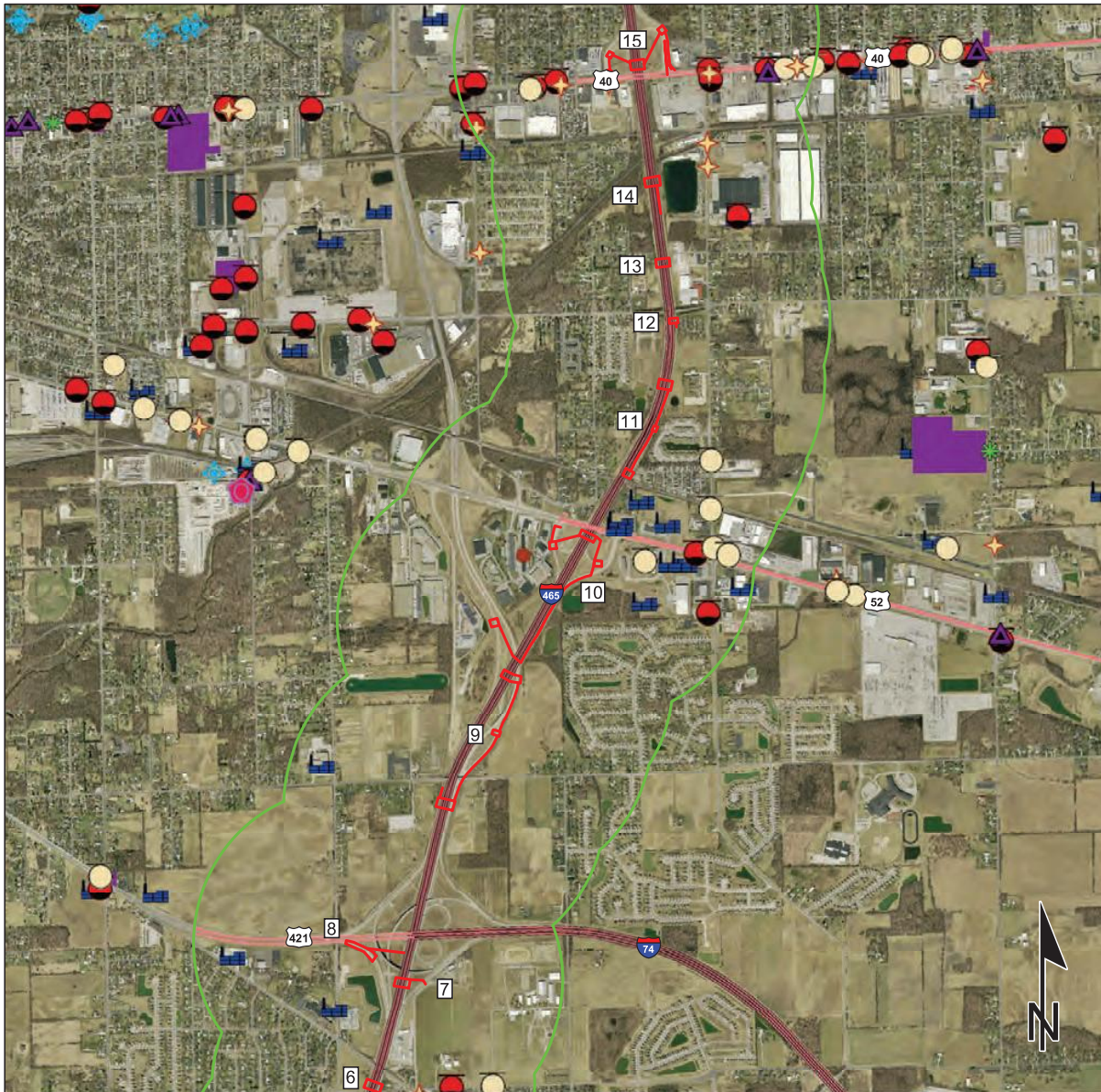
Sheet 2 of 5

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**Limited Red Flag Investigation - Hazardous Material Concerns**  
**I-465 Southeast**  
 Des. 2001134, Transportation Systems Management & Operations  
 Marion County, Indiana



	Brownfield		RCRA Generator/TSD		Institutional Controls
	RCRA Corrective Action Sites		Restricted Waste Site		County Boundary
	Confined Feeding Operation		Septage Waste Site		Project Area
	Notice_of_Contamination		Solid Waste Landfill		Half Mile Radius
	Construction/Demolition Site		State Cleanup Site		Toll
	Infectious/Medical Waste Site		Superfund		Interstate
	Leaking Underground Storage Tank		Tire Waste Site		State Route
	Manufactured Gas Plant		Underground Storage Tank		US Route
	NPDES Facilities		Voluntary Remediation Program		Local Road
	NPDES Pipe Locations		Waste Transfer Station		
	Open Dump Waste Site				

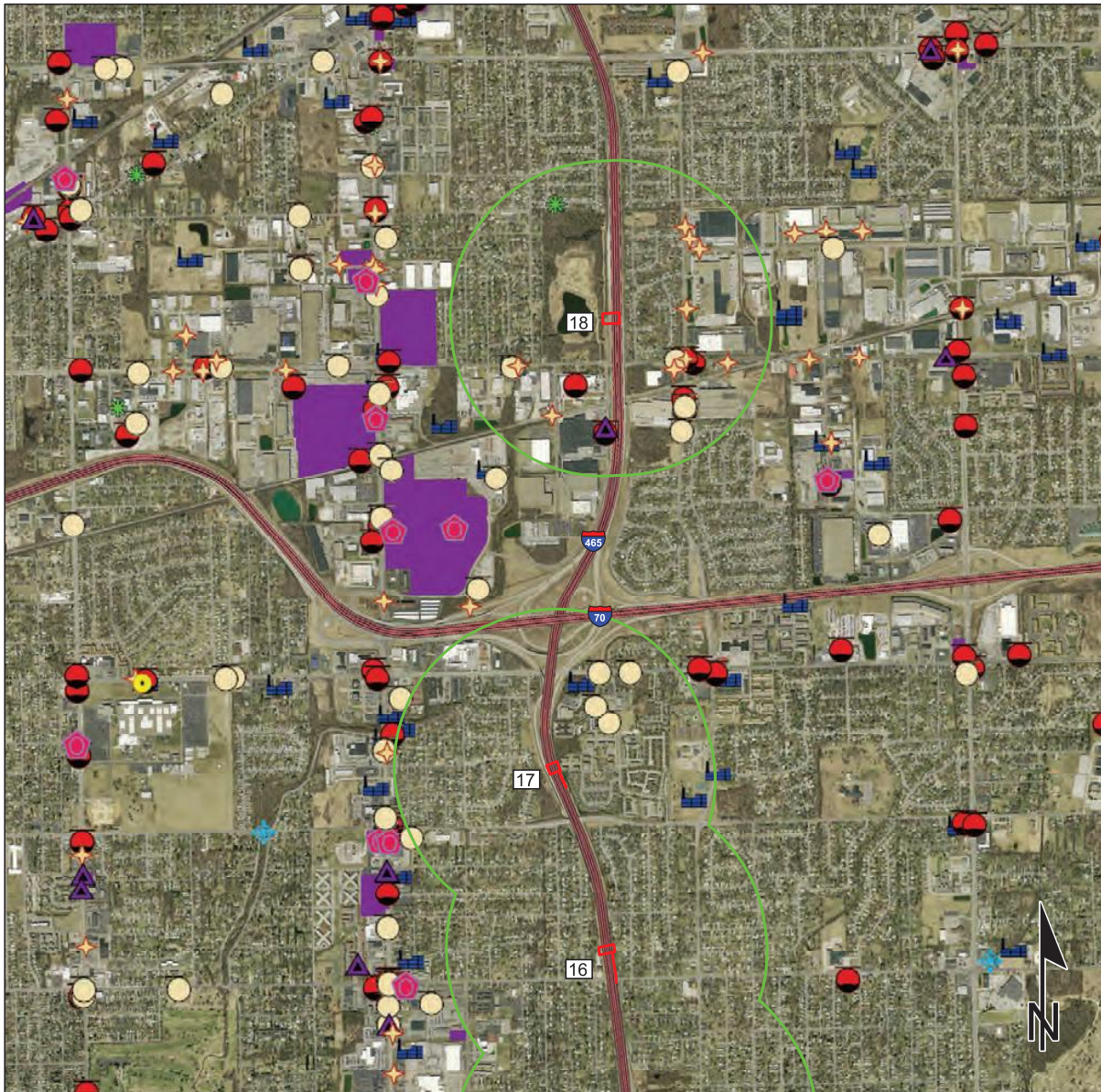
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Sheet 3 of 5

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**Non Orthophotography**  
 Data - Obtained from the State of Indiana Geographical Information Office Library  
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Limited Red Flag Investigation - Hazardous Material Concerns  
 I-465 Southeast  
 Des. 2001134, Transportation Systems Management & Operations  
 Marion County, Indiana



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	NPDES Pipe Locations		Waste Transfer Station		
	Open Dump Waste Site				

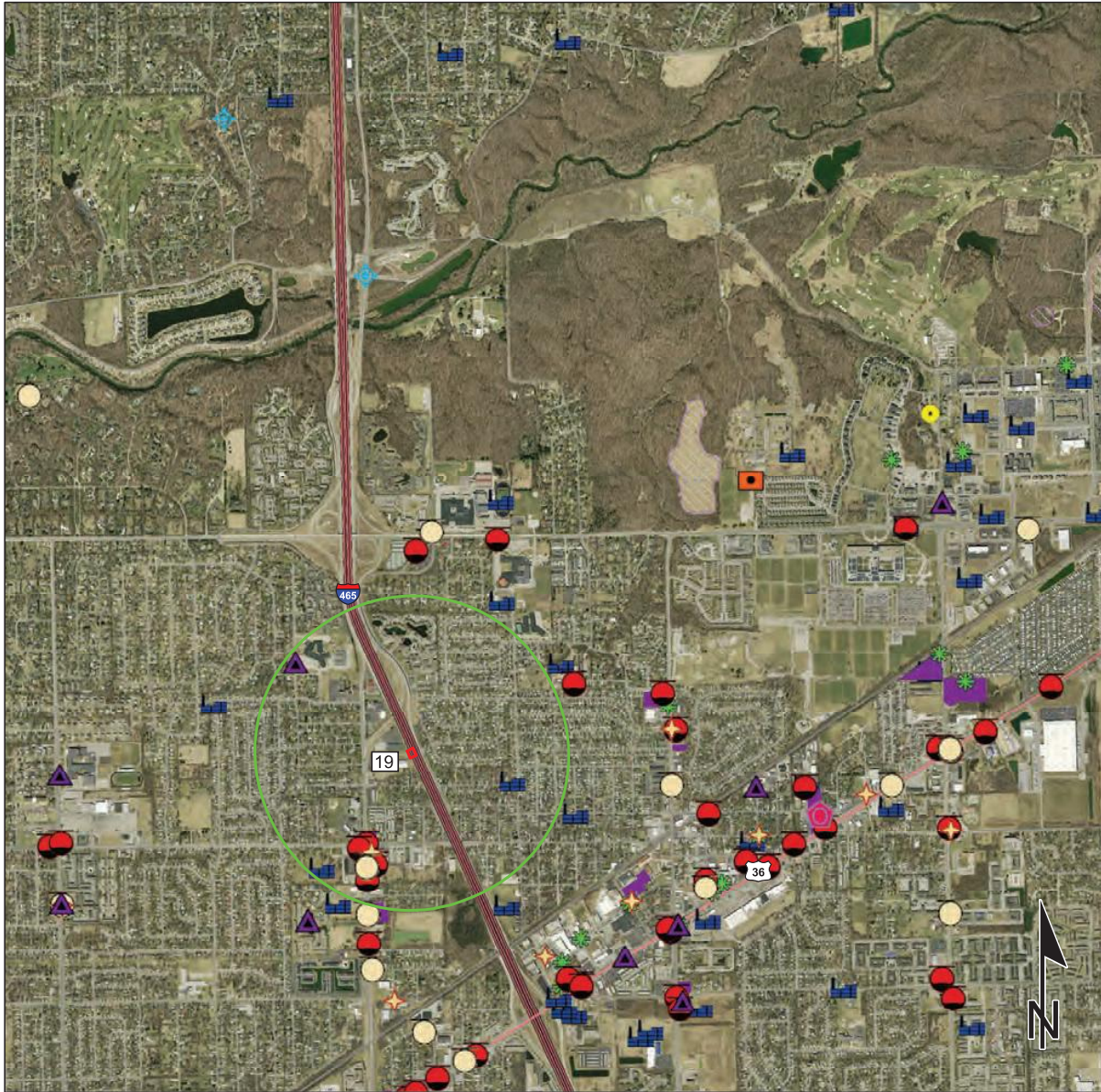
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 Miles

Sheet 4 of 5

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0.45 0.225 0 0.45  
 Miles

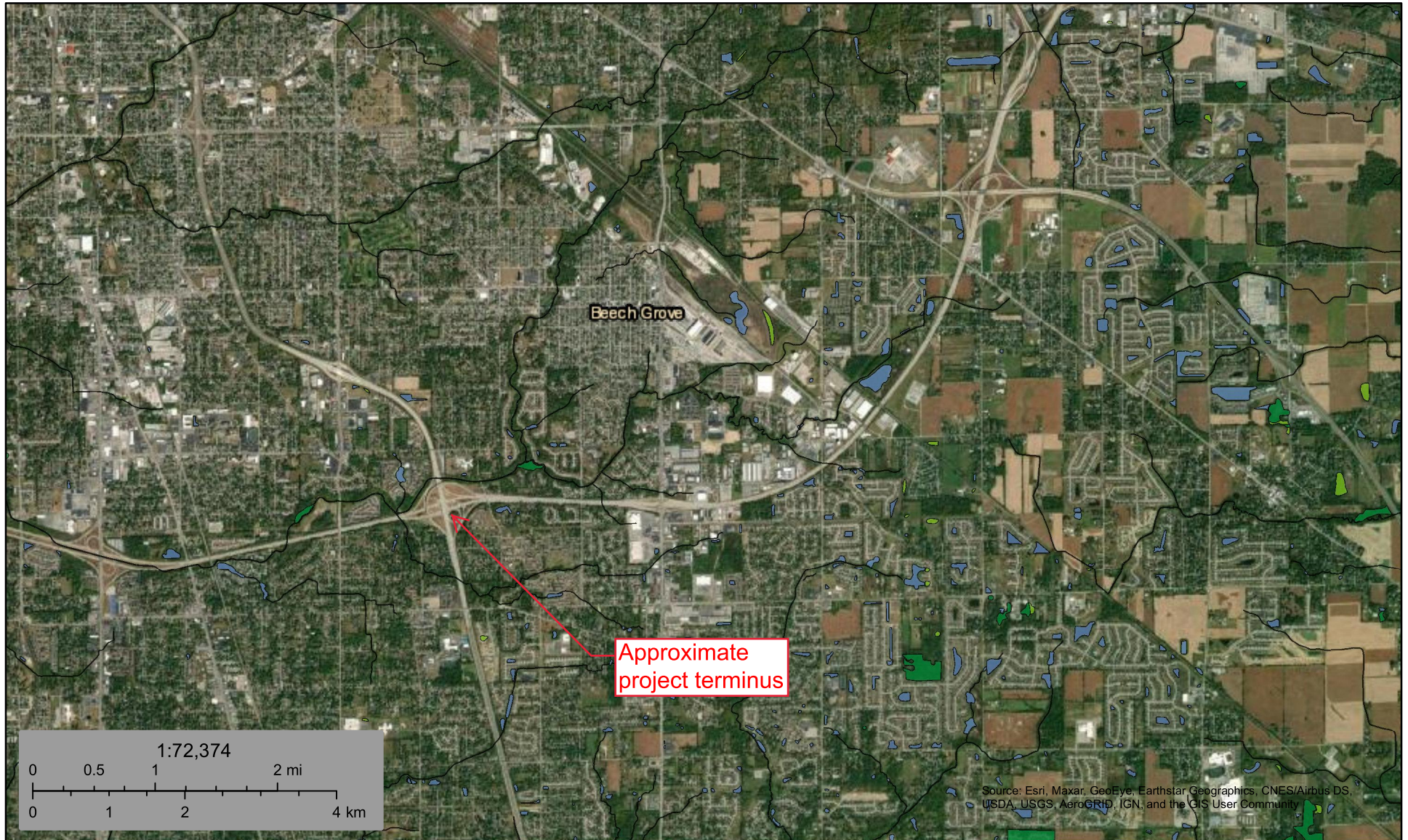
Sheet 5 of 5

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# Appendix F

## Water Resources

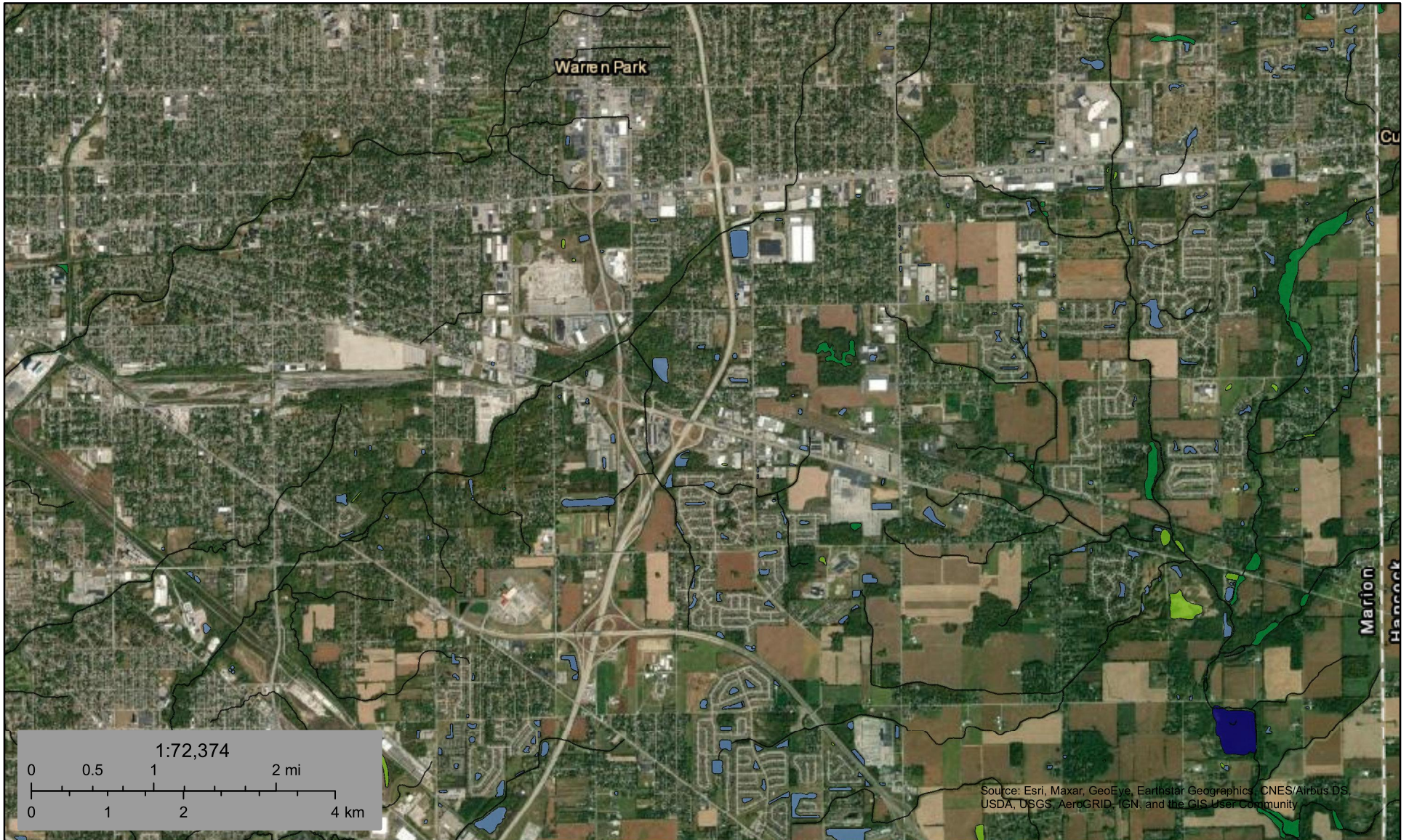


July 11, 2021

**Wetlands**

- |  |   |  |
|--|---|--|
|  Estuarine and Marine Deepwater |  Freshwater Emergent Wetland       |  Lake     |
|  Estuarine and Marine Wetland   |  Freshwater Forested/Shrub Wetland |  Other    |
|  |  Freshwater Pond                   |  Riverine |

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.



July 11, 2021

**Wetlands**








- Estuarine and Marine Deepwater
- Freshwater Emergent Wetland
- Lake
- Freshwater Forested/Shrub Wetland
- Other
- Riverine
- Estuarine and Marine Wetland
- Freshwater Pond

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July 11, 2021

**Wetlands**

-  Estuarine and Marine Deepwater
-  Estuarine and Marine Wetland
-  Freshwater Emergent Wetland
-  Freshwater Forested/Shrub Wetland
-  Freshwater Pond
-  Lake
-  Other
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### Find an address

Example: 300 Michigan Avenue, Auburn, IN, 46706

Go To Address

### Jump to a county

- or -

Select your county from below

Adams

View your county's [Flood Insurance Study](#).

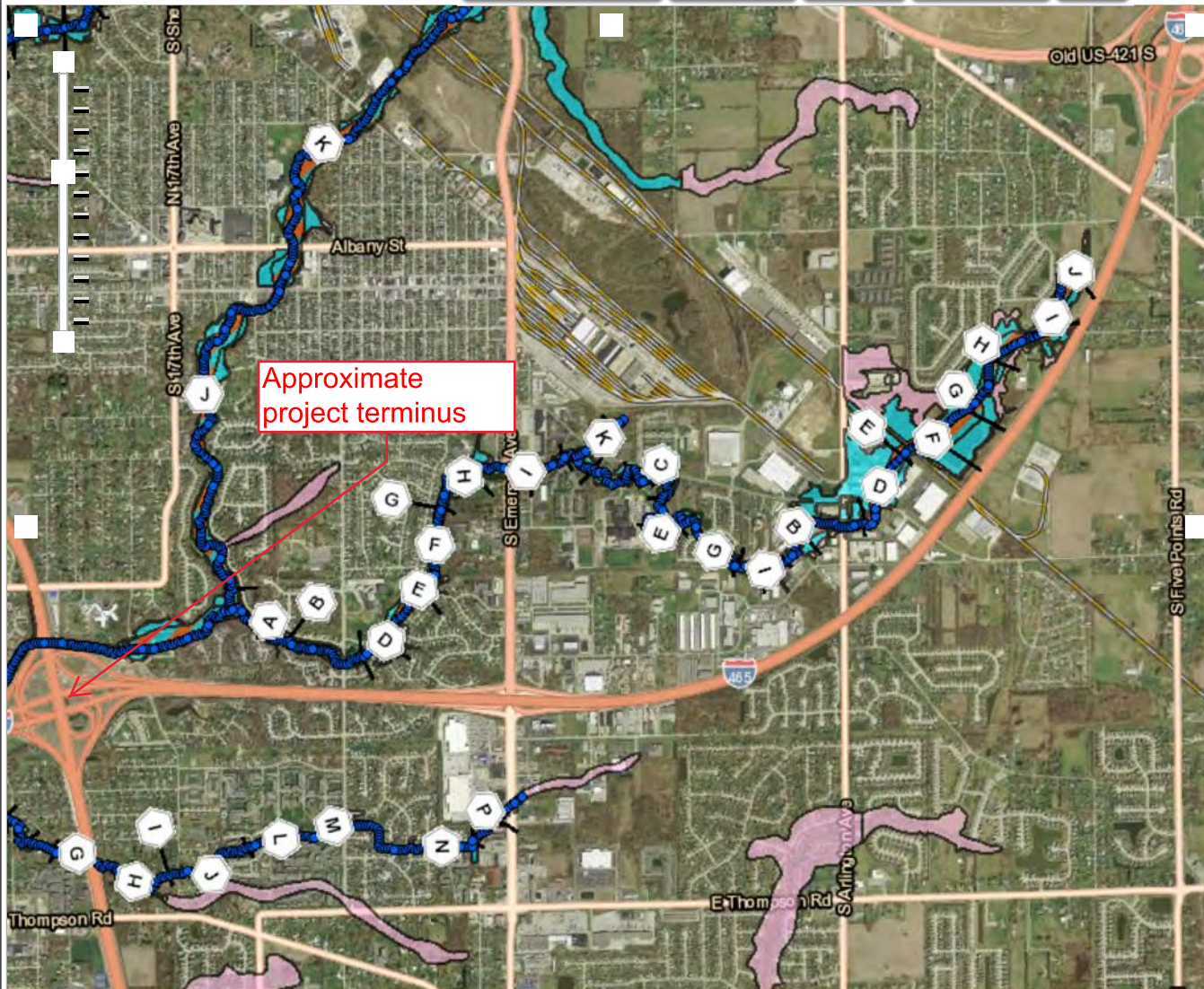
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Minimize

Map FEMA Flood Insurance Study Floodplain Layers Frequently Asked Questions

Profile Charter Layers Legend Options Help



Follow instructions under "How to navigate the map" to select a Point of Interest.

### What does INFIP do?

The Indiana Floodplain Information Portal, INFIP, is a mapping application that provides floodplain information for waterways to help citizens determine flood risk in an effort to minimize flood damage. INFIP utilizes FEMA published floodplain data and floodplain data from various, IDNR approved resources in order to provide the most available, comprehensive coverage of floodplain information for the State of Indiana.

The main functions of INFIP enables you to:

- select a Point of Interest (i.e. residence or tract of land) to view floodplain mapping and the Base Flood Elevations (BFE)
- print a floodplain map for a Point of Interest
- submit a request for a Floodplain Analysis / Regulatory Assessment (FARA) from the Division of Water using the eFARA (electronic)

[Click to learn how to navigate the map](#)

[Click to learn how to submit eFARA](#)

[Click to learn about Special Flood Hazard Areas \(SFHA\) and Base Flood Elevations \(BFE\)](#)

[Click to learn about flood insurance](#)

[Click to learn about local community floodplain ordinance](#)

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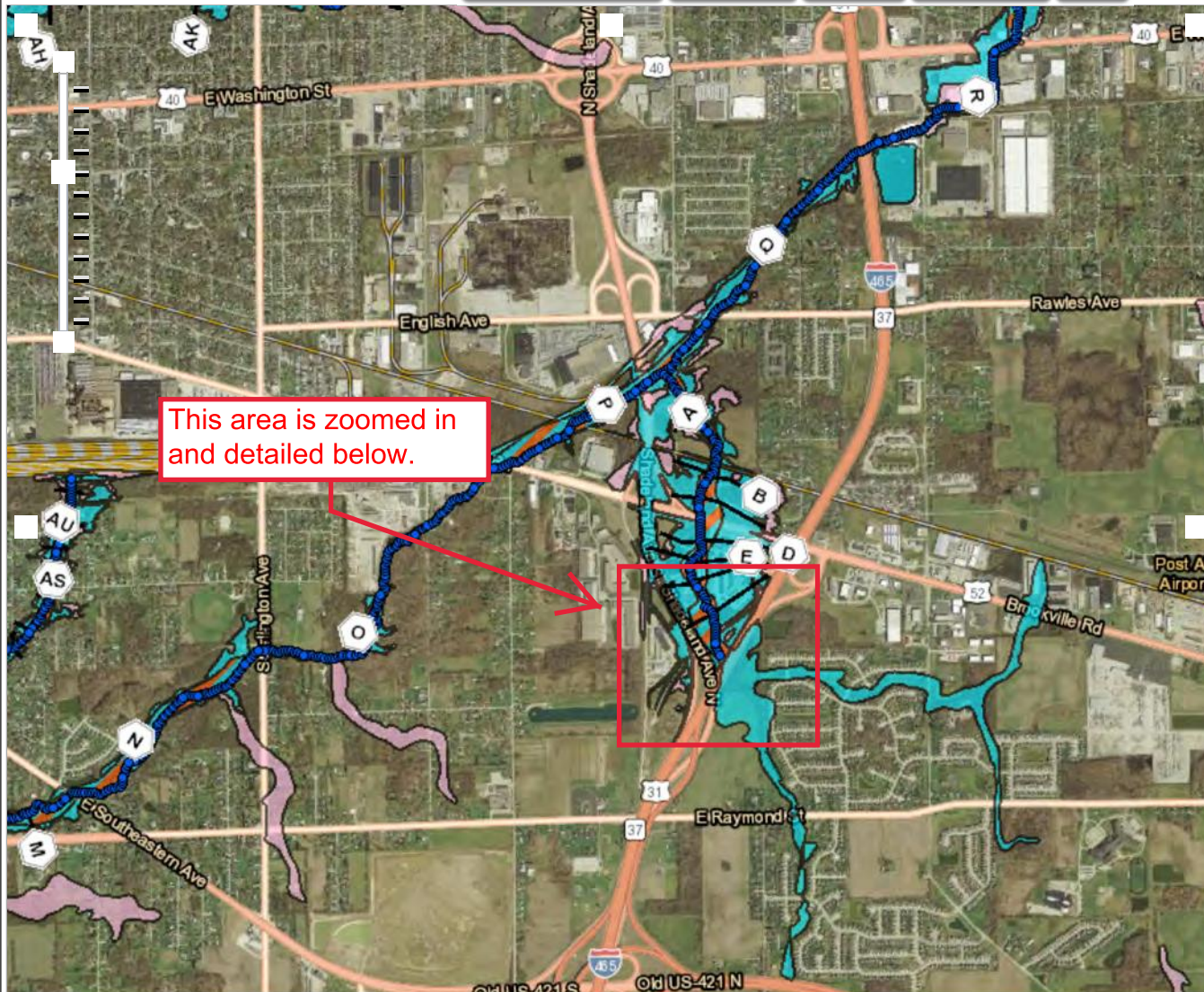
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This area is zoomed in and detailed below.

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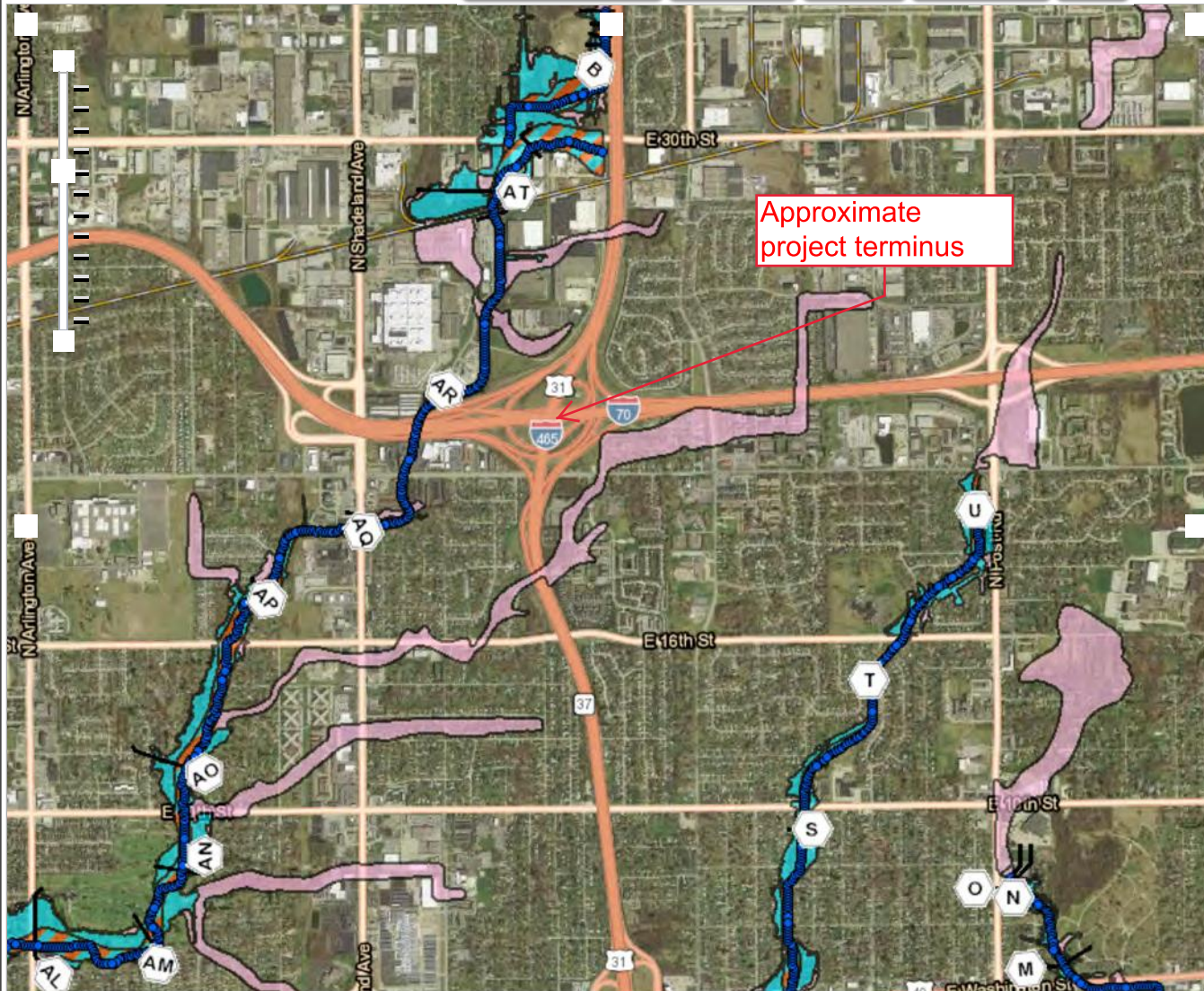
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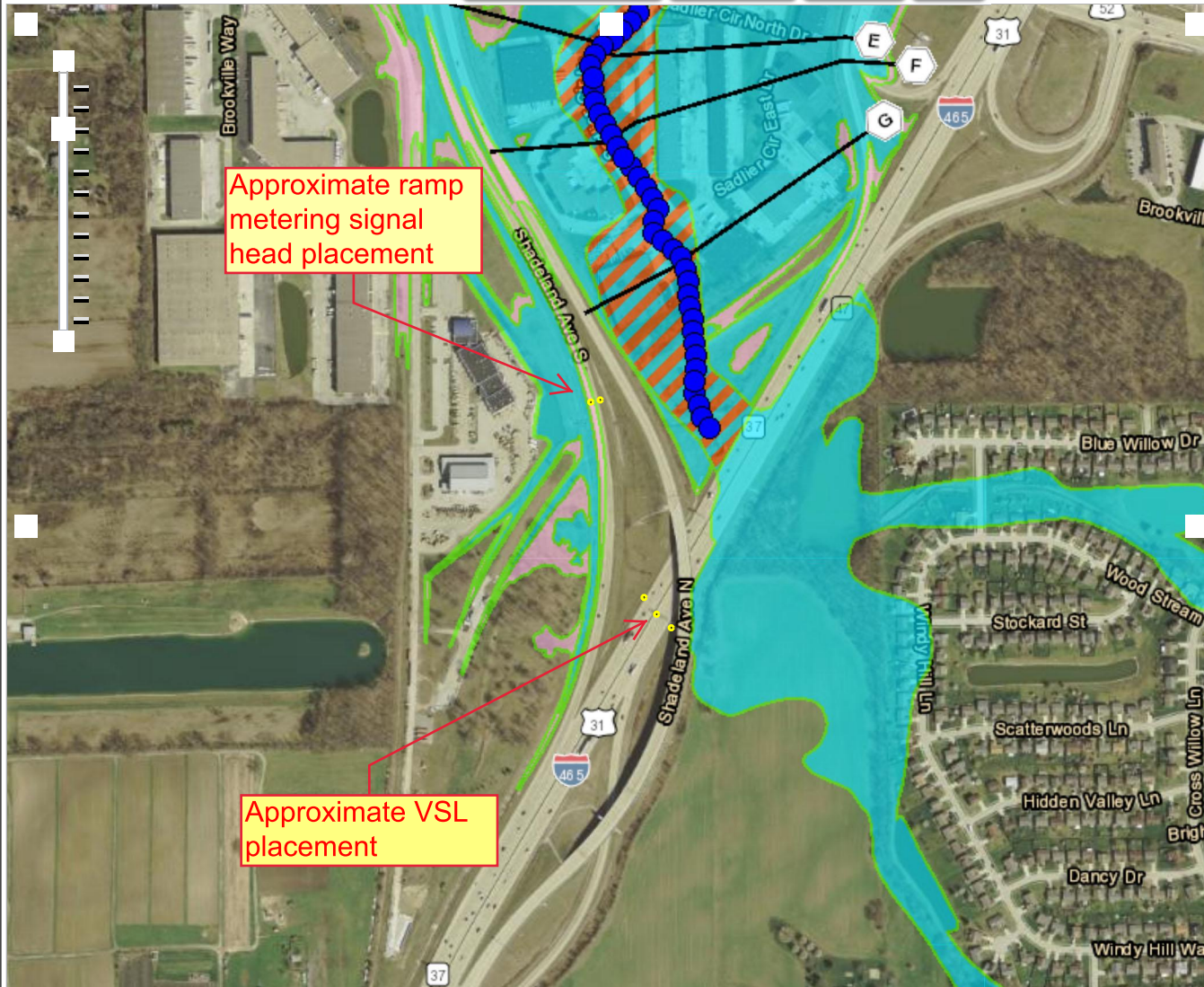
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[Map](#) [FEMA Flood Insurance Study](#) [Floodplain Layers](#) [Frequently Asked Questions](#)

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Click on the map or enter an address to view Floodplain Information at that Point of Interest.

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