

	<p>the Fall Creek Corridor which includes park lands, a recreational trail, and Fall Creek.</p> <p><u>Preferred Alternative</u></p> <p>The project proposes to restore the portion of the center reversible travel lane on East Fall Creek Parkway North Drive between East 30th Street and the location of Fall Creek Lane Control Structure #4, approximately 300 feet south of East 30th Street. After completion of the Central Avenue Bridge project in 2019, this portion of the center lane was converted to an exclusive left turn lane from westbound Fall Creek Parkway to southbound College Avenue. A reversible lane is a lane in which traffic may travel in either direction or is controlled by lane control structures. Restoration of this reversible lane segment will allow three eastbound Fall Creek Parkway travel lanes through the 30th Street intersection during the evening peak travel period, thus relieving an existing capacity bottleneck. The reversible lane will not be used for a third westbound lane during the morning peak travel time and will signed for left turns. Conversion of this lane will require upgrading of pavement markings, traffic signals, and signage between Central Avenue and East 30th Street. Left turn movements from East Fall Creek Parkway to College Avenue will continue to be allowed at all times of the day, and the current prohibition of left turns from eastbound 30th Street to northeast bound Fall Creek Parkway will be removed.</p> <p>The maintenance of traffic (MOT) plan for these projects will be accomplished using INDOT standard drawings for MOT procedures and standard intersection traffic control as shown in the Manual on Uniform Traffic Control Devices (MUTCD). The MOT plan is discussed further in the Disruption to Public Facilities/Services section of this CE document.</p> <p>The restoration of the reversible through lane will satisfy the purpose and need of the project by improving traffic operations along East Fall Creek Parkway for eastbound afternoon peak hour traffic. Termini for this project are logical, as south of Central Avenue there is a raised center median prohibiting a center turn lane and north of East 30th Street the reversible center turn lane is already in place. The project has independent utility because it is a stand-alone project that provides an improvement in traffic operations, even if no other projects are completed. Design plans can be found in Appendix B, pages 7-15.</p>		
<p>Other Alternatives Considered:</p>	<p><u>No build Alternative</u></p> <p>This alternative would not involve any improvements to East Fall Creek Parkway. The existing turn lanes would remain in place. This alternative would not involve any cost or result in any environmental impacts. The Do-Nothing alternative does not meet the purpose and need of the project and was therefore discarded from further consideration.</p>		
<p>Project Termini:</p>	<p>The project termini for construction on East Fall Creek Parkway extend from 300 feet west of the intersection of East Fall Creek Parkway and Central Avenue to 400 feet north of the intersection of East Fall Creek Parkway and East 30th Street.</p>		
<p>Funding Source(s):</p>	<p><input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> State <input type="checkbox"/> Local <input type="checkbox"/> Other</p>	<p>Estimated Cost</p>	<p>\$170,000 (included in STIP with lead Des. No. 1902693)</p>
<p>Project Sponsor:</p>	<p>Indiana Department of Transportation</p>	<p>Project Length</p>	<p>0.5 mile</p>

Name and organization of CE Level 1 Preparer: Christine Meador, HNTB Corporation

INDOT ES/District Env. Reviewer Signature: _____ Date: _____

SCOPE OF THE PROPOSED ACTION			
Public Involvement*	No:	Yes: X	Possible:
Comments:	<p>Surveys conducted for this project were limited to the apparent and existing City of Indianapolis right-of-way (ROW); therefore, Notice of Entry letters were not sent to potentially affected property owners.</p> <p>The project has been determined by INDOT to warrant offering the public an opportunity to submit comments and/or request a public hearing due to changes in through lanes, turn lanes, and traffic movements. Therefore, a legal notice will appear in a local publication contingent upon the release of this document for public involvement. This document will be revised after the public involvement requirements are fulfilled.</p>		
Right-of-way (permanent and temporary, in acres)	No: X	Yes:	Possible:
Comments:	<p>The existing ROW along East Fall Creek Parkway is approximately 110 to 120 feet in width. The project will occur within existing ROW. No permanent or temporary ROW will be required for this project.</p> <p>If the scope of work or permanent or temporary ROW amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately.</p>		
Disruption to public facilities/services (such as schools, emergency service)	No: X	Yes:	Possible:
Comments:	<p>Based on a desktop review of GIS data, a site visit on February 18, 2020 by HNTB Corporation, and the aerial map of the project area (Appendix B, page 2), there are 38 public facilities located within 0.5 mile of the project. Broadway United Methodist Church is located on the north side of East Fall Creek Parkway between Park Street and Broadway Street. The Fall Creek corridor is comprised of the Fall Creek and 30th Street Park which extends along Fall Creek from College Street to 30th Street and the Fall Creek Greenway, which is located adjacent to East Fall Creek Parkway, and extends from Central Avenue to north of the project termini. No work will occur outside of the existing pavement. Access to all properties will be maintained during construction. Therefore, no impacts are expected.</p> <p><u>Early Coordination</u></p> <p>Early coordination letters were sent to the Marion County Surveyor, Marion County Board of Commissioners, City of Indianapolis Department of Metropolitan Development, Marion County Sheriff, Indianapolis Fire Department, Indianapolis Metropolitan Planning Organization, Marion County MS4 Coordinator, Indiana Department of Public Works (DPW), Marion County Emergency Services, INDOT Office of Aviation, Downtown Heliport, Indiana University Health, Indianapolis City County Council and Mayor, Indianapolis Metropolitan Police Department, Indianapolis Public Schools, and IndyGo on February 25, 2020. An initial notice of proposed improvement letter was sent to various utilities on February 28, 2020; an early coordination letter was sent to the City of Indianapolis Floodplain Administrator on March 24, 2020; and an early coordination letter was sent to Broadway United Methodist Church on March 26, 2020.</p> <p>Three public airports are located within 3.8 miles of the project area. An early coordination letter was sent to INDOT Aviation on February 25, 2020 (Appendix C, pages 1-4). The response received on February 26, 2020, indicated that there are no issues with surrounding airspace or airports (Appendix C, page 6).</p> <p>The Indianapolis Metropolitan Planning Organization (MPO) responded on February 26, 2020 asking if INDOT had coordinated the project with the Indianapolis DPW, as the project is not included in the Transportation Improvement Program (TIP) (Appendix C, page 7). In response, HNTB Corporation indicated that coordination with Indianapolis DPW was underway and that INDOT would be amending the project into the State Transportation Improvement Program (STIP) and the Indianapolis MPO TIP.</p> <p>The Marion County Surveyor responded on March 2, 2020 and indicated they do not have any section corner monuments in the project limits and that concerns regarding legal drains should be coordinated with the Indianapolis DPW (Appendix C, page 8).</p> <p>IndyGo responded on March 17, 2020 indicating that this project would have no negative impacts to</p>		

SCOPE OF THE PROPOSED ACTION

IndyGo's current service or future service (Appendix C, pages 9-10).

The City of Indianapolis DPW (MS4) responded on March 6, 2020 indicating that the project must comply with the City of Indianapolis Storm Water Design and Construction Manual including Chapter 700 Stormwater Quality and Chapter 600 Erosion and Sediment Control; that if the project disturbs an acre or more, the Stormwater Pollution Prevention Plan (SWPPP) will need to be sent to Marion County Soil and Water Conservation District (SWCD) for Rule 5 review and approval; and projects within the 100-year floodplain must submit plan information to the Department of Business and Neighborhood Services for a floodway/floodplain (FLD) permit (Appendix C, page 11).

The City of Indianapolis DPW responded to the utility coordination letter submitted for this project (Appendix C, pages 26-29). Indianapolis DPW provided a variety of information related to the location and ownership of a variety of infrastructure in the project area. Additionally, they indicated the following.

- Old streetcar tracks still may be within the roadway along East Fall Creek Parkway.
- A portion of the project limits fall within a Historic Indianapolis Parks and Boulevard System and/or Historic District. Please contact the Indianapolis Historic Preservation Commission (IHPC) as additional reviews may be required. Early coordination was provided to IHPC and continued consultation with IHPC is included as a firm commitment.
- Project limits lie within a floodway and 100-year floodplain. Ensure floodplain boundaries are clearly labeled, distinguishing between floodway and floodplain zones. To create assurances that the design and construction meet the required article of City Code, FEMA requires DPW to obtain a floodplain permit through the Department of Business and Neighborhood Services (DBNS). Please submit a floodplain permit application along with your final plans to Infrastructure@indy.gov and copy the DPW Project Manager.
- If the project disturbs less than one acre, an erosion and sediment control plan must still be developed and implemented to prevent the migration of sediment and other construction-related materials to storm sewers and waterways. This plan will be reviewed at the time of the Preliminary Final Plans and Utility Work Plan Request stage of the utility coordination process.

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

The MOT plan for this project will be accomplished using INDOT standard drawings for MOT procedures and standard intersection traffic control as shown in the MUTCD. When work is occurring, traffic signals may switch over to four-way flashers or be temporarily shut down with appropriate signage and traffic control utilized in place of the signal. The addition of or restriping of turn lanes may require temporary lane closures. Specifications will be in place limiting the time of day that work can be completed. Localized temporary closures will be completed using flaggers, etc., as needed.

The lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no substantial delays are anticipated, and all inconveniences will cease upon project completion. Delays may occur during construction but will cease with project completion.

It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access.

Involvement with existing bridge(s) (Include structure number(s))	No: X	Yes:	Possible:
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Comments:	No bridges or small structures are located within the project area.
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* Limited public involvement, CE-1 level projects will typically have no public hearing opportunity offered.

INVOLVEMENT WITH RESOURCES			
Streams, Rivers, and Watercourses Impacted (linear feet)	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	<p>Based on a site visit on February 18, 2020 by HNTB Corporation, the USGS topographic map (Appendix B page 3), the standard water resource GIS layers, and the National Wetland Inventory (NWI) mapping (Appendix F, page 1), one stream is located within 0.5 mile search radius. One stream, Fall Creek, is located adjacent to the project area. Fall Creek is located outside of the construction limits, and no work will occur outside of the existing pavement. Therefore, no permanent or temporary impacts to Fall Creek are expected.</p> <p><u>Early Coordination</u></p> <p>Early coordination letters were sent on February 25, 2020 (Appendix C, pages 1-4). The U.S. Fish and Wildlife Service (USFWS) responded on March 11, 2020, with recommendations to avoid or minimize impacts to streams (Appendix C, pages 22-23). These recommendations pertained to erosion and sediment control measures, bank stabilization, minimization of in-stream channel work, and evaluation of wildlife crossings.</p> <p>The Indiana Department of Natural Resources Division of Fish and Wildlife (IDNR DFW) early coordination response dated March 25, 2020. The letter contains recommendations pertaining to storm water quality measures to be implemented during construction and after project completion.</p> <p>An automated letter was generated from the Indiana Department of Environmental Management's (IDEM's) website on March 18, 2020 (Appendix C, pages 12-18). The letter contains recommendations pertaining to storm water quality measures to be implemented during construction and after project completion.</p> <p>All applicable recommendations are included in the Environmental Commitments section of this CE document.</p>		
Wetlands (acres)	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	<p>Based on a review of the NWI online mapper (https://www.fws.gov/wetlands/data/Mapper.html), a site visit on February 18, 2020 by HNTB Corporation, the USGS topographic map (Appendix B page 3), and standard water resource GIS Layers, three wetlands and one NWI line are located within 0.5 mile search radius. One wetland, Fall Creek which is listed as a riverine wetland, is located adjacent to the project area. Fall Creek is located outside of the construction limits, and no work will occur outside of the existing pavement. Therefore, no permanent or temporary impacts to any wetlands are expected.</p> <p><u>Early Coordination</u></p> <p>The USFWS early coordination response dated March 11, 2020, did not provide recommendations pertaining to wetlands (Appendix C, pages 22-23).</p> <p>The IDNR DFW early coordination response dated March 25, 2020, did not provide recommendations pertaining to wetlands (Appendix C, pages 24-25).</p> <p>An automated letter was generated from IDEM's website on February 18, 2020 (Appendix C, pages 12-18). The letter contains recommendations pertaining to controlling storm water runoff and obtaining proper permits.</p> <p>All applicable recommendations are included in the Environmental Commitments section of this CE document.</p>		
Disturbance of Terrestrial Habitat (acres)	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	<p>Based on a desktop review, a site visit on February 17, 2020, by HNTB and the aerial map of the project area (Appendix B, page 2), the north side of East Fall Creek Parkway consists of mowed and maintained yards with street trees and the south side of East Fall Creek Parkway includes mowed and maintained lawn and naturalized riparian corridor associated with Fall Creek, the Fall Creek and 30th Street Park, and the Fall Creek Greenway. No work will occur outside of the existing pavement and no disturbance of the terrestrial</p>		

INVOLVEMENT WITH RESOURCES			
	<p>habitat is anticipated. Therefore, no impacts are expected.</p> <p><u>Early Coordination</u></p> <p>USFWS responded to early coordination on March 11, 2020, with recommendations to avoid or minimize impacts to terrestrial habitat (Appendix C, pages 22-23). These recommendations included limiting tree clearing and understory vegetation to within the construction zone boundaries.</p> <p>IDNR DFW responded on March 25, 2020, with recommendations to avoid or minimize impacts to terrestrial habitat (Appendix C, pages 24-25). These recommendations included post-construction revegetation measures, clearing restriction of any trees suitable for the Indiana bat or Northern Long-eared bat roosting during the active season, and replanting suggestions for any tree removal.</p> <p>An automated letter was generated from IDEM’s website on February 18, 2020 (Appendix C, pages 12-18). The letter contains recommendations pertaining to permitting requirements and restrictions regarding disturbance of vegetation.</p>		
Karst Features		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>Based on a desktop review, the project is located outside the designated karst region of Indiana as outlined in the October 13, 1993 Memorandum of Understanding (MOU). According to the topo map of the project area (Appendix B, page 3), there no karst features identified within or adjacent to the project area. In the early coordination response, the Indiana Geological Survey (IGS) did not indicate that karst features exist in the project area. The IGS response indicated that there is a high liquification potential, is located within the floodway, there is a high potential for bedrock resource and for sand and gravel resource, and no documented active or abandoned mineral resources extraction sites in the area (Appendix C, pages 19-21). Response from IGS was communicated with the designer on March 18, 2020. No impacts are expected.</p>		
Threatened and Endangered Species		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>The IDNR Marion County Endangered, Threatened and Rare (ETR) Species List has been checked and is included in Appendix E, pages 1-3. The highlighted species on the list reflect the federal and state identified ETR species located within the county. According to the IDNR DFW early coordination response letter dated March 25, 2020 (Appendix C, pages 24-25), the Natural Heritage Program’s Database has been checked and found no plant or animal species listed as state or federally threatened, endangered, or rare in the project vicinity.</p> <p>Project information was submitted through the USFWS’s Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, pages 30-35). The project is within range of the federally endangered Indiana bat (<i>Myotis sodalis</i>) and the federally threatened northern long-eared bat (NLEB) (<i>Myotis septentrionalis</i>). No additional species were found within or adjacent to the project area other than the Indiana bat and northern long-eared bat. In addition, the project is not within 0.5 mile of known bat hibernaculum or roost sites (Appendix C, page 36-44).</p> <p>The project qualifies for the <i>Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)</i>, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on February 12, 2020, and based on the responses provided, the project was found to “<i>May Affect - Not Likely to Adversely Affect</i>” the Indiana bat and/or the NLEB. INDOT reviewed and verified the effect finding on February 14, 2020 and requested USFWS’s review of the finding (Appendix C, pages 36-44). No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures (AMMs) are included as firm commitments in the <i>Environmental Commitments</i> section of this document.</p> <p>Project information was submitted through the USFWS’s IPaC portal, and an official species list was generated (Appendix C, pages 30-35). The project is located outside a High Potential Zone for the Rusty Patched Bumble Bee. Therefore, no impacts are expected.</p>		

INVOLVEMENT WITH RESOURCES			
	This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act, as amended. If new information on endangered species at the site becomes available, or if project plans are changed, USFWS will be contacted for consultation.		
Drinking Water Resources		No: X	Yes:
Comments:	<p><u>Sole Source Aquifer</u></p> <p>The project is located in Marion County, which is not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/ Environmental Protection Agency (EPA) Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project. No impacts are expected.</p> <p><u>Wellhead Protection Area and Source Water</u></p> <p>The Indiana Department of Environmental Management’s Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead/) was accessed on March 24, 2020, by HNTB Corporation. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.</p> <p><u>Water Wells</u></p> <p>The IDNR Water Well Record Database website (https://www.in.gov/dnr/water/3595.htm) was accessed on March 24, 2020, by HNTB Corporation. No wells are located near this project. Therefore, no impacts are expected.</p> <p><u>Urban Area Boundary</u></p> <p>Based on a desktop review of the INDOT MS4 website (https://entapps.indot.in.gov/MS4/) by HNTB Corporation on March 20, 2020, these projects are located in an Urban Area Boundary (UAB) location. An early coordination letter was sent on February 25, 2020, to the Marion County MS4 coordinator (Appendix C, pages 1-4). The MS4 coordinator responded on March 6, 2020 with recommendations regarding stormwater (Appendix C, page 11). These are included as project commitments. Avoidance alternatives are not practicable due to the location of the project area within the UAB. Appropriate erosion and sediment control measures will be implemented per INDOT standard specifications.</p> <p><u>Public Water System</u></p> <p>Based on a desktop review, a site visit on February 17, 2020, and the aerial map of the project area (Appendix B, page 2), this project is located where there is a public water system. The public water system exists within the project limits but will not be affected because the project will not require excavation or relocation of adjacent utilities. A utility coordination letter was sent on February 28, 2020 to Citizen’s Energy, Water Division (Appendix C, page 5). A response to utility coordination has not yet been received. No impacts are expected.</p>		
Flood Plains (note transverse or longitudinal impact)		No:	Yes: X
Comments:	<p>Based on a desktop review of The Indiana Department of Natural Resources Indiana Floodway Information Portal website (http://dnrmmaps.dnr.in.gov/appsphp/fdms/) by HNTB Corporation on March 24, 2020, this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page 2). An early coordination letter was sent on March 24, 2020 to the local Floodplain Administrator. No response has been received. This project qualifies as a Category 1 per the current INDOT CE Manual, which states: Although this project involves work within the horizontal limits of the 100-year floodplain, no work is being performed below the 100-year flood elevation and as a result this project does not encroach upon the base floodplain.</p>		

Farmland (acres)		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	Based on a desktop review, a site visit on February 17, 2020 by HNTB Corporation, and the aerial map of the project area (Appendix B, page 2), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected.			
Cultural Resources		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	<p>On February 24, 2020, INDOT Cultural Resource Office (CRO) determined that the East Fall Creek Parkway Corridor project falls under Category A-4 and A-5 of the Minor Projects Programmatic Agreement (MPPA) (Appendix D, pages 1-3).</p> <p>MPPA Category A-4 projects include 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.</p> <p>MPPA Category A-5 projects include repair, in-kind replacement or upgrade of existing lighting, signals, signage, and other traffic control devices in previously disturbed soils.</p> <p>No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.</p>			
Section 4(f) and Section 6(f) Resources		No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	<p><u>Section 4(f)</u></p> <p>Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife / waterfowl refuges, and NRHP eligible or listed historic properties regardless of ownership. Lands subject to this law are considered Section 4(f) resources.</p> <p>Based on a desktop review, a site visit on February 17, 2020 by HNTB, the aerial map of the project area (Appendix B, page 2), and review of the standard infrastructure GIS Layers, there are 17 potential recreational or historic 4(f) resources located within the 0.5 mile search radius. The closest is the Fall Creek Greenway which is also part of the Indianapolis Parks and Boulevards Historic District, a Section 4(f) cultural resource. The Fall Creek Greenway, including public parks and multi-use trails, is open to the public and publicly owned. The Fall Creek Greenway extends along the east side of East Fall Creek Parkway for the entire length of the project. Construction activities will not occur within the Greenway and access will not be impacted. The project will not use this resource by acquiring permanent right-of-way and will not alter the environment in such a way as to constitute constructive use of this resource. Therefore, no use is expected.</p> <p><u>Section 6(f)</u></p> <p>The U.S. Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation Fund (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreation resources. Section 6(f) of this Act prohibits conversion of lands purchased with LWCF monies to a non-recreation use.</p> <p>A review of 6(f) properties on the Land and Water Conservation Fund (LWCF) list maintained by the IDNR Division of Outdoor Recreation for the identification of LWCF properties and provided by INDOT ESD revealed a total of 30 properties in Marion County and four properties in various counties (Appendix I, page 1). The Fall Creek Corridor/Greenway is noted on the list twice with reference to the City of Indianapolis and is located adjacent to the project area. No right-of-way acquisition will occur from this resource; therefore, there will be no impacts to 6(f) resources as a result of this project.</p>			

Air Quality Impacts	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
<p>Comments:</p>	<p>The project is currently included in Amendment 20-18 to the Fiscal Year (FY) 2020-2024 STIP under the lead Des. No. 1902693 (Appendix H, page 1). The FY 2020-2024 STIP amendment includes Des. No. 2001151 by reference with the contract number T-42856. It is anticipated the amendment will be completed prior to project letting. If the projects are not added to the STIP prior to project letting, a reevaluation of the environmental document must occur. This is included in the Environmental Commitments section of this CE document.</p> <p>This project is located in Marion County, which is currently a nonattainment area for the 2010 1-Hour SO₂ Standard according to IDEM's Current and Historical List of Nonattainment Areas by County (https://www.in.gov/idem/airquality/files/nonattainment_county_list.pdf). This project has been identified as being exempt from air quality analysis in accordance with 40 CFR Part 93.126 and this project is not a project of air quality concern (40 CFR Part 93.123). Therefore, the project will have no significant impact on air quality.</p> <p>Marion County is currently a maintenance area for Ozone under the 1997 Ozone 8-hour standard which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018 South Coast Air Quality Management District V. Environmental Protection Agency, Et. Al. Decision. The project's design concept and scope are anticipated to be accurately reflected in both the 2045 Long-Range Transportation Plan (LRTP) and TIP (Appendix H, page 1) and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met.</p> <p><u>MSAT Level 1a Analysis</u></p> <p>This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117(c), or exempt under the Clean Air Act conformity rule under 40 CFR 93.126, and as such, a Mobile Source Air Toxics analysis is not required.</p>		
Community/Economic Impacts	No: <input type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input checked="" type="checkbox"/>
<p>Comments:</p>	<p>Indirect impacts are effects which are caused by the action and are later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate. Cumulative impacts affect the environment which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such actions.</p> <p>This project is not of a type that is likely to cause substantial indirect or cumulative effects. This project is not expected to affect growth, changes in land use, or population density. The project will not add capacity to the existing roadway network or provide additional access to any currently undeveloped area. Therefore, the project is not expected to increase development in the area or result in substantial indirect or cumulative impacts.</p> <p>Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. This project will have no relocations and will require less than 0.5 acre of additional permanent ROW; therefore, an EJ analysis is not required per the current INDOT Categorical Exclusion Manual.</p> <p>The MOT plan for these projects will be accomplished using INDOT standard drawings for MOT procedures and standard intersection traffic control as shown in the MUTCD. When work is occurring, traffic signals may switch over to four-way flashers or be temporarily shut down with appropriate signage and traffic control utilized in place of the signal. The addition of or restriping of turn lanes may require temporary lane closures. Specifications will be in place limiting the time of day that work can be completed. Localized temporary closures will be completed using flaggers, etc., as needed.</p> <p>Per the Fairs and Festivals website (www.fairsandfestivals.net) and the Indiana Festival website (www.indianafestivals.org), accessed on January 21, 2020, there are numerous regularly scheduled festivals</p>		

	<p>and events in Indianapolis, Indiana. Festivals include the 500 Festival, Talbot Street Art Fair, Indian Market & Festival, Indianapolis Art Fair, and the Indiana State Fair. The MOT plan may cause minor delays or inconveniences to those travelling to these events. The selected contractor will implement the MOT in accordance with the current Indiana Design Manual (IDM) and INDOT Standard Specifications.</p> <p>An Americans with Disabilities Act (ADA) Transition Plan has been developed by the City of Indianapolis, and this project is in compliance with the ADA Transition Plan.</p>			
Hazardous Materials	<table border="1" style="width: 100%;"> <tr> <td style="width: 50%;">No: <input checked="" type="checkbox"/></td> <td style="width: 25%;">Yes: <input type="checkbox"/></td> <td style="width: 25%;">Possible: <input type="checkbox"/></td> </tr> </table>	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>		
Comments:	No excavation will be necessary for this project, and a Red Flag Investigation was not required, per correspondence with INDOT Site Assessment and Management.			
Permits	<table border="1" style="width: 100%;"> <tr> <td style="width: 50%;">No: <input checked="" type="checkbox"/></td> <td style="width: 25%;">Yes: <input type="checkbox"/></td> <td style="width: 25%;">Possible: <input type="checkbox"/></td> </tr> </table>	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>		
Comments:	<p>No wetlands, waterways, or floodways are located within the project area and therefore the project will not require an IDEM Section 401 Water Quality Certification, a U.S. Army Corps of Engineers Section 404 Permit, or an IDNR construction in a floodway permit. The project will not disturb more than 1.0 acre of soil, and therefore no Rule 5 permit will be required. Applicable recommendations provided by IDEM, USFWS, and IDNR DFW are included in the Environmental Commitments section of this document. If permits are found to be necessary, the conditions of the permit will be requirements of the project and will supersede these recommendations.</p> <p>It is the responsibility of the project sponsor to identify and obtain all required permits.</p>			

ENVIRONMENTAL COMMITMENTS:

Firm

- 1) If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT District)
- 2) It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
- 3) The project must comply with the City of Indianapolis Storm Water Design and Construction Manual including Chapter 700 Stormwater Quality and Chapter 600 Erosion and Sediment Control. (City of Indianapolis MS4)
- 4) If the project disturbs an acre or more, the SWPPP will need to be sent to Marion County SWCD for Rule 5 review and approval. The email address for submittal is cheyenne-hoffa@iaswcd.org. (City of Indianapolis MS4)
- 5) Projects within the 100-year floodplain must submit plan information to the Department of Business and Neighborhood Services for a FLD permit. If this project is within a 100-year floodplain, please refer to design memo no. 2017.11. (City of Indianapolis MS4)
- 6) This project is anticipated to be added to the Indianapolis MPO Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP) prior to project letting. If the project is not added to the TIP and STIP prior to project letting, a reevaluation of the environmental document must occur. (INDOT)
- 7) General AMM 1. Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all Transportation Agency environmental commitments, including all applicable AMMs. (USFWS)
- 8) Lighting AMM 1. Direct temporary lighting away from suitable habitat during the active season. (USFWS)
- 9) Coordinate with the Indianapolis Historic Preservation Commission (IHPC) as additional reviews may be required. (Indianapolis DPW)
- 10) Project limits lie within a floodway and 100-year floodplain. Ensure floodplain boundaries are clearly labeled, distinguishing between floodway and floodplain zones. To create assurances that the design and construction meet the required article of City Code, FEMA requires DPW to obtain a floodplain permit through the Department of Business

and Neighborhood Services (DBNS). Please submit a floodplain permit application along with your final plans to Infrastructure@indy.gov and copy the DPW Project Manager. (Indianapolis DPW)

11) If the project disturbs less than one acre, an erosion and sediment control plan must still be developed and implemented to prevent the migration of sediment and other construction-related materials to storm sewers and waterways. This plan will be reviewed at the time of the Preliminary Final Plans and Utility Work Plan Request stage of the utility coordination process. (Indianapolis DPW)

For Consideration

12) Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting from April 1 through September 30. (IDNR DFW)

13) Plant five trees, at least 2 inches in diameter-at-breast height, for each tree which is removed that is ten inches or greater in diameter-at-breast height. (IDNR DFW)

THE CATEGORICAL EXCLUSION CANNOT BE PROCESSED AS A LEVEL ONE IF YES IS SELECTED FOR ANY OF THE FOLLOWING ITEMS*:		
Formal noise analysis required?	No: X	Yes:
Environmental Justice analysis required?	No: X	Yes:
Right-of-Way acquisition greater than 0.5 acre?	No: X	Yes:
Relocation of residences/businesses/etc.?	No: X	Yes:
Added through-traffic lanes?	No: X	Yes:
Facility on new location or realignment?	No: X	Yes:
Permanent alteration of local traffic pattern?	No: X	Yes:
Section 4(f) and Section 6(f) resource impacts?	No: X	Yes:
Sole Source Aquifer Groundwater Assessment required?	No: X	Yes:
Is the project "Likely to Adversely Affect" Threatened and Endangered Species?	No: X	Yes:
Stream impacts greater than 300 linear feet, or work beyond 75 feet from pavement?	No: X	Yes:
Wetland impacts greater than 0.1 acre?	No: X	Yes:
Does the project have historic bridge involvement, or a Section 106 finding of No Adverse Effect / Adverse Effect?	No: X	Yes:

* Please note, this table is not applicable for state funded CE's.

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Endangered and Threatened Species List 1

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Marion County Land and Water Conservation Fund (LWCF) County Listing 1

APPENDIX A: INDOT SUPPORTING DOCUMENTATION

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement ²
Stream Impacts	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	Individual 404 Permit
Wetland Impacts	No adverse impacts to wetlands	< 0.1 acre	-	< 1 acre	≥ 1 acre
Right-of-way³	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)	“No Effect”, “Not likely to Adversely Affect” (Without AMMs ⁴ or with AMMs required for all projects ⁵)	“Not likely to Adversely Affect” (With any other AMMs)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic
Threatened/Endangered Species (Any other species)	Falls within guidelines of USFWS 2013 Interim Policy	“No Effect”, “Not likely to Adversely Affect”	-	-	“Likely to Adversely Affect”
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential ⁶
Sole Source Aquifer	Detailed Assessment Not Required	-	-	-	Detailed Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Coastal Zone Consistency	Consistent	-	-	-	Not Consistent
National Wild and Scenic River	Not Present	-	-	-	Present
New Alignment	None	-	-	-	Any
Section 4(f) Impacts	None	-	-	-	Any
Section 6(f) Impacts	None	-	-	-	Any
Added Through Lane	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Coast Guard Permit	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ⁷
Approval Level <ul style="list-style-type: none"> • District Env. Supervisor • Env. Services Division • FHWA 	Concurrence by INDOT District Environmental or Environmental Services	Yes	Yes	Yes Yes	Yes Yes Yes

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

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

³Permanent and/or temporary right-of-way.

⁴AMMs = Avoidance and Mitigation Measures.

⁵AMMs determined by the IPAC decision key to be needed that are listed in the USFWS *User's Guide for the Range-wide Programmatic Consultation for Indiana bat and Northern long-eared bat* as “required for all projects”.

⁶Potential for causing a disproportionately high and adverse impact.

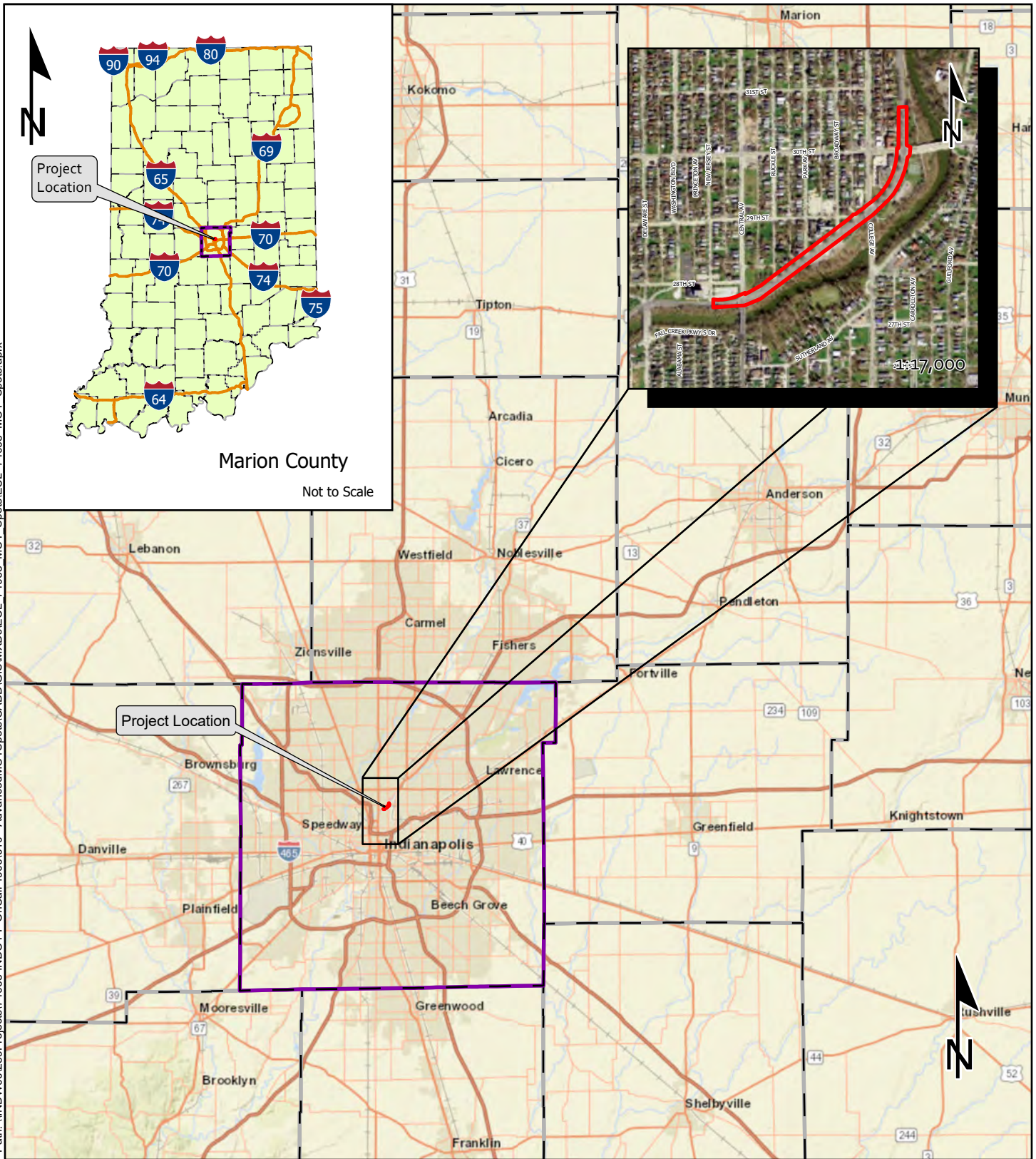
⁷Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

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

Although the impacts of this project do not meet the Level 1 criteria on this threshold chart, INDOT has determined the project warrants the offering of an opportunity for a public hearing due to changes in through lanes, turn lanes, and traffic movements. It is therefore being documented as a CE-1.

APPENDIX B: GRAPHICS



Path: \\INDW00\289Projects\74068-INDOT-F OnCall - 1906\010 - Advance\MOTS\Spots\CADD\GIS\MXD\IECL_74068 MOT_Spots\IECL_74068 MOT_Spots.aprx

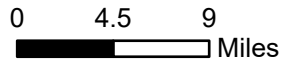


Marion County

Not to Scale

Project Location

-  Counties
-  Project Area



Project Location Map
 Fall Creek Parkway Corridor
 Turn Lane and Signal Modification
 Indianapolis, Marion County, Indiana

Des. No. 2001151

1 inch = 9 miles

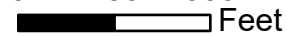


Graphics created by HNTB Corporation (2020)



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 Project Area

0 150 300
 Feet

Des. No. 2001151

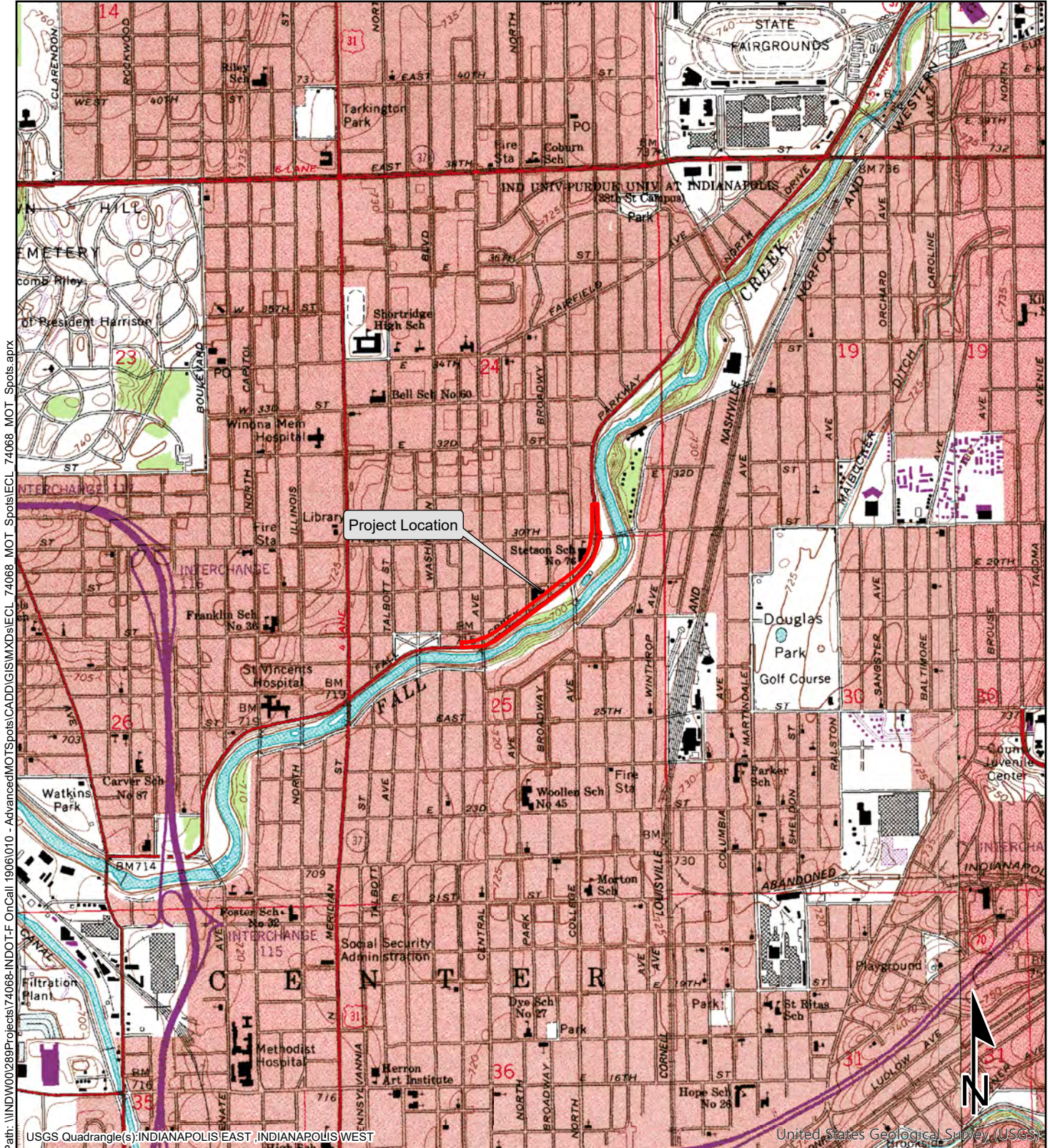
1 inch = 300 ft

Project Aerial Map

Fall Creek Parkway Corridor
 Turn Lane and Signal Modification
 Indianapolis, Marion County, Indiana

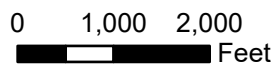
HNTB

Graphics created by HNTB Corporation (2020)



Path: \\INDW00\289\Projects\74068-INDOT-F OnCall - 1906\010 - Advanced\MOT\Spots\CADD\GIS\MXD\IECL 74068 MOT Spots\IECL 74068 MOT Spots.aprx
 USGS Quadrangle(s): INDIANAPOLIS EAST, INDIANAPOLIS WEST

Project Area



USGS (1:24,000 scale) Topographic Map
 Fall Creek Parkway Corridor
 Turn Lane and Signal Modification
 Indianapolis, Marion County, Indiana

Des. No. 2001151

1 inch = 2,000 ft



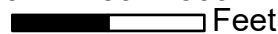



Graphics created by HNTB Corporation (2020)



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Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woolpert Inc.

 Photo Locations  Project Area	Photo Location Map Fall Creek Parkway Corridor Turn Lane and Signal Modification Indianapolis, Marion County, Indiana	
0 150 300  Feet	Des. No. 2001151	 Graphics created by HNTB Corporation (2020)
1 inch = 300 ft		



1. Looking north towards 30th St. along Fall Creek Parkway. Note center left turn lane which will become reversible lane.



2. Looking southwest along Fall Creek Parkway from 30th Street. Note left turn lane which will become reversible lane.



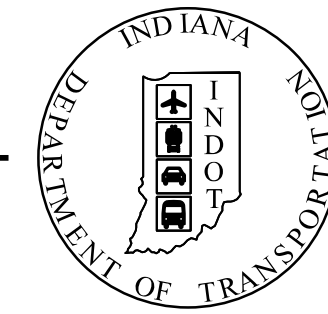
3. Looking southwest along Fall Creek Parkway from College Avenue. Note left turn lane which will become reversable lane.



4. Looking northeast along Fall Creek Parkway from Central Avenue. Note center turn lane which will become reversable lane
Des. No. 2001151 Appendix B, Page 6 of 15

PROJECT	DESIGNATION
1902693	1902693
CONTRACT	
T-42856	

INDIANA DEPARTMENT OF TRANSPORTATION



SEE INDEX SHEET FOR TRAFFIC AND DESIGN DATA

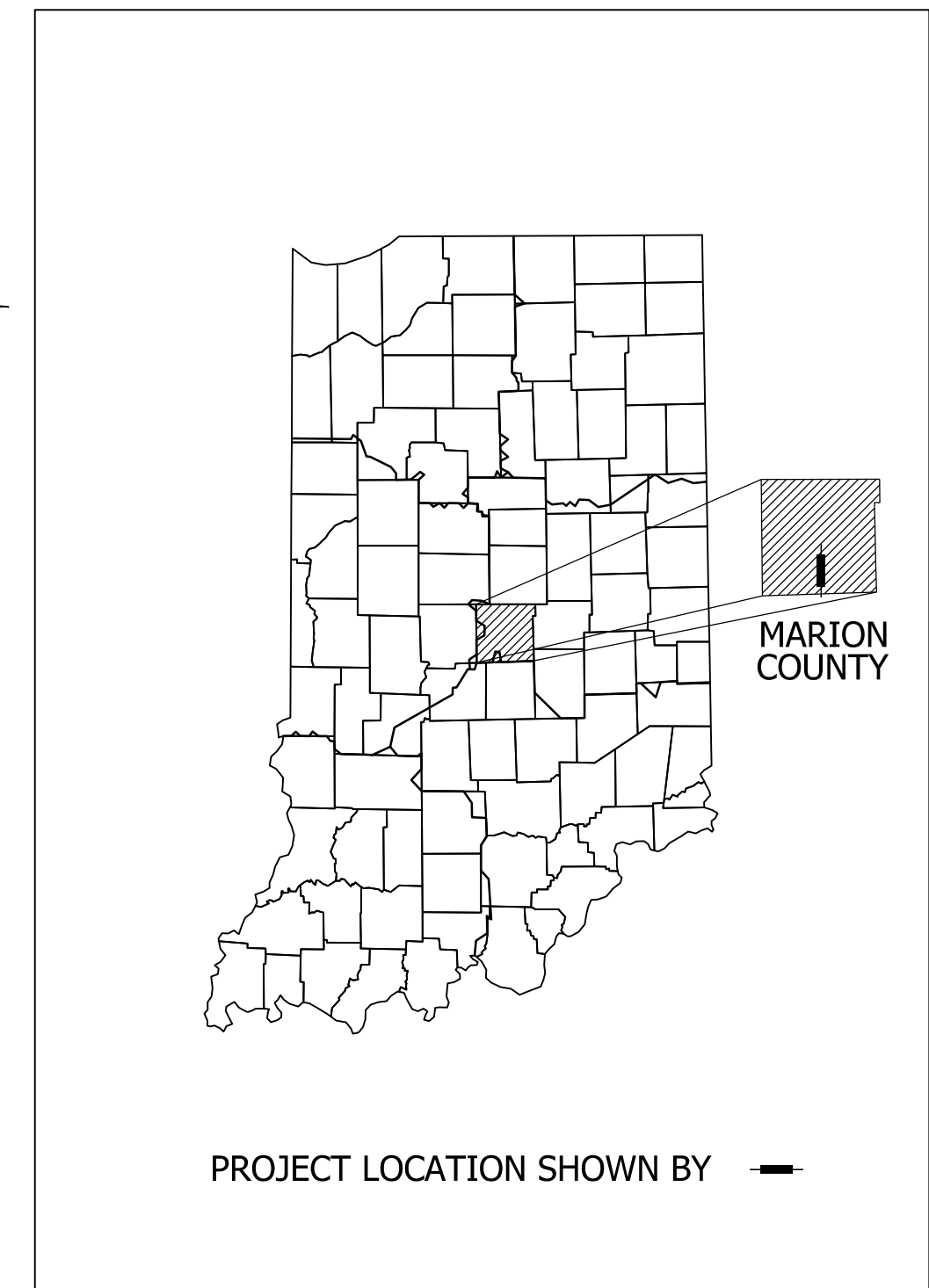
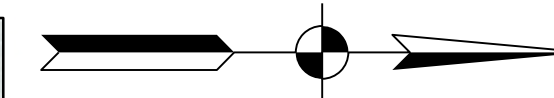
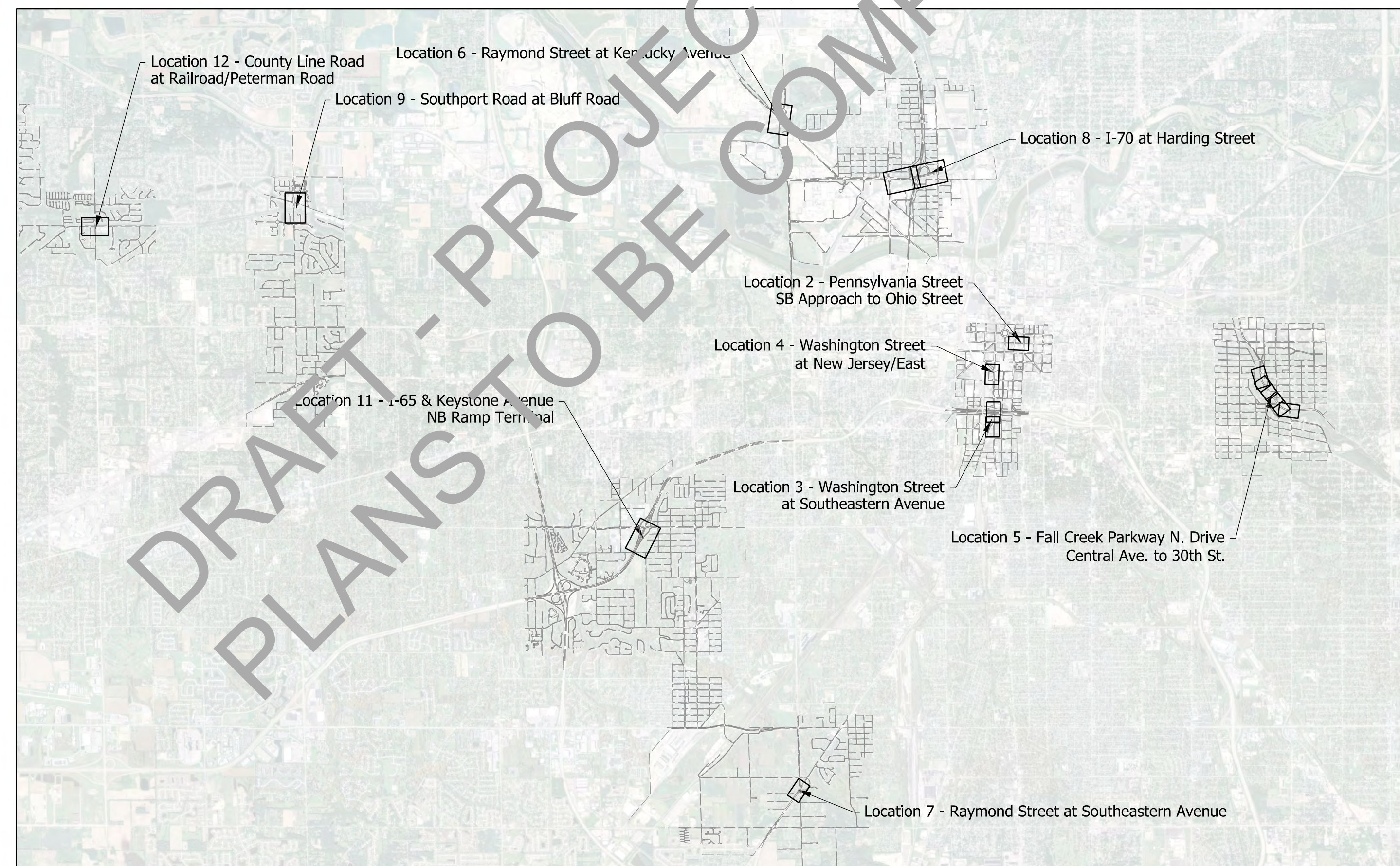
ROAD AND TRAFFIC PLANS ADVANCED M.O.T. SPOT IMPROVEMENTS

PROJECT NO. 1902693 P.E.

PROJECT DESCRIPTION

ITS SIGNAL COMMUNICATIONS UPGRADE AND SPOT LOCATION IMPROVEMENTS. TEN PROJECT LOCATIONS IN THE CITY OF INDIANAPOLIS, MARION COUNTY. PROJECT WILL REPAIR OR UPGRADE VARIOUS TRAFFIC SIGNAL EQUIPMENT AT EACH LOCATION ALONG WITH LANE ADDITIONS AND UPDATED SIGNING AND PAVEMENT MARKINGS.

DESIGNATION	PROJECT LOCATION
LEAD Des. 1902693	PENNSYLVANIA ST. SB TO OHIO ST. (LOCATION 2) WASHINGTON ST. AT NEW JERSEY/EAST (LOCATION 4) RAYMOND ST. AT KENTUCKY AVE. (LOCATION 6) RAYMOND ST. AT SOUTHEASTERN AVE. (LOCATION 7) SOUTHPORT RD. AT BLUFF RD. (LOCATION 9) COUNTY LINE RD. AT RAILROAD RD. (LOCATION 12)
Des. 2001151	FALL CREEK CORRIDOR (LOCATION 5)
Des. 2001152	I-70 & HARDING (LOCATION 8)
Des. 2001153	I-65 & KEYSTONE NB RAMP (LOCATION 11) WASHINGTON ST. AT SOUTHEASTERN AVE. (LOCATION 3)



LATITUDE: N/A LONGITUDE: N/A

GROSS LENGTH: N/A
NET LENGTH: N/A
MAX. GRADE: N/A

LOCATION MAP
1" = 5000'

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

jsburton 3/25/2020 6:03:17 pm model:Sheet1 file: c:\aditib\pww\jsburton\grateakes\00232751\74066-rd-s-cov02.dgn



HNTB INDIANA, INC
THE HNTB COMPANIES
ENGINEERS ARCHITECTS PLANNERS
111 MONUMENT CIRCLE
SUITE 1200
INDIANAPOLIS, IN 46204

DRAFT
NOT FOR CONSTRUCTION

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

	N/A	
	DESIGNATION	
	1902693	
SURVEY BOOK	SHEETS	COV-01
ELECTRONIC	1 of	87
CONTRACT	PROJECT	
T-42856	1902693	

UTILITY CONTACTS

FIBER

Intelligent Fiber Network
Shawn Wright
722 N. High School Road
Indianapolis, IN 46124
317-777-7119
swright@intelligentfiber.com

IU Fiber
Phillip Nichols
1800 N. Range Road
Bloomington, IN 47408
812-855-3552
pdnichol@indiana.edu

Centurylink
Dave Huckfeldt
19675 W. 10 Mile Road
Southfield, MI 48075
517-812-2592
dave.huckfeldt@centurylink.com

Crown Castle
David Antol
2000 Corporate Dr.
Cannonsburg, PA 15317
724-416-2180
fiber.dig@crowncastle.com

TCS Communication
Mike Marafine
4355 Lafayette Blvd.
Indianapolis, IN 46254
241-597-4716
mike.marafine@tesinclc.com

Zayo Bandwidth
Waylon Higgins
9209 Castlegate Dr.
Indianapolis, IN 46256
765-341-1199
waylon.higgins@zayo.com

US Signal (RVP Fiber)
John Lundell
201 Iona Ave. SW
Grand Rapids, MI 49503
616-988-7117
jlundell@ussignal.com

Metronet
Lori Kemper
3701 Communications Way
Evansville, IN 47715
812-213-1050
lori.kemper@metronetinc.com

Windstream
Scott Builta
102 E Shafer St.
Forsyth, IL 62535
217-876-7194
donald.built@windstream.com

TELEPHONE

AT&T
Matt Spindler
240 N Meridian St.
Room 1791
Indianapolis, IN 46204
317-265-3050
ms4822@att.net

MCI/Verizon
Ron Kocienski
720 W. Henry Street
Indianapolis, IN 46225
469-886-4238
investigations@verizon.com

Sprint/Nextel
Steven Hughes
11370 Enterprise Park Dr.
Sharonville, OH 45241
513-459-5796
steven.hughes@sprint.com

SIGNALS

City of Indianapolis
Theresa Mendoza
1200 S. Madison Avenue
Suite 200
Indianapolis, IN 46225
317-327-2302
theresa.mendoza@Indy.Gov

CABLE

Brighthouse
Jason Kirkman
3030 Roosevelt Av.
Indianapolis, IN 46218
317-632-9077
jason.kirkman@charter.com

Comcast
Will Morris
5330 E 65th St.
Indianapolis, IN 46220
317-516-2237
william_morris@cable.comcast.com

GAS

Citizens Energy
utilitycoordination@citizensenergygroup.com

Vectren
publicproject@vectren.com

WATER/SEWER

Citizens Energy
utilitycoordination@citizensenergygroup.com

City of Greenwood
Doug Lindle
367 S. Washington St.
Greenwood, IN 46143
317-888-1254
lindled@greenwood.in.gov

Indiana American Water
Jared Burnett
135 N. Emerson Ave.
Greenwood, IN 46143
317-885-2428
jared.burnett@amwater.com

ELECTRIC

IPL
Janet Snodgrass
1230 W. Morris Street
Indianapolis, IN 46221
317-261-8617
janet.snodgrass@aes.com

South Central Indiana REMC
Kevin Shelley
750 International Dr.
Franklin, IN 46131
317-738-7630
shelleyk@jcremc.com

GENERAL NOTES

	The final cross sections of the grading contract will be the original cross sections of the paving contract. However, partial or complete cross sections shall be taken if necessary to determine the actual excavation quantities.
	The paper relocation lines will be cross sectioned by the engineer before construction.
	Existing asphalt pavement located outside the construction limits shall be removed as directed.
XX	All earth shoulders, median areas, cut and fill slopes shall be plain or mulched seeded except where sodding is specified.
XX	All existing storm drainage pipes, inlets, and manholes shall remain unless otherwise noted.
	All existing right of way fence shall be removed unless otherwise noted.
XX	All disturbed areas shall be seeded with seed mixture "U" unless otherwise noted.
XX	All slopes are to be repaired with a minimum amount of grading so as not to disturb existing vegetation more than necessary.

XX Denotes General Notes Required.

SHEET INDEX

SHEET NO.	DWG NO.	DESIGNATION
1	TI-00	TITLE SHEET
2	IN-01	INDEX AND GENERAL NOTES
3	MOT-01	MAINTENANCE OF TRAFFIC
4	SPM-01	SIGNING AND PAVEMENT MARKING PLANS
5	TBL-01	SUMMARY TABLE
6	TS-01	TYPICAL SECTIONS
7	MOT-02	MAINTENANCE OF TRAFFIC
8 - 9	CD-01 - CD-02	CONSTRUCTION DETAILS
10	ID-01	SPOT ELEVATION DETAIL
11 - 12	SPM-02 - SPM-03	SIGNING AND PAVEMENT MARKING PLANS
13	TBL-02	SUMMARY TABLE
14	MOT-03	MAINTENANCE OF TRAFFIC
15 - 16	SG-01 - SG-02	SIGNAL DETAILS
17	CRD-01	CURB RAMP DETAILS
18	TBL-03	SUMMARY TABLE
19	MOT-04	MAINTENANCE OF TRAFFIC
20 - 24	SPM-04 - SPM-08	SIGNING AND PAVEMENT MARKING PLANS
25	TBL-04	SUMMARY TABLE
26	MOT-05	MAINTENANCE OF TRAFFIC
27	SG-03	SIGNAL DETAILS
28	TBL-05	SUMMARY TABLE
29	MOT-06	MAINTENANCE OF TRAFFIC
30	ID-02	SPOT ELEVATION DETAIL
31	SPM-01	SIGNING AND PAVEMENT MARKING PLANS
32	TBL-06	SUMMARY TABLE
33 - 37	TS-02 - TS-06	TYPICAL CROSS SECTIONS
38 - 41	MOT-07 - MOT-10	MAINTENANCE OF TRAFFIC
42 - 43	CD-01 - CD-02	CONSTRUCTION DETAILS
44 - 45	ID-03 - ID-04	SPOT ELEVATION AND INTERSECTION DETAIL
46 - 47	SPM-10 - SPM-11	SIGNING AND PAVEMENT MARKING PLANS
48 - 49	SG-04 - SG-05	SIGNAL DETAILS
50	TBL-07	SUMMARY TABLE
51 - 63	XS-01 - XS-13	ROADWAY CROSS SECTIONS
64	MOT-11	MAINTENANCE OF TRAFFIC
65	SG-06	SIGNAL DETAILS
66	TBL-08	SUMMARY TABLE
67 - 68	TS-07 - TS-08	TYPICAL CROSS SECTIONS
69 - 70	MOT-12 - MOT-13	MAINTENANCE OF TRAFFIC
71	PLN-01	ROADWAY PLAN
72	SED-01	SUPERELEVATION DIAGRAM
73 - 74	CD-03 - CD-04	CONSTRUCTION DETAILS
75	ID-05	SPOT ELEVATION AND INTERSECTION DETAIL
76	CRD-03	CURB RAMP DETAILS
77	SESC-01	EROSION CONTROL DETAIL
78	SPM-12	SIGNING AND PAVEMENT MARKING PLANS
79	TBL-09	SUMMARY TABLE
80 - 84	XS-14 - XS-17	ROADWAY CROSS SECTIONS
85	MOT-14	MAINTENANCE OF TRAFFIC
86	SG-07	SIGNAL DETAILS
87	TBL-10	SUMMARY TABLE

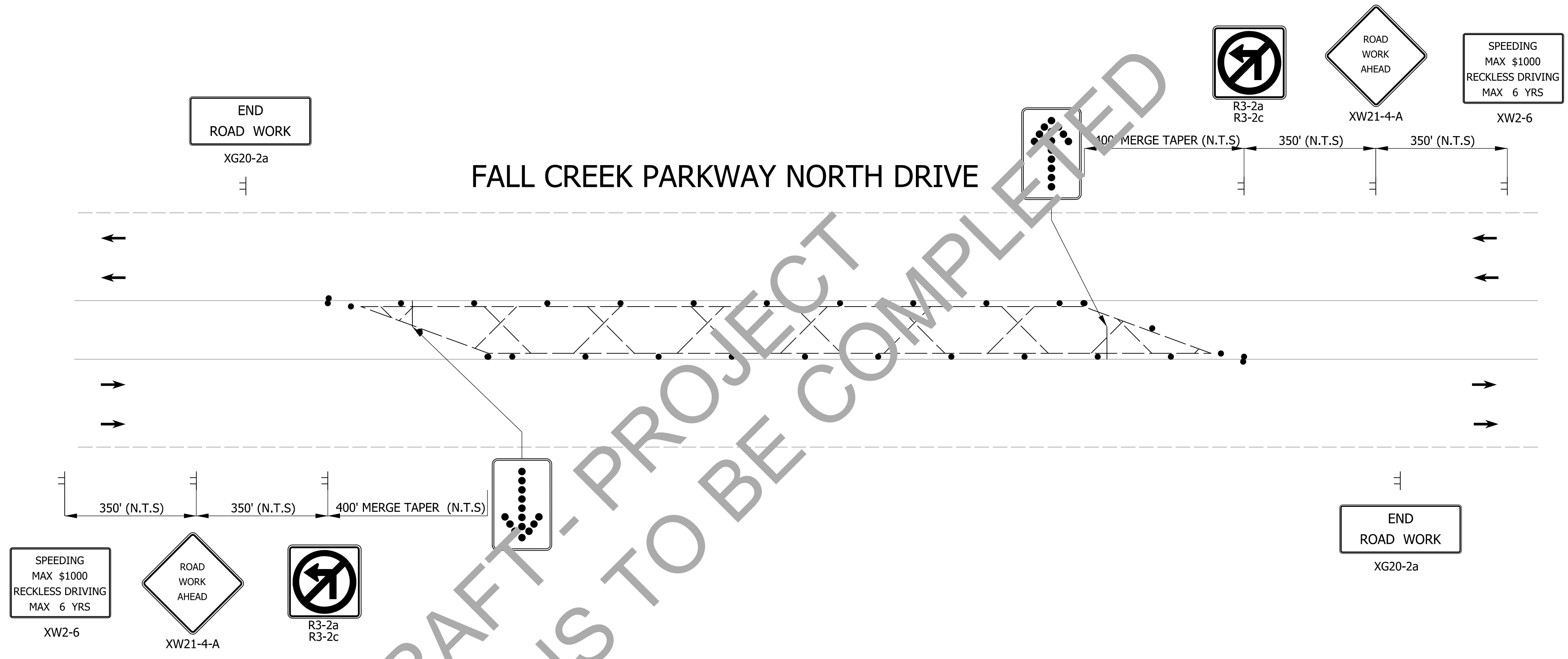


DRAFT - PROJECT PLANS TO BE COMPLETED

Location	2	3	3	4	4	4	5	6	6	7	7	8	8	8	9	11	11	12	12	
TRAFFIC DATA	Pennsylvania St.	Washington St.	Southeastern Ave	Washington St.	New Jersey St.	East St.	Fall Creek Parkway	Raymond St.	Kentucky Ave.	Raymond St.	Southeastern Ave.	Harding St.	I-70 EB Ramps	I-70 WB Ramps	Southport Rd.	Bluff Rd.	Keystone Ave.	I-65 NB Ramps	County Line Rd.	Railroad Rd.
AADT (2019)	13,300	31,500	11,400	23,700	3,800	12,200	32,500	18,900	13,300	13,500	15,400	20,200	11,300	11,700	15,200	13,000	24,600	8,800	13,200	5,500
AADT (2040)	14,800	35,000	12,700	26,300	4,200	13,500	36,100	21,000	14,800	15,000	17,100	22,400	12,500	13,000	16,900	14,400	27,300	9,800	14,700	6,100
DHV (2040)	1,470	2,870	1,070	2,590	470	1,360	3,500	2,520	1,420	1,420	1,560	1,960	1,430	990	1,400	1,270	2,020	1,260	960	590
DIRECTIONAL DISTRIBUTION																				
TRUCKS, % AADT	2.4%	4.4%	5.1%	3.1%	2.8%	2.9%	1.3%	16.7%	20.7%	6.8%	6.5%	10.8%	11.4%	12.5%	2.1%	1.7%	2.6%	3.6%	1.5%	0.8%
TRUCKS, % DHV	1.3%	1.9%	1.7%	1.4%	0.7%	1.3%	1.2%	8.4%	7.6%	4.0%	3.4%	8.2%	7.4%	6.7%	1.1%	0.8%	1.9%	1.9%	1.5%	0.9%
DESIGN DATA																				
DESIGN SPEED	25 MPH	35 MPH	35 MPH	25 MPH	25 MPH	25 MPH	35 MPH	45 MPH	35 MPH	40 MPH	40 MPH	40 MPH	30 MPH	30 MPH	40 MPH	45 MPH	40 MPH	35 MPH	40 MPH	35 MPH
PROJECT DESIGN CRITERIA	3R	3R	3R	3R	3R	3R	3R	3R	3R	3R	3R	3R	3R	3R	3R	3R	3R	3R	3R	3R
FUNCTIONAL CLASSIFICATION	ARTERIAL	ARTERIAL	ARTERIAL	ARTERIAL	ARTERIAL	ARTERIAL	ARTERIAL	ARTERIAL	ARTERIAL	ARTERIAL	ARTERIAL	ARTERIAL	INTERSTATE RAMP	INTERSTATE RAMP	ARTERIAL	ARTERIAL	ARTERIAL	INTERSTATE RAMP	ARTERIAL	COLLECTOR
RURAL/URBAN	URBAN (Built Up)	URBAN (Built Up)	URBAN (Built Up)	URBAN (Built Up)	URBAN (Built Up)	URBAN (Built Up)	URBAN (Built Up)	URBAN (Built Up)	URBAN (Built Up)	URBAN (Intermediate)	URBAN (Intermediate)	URBAN (Intermediate)	URBAN	URBAN	URBAN (Suburban)	URBAN (Suburban)	URBAN (Intermediate)	URBAN	URBAN (Suburban)	URBAN (Suburban)
TERRAIN	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL
ACCESS CONTROL	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	PARTIAL	FULL	FULL	NONE	NONE	PARTIAL	FULL	NONE	NONE

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE N/A	BRIDGE FILE N/A
DESIGNED: _____ JSB _____ DRAWN: _____ JSB _____	INDEX AND GENERAL NOTES		VERTICAL SCALE N/A	DESIGNATION 1902693
CHECKED: _____ MDC _____ CHECKED: _____ MDC _____			SURVEY BOOK ELECTRONIC	SHEETS IND-01 2 of 87
			CONTRACT T-42856	PROJECT 1902693

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DRAFT - PROJECT
PLANS TO BE COMPLETED

MAINTENANCE OF TRAFFIC PHASE 1 QUANTITIES		
Construction Sign, A	8	EACH
Flashing Arrow Sign	364	DAY

jsburton
3/25/2020 6:06:32 pm
model-Sheet1
file: c:\adidib\p\jsburton\grateakes\00232762174068-ra-s-mot05.dgn

Maintenance Of Traffic Legend
 Construction Area
 Direction Of Traffic
 Construction Sign, A

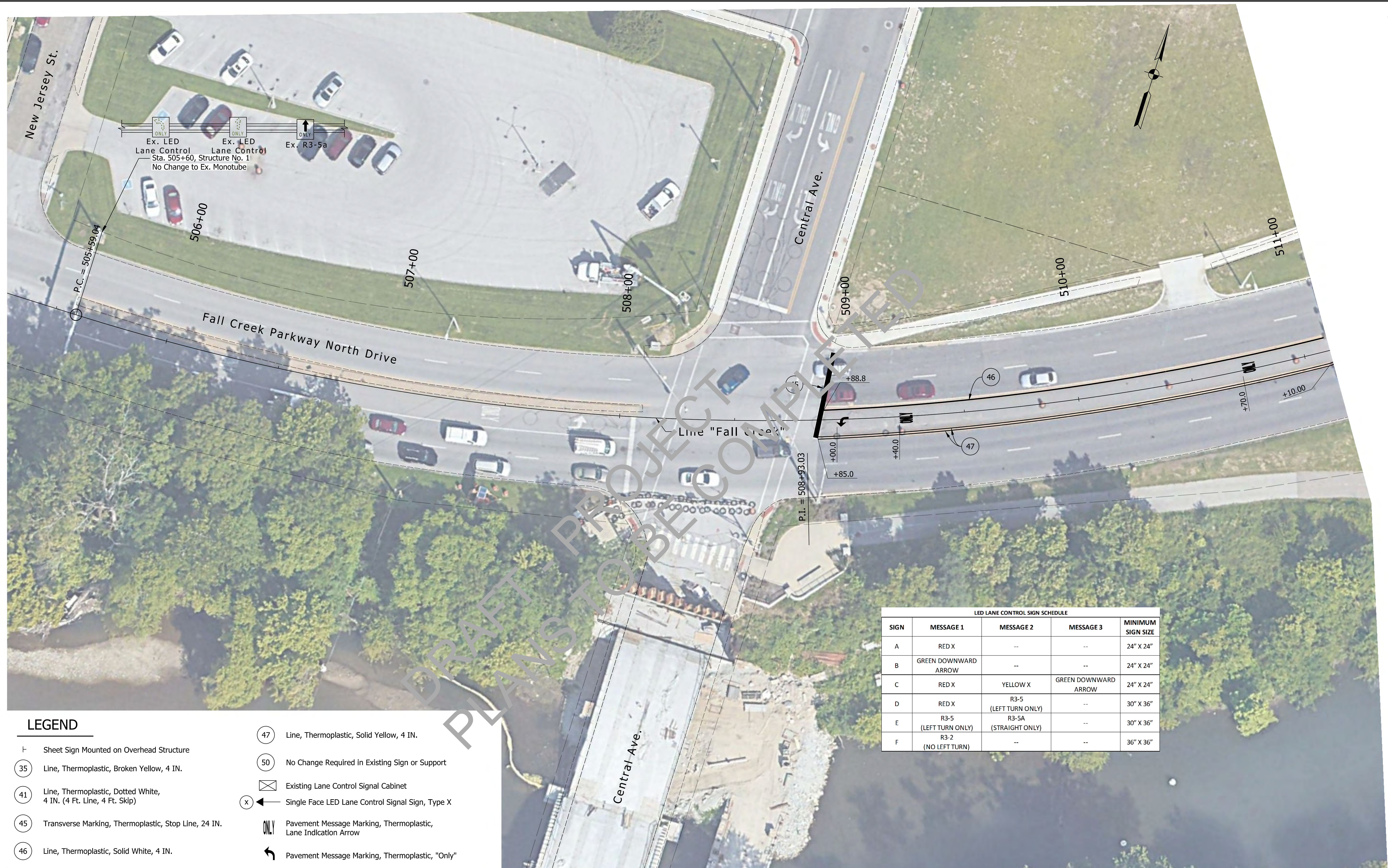
DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ JCW _____	DRAWN: _____ JCW _____	
CHECKED: _____ MCS _____	CHECKED: _____ MCS _____	

**INDIANA
DEPARTMENT OF TRANSPORTATION**

**FALL CREEK PARKWAY N. DRIVE
CENTRAL AVE. TO 30TH ST.
MAINTENANCE OF TRAFFIC**

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2001151
SURVEY BOOK	SHEETS MOT-04
ELECTRONIC	19 of 87
CONTRACT	PROJECT
T-42856	1902693



LEGEND

- Sheet Sign Mounted on Overhead Structure
- 35 Line, Thermoplastic, Broken Yellow, 4 IN.
- 41 Line, Thermoplastic, Dotted White, 4 IN. (4 Ft. Line, 4 Ft. Skip)
- 45 Transverse Marking, Thermoplastic, Stop Line, 24 IN.
- 46 Line, Thermoplastic, Solid White, 4 IN.
- 47 Line, Thermoplastic, Solid Yellow, 4 IN.
- 50 No Change Required in Existing Sign or Support
- Existing Lane Control Signal Cabinet
- Single Face LED Lane Control Signal Sign, Type X
- Pavement Message Marking, Thermoplastic, Lane Indication Arrow
- Pavement Message Marking, Thermoplastic, "Only"

LED LANE CONTROL SIGN SCHEDULE				
SIGN	MESSAGE 1	MESSAGE 2	MESSAGE 3	MINIMUM SIGN SIZE
A	RED X	--	--	24" X 24"
B	GREEN DOWNWARD ARROW	--	--	24" X 24"
C	RED X	YELLOW X	GREEN DOWNWARD ARROW	24" X 24"
D	RED X	R3-5 (LEFT TURN ONLY)	--	30" X 36"
E	R3-5 (LEFT TURN ONLY)	R3-5A (STRAIGHT ONLY)	--	30" X 36"
F	R3-2 (NO LEFT TURN)	--	--	36" X 36"

NOTE TO REVIEWER:
Existing Sign and Pavement Marking Removals to be Verified Prior to Next Submittal.

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: CJS	DRAWN: JRF	
CHECKED: MMM	CHECKED: CJS	

INDIANA
DEPARTMENT OF TRANSPORTATION

FALL CREEK PARKWAY N. DRIVE
CENTRAL AVE. TO 30TH ST.
SIGNING AND PAVEMENT MARKING PLAN

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2001151
SURVEY BOOK	SHEETS SPM-04
ELECTRONIC	20 of 87
CONTRACT	PROJECT
T-42856	1902693

jshurton
 3/25/2020 6:09:03 pm
 model:Sheet1
 file: c:\cadd\ib\jshurton\grateakes\002\2276217\1068-rd-s-spm05.dgn

NOTE TO REVIEWER:
Existing Sign and Pavement
Marking Removals to be Verified
Prior to Next Submittal.



DRAFT - PROJECT PLANS TO BE COMPLETED

LEGEND	
⊥	Sheet Sign Mounted on Overhead Structure
⊖ 35	Line, Thermoplastic, Broken Yellow, 4 IN.
⊖ 41	Line, Thermoplastic, Dotted White, 4 IN. (4 Ft. Line, 4 Ft. Skip)
⊖ 45	Transverse Marking, Thermoplastic, Stop Line, 24 IN.
⊖ 46	Line, Thermoplastic, Solid White, 4 IN.
⊖ 47	Line, Thermoplastic, Solid Yellow, 4 IN.
⊖ 50	No Change Required in Existing Sign or Support
⊖	Existing Lane Control Signal Cabinet
⊖ X	Single Face LED Lane Control Signal Sign, Type X
ONLY	Pavement Message Marking, Thermoplastic, Lane Indication Arrow
↩	Pavement Message Marking, Thermoplastic, "Only"

jsburton
3/25/2020 6:09:15 pm
model:Sheet2
file: c:\cadd\ib\p\jsburton\grate\akes\002\2276217\1068-rd-s-spm05.dgn

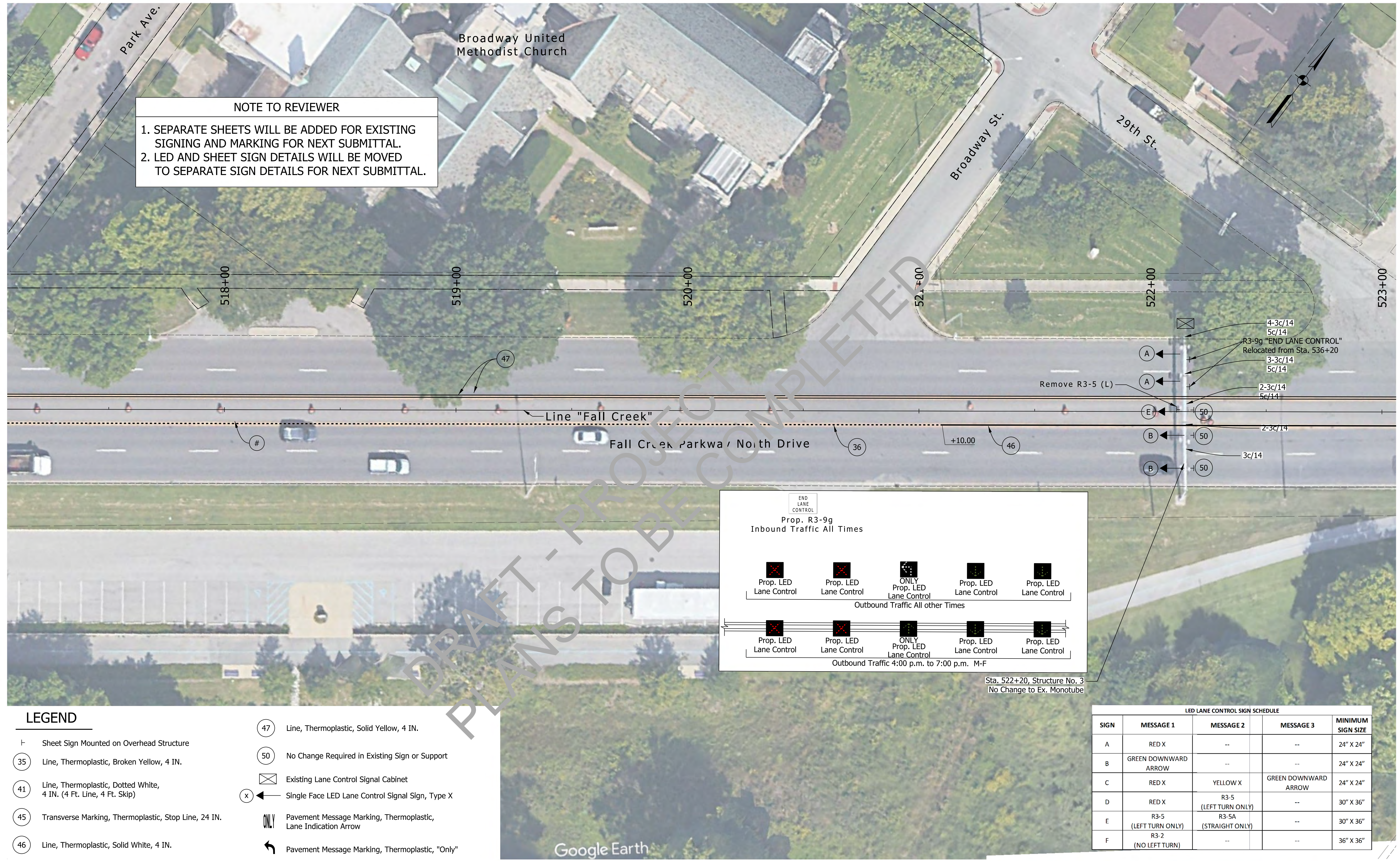
DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ CJS _____	DRAWN: _____ JRF _____	
CHECKED: _____ MMM _____	CHECKED: _____ CJS _____	

**INDIANA
DEPARTMENT OF TRANSPORTATION**

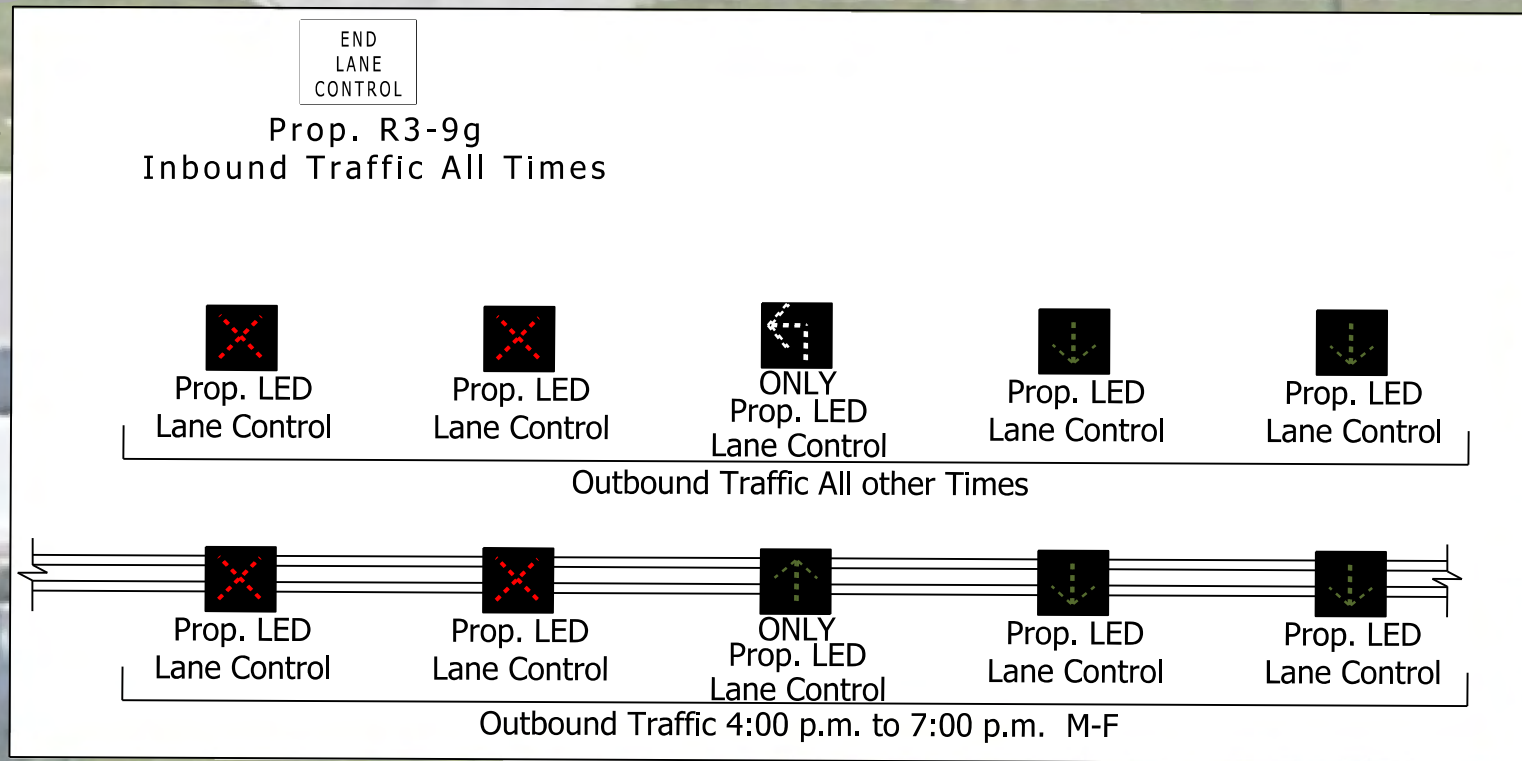
**FALL CREEK PARKWAY N. DRIVE
CENTRAL AVE. TO 30TH ST.
SIGNING AND PAVEMENT MARKING PLAN**

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2001151
SURVEY BOOK	SHEETS SPM-05
ELECTRONIC	21 of 87
CONTRACT	PROJECT
T-42856	1902693



NOTE TO REVIEWER

1. SEPARATE SHEETS WILL BE ADDED FOR EXISTING SIGNING AND MARKING FOR NEXT SUBMITTAL.
2. LED AND SHEET SIGN DETAILS WILL BE MOVED TO SEPARATE SIGN DETAILS FOR NEXT SUBMITTAL.



Sta. 522+20, Structure No. 3
No Change to Ex. Monotube

LEGEND

- Sheet Sign Mounted on Overhead Structure
- 35 Line, Thermoplastic, Broken Yellow, 4 IN.
- 41 Line, Thermoplastic, Dotted White, 4 IN. (4 Ft. Line, 4 Ft. Skip)
- 45 Transverse Marking, Thermoplastic, Stop Line, 24 IN.
- 46 Line, Thermoplastic, Solid White, 4 IN.
- 47 Line, Thermoplastic, Solid Yellow, 4 IN.
- 50 No Change Required in Existing Sign or Support
- Existing Lane Control Signal Cabinet
- Single Face LED Lane Control Signal Sign, Type X
- ONLY Pavement Message Marking, Thermoplastic, Lane Indication Arrow
- Pavement Message Marking, Thermoplastic, "Only"

LED LANE CONTROL SIGN SCHEDULE				
SIGN	MESSAGE 1	MESSAGE 2	MESSAGE 3	MINIMUM SIGN SIZE
A	RED X	--	--	24" X 24"
B	GREEN DOWNWARD ARROW	--	--	24" X 24"
C	RED X	YELLOW X	GREEN DOWNWARD ARROW	24" X 24"
D	RED X	R3-5 (LEFT TURN ONLY)	--	30" X 36"
E	R3-5 (LEFT TURN ONLY)	R3-5A (STRAIGHT ONLY)	--	30" X 36"
F	R3-2 (NO LEFT TURN)	--	--	36" X 36"

jsburton
 3/25/2020 6:09:22 pm
 model:Sheet3
 file: c:\adddib\pvt\jsburton\gmaat\kcs\002\22\6217\1068-rd-s-spm05.dgn

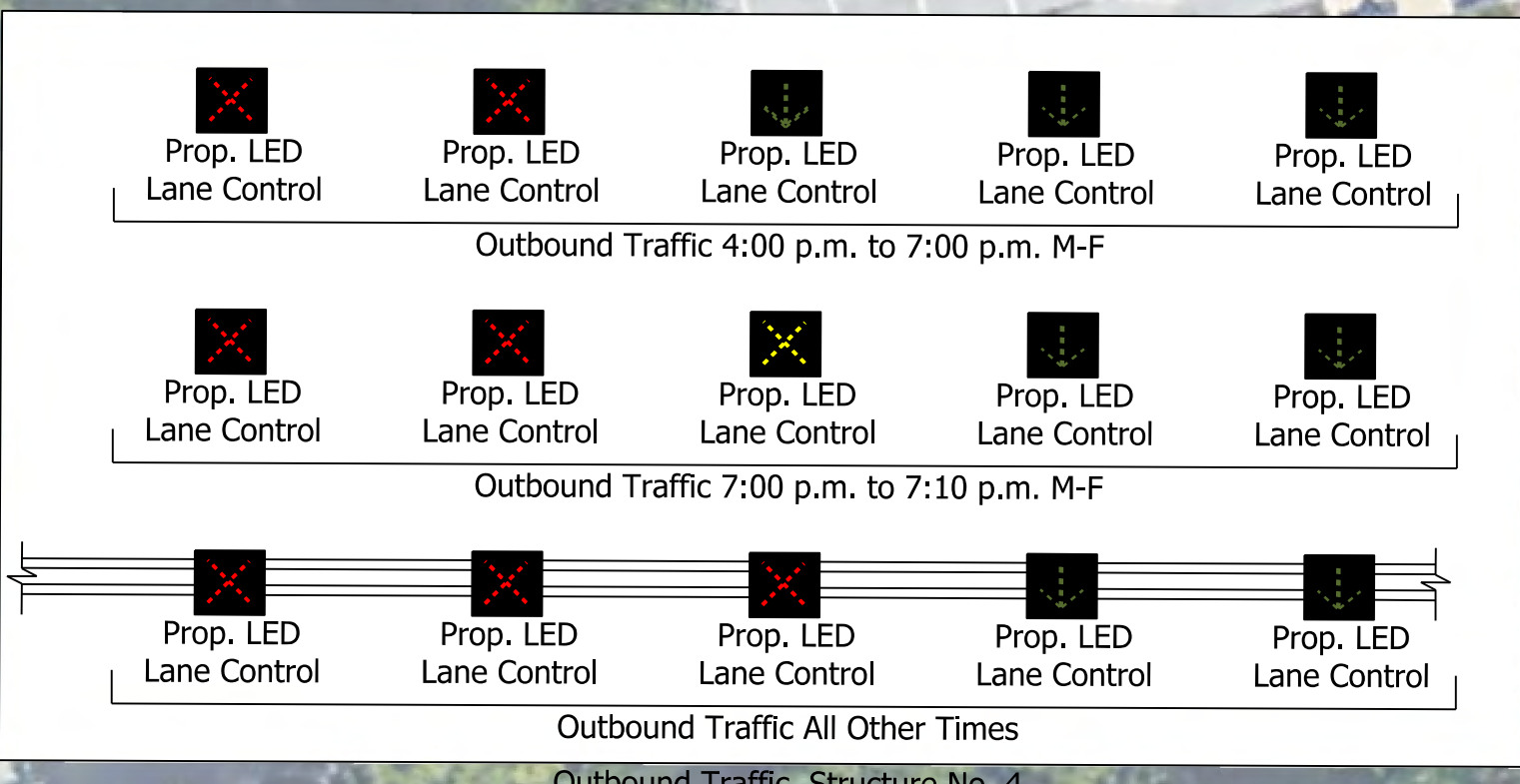
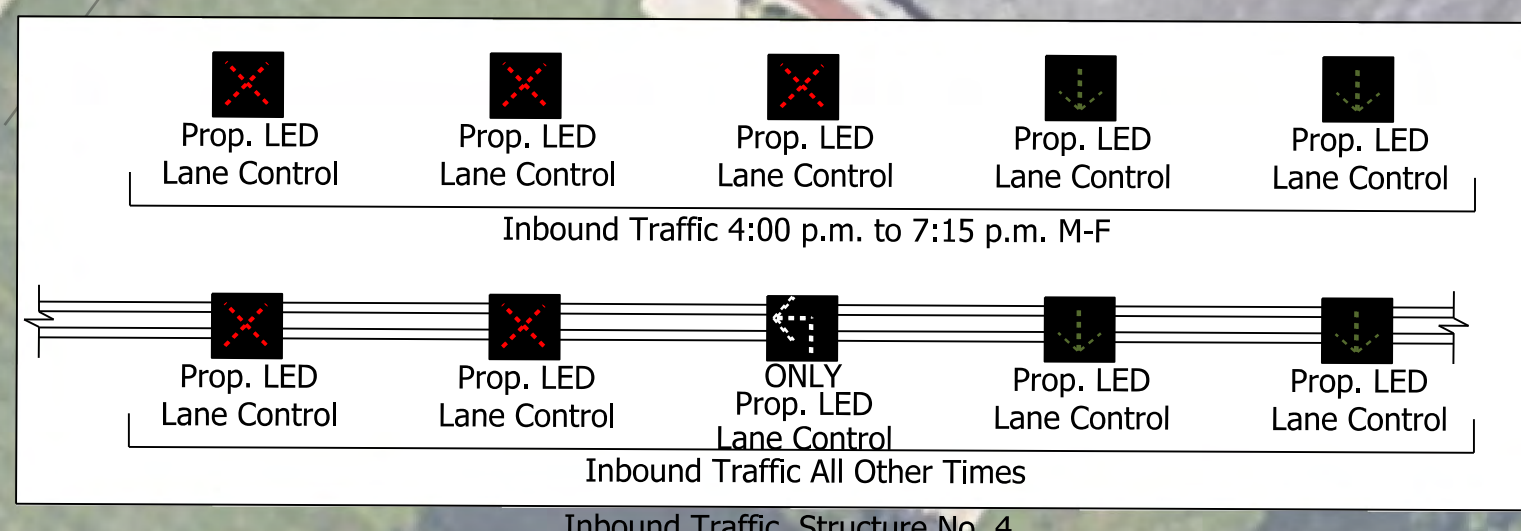
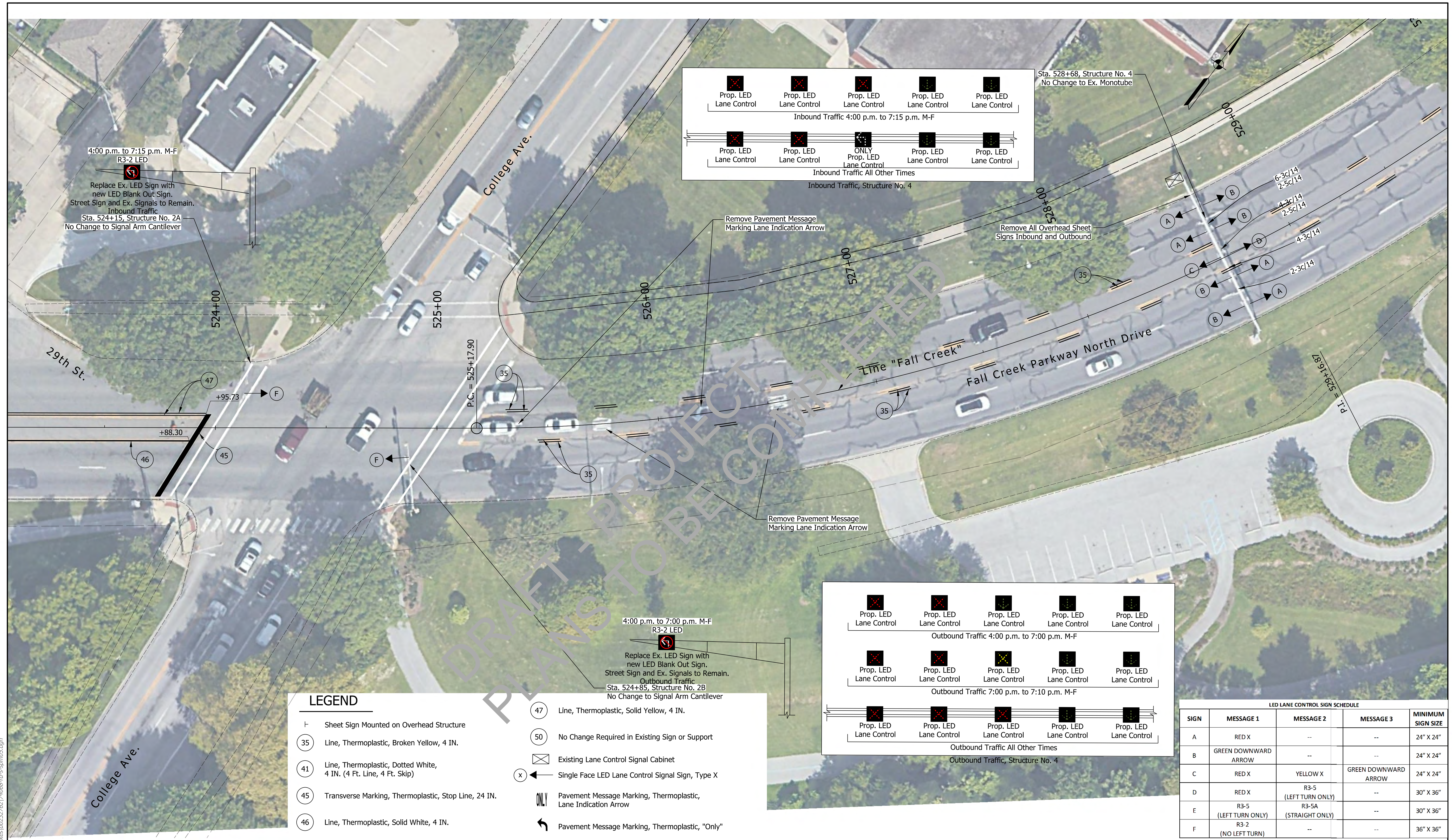
DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ CJS _____	DRAWN: _____ JRF _____	
CHECKED: _____ MMM _____	CHECKED: _____ CJS _____	

INDIANA DEPARTMENT OF TRANSPORTATION

FALL CREEK PARKWAY N. DRIVE
CENTRAL AVE. TO 30TH ST.
SIGNING AND PAVEMENT MARKING PLAN

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2001151
SURVEY BOOK	SHEETS SPM-06
ELECTRONIC	22 of 87
CONTRACT	PROJECT
T-42856	1902693



LED LANE CONTROL SIGN SCHEDULE				
SIGN	MESSAGE 1	MESSAGE 2	MESSAGE 3	MINIMUM SIGN SIZE
A	RED X	--	--	24" X 24"
B	GREEN DOWNWARD ARROW	--	--	24" X 24"
C	RED X	YELLOW X	GREEN DOWNWARD ARROW	24" X 24"
D	RED X	R3-5 (LEFT TURN ONLY)	--	30" X 36"
E	R3-5 (LEFT TURN ONLY)	R3-5A (STRAIGHT ONLY)	--	30" X 36"
F	R3-2 (NO LEFT TURN)	--	--	36" X 36"

- LEGEND**
- ⊥ Sheet Sign Mounted on Overhead Structure
 - ⊙ 35 Line, Thermoplastic, Broken Yellow, 4 IN.
 - ⊙ 41 Line, Thermoplastic, Dotted White, 4 IN. (4 Ft. Line, 4 Ft. Skip)
 - ⊙ 45 Transverse Marking, Thermoplastic, Stop Line, 24 IN.
 - ⊙ 46 Line, Thermoplastic, Solid White, 4 IN.
 - ⊙ 47 Line, Thermoplastic, Solid Yellow, 4 IN.
 - ⊙ 50 No Change Required in Existing Sign or Support
 - ⊠ Existing Lane Control Signal Cabinet
 - ⊗ Single Face LED Lane Control Signal Sign, Type X
 - ONLY Pavement Message Marking, Thermoplastic, Lane Indication Arrow
 - ↩ Pavement Message Marking, Thermoplastic, "Only"

4:00 p.m. to 7:15 p.m. M-F
R3-2 LED
Inbound Traffic
Replace Ex. LED Sign with new LED Blank Out Sign.
Street Sign and Ex. Signals to Remain.
Sta. 524+15, Structure No. 2A
No Change to Signal Arm Cantilever

4:00 p.m. to 7:00 p.m. M-F
R3-2 LED
Outbound Traffic
Replace Ex. LED Sign with new LED Blank Out Sign.
Street Sign and Ex. Signals to Remain.
Sta. 524+85, Structure No. 2B
No Change to Signal Arm Cantilever

Remove Pavement Message Marking Lane Indication Arrow

Remove All Overhead Sheet Signs Inbound and Outbound

Remove Pavement Message Marking Lane Indication Arrow

jshurton
 3/25/2020 6:09:31 pm
 model: Sheet4
 file: c:\cadd\ib\p\jshurton\grateakes\002\2276217\1066-rd-s-spm05.dgn

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____

DESIGNED: _____ CJS _____ DRAWN: _____ JRF _____

CHECKED: _____ MMM _____ CHECKED: _____ CJS _____

INDIANA
DEPARTMENT OF TRANSPORTATION

FALL CREEK PARKWAY N. DRIVE
CENTRAL AVE. TO 30TH ST.
SIGNING AND PAVEMENT MARKING PLAN

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2001151
SURVEY BOOK	SHEETS SPM-07
ELECTRONIC	23 of 87
CONTRACT	PROJECT
T-42856	1902693



NOTE:
 Modify Ex. Signs on Structure No. 5
 Remove "Begin Lane Control" Signs, Outbound Traffic.
 Remove "End Lane Control" Signs & Relocate to Structure
 No. 3 at Sta. 522+20, Inbound Traffic.
 Ex. Str. to Remain Without Signs

NOTE: No Changes Required to Existing
 Signals and Lane Control at this Intersection.

Sta. 536+20, Structure No. 5
 No Change to Ex. Monotube

LEGEND

- Sheet Sign Mounted on Overhead Structure
- (35) Line, Thermoplastic, Broken Yellow, 4 IN.
- (41) Line, Thermoplastic, Dotted White, 4 IN. (4 Ft. Line, 4 Ft. Skip)
- (45) Transverse Marking, Thermoplastic, Stop Line, 24 IN.
- (46) Line, Thermoplastic, Solid White, 4 IN.
- (47) Line, Thermoplastic, Solid Yellow, 4 IN.
- (50) No Change Required in Existing Sign or Support
- Existing Lane Control Signal Cabinet
- (X) Single Face LED Lane Control Signal Sign, Type X
- ONLY Pavement Message Marking, Thermoplastic, Lane Indication Arrow
- Pavement Message Marking, Thermoplastic, "Only"

jsburton
 3/25/2020 6:09:39 pm
 model: Sheets5
 file: c:\cadd\ib\p\jsburton\gmaat\kes\002\22\26217\4068-rad-s-spm05.dgn

DRAFT
 NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ CJS _____	DRAWN: _____ JRF _____	
CHECKED: _____ MMM _____	CHECKED: _____ CJS _____	

INDIANA
 DEPARTMENT OF TRANSPORTATION

**FALL CREEK PARKWAY N. DRIVE
 CENTRAL AVE. TO 30TH ST.
 SIGNING AND PAVEMENT MARKING PLAN**

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2001151
SURVEY BOOK	SHEETS SPM-08
ELECTRONIC	24 of 87
CONTRACT	PROJECT
T-42856	1902693

DRAFT - PROJECT
PLANS TO BE COMPLETED

jsburton
3/25/2020 6:09:53 pm
model-sheet1
file: c:\adddib\pvt\jsburton\grateakes\00232762174068-ra-s-tbl05.dgn

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ JCW _____	DRAWN: _____ JCW _____	
CHECKED: _____ MCS _____	CHECKED: _____ MCS _____	

INDIANA DEPARTMENT OF TRANSPORTATION
SUMMARY TABLE

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	2001151
SURVEY BOOK	SHEETS TBL-04
ELECTRONIC	25 of 87
CONTRACT	PROJECT
T-42856	1902693

APPENDIX C: EARLY COORDINATION

February 25, 2020

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

Sample Early Coordination Letter

Re: Early Coordination Letter
Lead Des. No. 1902693
Multiple Projects - Transportation Efficiency
Indianapolis, Marion County, Indiana

Dear Mr. Hogsett:

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with multiple projects related to increasing the efficiency of the roadway system within Indianapolis. These include the addition of turn lanes, changes to or loss of turn lanes, and traffic signal maintenance and modernization in Indianapolis, Marion County, Indiana. This letter is part of the early coordination phase of the environmental review process. We request comments from you within your area of expertise regarding any potential environmental or community effects associated with these proposed projects. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental effects.

This early coordination includes multiple projects which will alter turn lanes and traffic signals within Marion County that currently do not function to their maximum efficiency. The modernization and maintenance of these locations within Marion County is proposed as one project group which will allow the local roadway system to operate at optimal efficiency. This project group is scheduled for letting in May 2020 and construction completed by spring of 2021 in order to accommodate planned 2021 to 2022 construction projects proposed in Marion County by INDOT, Indianapolis Department of Public Works (DPW), IndyGo, and multiple utility companies. It is anticipated these projects will be documented under multiple environmental documents. These projects include the following:

- **Washington Street at Southeastern Avenue**

INDOT and FHWA intend to proceed with a project involving Washington Street at Southeastern Avenue in Marion County. More specifically, the project is located in Sections 1 and 12, Township 15 North, Range 3 East in Center Township, Indianapolis, Indiana. The intent of this project is to provide additional storage for westbound Washington Street to southbound I-65/I-70 queued vehicles. Currently queued vehicles block the west bound through lanes of Washington Street. Additional lanes for storage of queued traffic are currently striped with a raised median island as both the east and west bound left lanes on Washington Street at Southeastern Avenue.

The project proposes to restrict turn movements at the intersection of Washington Street and Southeastern Avenue with restriping, removal of the raised median island, and traffic signal head modifications. The left turn lanes will be converted to through lanes at this intersection allowing traffic to flow more smoothly east-west through the intersection. It is anticipated that left turn movements from Washington Street will be eliminated.

- **Fall Creek Parkway Corridor**

INDOT and FHWA intend to proceed with a project involving East Fall Creek Parkway North Drive between Central Avenue and East 30th Street in Marion County. More specifically, the project is located in Sections 24 and 25, Township 16 North, Range 3 East in Center Township, Indianapolis, Indiana. The intent of this project is to increase the through traffic capacity of Fall Creek Parkway during the PM peak hours. Currently, the center lane is a dedicated turn lane.

The project proposes to restore the reversible center through lane on East Fall Creek Parkway North Drive between Central Avenue and 30th Street, which had been converted to a left turn lane during prior construction. A reversible lane is a lane in which traffic may travel in either direction and is controlled by lane control structures. Restoration of this lane will require upgrading of pavement markings, traffic signals, and signage between Central Avenue and 30th Street and restriction of left turn movements from Fall Creek Parkway to College Avenue during weekday evening peak hours.

- **I-70 at Harding Street**

INDOT and FHWA intend to proceed with a project involving Harding Street at I-70 in Marion County, Indiana. More specifically, the project is located in Section 10, Township 15 North, Range 3 East in Center Township, Indianapolis, Indiana. The intent of this project is to provide turn lanes proportional to the traffic volumes on the roadway and reduce queuing at the turn lanes. Currently the left turn volumes are a predominant traffic movement with only one left turn lane present to either east or west bound I-70.

The project proposes to create dual northbound left turn lanes from Harding Street to the eastbound and westbound I-70 entrance ramps and lengthen the southbound right turn lane from Harding Street to the westbound I-70 entrance ramp. The project will include modifications to the median, pavement markings, signage, and traffic signals.

- **I-65 & Keystone Northbound Ramp Terminal**

INDOT and FHWA intend to proceed with a project involving I-65 and Keystone Street in Marion County. More specifically, the project is located in Sections 29 and 30, Township 15 North, Range 4 East in the Perry Township, Indianapolis, Indiana. The intent of the project is to provide more time for through traffic at Keystone Avenue and reduce the time for northbound I-65 to southbound Keystone Avenue turning movements.

The project proposes to add a second left turn lane from the northbound I-65 exit ramp to southbound Keystone Avenue. This will allow a greater volume of traffic to move through the intersection in the same amount of time.

All work for each project will take place within existing City of Indianapolis or INDOT right-of-way and in previously disturbed soils. No streams or waterways are present within the project areas. No tree clearing is anticipated. The project does not involve permanent lighting alternations.

The maintenance of traffic (MOT) plan for these projects will be accomplished using INDOT standard drawings for MOT procedures and standard intersection traffic control as shown in the Manual on Uniform Traffic Control Devices (MUTCD). When work is occurring, traffic signals may switch over to four-way flashers or be temporarily shut down with appropriate signage and traffic control utilized in place of the signal. The addition of or restriping of turn lanes may require temporary lane closures. Specifications will be in place limiting the time of day that work can be completed. Localized temporary closures will be completed using flaggers, etc., as needed.

These projects qualify for the application of the United States Fish and Wildlife Service (USFWS) range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat. The USFWS Information, Planning, and Consultation System (IPaC) will be utilized to determine the project's potential to affect the Indiana bat and northern long-eared bat. 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.

Comments Request: You are asked to review this information and provide any comments you may have relative to the anticipated effects of these projects on areas which you have jurisdiction or special expertise. Please send your comments to Christine Meador, of HNTB Corporation, at cmeador@hntb.com or 317-917-5338. 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 projects. 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 Christine Meador, HNTB, cmeador@hntb.com or 317-917-5338, or Kyanna Moon, INDOT Project Manager, at KMoon1@indot.in.gov or 812-203-2009. Thank you in advance for your input.

Sincerely,

HNTB Indiana, Inc.



Christine Meador
Science Project Manager

For reference to attachments see
Appendix B. Attachments have been
removed here to avoid duplication.

Attachments: Figure 1: Project Location Maps
Figure 2: Project Area Aerials
Figure 3: USGS 7.5 Minute Topographic Quad Maps
Photo Location Map and Photographs

Cc: Kyanna Moon, INDOT Project Manager
Jen Goins, HNTB
Debra Jenkins, Marion County Surveyor
Joseph O'Connor, Marion County Board of Commissioners
City of Indianapolis Department of Metropolitan Development
Kerry Forestal, Marion County Sheriff
Ernest Malone, Indianapolis Fire Department
Anna Gremling, Indianapolis Metropolitan Planning Organization
Virgil Hartley, Marion County MS4 Coordinator
Dan Parker, Indiana Department of Public Works
Dennis Peters, Marion County Emergency Services
Rickie Clark, Manager of Public Hearings
Jennie Curry, INDOT Greenfield District
Christie Stanifer, Indiana Department of Natural Resources
Julian Courtade, Indiana Department of Transportation, Office of Aviation
Robert Dirks, Federal Highway Administration
Robin McWilliams-Munson, US Fish and Wildlife Service
Ron Bales, INDOT Central Office
Keith Berlen, Sr. Director of Operation and Public Safety, Downtown Heliport

Matt Lewis, Director of Airport Operations and Maintenance, Downtown Heliport
Bryan Moll, Director of Construction, Indiana University Health
City County Council
Joe Hogsett, Mayor City of Indianapolis
Bryan Roach, Indianapolis Metropolitan Police Department
Ericka Miller, Indianapolis Department of Public Works - Chief Engineer
Aleesia Johnson, Indianapolis Public Schools
Inez Evans, IndyGo
Indiana Geological Survey, via webform
Indiana Department of Environmental Management, via web form

Emailed to Indianapolis MS4 Coordinator on February 28, 2020

Emailed to Indianapolis Floodplain Administrator on March 24, 2020

Emailed to Broadway United Methodist Church on March 26, 2020

Emailed to the Indianapolis Historic Preservation Commission on
March 27, 2020



February 28, 2020

Sample Utility Coordination Letter

Citizens Energy Group
2150 Dr. Martin Luther King Jr. St.
Indianapolis, IN 46202

Subject: Initial Notice of Proposed Improvement Project Des. No. 1902693

Our firm has been assigned the task of utility coordination for the project referenced above by the Indiana Department of Transportation. In accordance with 105 IAC 13-3-1(c), this letter serves as your initial notice of the proposed improvement project Des. No. 1902693 on various intersections in Marion County, Indiana.

In accordance with 105 IAC 13-3-1(c), the following information is provided. The dates listed in items (4) and (5) below are the currently scheduled dates.

- (1) Name or route number: Varies
- (2) Geographical limits: Varies
- (3) General description of work: Miscellaneous Intersection Improvements
- (4) Date approved work plan will be needed: 3/29/20
- (5) Ready for contracts date: 4/29/20
- (6) Name of designer and contact information: Contact utility coordinator listed below
- (7) Major or minor project: Minor

In accordance with 105 IAC 13-3-1(d), within 30 days after receiving the initial notice, the utility shall respond in writing with a:

- (1) Description of the type and location of its facilities within the geographical limits of the proposed improvement project; or
- (2) If the utility has determined to the best of their abilities that they do not have facilities within the geographical limits of the improvement project; complete, sign, and return Page 1 of the attached Work Plan.

Additionally, please provide us the name, telephone number, postal address and email address of the person selected as your designated contact for this project to expedite future communications. We will contact Indiana 811 and request locates for this project prior to our survey. If you would prefer to provide us location information by some other means please contact this office to discuss.

Please send your response to Julian Hayes, PE, HNTB Indiana, 111 Monument Circle, Indianapolis, IN 46204, telephone: 317-917-5224 jkhayes@hntb.com.

Sincerely,

Julian Hayes, PE

- Letter sent to the following utilities
- AT&T
 - Citizens Energy Group
 - Crown Castle
 - Centurylink
 - TCS
 - Intellegent Fiber Network
 - RVP Fiber
 - Metro Fibernet
 - Indiana American Water
 - South Central Indiana REMC
 - Windstream
 - Brighthouse
 - Comcast
 - IPL
 - MCI
 - Zayo Bandwidth
 - IU Fiber
 - City of Indy
 - City of Greenwood
 - Vectren
 - Sprint/Nextel

From: [Courtade, Julian](#)
To: [Christine Meador](#)
Subject: RE: Early Coordination Letter - Lead Des. No. 1902693
Date: Wednesday, February 26, 2020 7:57:14 AM
Attachments: [image001.png](#)
[image002.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)
[image014.png](#)
[image015.png](#)
[image016.png](#)
[image017.png](#)

Christine –

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

Thanks,

Julian L. Courtade

Chief Airport Inspector
INDOT, Office of Aviation
IGCN Room N955
100 North Senate Avenue
Indianapolis, IN 46204
Office: (317) 232-1477
Email: jcourtade@indot.in.gov



From: Christine Meador <CMeador@HNTB.com>
Sent: Tuesday, February 25, 2020 5:43 PM
To: Courtade, Julian <JCourtade@indot.IN.gov>
Subject: Early Coordination Letter - Lead Des. No. 1902693

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

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with multiple projects related to increasing the efficiency of the roadway system within Indianapolis. These include the addition of turn lanes, changes to or loss of turn lanes, and traffic signal maintenance and modernization in

From: [Christine Meador](#)
To: ["Gremling, Anna M."](#)
Cc: [Cunningham, Steve](#)
Subject: RE: Early Coordination Letter - Lead Des. No. 1902693
Date: Wednesday, February 26, 2020 8:51:00 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

We have coordinated and INDOT is in the process of getting them amended into the TIP. We have a multiple projects that include maintenance or simple upgrades that will hopefully help avoid a MOT traffic catastrophe in the future. All of them are a bit behind in the traditional project planning sequence of events so are all being amended into the TIP a bit late.

Thanks

Chris

Christine Meador

Senior Project Manager

Environmental Planning

Cell (317) 459-3629 Direct (317) 917-5338 Email: cmeador@hntb.com

From: Gremling, Anna M. <Anna.Gremling@IndyMPO.org>
Sent: Wednesday, February 26, 2020 8:39 AM
To: Christine Meador <CMeador@HNTB.com>
Cc: Cunningham, Steve <Steve.Cunningham@IndyMPO.org>
Subject: RE: Early Coordination Letter - Lead Des. No. 1902693

Chris,

Have you coordinated with DPW on this? None of these projects appear to be in our TIP.

From: Christine Meador <CMeador@HNTB.com>
Sent: Tuesday, February 25, 2020 5:53 PM
To: Gremling, Anna M. <Anna.Gremling@IndyMPO.org>
Subject: Early Coordination Letter - Lead Des. No. 1902693

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.

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with multiple projects related to increasing the efficiency of the roadway system within Indianapolis. These include the addition of turn lanes, changes to or loss of turn lanes, and traffic signal maintenance and modernization in Indianapolis, Marion County, Indiana. This letter is part of the early coordination phase of the environmental review process. We request comments from you within your area of expertise regarding any potential environmental or community effects associated with these proposed projects. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental effects.

From: [Catlin, Bryan F.](#)
To: [Christine Meador](#)
Cc: [Jenkins, Debra S.](#); [Lindo, Joshua](#); [Wilburn, James L.](#)
Subject: Lead Des. No. 1902693, Multiple Projects – Transportation Efficiency, Indianapolis, Marion County, Indiana
Date: Monday, March 2, 2020 9:10:52 AM

Dear Ms. Meador:

The Marion County Surveyor's Office does not have any section corner monuments within the limits of the following four project areas:

Washington Street at Southeastern Avenue
Fall Creek Parkway Corridor
I-70 at Harding Street
I-65 & Keystone Northbound Ramp Terminal.

If we were notified under an assumption that our office is responsible for legal drains, we are not. Since Marion County was reorganized under Unigov, the responsibilities for legal drains the Marion County Surveyor's Office once had are now part of the responsibilities of the Indianapolis Department of Public Works. This was apparently included in the Unigov enabling legislation so there would only be one agency responsible for county wide drainage. Any drainage questions should be directed to DPW.

Please feel free to contact me if you have any further questions,

Bryan F. Catlin, PS

Technical Supervisor
Marion County Surveyor's Office
City-County Building
200 East Washington St. Suite 742
Indianapolis, Indiana 46204-3327
Office (317) 327-4150
Fax (317) 327-4146
Bryan.Catlin@indy.gov



Indianapolis Public Transportation Corporation
1501 W. Washington Street
Indianapolis, IN 46222
317.635.3344
www.IndyGo.net
@IndyGoBus

March 17, 2020

Christine Meador
Science Project Manager
HNTB
111 Monument Circle, Suite 1200
Indianapolis, IN 46204

Via: cmeador@hntb.com

Re: Early Coordination Letter (Lead Designation Number 1902693) – IndyGo Response

Dear Ms. Meador and the HNTB project team,

Indianapolis Public Transportation Corporation (IndyGo) thanks you for the opportunity to review and provide comments on the proposed transportation efficiency projects in Marion County as part of project designation number 1902693. As the public transportation provider for Marion County, IndyGo always appreciates being engaged in these projects to ensure that the proposed roadway changes do not negatively impact the services that we provide to our customers.

After reviewing the four project areas and the proposed roadway reconfigurations, IndyGo does not see any negative impacts to our current fixed-route transit service, and only one potential impact to our future services. A more detailed response on each proposed project is included below:

Washington St at Southeastern Ave

- No negative impacts to IndyGo's current service. The extension of the turn lane on westbound Washington Street to southbound I-65/I-70 will likely be a benefit to IndyGo, as it will help to keep Route 8 buses moving more consistently along Washington Street during peak traffic periods.
- The removal of the median island near the intersection of Washington St & Southeastern Ave doesn't pose a problem to IndyGo's short-term operations; however, a proposed Blue Line station at Southeastern Ave is currently planned for this location. It would be helpful to be provided with a detailed plan demonstrating the specific changes for this proposed change. This would allow IndyGo to comment more directly on any potentially negative impacts to the planned Blue Line station at this location.

Fall Creek Pkwy Corridor

- No negative impacts to IndyGo's current service or future service.

I-70 at Harding Street

- No negative impacts to IndyGo's current service or future service.

I-65 & Keystone Northbound Ramp Terminal

- No negative impacts to IndyGo's current service or future service. The proposed change will likely be a benefit to IndyGo's service, if it does indeed extend signal timing for straight movements along Keystone Ave. This will reduce delays for current Route 26 and future Route 23.

IndyGo looks forward to the opportunity to review in more detail the proposed change to Washington Street & Southeastern Avenue, as it relates to the planned Blue Line station. If you have any questions in the meantime, please do not hesitate to reach out to me or the IndyGo team.

Sincerely,



Inez Evans
President & CEO

Cc:

Annette Darrow, Director of Service Planning
Brooke Thomas, Director of Strategic Planning
Kevin McNally, Manager of Service Planning



TO: *Christine Meador*
HNTB

DATE: *March 6, 2020*

FROM: *Kathy Allen*
Contractor to the City of Indianapolis

SUBJECT: *Environmental Early Coordination for Des 1902693 Multiple
Transportation Efficiency Projects*

Mrs. Meador,

This letter summarizes stormwater comments for the Environmental Early Coordination for the project referenced above.

1. The project must comply with the City of Indianapolis Storm Water Design and Construction Manual including Chapter 700 Stormwater Quality and Chapter 600 Erosion and Sediment Control.
2. If the project disturbs an acre or more, the SWPPP will need to be sent to Marion County SWCD for Rule 5 review and approval. The email address for submittal is cheyenne-hoffa@iaswcd.org.
3. Projects within the 100-year floodplain must submit plan information to the Department of Business and Neighborhood Services for a FLD permit. If this project is within a 100-year floodplain, please refer to design memo no. 2017.11.

Should you have any questions or require additional information, please contact me at 317-327-8428 or by email at Kathy.allen@indy.gov.

Sincerely,

Kathy Allen, PLA, CPESC, CPMSM





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

INDOT
Kyanna Moon
3650 S US 41
Vincennes , IN 47591

HNTB Corporation
Sharon Anton
111 Monument Circle
Suite 1200
Indianapolis , IN 46204

Date

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: INDOT and FHWA intend to proceed with a project involving East Fall Creek Parkway North Drive between Central Avenue and East 30th Street in Marion County. The intent of this project is to increase the through traffic capacity of Fall Creek Parkway during the PM peak hours. Currently, the center lane is a dedicated turn lane. The project proposes to restore the reversible center through lane on East Fall Creek Parkway North Drive between Central Avenue and 30th Street, which had been converted to a left turn lane during prior construction. A reversible lane is a lane in which traffic may travel in either direction and is controlled by lane control structures. Restoration of this lane will require upgrading of pavement markings, traffic signals, and signage between Central Avenue and 30th Street and restriction of left turn movements from Fall Creek Parkway to College Avenue during weekday evening peak hours.

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:
 - o IC 14-26-2 Lakes Preservation Act 312 IAC 11
 - o IC 14-26-5 Lowering of Ten Acre Lakes Act No related code

- IC 14-28-1 Flood Control Act 310 IAC 6-1
- IC 14-29-1 Navigable Waterways Act 312 IAC 6
- IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6
- IC 14-29-4 Construction of Channels Act No related code

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

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

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

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

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

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

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

Regardless of the size of your project, or which agency you work with to meet storm water requirements, IDEM recommends that appropriate structures and techniques be utilized both during the construction phase, and after completion of the project, to minimize the impacts associated with storm water runoff. The use of appropriate planning and site development and appropriate storm water quality measures are recommended to prevent soil from leaving the construction site during active land disturbance and for post

construction water quality concerns. Information and assistance regarding storm water related to construction activities are available from the Soil and Water Conservation District (SWCD) offices in each county or from IDEM.

7. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317/232-4080) for 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>) 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.) It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

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

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

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

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

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

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

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

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

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

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).

5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2 , Asphalt Paving Rule (<http://www.ai.org/legislative/iac/T03260/A00080.PDF> (<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).
6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: www.ai.org/legislative/iac/t03260/a00020.pdf (<http://www.ai.org/legislative/iac/t03260/a00020.pdf>)). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.
7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD atdem.state.in.us.

LAND QUALITY

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

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

FINAL REMARKS

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

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

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

Signature(s) of the Applicant


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

Project Description


INDOT and FHWA intend to proceed with a project involving East Fall Creek Parkway North Drive between Central Avenue and East 30th Street in Marion County. The intent of this project is to increase the through traffic capacity of Fall Creek Parkway during the PM peak hours. Currently, the center lane is a dedicated turn lane. The project proposes to restore the reversible center through lane on East Fall Creek Parkway North Drive between Central Avenue and 30th Street, which had been converted to a left turn lane during prior construction. A reversible lane is a lane in which traffic may travel in either direction and is controlled by lane control structures. Restoration of this lane will require upgrading of pavement markings, traffic signals, and signage between Central Avenue and 30th Street and restriction of left turn movements from Fall Creek Parkway to College Avenue during weekday evening peak hours.

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: 3/23/2020

Signature of the INDOT
Project Engineer or Other Responsible Agent 
Kyanna Moon

Date: 3/24/2020

Signature of the
For Hire Consultant 
Sharon Anton

Organization and Project Information

Project ID:
Des. ID: 2001151
Project Title: Fall Creek Parkway Corridor Turn Lane and Signal Modification
Name of Organization: HNTB Corporation
Requested by: Sharon Anton

Environmental Assessment Report

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

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

DISCLAIMER:

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

This information was furnished by Indiana Geological Survey

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

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Des. No. 2001151

Date: March 18, 2020

Appendix C, Page 19 of 44

Metadata:

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

From: [McWilliams, Robin](#)
To: [Christine Meador](#)
Subject: Re: Early Coordination Letter - Lead Des. No. 1902693
Date: Wednesday, March 11, 2020 3:59:26 PM
Attachments: [image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Dear Christine,

This responds to your recent letter requesting our comments on the aforementioned project.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, and the U. S. Fish and Wildlife Service's Mitigation Policy.

The project is within the range of the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*) and should follow the new Indiana bat/northern long-eared bat programmatic consultation process, if applicable (i.e. a federal transportation nexus is established). The Service has 14 days after the "Not Likely to Adversely Affect" determination letter is generated. We will review that information once it is received; if you do not receive a response within 14 days, we have no additional comments.

Based on a review of the information you provided, the U.S. Fish and Wildlife Service has no objection to the project as currently proposed. However, should new information arise pertaining to project plans or a revised species list be published, it will be necessary for the Federal agency to reinstate consultation. Standard recommendations are provided below.

We appreciate the opportunity to comment at this early stage of project planning. If you have any questions about our recommendations, please call (812) 334-4261 x. 207.

Sincerely,
Robin McWilliams Munson

Standard Recommendations:

1. Do not clear trees or understory vegetation outside the construction zone boundaries. **(This restriction is not related to the "tree clearing" restriction for potential Indiana Bat habitat.)**
2. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottom culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community.
3. Restrict channel work and vegetation clearing to the minimum necessary for installation of the stream crossing structure.

4. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat.
5. Implement temporary erosion and sediment control methods within areas of disturbed soil. All disturbed soil areas upon project completion will be vegetated following INDOT's standard specifications.
6. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams.
7. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing

Robin McWilliams Munson
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
620 South Walker Street
Bloomington, IN 46142
812-334-4261

Mon-Tues 8-3:30p

Wed-Thurs 8:30-3p Telework

From: Christine Meador <CMeador@HNTB.com>
Sent: Tuesday, February 25, 2020 5:58 PM
To: McWilliams, Robin <robin_mcwilliams@fws.gov>
Subject: [EXTERNAL] Early Coordination Letter - Lead Des. No. 1902693

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with multiple projects related to increasing the efficiency of the roadway system within Indianapolis. These include the addition of turn lanes, changes to or loss of turn lanes, and traffic signal maintenance and modernization in Indianapolis, Marion County, Indiana. This letter is part of the early coordination phase of the environmental review process. We request comments from you within your area of expertise regarding any potential environmental or community effects associated with these proposed projects. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental effects. This early coordination includes multiple projects which will alter turn lanes and traffic signals within Marion County that currently do not function to their maximum efficiency. The modernization and maintenance of these locations within Marion County is proposed as one project group which will allow the local roadway system to operate at optimal efficiency. This project group is scheduled for letting in May 2020 and construction completed by spring of 2021 in order to accommodate planned 2021 to 2022 construction projects proposed in Marion County by INDOT, Indianapolis Department of Public Works (DPW), IndyGo, and multiple utility companies. It is anticipated these projects will be documented under multiple environmental documents. These projects include the following:

- **Washington Street at Southeastern Avenue**

INDOT and FHWA intend to proceed with a project involving Washington Street at Southeastern Avenue in

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

DNR #: ER-22264

Request Received: February 25, 2020

Requestor: HNTB Corporation
Christine Meador
111 Monument Circle, Suite 1200
Indianapolis, IN 46204-5178

Project: Transportation Efficiency Projects, Indianapolis; Des #1902693 (lead):
1) Washington Street and Southeastern Avenue intersection turn lane and signal modification
2) Fall Creek Parkway Corridor turn lane and signal modification
3) I-65 and Keystone Avenue northbound ramp terminal added turn lanes
4) I-70 and Harding Street intersection added turn lanes

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: The Fall Creek Parkway Corridor 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 Fall Creek, unless it qualifies under the INDOT and IDNR Memorandum of Understanding for Maintenance Activity Exemption, dated March 1997. Please include a copy of this letter with the permit application, if required.

Natural Heritage Database: The Natural Heritage Program's data have been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the vicinity of the I-70 & Harding Street intersection. However, the species below have been documented within 1/2 mile of the other project areas, as indicated.

- I. Washington Street & Southeastern Avenue:
 - A) REPTILE: Kirtland's Snake (*Clonophis kirtlandii*); state endangered
 - B) BIRD: Common Nighthawk (*Chordeiles minor*); state special concern
- II. Fall Creek Parkway Corridor:
 - A) MANAGED LANDS (Indy Parks):
 - 1. Broadway & 29th Park
 - 2. Fall Creek Greenway
 - 3. Fall Creek & 30th Park
 - B) MUSSELS (in Fall Creek):
 - 1. Snuffbox (*Epioblasma triquetra*); federal & state endangered
 - 2. Clubshell (*Pleurobema clava*); federal & state endangered
 - 3. Wavyrayed Lampmussel (*Lampsilis fasciola*); state special concern
- III. I-65 & Keystone Avenue:
 - A) REPTILE: Kirtland's Snake (*Clonophis kirtlandii*); state endangered
 - B) MAMMAL: American Badger (*Taxidea taxus*); state special concern

Fish & Wildlife Comments: We do not foresee any impacts to the Kirtland's Snake or Common Nighthawk as a result of these projects. Also, badgers are a wide ranging species that prefer an open, prairie-type habitat, with Indiana being at the eastern edge of their natural range. The

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

range of the badger continues to expand as a result of land-use changes from forest to farmland and open pastureland. Impacts to the American badger or its preferred habitat are unlikely as a result of these projects as well.

As long as erosion control procedures are implemented along Fall Creek, we do not foresee any impacts to the mussel species above as a result of the Fall Creek Parkway Corridor project.

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. Minimize and contain within the project limits all tree and brush clearing.
3. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
4. 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.
5. Plant five trees, at least 2 inches in diameter-at-breast height, for each tree which is removed that is ten inches or greater in diameter-at-breast height.

Contact Staff:

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

Christie L. Stanifer

Date: March 25, 2020

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



DATE: *March 23, 2020*

TO: *Julian Haynes, PE
HNTB Corporation*

FROM: *Theresa Mendoza
Project Manager/Utility Liaison*

SUBJECT: *Miscellaneous Intersection Improvements DES 1902693
Initial Conflict Notice Comments*

Dear Mr. Haynes,

The City of Indianapolis, Department of Public Works (DPW) Engineering Division received an initial notice of proposed improvement for the above referenced project. The City of Indianapolis does have facilities located within the geographical limits of your proposed improvements. The City of Indianapolis, including the Marion County Stormwater Management District (MCSWMD), makes no representations or warranties of any kind about the completeness or accuracy of the data. All information is based on information found in the City's GIS and no field checks were performed. If you would like IndyGIS information, GIS base files are available for public use at <http://data.indy.gov>. MapIndy will also allow you to view GIS utility information at <http://maps.indy.gov/MapIndy>. You can also contact Andrew Dunkman, DPW GIS Specialist at andrew.dunkman@indy.gov for assistance.

Comments are as follows:

- The City of Indianapolis own some storm sewers within your project limits. Attached in the email is the zipped stormwater shapefiles. Some of your project area is within a combined sewer service area. Any additions or changes to the combined sewer system will need to be coordinated and approved by Citizens Energy Group. You may contact them at utilitycoordination@citizensenergygroup.com.
- The City of Indianapolis owns some traffic signals and some are INDOT owned. Please refer to the as-builts on record for underground facility locations for DPW owned traffic signals. As-builts are attached for your convenience.

Washington St & East St	Raymond St & Kentucky Ave
Southport Rd & Bluff Rd	Raymond St & Southeastern Ave
Pennsylvania St & Ohio St	Washington St & New Jersey St
Washington St & Southeastern Ave	Fall Creek Pkwy & Central Ave
Fall Creek Pkwy & College Ave	Fall Creek Pkwy & 30 th St
- Resurfacing projects must not reduce stormwater infrastructure effectiveness such as reducing the inlet casting openings. If there is additional impervious area,

the project must consider the downstream capacity of the existing stormsewer system.

- The City of Indianapolis, Information Services Agency (ISA) owns fiber within your project limits, specifically along Washington St, Pennsylvania St and Ohio St. Please coordinate with them directly by emailing Fiber.Request@indy.gov.
- Old Street Car tracks still may be within the following roadways; Washington St, Pennsylvania St, Ohio St and Fall Creek Pkwy
- Small Cell/Wireless facilities were identified within your project limits. Please note that some wireless companies have failed to update their information with IUPPS/Indiana 811 in a timely manner. Should you have questions regarding ownership, please contact me directly.
- A Railroad line crosses County Line Rd, Kentucky Ave and Southport Rd, please coordinate with the Railroad Roadmaster for permission to work within their ROW.
- IndyGo's is establishing the Blue Line Bus Route along Washington St, please be sure to include them in the coordination process.
- There are numerous parking meters within the project limits owned by ParkIndy. If required, parking meter restriction can be taken care of during the Right-of-Way (ROW) permitting process. If meters are to be permanently removed, please contact Alan Bacon at Alan.Bacon@indy.gov
- There is a Blue Indy (Electric Car) Station located within your project limits at Pennsylvania St and Ohio St. Car restriction/removal can be handled of during the Right-of-Way (ROW) permitting process; however, if a station is to be permanently removed, please contact requests@blue-indy.com for further project coordination.
- A portion of your project limits fall within a Historic Indianapolis Parks and Boulevard System and/or Historic District please contact the Indianapolis Historic Preservation Commission (IHPC) as additional reviews may be required.
- A portion of your project limits fall within the Regional Center, please contact the Department of Metropolitan Development (DMD) for additional requirements
- There are multiple Loading Zones downtown. Please be sure to maintain loading zones when possible to allow for deliveries.
- Project limits lie within a floodway and 100-year floodplain. Ensure floodplain boundaries are clearly labeled, distinguishing between floodway and floodplain zones. To create assurances that the design and construction meet the required



article of City Code, FEMA requires DPW to obtain a floodplain permit through the Department of Business and Neighborhood Services (DBNS). Please submit a floodplain permit application along with your final plans to Infrastructure@indy.gov and copy the DPW Project Manager. The permit review will be abbreviated, gratis (no review charge) and issued via an automated email.

- The designer shall obtain all applicable state and federal permits for work within a jurisdictional waterway. The Fall Creek is within the project limits.
- If the project disturbs an acre or more, a Stormwater Pollution Prevention Plan (SWPPP) will need to be reviewed and approved by the Marion County Soil and Water Conservation District (MCSWCD) prior to submittal of the Rule 5 Notice of Intent (NOI) to the Indiana Department of Environmental Management (IDEM). Their email address is marioncountyswcd@iaswcd.org.
- If the project disturbs less than one acre, an erosion and sediment control plan must still be developed and implemented to prevent the migration of sediment and other construction-related materials to storm sewers and waterways. This plan will be reviewed at the time of the Preliminary Final Plans and Utility Work Plan Request stage of the utility coordination process.
- Please include all DPW facilities on future utility coordination.

If you have any questions, feel free to contact me at The City of Indianapolis, Department of Public Works, 1200 S. Madison Avenue, Suite 200, Indianapolis, IN 46225 or call at 317-327-2302 or email me at theresa.mendoza@indy.gov.



Sharon Anton

From: Curry, Jennifer <JCurry1@indot.IN.gov>
Sent: Tuesday, February 11, 2020 2:32 PM
To: Sharon Anton
Subject: RE: Bat Check - Advanced Spot Improvements Project (Des. 1902693)

Sharon,

A review of the USFWS GIS database for Indiana bat and Northern long-eared bat roosting, hibernacula and capture sites was conducted for Des 1902693 on February 11, 2020. There are no documented sites within a half mile the project area. The USFWS Information for Planning and Conservation (IPaC) website must be consulted and a new project created to obtain an official species list and complete the questionnaire for the project to determine the applicability of the programmatic consultation. If needed, the IPaC generated documents must be forwarded to the USFWS for verification.

Thanks,

Jenni Curry

Environmental Manager II

Indiana Department of Transportation
32 South Broadway
Greenfield, IN 46140
317-467-3929

From: Sharon Anton [mailto:santon@HNTB.com]
Sent: Tuesday, February 11, 2020 9:09 AM
To: Curry, Jennifer <JCurry1@indot.IN.gov>
Subject: RE: Bat Check - Advanced Spot Improvements Project (Des. 1902693)

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

Jenni,

Sorry about that! I haven't emailed a shapefile in a while and thought it would work with just the 4 pieces that IPaC asks for, but here is a .zip with all of the components. If that one doesn't work, please let me know!

Thanks,

Sharon Anton

Environmental Planning
Tel (317) 917-5275 Email santon@hntb.com

From: Curry, Jennifer <JCurry1@indot.IN.gov>
Sent: Tuesday, February 11, 2020 8:53 AM
To: Sharon Anton <santon@HNTB.com>
Subject: RE: Bat Check - Advanced Spot Improvements Project (Des. 1902693)

Could you send me a shapefile of the locations please?



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:

February 13, 2020

Consultation Code: 03E12000-2020-SLI-0809

Event Code: 03E12000-2020-E-03697

Project Name: Fall Creek Parkway Corridor

Subject: List of threatened and endangered species that may occur in your proposed project location, and/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: 03E12000-2020-SLI-0809

Event Code: 03E12000-2020-E-03697

Project Name: Fall Creek Parkway Corridor

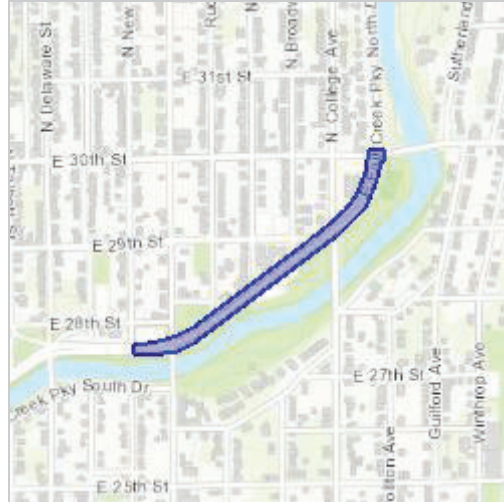
Project Type: TRANSPORTATION

Project Description: The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving East Fall Creek Parkway North Drive between Central Avenue and East 30th Street in Marion County. More specifically, the project is located in Sections 24 and 25, Township 16 North, Range 3 East in Center Township, Indianapolis, Indiana.

The project proposes to restore the reversible center through lane on East Fall Creek Parkway North Drive, which had been altered due to prior construction and is currently a regular turn lane or a two way left turn lane. Restoration of this lane may require upgrading of signage and signal modification. Multiple large trees suitable for roosting by both the Indiana bat and the northern long-eared bat exist along the Fall Creek corridor on either side of Fall Creek and in the Fall Creek greenway. No tree clearing is anticipated. Work is anticipated to take place from approximately August 2020 through spring of 2021. The project does not involve permanent lighting alternations. Temporary lighting may be necessary. A query of the USFWS Bat Database by INDOT Greenfield District staff conducted on February 11, 2020 did not identify any documented sites within 0.5 mile of the project area.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/39.80820588063544N86.14570985980238W>



Counties: Marion, IN

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 Fisheries¹, 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 final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/1/office/31440.pdf	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"> ▪ 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 www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	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:

February 14, 2020

Consultation Code: 03E12000-2020-I-0809

Event Code: 03E12000-2020-E-03801

Project Name: Fall Creek Parkway Corridor (Lead Des. No.1902693)

Subject: Concurrence verification letter for the 'Fall Creek Parkway Corridor (Lead Des. No. 1902693)' 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 **Fall Creek Parkway Corridor (Lead Des. No.1902693)** (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

Fall Creek Parkway Corridor (Lead Des. No.1902693)

Description

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving East Fall Creek Parkway North Drive between Central Avenue and East 30th Street in Marion County. More specifically, the project is located in Sections 24 and 25, Township 16 North, Range 3 East in Center Township, Indianapolis, Indiana.

The project proposes to restore the reversible center through lane on East Fall Creek Parkway North Drive, which had been converted to a left turn lane during prior construction.

Restoration of this lane may require upgrading of signage and signal modification. Multiple large trees suitable for roosting by both the Indiana bat and the northern long-eared bat exist along the Fall Creek corridor on either side of Fall Creek and in the Fall Creek greenway. No tree clearing is anticipated. Work is anticipated to take place from approximately August 2020 through spring of 2021. The project does not involve permanent lighting alternations. Temporary lighting may be necessary. A query of the USFWS Bat Database by INDOT Greenfield District staff conducted on February 11, 2020 did not identify any documented sites within 0.5 mile of the project area.

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^[1]?

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

Automatically answered

Yes

2. Is the project within the range of the Northern long-eared bat^[1]?

[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^[1] 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^[1]?

[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^[1]?

[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^[1] summer habitat for Indiana Bat or NLEB **within** the project action area^[2]? (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^[1] 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. Does the project include activities **within documented Indiana bat habitat**^{[1][2]}?

[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 triangulation/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

11. Does the project include activities **within documented NLEB habitat**^{[1][2]}?

[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 wetland or stream protection activities associated with compensatory wetland mitigation?

No

13. Does the project include slash pile burning?

No

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

No

15. 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

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

Yes

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

Yes

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

No

19. 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

20. 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

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

No

22. 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

23. **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

24. **Lighting AMM 1**

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

Yes

Project Questionnaire

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

Yes

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):

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.

LIGHTING AMM 1

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

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

This key was last updated in IPaC on December 02, 2019. 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 NHPA

From: Kumar, Anuradha
To: Susan Harrington
Cc: Christine Meador; Moon, Kyanna; Jennifer Goins; Bales, Ronald; Miller, Shaun (INDOT); Branigin, Susan
Subject: RE: MPPA Determinations - Advanced MOT Spot Projects - Lead Des No 1902693
Date: Monday, February 24, 2020 4:19:41 PM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
image006.png
image007.png
image008.png
Importance: High

Susan/Christine:

INDOT CRO has reviewed the information provided to us by HNTB on all of the Advanced MOT projects, which are located within existing public right-of-way. Based upon review of the available scope of work information for all of the projects, we've determined that the following Categories of Minor Projects PA apply to each of the projects below.

1. Pennsylvania Street From 10th Street to St. Clair Street

The proposed project is located in downtown Indianapolis within Center Township in Marion County, Indiana. It extends along Pennsylvania Street between St. Clair Street and 10th Street. The project proposes the removal of 2' left buffer from bike lane and restriping to two 10' lanes and one 11' parking/driving lane, which would allow through traffic during morning peak hours (6 am. To 9 am). This project is adjacent to notable structures and a historic district. The proposed changes would likely be permanent.

A -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) and;

A-5: Repair, in-kind replacement or upgrade of existing lighting, signals, signage, and other traffic control devices in previously disturbed soils.

Please note that due to removal of parking during peak morning hours, this project will likely require public involvement. Coordinate with INDOT Environmental Policy Office.

2. Pennsylvania Street southbound approach to Ohio Street

The proposed project is located in downtown Indianapolis within Center Township in Marion County, Indiana. It extends along Pennsylvania Street between Ohio Street and New York Street. The project proposes the restriping the street to one 10' southbound left lane, three 10' southbound through lanes, a 2' buffer, one 5' green bike lane, a 2' buffer and turning the dedicated bus lane to one 11' shared bus/southbound right turn lane. The proposed changes would likely be permanent.

A -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) and;

A-5: Repair, in-kind replacement or upgrade of existing lighting, signals, signage, and other traffic control devices in previously disturbed soils.

3. Washington Street at Southeastern Avenue

The proposed project is located in downtown Indianapolis within Center Township in Marion County, Indiana and involves restrictions to turn movements at the intersection of Washington Street and Southeastern Avenue to allow Washington Street to operate unconstrained with restriping and traffic signal head modifications. The eastbound left-turn-lane from Washington Street to Cruse Street and the northbound left-turn-lane from Southeastern Avenue to Washington Street will be permanently removed. Traffic on Southeastern will be diverted approximately 2 blocks to the east State Street in order to be able to travel westbound on Washington Street. The proposed changes would likely be permanent.

A -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) and;

A-5: Repair, in-kind replacement or upgrade of existing lighting, signals, signage, and other traffic control devices in previously disturbed soils.

Please note that due to permanent changes to traffic patterns, this project will likely require public involvement. Coordinate with INDOT Environmental Policy Office.

4. Washington Street at New Jersey Street / East Street

The proposed project is located in downtown Indianapolis within Center Township in Marion County, Indiana. It proposes to restrict turn movements from northbound East Street to westbound Washington Street using signing and signal head modifications; two parking spaces will be removed along Washington Street for a turn lane from westbound Washington Street to northbound New Jersey Street and a mill and overlay of Pearl Street will be required. The proposed changes would likely be permanent.

A -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; and

A-5: Repair, in-kind replacement or upgrade of existing lighting, signals, signage, and other traffic control devices in previously disturbed soils.

Please note that due to permanent changes to traffic patterns and loss of a couple of parking spots, this project will likely require public involvement. Coordinate with INDOT Environmental Policy Office.

5. Fall Creek Parkway Corridor

The proposed project is located in downtown Indianapolis within Center Township in Marion County, Indiana. The project proposes to restore the reversible center through lane on East Fall Creek Parkway North Drive between Central (or College) and 30th Street, which had been converted to a left turn lane during prior construction. Restoration of this lane may require upgrading of signage and signal modification.

A -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; and

A-5: Repair, in-kind replacement or upgrade of existing lighting, signals, signage, and other traffic control devices in previously disturbed soils.

6. Raymond Street at Kentucky Avenue

The proposed project is located in Indianapolis within Wayne Township in Marion County, Indiana. The project proposes to install new traffic signal indications and signage at the intersection of Raymond Street and Kentucky Avenue; restripe eastbound right-turn-lane such that the bike lane crosses over to be between the eastbound through lane & eastbound right-turn-lane at the intersection. Paint striped green in crossover and solid green when between Thru/Right turn lanes.

A -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; and

A-5: Repair, in-kind replacement or upgrade of existing lighting, signals, signage, and other traffic control devices in previously disturbed soils.

7. Raymond Street at Southeastern Avenue

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving Raymond Street at Southeastern Avenue in Marion County, Indiana. More specifically, the project is located in Sections 15 and 22, Township 15 North, Range 4 East in Warren Township, Indianapolis, Indiana. The project proposes restriping and signal modification at the intersection, as well as the removal of a portion of the raised center median on Southeastern Avenue, immediately south of the intersection. Changes to street signage may be required. Also, the bump out in the raised median taper for northwest-bound left-turn-lane will be modified slightly to enable left turning vehicle queue to use two-way left-turn-lane.

A-2 All work within interchanges and within medians of divided highways in previously disturbed soils.

A -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; and

A-5: Repair, in-kind replacement or upgrade of existing lighting, signals, signage, and other traffic control devices in previously disturbed soils); and

8. I-70 at Harding Street

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving Harding Street at I-70 in Marion County, Indiana. More specifically, the project is located in Section 10, Township 15 North, Range 3 East in Center Township, Indianapolis, Indiana. The project proposes to create dual northbound left turn lanes from Harding Street to the eastbound and westbound I-70 entrance ramps and lengthen the southbound right turn lane from Harding Street to the westbound I-70 entrance ramp. The project will include median modification, minor widening within the existing right of way, pavement marking modifications, and signal modifications.

A -2 - All work within interchanges and within medians of divided highways in previously disturbed soils.

A-5: Repair, in-kind replacement or upgrade of existing lighting, signals, signage, and other traffic control devices in previously disturbed soils) apply, thus concluding the Section 106 process for this project.

9. Southport Road at Bluff Road

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving the Indiana Rail Road crossing at Southport Road near the intersection of Southport and Bluff Road in Marion County, Indiana. More specifically, the project is located in Sections 10 and 15, Township 14 North, Range 3 in Perry Township, Indianapolis, Indiana. The project proposes to install an interconnection to allow trains approaching the railroad crossing to preempt the traffic signal at the intersection of Southport Road and Bluff Road. Pavement markings, advanced signage, and railroad signal hardware will be updated as well.

A -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.

11. I-65 & Keystone NB Ramp Terminal

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project at the I-65 interchange with Keystone Street in Marion County. More specifically, the project is located in Sections 29 and 30, Township 15 North, Range 4 East in the Center Township, Indianapolis, Indiana. The project proposes to add a second westbound left turn lane from the northbound I-65 exit ramp to southbound Keystone Avenue. No trees suitable for the Indiana bat or the northern long-eared bat are present within the project study area; however,

multiple large street trees suitable for roosting by both the Indiana bat and the northern long-eared bat exist in the neighborhood to the north of the project.

A-2 - All work within interchanges and within medians of divided highways in previously disturbed soils.

12. County Line Road at Railroad/Peterman Road

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving County Line Road at Railroad/Peterman Road in Marion County and Johnson County. More specifically, the project is located in Sections 22, 23, 26 and 27 in Township 14 North, Range 3 East in Perry Township, Indianapolis, Indiana and White River Township, Greenwood, Indiana. The project proposes to install a new traffic signal at the intersection of County Line Road with Railroad/Peterman Road and a railroad interconnection with the adjacent Indiana Rail Road crossing of County Line Road.

A-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.

This review concludes the Section 106 process for these projects. Please note that CRO does not complete MPPA determinations for Category A projects, but you may include this email in the PCE and/or CE to document correspondence with our office.

As always, please let us know if the proposed scope of work changes for any of these projects so we can ensure that clearance of the project under Category A of the Minor Projects PA is still appropriate.

Thank you

Anuradha V. Kumar

Manager, Cultural Resources Office
Environmental Services
Indiana Department of Transportation
Indianapolis, IN 46204
Desk: 317-234-5168
Cell: 317-703-9996



****Updated Historic Property Report (HPR) guidelines can be found [here](#)**

From: Susan Harrington [mailto:sharrington@HNTB.com]
Sent: Tuesday, February 11, 2020 6:48 PM
To: Kumar, Anuradha <akumar@indot.IN.gov>
Cc: Christine Meador <CMeador@HNTB.com>; Moon, Kyanna <KMoon1@indot.IN.gov>; Jennifer Goins <JGoins@HNTB.com>; Bales, Ronald <rbales@indot.IN.gov>
Subject: RE: MPPA Determinations - Advanced MOT Spot Projects - Lead Des No 1902693

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

Here are graphics for the remaining projects.

Susan Harrington
Scientist III
Tel (317) 917-5233 Cell (317) 902-0672 Email sharrington@hntb.com

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111 Monument Circle, Suite 1200 | Indianapolis, IN 46204 | hntb.com

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From: Susan Harrington
Sent: Tuesday, February 11, 2020 6:45 PM
To: 'akumar@indot.IN.gov' <akumar@indot.IN.gov>
Cc: Christine Meador <CMeador@HNTB.com>; 'Moon, Kyanna' <KMoon1@indot.IN.gov>; Jennifer Goins <JGoins@HNTB.com>; Bales, Ronald <rbales@indot.IN.gov>
Subject: FW: MPPA Determinations - Advanced MOT Spot Projects - Lead Des No 1902693

Hello Anu,

Per our phone call last week, we are submitting specific project information to you for eleven MPPA determinations. I've attached graphics for projects 1-6 to this email and will send graphics for the rest of the projects separately. We are still waiting on individual Des. Numbers for each project; however, the lead Des. Number is 1902693. As you may know, these projects are on a tight schedule, with some of the projects being targeted for environmental document submittal by the end of February. Please let us know if you need any additional information to help accelerate your review.

1. Pennsylvania Street From 10th Street to St. Clair Street

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving Pennsylvania Street from 10th Street to Saint Clair Street in downtown Indianapolis, Marion County. More specifically, the project is located in Section 1, Township 15 North, Range 3 East and in Section 36, Township 16 North, Range 3 East in Center Township, Indianapolis, Indiana. The project proposes to restripe and remove 30 parking spaces during the AM peak travel time (6 am to 9am each weekday). The parking spaces on the eastern side of Pennsylvania Street will be signed for no parking from 6:00 am to 9:00 am and restriped to allow through traffic turning the morning peak hours. This project is adjacent to notable structures and a historic district. This project appears to qualify for the MPPA categories A-4 and A-5. However, it may require full section 106 due to loss of parking.

2. Pennsylvania Street southbound approach to Ohio Street

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving the Pennsylvania Street southbound approach to Ohio Street in Marion County, Indiana. More specifically, the project is located in Section 1, Township 15 North, Range 3 East in the city of Indianapolis. The project proposes to remove the dedicated bus lane and restripe the lane to a right turn lane. This project is adjacent to a historic district. It appears to qualify for the MPPA categories A-4 and A-5.

3. Washington Street at Southeastern Avenue

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving Washington Street at Southeastern Avenue in Marion County. More specifically, the project is located in Section 1, Township 15 North, Range 3 East in Center Township, Indianapolis, Indiana. The project proposes to restrict turn movements at the intersection of Washington Street and Southeastern Avenue with restriping and traffic signal head modifications. Traffic will be diverted approximately 2 blocks to the east. This project is adjacent to a historic district. It appears to meet MPPA categories A-4 and A-5.

4. Washington Street at New Jersey Street / East Streets

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving Washington Street at New Jersey Street and East Street in Marion County. More specifically, the project is located in Section 1, Township 15 North, Range 3 East and in Section 7, Township 15 North Range 4 East in Center Township, Indianapolis, Indiana. The project proposes to restrict turn movements from northbound East Street to westbound Washington Street using signing and signal head modifications; two parking spaces will be removed along Washington Street for a turn lane from westbound Washington Street to northbound New Jersey Street and a mill and overlay of Pearl Street will be required. This project is adjacent to a notable structure. This project appears to qualify for the MPPA categories A-4 and A-5. However, it may require full section 106 due to loss of parking.

5. Fall Creek Parkway Corridor

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving East Fall Creek Parkway North Drive between Central Avenue and East 30th Street in Marion County. More specifically, the project is located in Sections 24 and 25, Township 16 North, Range 3 East in Center Township, Indianapolis, Indiana. The project proposes to restore the reversible center through lane on East Fall Creek Parkway North Drive, which had been converted to a left turn lane during prior construction. Restoration of this lane may require upgrading of signage and signal modification. This project is within a historic district but may qualify for MPPA category A-4 and A-5.

6. Raymond Street at Kentucky Avenue

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving Raymond Street at Kentucky Avenue in Marion County. More specifically, the project is located in Section 21, Township 15 North, Range 3 East in Wayne Township, Indianapolis, Indiana. The project proposes to install new traffic signal indications and signage. There are several contributing structures in the area and there may be changes to street signage. This project appears to qualify for MPPA category A-4 or B-1.

7. Raymond Street at Southeastern Avenue

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving Raymond Street at Southeastern Avenue in Marion County, Indiana. More specifically, the project is located in Sections 15 and 22, Township 15 North, Range 4 East in Warren Township, Indianapolis, Indiana. The project proposes restriping and signal modification at the intersection, as well as the removal of a portion of the raised center median on Southeastern Avenue, immediately south of the intersection. There are several contributing structures in the area and there is a potential historic district to the northeast of this intersection. Changes to street signage may be required. This project appears to qualify for MPPA category A-4 or B-1.

8. I-70 at Harding Street

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving Harding Street at I-70 in Marion County, Indiana. More specifically, the project is located in Section 10, Township 15 North, Range 3 East in Center Township, Indianapolis, Indiana. The project proposes to create dual northbound left turn lanes from Harding Street to the eastbound and

westbound I-70 entrance ramps and lengthen the southbound right turn lane from Harding Street to the westbound I-70 entrance ramp. The project will include median modification, minor widening within the existing right of way, pavement marking modifications, and signal modifications. This project appears to qualify for MPPA category A-2.

9. Southport Road at Bluff Road

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving the Indiana Rail Road crossing at Southport Road near the intersection of Southport and Bluff Road in Marion County, Indiana. More specifically, the project is located in Sections 10 and 15, Township 14 North, Range 3 in Perry Township, Indianapolis, Indiana. The project proposes to install an interconnection to allow trains approaching the railroad crossing to preempt the traffic signal at the intersection of Southport Road and Bluff Road. Pavement markings, advanced signage, and railroad signal hardware will be updated as well. This project appears to qualify for MPPA category A-8.

11. I-65 & Keystone NB Ramp Terminal

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project at the I-65 interchange with Keystone Street in Marion County. More specifically, the project is located in Sections 29 and 30, Township 15 North, Range 4 East in the Center Township, Indianapolis, Indiana. The project proposes to add a second westbound left turn lane from the northbound I-65 exit ramp to southbound Keystone Avenue. No trees suitable for the Indiana bat or the northern long-eared bat are present within the project study area; however, multiple large street trees suitable for roosting by both the Indiana bat and the northern long-eared bat exist in the neighborhood to the north of the project. This project appears to qualify for MPPA category A-2.

12. County Line Road at Railroad/Peterman Road

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving County Line Road at Railroad/Peterman Road in Marion County and Johnson County. More specifically, the project is located in Sections 22, 23, 26 and 27 in Township 14 North, Range 3 East in Perry Township, Indianapolis, Indiana and White River Township, Greenwood, Indiana. The project proposes to install a new traffic signal at the intersection of County Line Road with Railroad/Peterman Road and an interconnection with the adjacent Indiana Rail Road crossing of County Line Road. This project appears to qualify for MPPA category A-8.

Thank you!
Susan

Susan Harrington
Scientist III
Tel (317) 917-5233 Cell (317) 902-0672 Email sharrington@hntb.com

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APPENDIX E: ENDANGERED AND THREATENED SPECIES LIST

Indiana County Endangered, Threatened and Rare Species List

County: Marion

Species Name	Common Name	FED	STATE	GRANK	SRANK
Mollusk: Bivalvia (Mussels)					
Cyprogenia stegaria	Eastern Fanshell Pearlymussel	LE	SE	G1Q	S1
Epioblasma obliquata perobliqua	White catspaw	LE	SE	G1T1	SX
Epioblasma rangiana	Northern Riffleshell	LE	SE	G2	S1
Epioblasma triquetra	Snuffbox	LE	SE	G3	S1
Fusconaia subrotunda	Longsolid	C	SX	G3	SX
Lampsilis fasciola	Wavyrayed Lampmussel		SSC	G5	S3
Obovaria subrotunda	Round Hickorynut	C	SE	G4	S1
Plethobasus cicatricosus	White Wartyback	LE	SX	G1	SX
Plethobasus cooperianus	Orangefoot Pimpleback	LE	SX	G1	SX
Plethobasus cyphus	Sheepnose	LE	SE	G3	S1
Pleurobema clava	Clubshell	LE	SE	G1G2	S1
Pleurobema plenum	Rough Pigtoe	LE	SE	G1	S1
Pleurobema rubrum	Pyramid Pigtoe		SX	G2G3	SX
Ptychobranhus fasciolaris	Kidneyshell		SSC	G4G5	S2
Quadrula cylindrica cylindrica	Rabbitsfoot	LT	SE	G3G4T3	S1
Toxolasma lividus	Purple Lilliput	C	SSC	G3Q	S2
Venustaconcha ellipsiformis	Ellipse		SSC	G4	S2
Villosa lienosa	Little Spectaclecase		SSC	G5	S3
Insect: Hymenoptera					
Bombus affinis	Rusty-patched Bumble Bee	LE	SE	G1	S1
Insect: Lepidoptera (Butterflies & Moths)					
Hyperaeschra georgica	A Prominent Moth			G5	S2
Insect: Neuroptera					
Sisyra sp. 1	Indiana Spongilla Fly		ST	GNR	S2
Fish					
Percina evides	Gilt Darter		SE	G4	S1
Amphibian					
Necturus maculosus	Common mudpuppy		SSC	G5	S2
Reptile					
Clemmys guttata	Spotted Turtle	C	SE	G5	S2
Clonophis kirtlandii	Kirtland's Snake		SE	G2	S2
Emydoidea blandingii	Blanding's Turtle	C	SE	G4	S2
Thamnophis butleri	Butler's Garter Snake		SE	G4	S1
Bird					
Aimophila aestivalis	Bachman's Sparrow			G3	SXB
Ardea alba	Great Egret		SSC	G5	S1B
Bartramia longicauda	Upland Sandpiper		SE	G5	S3B
Botaurus lentiginosus	American Bittern		SE	G5	S2B

Indiana Natural Heritage Data Center
Division of Nature Preserves
Indiana Department of Natural Resources
This data is not the result of comprehensive county surveys.

Fed: LE = Endangered; LT = Threatened; C = candidate; PDL = proposed for delisting
State: SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern; SX = state extirpated; SG = state significant; WL = watch list
GRANK: Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long term concerns; G5 = widespread and abundant globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank
SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked

Indiana County Endangered, Threatened and Rare Species List

County: Marion

Species Name	Common Name	FED	STATE	GRANK	SRANK
<i>Buteo platyterus</i>	Broad-winged Hawk		SSC	G5	S3B
<i>Certhia americana</i>	Brown Creeper			G5	S2B
<i>Chordeiles minor</i>	Common Nighthawk		SSC	G5	S4B
<i>Falco peregrinus</i>	Peregrine Falcon		SSC	G4	S2B
<i>Haliaeetus leucocephalus</i>	Bald Eagle		SSC	G5	S2
<i>Helmitheros vermivorus</i>	Worm-eating Warbler		SSC	G5	S3B
<i>Ixobrychus exilis</i>	Least Bittern		SE	G5	S3B
<i>Lanius ludovicianus</i>	Loggerhead Shrike		SE	G4	S3B
<i>Mniotilta varia</i>	Black-and-white Warbler		SSC	G5	S1S2B
<i>Nycticorax nycticorax</i>	Black-crowned Night-heron		SE	G5	S1B
<i>Pandion haliaetus</i>	Osprey		SSC	G5	S1B
<i>Rallus elegans</i>	King Rail		SE	G4	S1B
<i>Setophaga cerulea</i>	Cerulean Warbler		SE	G4	S3B
<i>Setophaga citrina</i>	Hooded Warbler		SSC	G5	S3B
<i>Sitta canadensis</i>	Red-breasted Nuthatch			G5	S1B
Mammal					
<i>Lasiurus borealis</i>	Eastern Red Bat		SSC	G3G4	S4
<i>Myotis lucifugus</i>	Little Brown Bat	C	SE	G3	S2
<i>Myotis septentrionalis</i>	Northern Long Eared Bat	LT	SE	G1G2	S2S3
<i>Myotis sodalis</i>	Indiana Bat	LE	SE	G2	S1
<i>Taxidea taxus</i>	American Badger		SSC	G5	S2
Vascular Plant					
<i>Chelone obliqua</i> var. <i>speciosa</i>	Rose Turtlehead		WL	G4T3	S3
<i>Deschampsia cespitosa</i>	Tufted Hairgrass		SR	G5	S3
<i>Hydrastis canadensis</i>	Golden Seal		WL	G3G4	S3
<i>Juglans cinerea</i>	Butternut		ST	G4	S2
<i>Melanthium virginicum</i>	Virginia Bunchflower		SE	G5	S1
<i>Panax quinquefolius</i>	American Ginseng		WL	G3G4	S3
<i>Poa wolfii</i>	Wolf Bluegrass		SR	G4	S3
<i>Rubus odoratus</i>	Purple Flowering Raspberry		ST	G5	S2
<i>Trifolium stoloniferum</i>	Running Buffalo Clover	LE	SE	G3	S1
High Quality Natural Community					
Forest - flatwoods central till plain	Central Till Plain Flatwoods		SG	G3	S2
Forest - floodplain mesic	Mesic Floodplain Forest		SG	G3?	S1
Forest - floodplain wet	Wet Floodplain Forest		SG	G3?	S3
Forest - floodplain wet-mesic	Wet-mesic Floodplain Forest		SG	G3?	S3
Forest - upland dry-mesic Central Till Plain	Central Till Plain Dry-mesic Upland Forest		SG	GNR	S2
Forest - upland mesic Central Till Plain	Central Till Plain Mesic Upland Forest		SG	GNR	S3

Indiana Natural Heritage Data Center
Division of Nature Preserves
Indiana Department of Natural Resources
This data is not the result of comprehensive county surveys.

Fed: LE = Endangered; LT = Threatened; C = candidate; PDL = proposed for delisting
State: SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern; SX = state extirpated; SG = state significant; WL = watch list
GRANK: Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long term concerns; G5 = widespread and abundant globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank
SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked

Indiana County Endangered, Threatened and Rare Species List

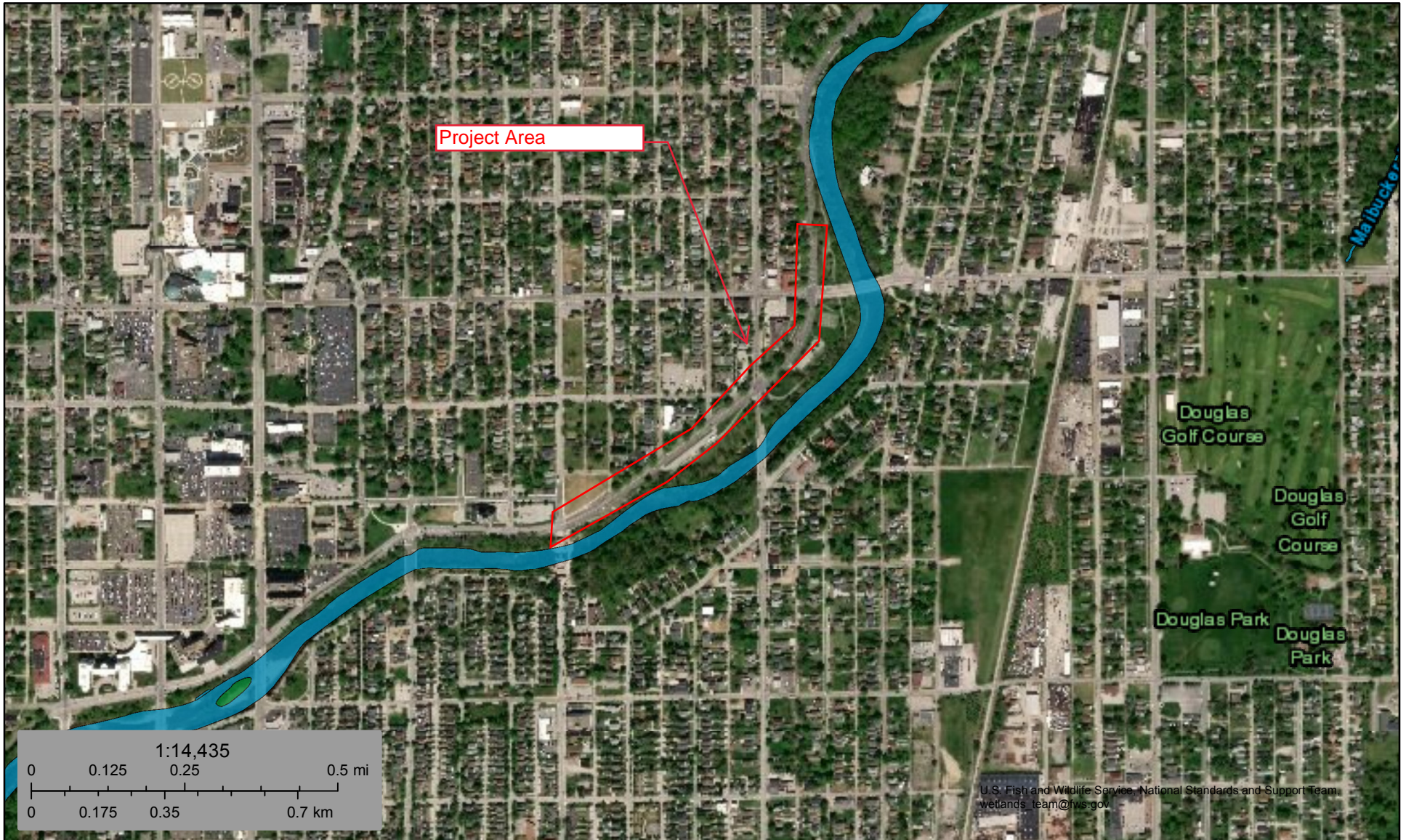
County: Marion

Species Name	Common Name	FED	STATE	GRANK	SRANK
Wetland - fen	Fen		SG	G3	S3
Wetland - marsh	Marsh		SG	GU	S4

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APPENDIX F: WATER RESOURCE MAPPING



March 19, 2020

Wetlands

- | | | |
|--|---|--|
|  Estuarine and Marine Deepwater |  Freshwater Emergent Wetland |  Lake |
|  Estuarine and Marine Wetland |  Freshwater Forested/Shrub Wetland |  Other |
| Des. No. 2001151 |  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.



Indiana Floodplain Information Portal Report

Point of Interest

Approximate Address:
3010 North NEW JERSEY ST
INDIANAPOLIS, IN 46205

Effective Flood Zone:
X

Preliminary Flood Zone:
N/A

Best Available Flood Zone:

Approximate Flood Elevation:
710.1ft NAVD88

Source:
Zone AE Profile Conversion

Nearest Stream:
FALL CREEK

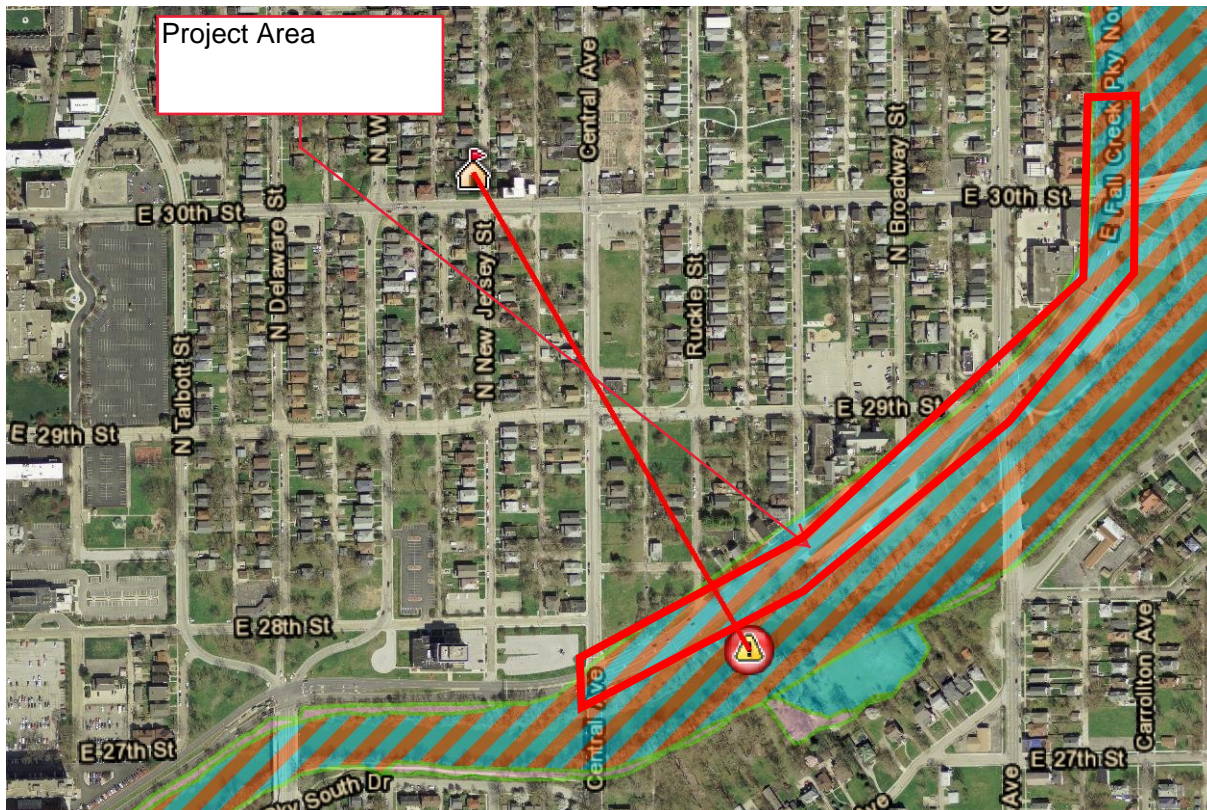
Map Legend

- Point of Interest
- Nearest Point on Stream

Best Available Flood Zone

- FEMA Zone AE Floodway
- DNR Detailed Floodway
- DNR Approximate Floodway
- FEMA Zone A
- FEMA Zone AE
- DNR Detailed Fringe
- DNR Approximate Fringe
- Additional Floodplain Area
- FEMA Protected by Levee
- FEMA Floodplain - Ponding (Depth)
- FEMA Floodplain - Sheet Flow (Depth)

Site Map with Best Available Flood Zone



Approximate scale 1:9,600

APPENDIX G: PUBLIC INVOLVEMENT

Information to be added
after Public Involvement

APPENDIX H: AIR QUALITY

Indiana Department of Transportation (INDOT)
 State Preservation and Local Initiated Projects FY 2020 - 2024

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Estimated Cost left to Complete Project*	PROGRAM	PHASE	FEDERAL	MATCH	2020	2021	2022	2023	2024	
Various County																			
Indiana Department of Transportation	1902012	A 18	VA VARI	Guardrail Attenuators, New Or Modernize	Various Locations Throughout the Fort Wayne District.	Fort Wayne	0	STBG	\$2,338,384.00	Safety ROW	RW	\$200,000.00	\$50,000.00				\$250,000.00		
										Safety Consulting	PE	\$800,000.00	\$200,000.00	\$500,000.00	\$500,000.00				
										Safety Construction	CN	\$870,707.20	\$217,676.80						\$1,088,384.00
Comments:NO MPO for DES 1902012. Adding PE for \$500,000 to FY 2020 and \$500,000 to FY 2021, RW for \$250,000 to FY 2023, and CN for \$1,088,384 Phase is illustrative of FY 2024.																			
Indiana Department of Transportation	1902897	A 18	VA VARI	Guardrail Attenuators, New Or Modernize	FY 2023, Various Locations within the Fort Wayne District.	Fort Wayne	0	STBG	\$1,200,000.00	Safety Consulting	PE	\$160,000.00	\$40,000.00	\$30,000.00	\$170,000.00				
										Safety Construction	CN	\$800,000.00	\$200,000.00					\$1,000,000.00	
Comments:NO MPO. DES 1902897 add PE to FY 2020 for \$30,000 and FY 2021 for \$170,000, CN to FY 2023 for \$1,000,000.																			
Indiana Department of Transportation	41252 / 1801399	A 18	VA VARI	Traffic Signal Visibility Improvements	Various Locations Within the Vincennes District	Vincennes	0	STBG	\$260,486.00	Safety Construction	CN	\$208,388.80	\$52,097.20			\$260,486.00			
Comments:Adding FY21 CN funding of \$260,486.00. EMPO resolution #20-24 TIP-08 approved 3/12/2020, AQC Exempt 3/5/2020.																			
Indiana Department of Transportation	41269 / 1801411	A 18	VA VARI	Lighting Installation / Maintenance	Lighting at I69 and US41 Interchange	Vincennes	0	STBG	\$1,489,159.00	Safety Consulting	PE	\$68,305.60	\$17,076.40	\$85,382.00					
										Safety Construction	CN	-\$120,000.00	-\$30,000.00		(\$150,000.00)				
Comments:Adding PE funds for FY20 for \$85,382.00. Subtracting CN funds for FY21 for \$150,000.00. EMPO TIP Resolution letter for CN deduction dated 1/10/2020. EMPO TIP Resolution letter for PE dated 3/5/2020. AQC Exempt 01/09/2020.																			
Indiana Department of Transportation	42676 / 2000015	A 18	VA VARI	Patch And Rehab Pavement	IDIQ Various Locations Throughout the LaPorte District	LaPorte	0	Multiple	\$1,000,000.00	Road Construction	CN	\$800,000.00	\$200,000.00		\$1,000,000.00				
Comments:MACOG approved Resolution 08-20 on 3/11/20, FY21 CN \$1,000,000. AQC Exempt 1/29/20.																			
Indiana Department of Transportation	42751 / 1900459	A 18	VA VARI	Repair Or Replace Lighting	Various Highway LED Lighting Locations Within the Fort Wayne District..	Fort Wayne	0	STBG	\$2,582,687.00	Safety Construction	CN	\$2,066,149.60	\$516,537.40		\$2,582,687.00				
Comments:NO MPO. DES 1900459 Adding CN to FY 2021 for \$2,582,687.																			
Indiana Department of Transportation	42856 / 1902693	A 18	MS MIS	Other Type Project (Miscellaneous)	Advance design work locations 2, 6, 7, 9, 12	Greenfield	0	Multiple	\$3,793,515.00	Road Consulting	PE	\$1,307,708.00	\$326,927.00	\$1,634,635.00	\$0.00				
										Road Construction	CN	\$1,727,104.00	\$431,776.00		\$2,158,880.00				

Various County Total																				
Federal: \$8,888,363.20			Match :\$2,222,090.80			2020: \$2,250,017.00			2021: \$6,522,053.00			2022:			2023: \$1,250,000.00			2024: \$1,088,384.00		

Des. No. 2001151 is included under Lead Des. No. 1902693

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

APPENDIX I: ADDITIONAL STUDIES

Land and Water Conservation Fund (LWCF) County Property List for Indiana
(Last Updated December 2019)

ProjectNumber	SubProjectCode	County	Property
1800048	1800048	Marion	Eagle Creek Park, Nature Preserve, and Peace Learn
1800072	1800072	Marion	Martin Luther King Park
1800088	1800088	Marion	Eagle Creek Park, Nature Preserve, and Peace Learn
1800114	1800114	Marion	Eagle Creek Golf Course
1800167	1800167	Marion	Eagle Creek Park, Nature Preserve, and Peace Learn
1800185	1800185	Marion	German Church & 30th St Park
1800222	1800222	Marion	Southwestway Park
1800245	1800245	Marion	Lawrence Community Park
1800247	1800247	Marion	Ft. Harrison S.P. Dog Park (old-- Fall Creek Park)
1800307	1800307	Marion	Washington Park
1800307.1	1800307.1	Marion	16TH AND FRANKLIN PARK (GREENE PARK)
1800330	1800330	Marion	Riverside Park, Aquatic Center
1800369	1800369M	Marion	Ft. Harrison S.P. Dog Park (old-- Fall Creek Park)
1800384	1800384	Marion	Sarah T. Bolton Park
1800401	1800401A	Marion	Eagle Creek Firing Range
1800401	1800401B	Marion	Eagle Crest
1800401.1	1800401	Marion	Cancer Park
1800401.2	1800401.2A	Marion	Starling Nature Sanctuary at Eagle Creek
1800401.2	1800401.2B	Marion	Wish Park
1800401.3	1800401.3	Marion	Cancer Park
1800401.4	1800401.4	Marion	Krannert Park
1800404	1800404	Marion	Major Taylor Velodrome & Lake Sullivan
1800459	1800459	Marion	Fall Creek Parkway, Fall Creek Corridor Ph.III
1800467	1800467	Marion	Hartman Park/Beech Grove Little League
1800478	1800478	Marion	Oaklondon Play Park
1800505	1800505	Marion	Fall Creek Parkway, Fall Creek Corridor Ph.III
1800541	1800541	Marion	Southwestway Park
1800600	1800600	Marion	Southport Park
1800617	1800617	Marion	Fort Benjamin Harrison Civic Plaza
1800635	1800635	Marion	Leonard Park
1800328	1800328	Various*	Heritage program
1800594	1800594	Various*	Brown County State Park and Versailles State Park
1800611	1800611	Various*	Whitewater Memorial State Park/Salamonie Reservoir
1800626	1800626	Various*	Brown County S.P., Indiana Dunes S.P. and Cataract Falls SRA

Please note, some of the property names are cut off on the ends due to character limits

Also, park names may have changed and is not reflected on the list.

*Various - this may include multiple sites in multiple counties and should always be included in your searches by county.