

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

Road No./County:	Rural Street, Massachusetts Avenue, Brookside Avenue, Bloyd Avenue, Roosevelt Avenue, 19 th Street / Marion County
Designation Number(s):	1800715
Project Description/Termini:	Intersection Improvement Project Project Termini: • Rural Street, 345 feet south of Interstate 70 (I-70) to 1,920 feet south of I-70 • Roosevelt Avenue/Bloyd Avenue, 330 feet east and west of Rural Street • Massachusetts Avenue, 245 feet east and 420 feet west of Rural Street • Brookside Avenue, 280 feet east and 210 feet west of Rural Street • 19th Street, 45 feet east of Rural Street

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

Approval

INDOT DE Signature and Date

INDOT ESD Signature and Date

FHWA Signature and Date

Release for Public Involvement

N/A

INDOT DE Initials and Date

ADWP

INDOT ESD Initials and Date
March 30, 2026

Certification of Public Involvement

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date:

Name and Organization of CE/EA Preparer:

Victoria Veach, HNTB Corporation (HNTB)

Note: Refer to the most current INDOT CE Manual, guidance language, and other ESD resources for further guidance regarding any section of this form.

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Route Rural Street & Massachusetts Avenue

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Part I – Public Involvement

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

Does the project have a historic bridge processed under the Historic Bridges PA*?	<table border="1"><tr><td>Yes</td><td>No</td></tr><tr><td>☐</td><td>☒</td></tr></table>	Yes	No	☐	☒
Yes	No				
☐	☒				
If No, then:					
Opportunity for a Public Hearing Required?	<table border="1"><tr><td>☒</td><td>☐</td></tr></table>	☒	☐		
☒	☐				

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

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

Notice of Survey letters were mailed to potentially affected property owners near the project area on July 31, 2024, notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Survey letter is included in Appendix G, pages 1-2.

Section 106

To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of "No Historic Properties Affected" was published in the *Indianapolis Star* on February 10, 2026, offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on March 10, 2026. The text of the public notice and the affidavit of publication appear in Appendix D, pages 4-5. No comments were received from the public during the 30-day comment period.

Community Outreach

A Public Involvement Plan (PIP) was prepared for this project and shared with the INDOT Project Manager on January 21, 2025. The PIP was updated on August 29, 2025, and was shared with the INDOT Project Manager on September 3, 2025 (Appendix G, pages 3-7). Public involvement activities detailed in the PIP include two community stakeholder workshops, one public information meeting, and a public hearing, as well as videos that detail the project scope, road closures, and detours.

Kitchen Table Meetings

Kitchen Table Meetings (KTM) with businesses impacted by land acquisition were held in addition to the planned public outreach. An invitation to a KTM was sent to Santarossa Mosaic & Tile (2707 Roosevelt Avenue, Indianapolis, Indiana) and Topsy T's Discount Liquor (1905 North Rural Street, Indianapolis, Indiana) on March 17, 2025 (Appendix G, page 8). Members of the project team held a KTM with the owner of Topsy T's Discount Liquor on April 7, 2025, and with the president/director of Santarossa Mosaic & Tile on April 23, 2025. Members of the project team presented both business representatives with a set of draft project plans and explained the project scope and how the scope would specifically impact their respective businesses. The project team provided a general overview of the project design, construction schedule, and the planned opportunities for public engagement. Both business representatives acknowledged the safety concerns at the intersection and expressed support for improvements to the intersection.

The owner of Topsy T's expressed concern that the proposed project design will reduce the number of parking spaces available in the primary customer parking lot for the business, stating the lot is often full and that, at times, it is already a challenge for customers to park safely. The owner acknowledged that a gravel overflow lot on the south side of the property is not maximized for customer parking, but stated it is used for delivery truck parking and that deliveries arrive every Tuesday, Wednesday, and Friday. The sign at Topsy T's is in conflict with the project design and will require relocation to another location on the property. A cost-to-cure for relocation of the sign will be included in the right-of-way purchase agreement. Relocation of the sign is the responsibility of the property owner.

The president of Santarossa Mosaic & Tile asked general questions about right-of-way impact, as a fence on the east end of the business will need to be removed. The president's primary concern with removing the fence was safety at the business; the business will install a replacement fence after right-of-way has been purchased and prior to the start of construction. The project team confirmed that a right-of-way professional representing the Indianapolis Department of Public Works (DPW) will contact Santarossa Mosaic & Tile regarding right-of-way purchase. A cost-to-cure for installation of a replacement fence at Santarossa Mosaic & Tile will be included in the right-of-way purchase agreement.

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Community Stakeholder Workshop

A Community Stakeholder workshop took place on May 20, 2025. An invitation was distributed via email to targeted community organizations on May 8, 2025 (Appendix G, page 9). The meeting was held at the John Boner Neighborhood Center (2236 E. 10th Street, Indianapolis, Indiana) starting at 6:00 pm. Representatives of the project team from HNTB and INDOT, as well as community members representing Bike Indianapolis, Little Flower Neighborhood Association, Near East Area Renewal (NEAR), Near Eastside Community Organization (NESCO), and Springdale Neighborhood Association were in attendance. A project information sheet was provided to meeting attendees (Appendix G, pages 13-14), and a board showing the proposed project design was on display (Appendix G, page 15). The meeting began with a short presentation detailing the project location, purpose and need, and proposed improvements (Appendix G, pages 10-12). A question-and-answer session followed. Attendees of the meeting asked about:

- pedestrian safety,
- multi-modal transportation such as dedicated bus/bike lanes and “Complete Streets”,
- project sponsorship,
- the project budget,
- the construction timeline and road closures during construction,
- the public outreach strategy,
- if the CSX crossing would be improved,
- if semi-truck turning movements would be restricted at the Rural Street and Massachusetts Avenue intersection, and
- if the project included any environmental remediation.

Public Information Meeting

A Public Information Meeting (PIM) was held on August 18, 2025, at the Edna Martin Christian Center (605 East 25th Street, Indianapolis, Indiana) starting at 5:30 pm with an online livestream of the PIM beginning at 6:00 pm. A Legal Notice of Public Information Meeting was published in the *Indianapolis Star* on August 8 and 15, 2025. The PIM was also advertised on the INDOT East Central Facebook page on August 6 and 18, 2025. Please see Appendix G, page 21 for the graphic used in the social media advertising. A copy of the Legal Notice of Public Information Meeting is included in Appendix G, pages 16-17 and the affidavit of publication is included in Appendix G, pages 18-20. A total of 13 members of the public were in attendance (Appendix G, pages 22-23). A project information sheet was provided to attendees (Appendix G, pages 27-28), and a board showing the proposed project design was on display (Appendix G, page 29). The meeting began with a short presentation detailing the proposed improvements planned for the intersection and discussing how feedback from the Community Stakeholder meeting was incorporated in the project design (Appendix G, pages 24-26). Following the presentation, attendees had the opportunity to interact one-on-one with members of the project team to ask questions and discuss the project in more detail.

Representatives from NEAR, Edna Martin Christian Center, and John Boner Neighborhood Center submitted a letter with public comments on August 29, 2025 (Appendix G, pages 30-32). Comments include:

- A request to extend planned sidewalks north from Bloyd Avenue to connect to sidewalks at Keystone Enterprise Park, located approximately 2,000 feet north of the sidewalk terminus planned for this project. There is a visible walking path in the grass along Rural Street worn by pedestrians moving under I-70 to get between the areas on the north and south sides of the interstate, and the letter argues that the most cost-effective time to find a solution to this issue would be during the design and implementation of this project. The letter cites the recent Martindale Brightwood 2025-2030 Quality of Life Plan for area neighborhoods in support of creating pedestrian friendly infrastructure and advocating for long-term improvements to the built environment in the area.
- A request that the project design include a concrete pad constructed in the median of Rural Street just south of I-70 and an empty electrical conduit running under Rural Street to the concrete pad to accommodate installation of a future privately-funded gateway artwork for the Martindale Brightwood and Near Eastside Neighborhoods.

Extending the planned sidewalks to connect with existing sidewalks at Keystone Enterprise Park is outside the scope of this project and will not be added to the project design. Ongoing coordination between HNTB, Indianapolis DPW, and NEAR is occurring regarding construction of a concrete pad and an empty electrical conduit for a future privately-funded gateway artwork installation. A layout showing options on the size, shape, and location of a concrete pad accounting for clear space from the roadway was provided to NEAR for review and comment. HNTB requested NEAR provide their preference for the size and location of the concrete pad by May 6, 2026. Please see Appendix G, pages 33-36 for the coordination between HNTB, Indianapolis DPW, and NEAR. The concrete pad and empty electrical conduit have not officially been incorporated into the project plans at this time.

Public Hearing

The project will meet the minimum requirements described in the current *Indiana Department of Transportation (INDOT) Project Development Public Involvement Procedures Manual* which requires the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. Therefore, a legal notice will appear in a local publication contingent upon the release of this document for public involvement. This document will be revised after the public involvement requirements are fulfilled.

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Public Controversy on Environmental Grounds

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

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

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

Sponsor of the Project: INDOT INDOT District: GreenfieldLocal Name of the Facility: Rural Street and Massachusetts AvenueFunding Source (mark all that apply): Federal ☒ State ☒ Local ☒ Other* ☐

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

PURPOSE AND NEED:

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

Need:

The need for this project is due to the high number of crashes at the intersection of Rural Street and Massachusetts Avenue. According to the June 21, 2019, Engineering Assessment, crash data for the 2016-2018 time period indicated a total of 72 crashes occurred at the intersection during those years (Appendix I, pages 6-20). Of the total crashes, 16 resulted in injuries and 56 resulted in property damage only. Right angle crashes were the most common type of crash, accounting for 38% of all crashes, and low traffic signal visibility was observed to be a contributing factor. Crashes associated with left turns and sideswipes also represented a high percentage of crash incidents, accounting for 32% of all crashes. An analysis of the crash data using the Road Hazard Analysis Tool (RoadHAT) revealed an Index of Crash Frequency (I_{CF}) of 2.40 and an Index of Crash Cost (I_{CC}) of 1.85. I_{CF} is a metric that measures the difference between the expected and reported number of crashes and is used to assess the safety of a roadway compared to similar roadways. I_{CC} is a metric that measures the difference between expected and reported crash costs and is used to consider the severity of crashes. I_{CF} and I_{CC} values close to 0 indicate that the number and severity of crashes is close to what is expected for comparable roadways. An I_{CF} of 2.40 and an I_{CC} of 1.85 indicate that the Rural Street and Massachusetts Avenue intersection has a higher-than-expected crash rate and that the severity of crashes is higher than what would be expected from similar intersections.

Purpose:

The purpose of this project is to reduce the I_{CF} and I_{CC} of the Rural Street and Massachusetts Avenue intersection to 1.0 or lower.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Marion Municipality: City of Indianapolis

Limits of Proposed Work: Rural Street: Approximately 345 feet south of I-70 to 1,920 feet south of I-70
Massachusetts Avenue: Approximately 245 feet east and 420 feet west of Rural Street intersection
Roosevelt Avenue/Bloyd Avenue: Approximately 330 feet east and 330 feet west of Rural Street intersection
Brookside Avenue: Approximately 280 feet east and 210 feet west of Rural Street intersection

Total Work Length: 0.3 (Rural Street)
0.13 (Massachusetts Avenue) Mile(s) Total Work Area: 6.1 Acre(s)This is page 4 of 34 Project name: Rural Street and Massachusetts Avenue Intersection Improvement Project Date: March 25, 2026

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Is an Interstate Access Document (IAD)¹ required?

If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?

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

Yes¹

No

Date:

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

INDOT and the Indianapolis DPW, with funding from the Federal Highway Administration (FHWA), intend to proceed with an intersection improvement project at the intersection of Rural Street, Massachusetts Avenue, and the CSX Railroad Crossing DOT# 539242N in the city of Indianapolis, Marion County, Indiana. This project was originally proposed in April of 2020 and the environmental document was approved in January 2021. However, that project was not constructed and the preferred alternative selected in that document has been discarded in favor of the currently proposed alternative. This document reflects additional studies and design considered during development of the currently recommended alternative.

Location:

This project is located along Rural Street where it intersects Massachusetts Avenue, Brookside Avenue, Bloyd Avenue/Roosevelt Avenue, 19th Street, and the CSX Railroad Crossing DOT# 539242N in Center Township, Indianapolis, Marion County, Indiana. More specifically, the project is located in Sections 29 and 32, Township 16 North, Range 4 East as shown on the Indianapolis East 7.5 Minute US Geological Survey (USGS) Quadrangle Map. Project location maps and photos can be found in Appendix B, pages 1-12.

Background:

The purpose of this Additional Information (AI) document is to discuss changes in the scope of a project detailed in a Categorical Exclusion Level 1 (CE-1) document which was approved on January 22, 2021, and to provide additional environmental review required due to the increase in the size of the project area and scope of the project. Due to the scale of the changes to the project scope and project area and the time passed since the initial environmental review, this AI document has been treated as if it is a new environmental review. Re-coordination letters detailing the project changes were mailed to all environmental review agencies and local stakeholders, and new supporting reports were prepared. The changes to the project scope also elevated the Section 106 review from qualifying for the Minor Projects Programmatic Agreement (MPPA) to requiring a full Section 106 review.

The preferred alternative detailed in the approved CE-1 document (identified in that document as Modified Alternative 2) would have made intersection and traffic signal modifications along Rural Street at Massachusetts Avenue, Brookside Avenue, and Bloyd Avenue/Roosevelt Avenue. Proposed activities included signage updates, traffic signal modifications, mill and resurface, revised lane alignment and pavement markings that promote safety at the intersections, and curb ramp improvements. No right-of-way and no tree clearing would be required. Please see Appendix I, pages 32-46 for the approved CE-1 text detailing the scope and impacts associated with Modified Alternative 2.

While the preferred alternative detailed in the approved CE-1 document would meet the purpose and need of the project, it would not address geometric challenges stemming from the skew of Massachusetts Avenue relative to Rural Street resulting in a tight turning radius and less space to protect the railroad crossing. Following the Stage 3 design plan submission for Modified Alternative 2, it was determined that a full reconstruction alternative would better achieve the purpose and need of lowering the I_{CF} and I_{CC} to 1.0 or lower (Appendix I, pages 2-5).

Existing Conditions:

Rural Street is an urban minor arterial with a posted speed limit of 35 miles per hour (mph). North of Brookside Avenue, Rural Street consists of two 10-foot-wide travel lanes in each direction, with a variable width concrete median separating the opposing directions of travel north of Bloyd Avenue/Roosevelt Avenue. South of Brookside Avenue, Rural Street consists of one 15-foot-wide travel lane in each direction. Concrete curb and gutter and approximately five-foot-wide concrete sidewalks are present on both sides of Rural Street.

Massachusetts Avenue is an urban major collector with one 11-foot-wide travel lane in each direction and a posted speed limit of 30 mph. A concrete curb and an approximately six-foot-wide concrete sidewalk is present along the south side of Massachusetts Avenue. Massachusetts Avenue runs parallel to an active CSX railroad. Both Massachusetts Avenue and the CSX railroad crossing intersect with Rural Street at a 56-degree angle. The Rural Street and Massachusetts Avenue intersection is controlled by a two-phase traffic signal. No dedicated turning lanes and no protected turning signal phases are present on either roadway. The CSX

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railroad crossing can preempt the traffic signal at Rural Street and Massachusetts Avenue, causing the traffic signal to function as a flashing three-way stop for the south, east, and west approaches of the intersection to maintain traffic flow while a train is passing.

North of the CSX railroad, Bloyd Avenue intersects with the west side of Rural Street and Roosevelt Avenue intersects with the east side of Rural Street. Bloyd Avenue and Roosevelt Avenue are both urban local streets. Bloyd Avenue consists of one 15-foot-wide travel lane in each direction, and Roosevelt Avenue consists of one 10-foot-wide travel lane in each direction. Concrete curb is present along both sides of Bloyd Avenue and an approximately five-foot-wide concrete sidewalk is present along the south side of Bloyd Avenue. Curb is present along the south side of Roosevelt Avenue; the existing curb is predominately concrete, but some portions of limestone curb remain near the eastern project limits. The limestone curbs present in this location are not considered historic, as they are not associated with any historic district. The intersection of Rural Street and Bloyd Avenue/Roosevelt Avenue is controlled by a two-phase traffic signal. A slip lane for right turns is present on westbound Roosevelt Avenue and southbound Rural Street, and a dedicated left-turn lane is present on southbound Rural Street. No other dedicated turning lanes are present, and no protected turning signal phases are present at the intersection.

Brookside Avenue is an urban local street with one 10-foot-wide travel lane in each direction and a posted speed limit of 30 mph. There is curb present on both sides of Brookside Avenue, along with an approximately six-foot-wide sidewalk and eight-foot-wide parking lanes. West of Rural Street, the existing curb is concrete; east of Rural Street, the existing curb is limestone. The limestone curbs present in this location are not considered historic, as they are not associated with any historic district. The intersection of Brookside Avenue and Rural Street is controlled by a two-phase traffic signal. No dedicated turning lanes and no protected turning signal phases are present on either roadway.

19th Street is a two-way urban local street that is approximately 20 feet wide. There is on street parking on the south side, and approximately six-foot-wide sidewalks on both sides of the street. 19th Street forms a T-intersection with the east side of Rural Street. No traffic signal and no dedicated turn lanes are present for either roadway at the intersection.

Curb ramps are present at intersections throughout the project area; however, none of the existing curb ramps in the project area are compliant with current Americans with Disabilities Act (ADA) standards.

The active CSX railroad crossing within the project limits has two mainline tracks and is located approximately 30 feet north of Massachusetts Avenue. This railroad carries approximately 21 trains per day which travel at a maximum speed of approximately 40 mph. The crossing is currently equipped with train-activated flashing lights, overhead cantilevers, and gates to block each direction of traffic while a train passes. At the time this project was originally scoped, a total of five collisions between trains and vehicles occurred between 2014 and 2019 (a rate of one per year). This crash rate was 3.6 times higher than the expected crash rate based on crash rates of similar crossings (Appendix I, pages 12, 21-25). A review of recent Federal Railroad Administration (FRA) data indicated that two additional collisions between trains and vehicles were recorded between 2020 and 2025 (Appendix I, pages 26-27). An additional collision not included in the most current FRA records occurred at the crossing on May 31, 2025. The rate of crashes recorded between 2020 and 2025 is lower than the 2014-2019 time period, which could partially be due to lower vehicle and train traffic during the COVID-19 pandemic. However, this railroad crossing continues to pose safety concerns.

Land use in the vicinity of the project is primarily commercial and industrial north of Massachusetts Avenue and primarily residential south of Massachusetts Avenue. Two IndyGo bus routes are located within the project area. One 42-inch diameter corrugated metal pipe (CMP) carries drainage under Rural Street approximately 420 feet south of I-70. Utilities in the project area include overhead and buried telecommunications and electric lines and buried water, gas, and sanitary sewer lines.

The Engineering Assessment completed for this project on June 19, 2019, summarized the operational deficiencies of the intersection (Appendix I, pages 6-20):

- ICF of 2.40 and ICC of 1.85, indicating a higher-than-expected crash rate and that the severity of crashes is higher than expected.
- A total of 72 crashes between 2016-2018, with 16 resulting in injury and 56 resulting in property damage only.
- High number of right-angle crashes, making up 38% of total crashes, at the Rural Street and Massachusetts Avenue intersection.
- High number of left turn and sideswipe crashes, making up 32% of total crashes.
- Low traffic signal visibility and crashes associated with motorists running red lights.
- Train/vehicle crashes at the railroad crossing are 3.6 times higher than predicted based on vehicle and train volumes.

Preferred Alternative:

The proposed project will realign a portion of Rural Street starting at Bloyd Avenue/Roosevelt Avenue and extending to

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approximately 150 feet south of Massachusetts Avenue, construct a new crossing over the CSX railroad, and raise the grades of Rural Street and Massachusetts Avenue south of the railroad crossing by approximately two feet. Along Rural Street, two travel lanes in each direction will be maintained north of Brookside Avenue, and one travel lane in each direction will be maintained south of Brookside Avenue. A median will remain to separate the northbound and southbound traffic on Rural Street between I-70 and Bloyd Avenue/Roosevelt Avenue, but the existing concrete will be removed and replaced with vegetation. Lane striping and pavement markings along Rural Street will indicate shared turn and through lanes on the north and south approaches of all intersections included in this project, with the exception of southbound Rural Street at Bloyd Avenue/Roosevelt Avenue, where an existing dedicated left-turn lane will be maintained for traffic turning from Rural Street to Roosevelt Avenue. The alignment, width, and traffic lane configuration along Massachusetts Avenue will remain the same as existing. No dedicated turn lanes will be added at either approach of Massachusetts Avenue.

Slight realignment and widening will be required at the Bloyd Avenue and Roosevelt Avenue approaches to tie into Rural Street. A dedicated left-turn lane will be added on Bloyd Avenue for traffic turning from Bloyd Avenue to northbound Rural Street. A dedicated right-turn lane will be added to Roosevelt Avenue for traffic turning from Roosevelt Avenue to northbound Rural Street. Dedicated left-turn lanes will be added at both approaches of Brookside Avenue. Areas of existing pavement along Rural Street, Bloyd Avenue, and Roosevelt Avenue that will no longer be needed after roadway realignment will be removed and sod will be installed in its place.

New segments of six-foot-wide concrete sidewalk will be constructed along:

- both sides of Rural Street from Bloyd Avenue/Roosevelt Avenue to approximately 290 feet south of Massachusetts Avenue,
- the south side of Bloyd Avenue,
- both sides of Roosevelt Avenue, and
- the south side of Massachusetts Avenue.

No sidewalks will be constructed across the CSX railroad crossing. However, detectable warning surfaces associated with ADA-compliant curb ramps will be installed in all quadrants of the railroad crossing, and the new crossing arms will extend to block the pedestrian crossing in addition to the travel lanes.

New ADA-compliant curb ramps will be constructed in all quadrants of all intersections included in this project and in all quadrants of the new CSX railroad crossing. Segments of concrete sidewalk will be reconstructed to tie into new curb ramps at Brookside Avenue and 19th Street. Pedestrian crosswalks will be marked across all approaches of all intersections included in this project. An additional pedestrian crosswalk will be marked across Rural Street approximately 50 feet north of the CSX railroad crossing. ADA-compliant bus stops will be constructed on both sides of Rural Street approximately 175 feet south of Bloyd Avenue/Roosevelt Avenue and at 19th Street.

A combined curb and gutter will be constructed along both sides of Rural Street from the northern project limits to approximately 290 feet south of Massachusetts Avenue and along both sides of Massachusetts Avenue for the entire length of the roadway included in this project. New traffic signals will be installed at Bloyd Avenue/Roosevelt Avenue, Massachusetts Avenue, and Brookside Avenue. New signals and crossing arms will be installed at the CSX railroad crossing. The CSX railroad crossing signal will still preempt the traffic signal at Rural Street and Massachusetts Avenue to ensure all traffic is cleared from the crossing prior to the train passing. The south, east, and west approaches of the Rural Street and Massachusetts Avenue will still function as a flashing three-way stop to maintain traffic flow while a train passes.

New storm sewers will be installed throughout the project area. Utilities within the project area will require relocation. Coordination between the project designer, sponsor, and utility companies has been initiated and will continue throughout project development.

Approximately 0.31 acre of new, permanent right-of-way acquisition and 0.28 acre of temporary right-of-way acquisition will be required to complete this project. No streams or wetlands will be impacted. Approximately 0.6 acre of tree clearing and 1.44 acres of terrestrial habitat disturbance will be required for this project. Impacts are unavoidable, and have been minimized to the extent practical.

Project plans are included in Appendix B, pages 13-119. An Environmental Impacts graphic in Appendix B, pages 4-6 includes a visual representation of the completed project.

Construction will occur in five phases, and maintenance of traffic (MOT) will consist of lane closures along Rural Street; closures with detours along Massachusetts Avenue, Bloyd Avenue, and Roosevelt Avenue; and flaggers. Please see the *Maintenance of Traffic (MOT)* section of this CE document and Appendix B, pages 21-50 for additional MOT details.

Realigning Rural Street will increase the angle of the Rural Street and Massachusetts Avenue intersection from approximately 56-

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degrees to approximately 75-degrees, which will improve the turning radius at the intersection. Raising the grades of Rural Street and Massachusetts Avenue at the intersection will improve sight distance at the intersection and CSX crossing. Updated signals will improve signal visibility, addressing a contributing factor to crashes at the intersection of Rural Street and Massachusetts Avenue. Improvements to timing between the signals at the CSX crossing and the Rural Street and Massachusetts Avenue intersection will increase the warning time and allow for more time to clear traffic from the railroad crossing. These improvements will meet the purpose and need of the project by increasing the safety and reducing the number and severity of crashes at the Rural Street and Massachusetts Avenue intersection and at the CSX railroad crossing.

Logical Termini/Independent Utility:

Project termini are as follows:

- Rural Street: 345 feet south of I-70 to 1,920 feet south of I-70
- Roosevelt Avenue/Bloyd Avenue: 330 feet east and west of Rural Street
- Massachusetts Avenue: 245 feet east and 420 feet west of Rural Street
- Brookside Avenue: 280 feet east and 210 feet west of Rural Street
- 19th Street: 45 feet east of Rural Street

Project termini extend far enough along all roadways to include all proposed improvements, including all road and sidewalk reconstruction; therefore, this project has logical termini. This project does not rely on any other project to meet the purpose and need, and it is a reasonable expenditure even if no additional transportation improvements in the area are made; therefore, the project has independent utility.

OTHER ALTERNATIVES CONSIDERED:

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

No Build Alternative

This alternative would not involve any improvements to the existing intersections. The crash indexes at the intersection with regard to vehicular and railroad traffic would remain above the threshold for a high crash location. This alternative would not involve any costs, nor would it result in environmental issues. The No Build Alternative would not meet the purpose and need of the project; therefore, it was discarded from further consideration.

Three discarded build alternatives were detailed in the *Other Alternatives Considered* section of the approved CE-1 document.

Please see Appendix I, pages 34-35 for details related to:

- Massachusetts Avenue Left-turn Lane Alternative (Alternative 1)
- Massachusetts Avenue Prohibited Left-Turn Alternative (Alternative 2)
- Signal Modification Alternative (Alternative 3)

The No Build Alternative is not feasible, prudent or practicable because (Mark all that apply)

It would not correct existing capacity deficiencies;

It would not correct existing safety hazards;

It would not correct the existing roadway geometric deficiencies;

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

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

Other (Describe):

X
X

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ROADWAY CHARACTER:

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

Name of Roadway Rural Street
 Functional Classification: Minor Arterial
 Current ADT: 17,500 VPD (2027) Design Year ADT: 20,300 VPD (2047)
 Design Hour Volume (DHV): 1,620 Truck Percentage (%) 3
 Designed Speed (mph): 35 Legal Speed (mph): 35

Existing		Proposed	
Number of Lanes:	2 lanes south of Brookside Avenue 4 lanes north of Brookside Avenue	2 lanes south of Brookside Avenue 4 lanes north of Brookside Avenue	
Type of Lanes:	Through Lanes	Through Lanes	
Pavement Width:	40 ft.	46 ft.	
Shoulder Width:	N/A ft.	N/A ft.	
Median Width:	40 ft.	37 ft.	
Sidewalk Width:	5 ft.	6 ft.	

Setting: ☒ Urban ☐ Suburban ☐ Rural
 Topography: ☒ Level ☐ Rolling ☐ Hilly

Name of Roadway Massachusetts Avenue
 Functional Classification: Local Agency Collector
 Current ADT: 5,000 VPD (2027) Design Year ADT: 5,800 VPD (2047)
 Design Hour Volume (DHV): 580 Truck Percentage (%) 3
 Designed Speed (mph): 30 Legal Speed (mph): 30

Existing		Proposed	
Number of Lanes:	2	2	
Type of Lanes:	Through Lanes	Through Lanes	
Pavement Width:	22 ft.	26 ft.	
Shoulder Width:	N/A ft.	N/A ft.	
Median Width:	N/A ft.	N/A ft.	
Sidewalk Width:	6 ft.	6 ft.	

Setting: ☒ Urban ☐ Suburban ☐ Rural
 Topography: ☒ Level ☐ Rolling ☐ Hilly

Name of Roadway Bloyd Avenue
 Functional Classification: Local Street
 Current ADT: 1,700 VPD (2027) Design Year ADT: 2,000 VPD (2047)
 Design Hour Volume (DHV): 220 Truck Percentage (%) 11
 Designed Speed (mph): 30 Legal Speed (mph): 30

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Existing			Proposed		
Number of Lanes:	2		3		
Type of Lanes:	Through		2 Through Lanes, 1 Dedicated Left Turn Lane		
Pavement Width:	25	ft.	38	ft.	
Shoulder Width:	N/A	ft.	N/A	ft.	
Median Width:	N/A	ft.	N/A	ft.	
Sidewalk Width:	5	ft.	6	ft.	

Setting: ☒ Urban ☐ Suburban ☐ Rural
 Topography: ☒ Level ☐ Rolling ☐ Hilly

Name of Roadway Roosevelt Avenue
 Functional Classification: Local Street
 Current ADT: 3,100 VPD (2027) Design Year ADT: 3,600 VPD (2047)
 Design Hour Volume (DHV): 290 Truck Percentage (%) 11
 Designed Speed (mph): 30 Legal Speed (mph): 30

Existing			Proposed		
Number of Lanes:	2		3		
Type of Lanes:	Through Lanes		2 Through Lanes, 1 Dedicated Right-Turn Lane		
Pavement Width:	25	ft.	38	ft.	
Shoulder Width:	N/A	ft.	N/A	ft.	
Median Width:	N/A	ft.	N/A	ft.	
Sidewalk Width:	5	ft.	6	ft.	

Setting: ☒ Urban ☐ Suburban ☐ Rural
 Topography: ☒ Level ☐ Rolling ☐ Hilly

Name of Roadway Brookside Avenue
 Functional Classification: Local Street
 Current ADT: N/A VPD (2027) Design Year ADT: N/A VPD (2047)
 Design Hour Volume (DHV): N/A Truck Percentage (%) N/A
 Designed Speed (mph): 30 Legal Speed (mph): 30

Existing			Proposed		
Number of Lanes:	2		2		
Type of Lanes:	Through		Through		
Pavement Width:	36	ft.	36	ft.	
Shoulder Width:	N/A	ft.	N/A	ft.	
Median Width:	N/A	ft.	N/A	ft.	
Sidewalk Width:	5	ft.	5	ft.	

Setting: ☒ Urban ☐ Suburban ☐ Rural
 Topography: ☒ Level ☐ Rolling ☐ Hilly

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BRIDGES AND/OR SMALL STRUCTURE(S):

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

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

	Existing		Proposed	
Bridge/Structure Type:	42-inch diameter CMP		No Changes Proposed	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	N/A	ft.	N/A	ft.

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

One CMP with a diameter of 42 inches and a length of 205 feet crosses under Rural Street within the project area approximately 420 feet south of I-70. This structure does not have a unique structure number. No headwalls or wingwalls are present, and there are no stone, wood, or brick features that would suggest historical significance. No work is planned for this structure. Please see Appendix B, pages 4-5 and page 59 for the location of this culvert.

New storm sewer will be installed as part of this project. All new pipes associated with the storm sewer will be buried and fully encapsulated. No other bridges or small structures are located within the project area.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

	Yes	No
Is a temporary bridge proposed?		X
Is a temporary roadway proposed?		X
Will the project involve the use of a detour or require a ramp closure? (describe below)	X	
Provisions will be made for access by local traffic and so posted.	X	
Provisions will be made for through-traffic dependent businesses.	X	
Provisions will be made to accommodate any local special events or festivals.	X	
Will the proposed MOT substantially change the environmental consequences of the action?		X
Is there substantial controversy associated with the proposed method for MOT?		X
Will the project require a sidewalk, curb ramp, and/or bicycle lane closure? (describe below)	X	
Provisions will be made for access by pedestrians and/or bicyclist and so posted (describe below).	X	

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

This project will be constructed in five phases, and MOT will require a combination of lane closures on Rural Street and road closures with detours on Massachusetts Avenue, Bloyd Avenue, and Roosevelt Avenue. At least one travel lane in each direction will be maintained on Rural Street for the duration of construction.

Phase 1 of construction will construct temporary pavement at the northern portion of the project area and along the east side of Rural Street between Massachusetts Avenue and Brookside Avenue to accommodate the MOT employed in later phases of construction.

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The outside northbound lane of Rural Street will be closed between Brookside Avenue and Massachusetts Avenue (Appendix B, pages 31-32).

Phase 2 of construction will:

- realign Rural Street,
- reconstruct southbound Rural Street north of Bloyd Avenue,
- reconstruct and realign the Bloyd Avenue approach at Rural Street,
- reconstruct Massachusetts Avenue west of Rural Street, and
- construct sidewalks and curb ramps within the Phase 2 construction area (Appendix B, pages 33-37).

One travel lane in each direction will be maintained on Rural Street for the duration of this construction phase. Bloyd Avenue and Massachusetts Avenue west of Rural Street will be closed to traffic for the duration of this construction phase. Traffic on Massachusetts Avenue will be detoured along Sherman Drive, Brookside Parkway South Drive, Nowland Avenue, and Commerce Avenue (Appendix B, page 22). The detour length is approximately three miles and will be in place for approximately six months. Traffic on Bloyd Avenue will be detoured along Keystone Way, 25th Street, and Hillside Avenue (Appendix B, page 23). The detour is approximately two miles in length and will be in place for approximately six months.

Phase 3 of construction will:

- reconstruct northbound Rural Street north of Roosevelt Avenue,
- reconstruct and realign the Roosevelt Avenue approach at Rural Street,
- reconstruct Massachusetts Avenue east of Rural Street, and
- remove the Rural Street pavement which will be decommissioned following the realignment of Rural Street (Appendix B, pages 38-43).

Two northbound travel lanes and one southbound travel lane will be maintained on Rural Street north of Massachusetts Avenue while one travel lane in each direction will be maintained south of Massachusetts Avenue. Massachusetts Avenue east of Rural Street and Roosevelt Avenue will be closed to traffic for the duration of this construction phase. Traffic on Massachusetts Avenue will use the same detour as Phase 2 and will be in place for approximately six months. Traffic on Roosevelt Avenue will be detoured along Dearborn Street, Brookside Avenue, and Rural Street (Appendix B, page 24). The detour is approximately one mile in length and will be in place for approximately six months.

Phase 4 of construction will reconstruct the commercial entrance drive for the business located in the southwest quadrant of the Rural Street and Massachusetts Avenue intersection. Remaining sidewalk and curb ramp construction in this location will occur during this phase (Appendix B, pages 44-46). South of Massachusetts Avenue, one travel lane in each direction will be maintained on Rural Street. Between Massachusetts Avenue and Bloyd Avenue/Roosevelt Avenue, two northbound travel lanes and one southbound travel lane will be maintained on Rural Street. No travel lane restrictions will be posted on Rural Street north of Bloyd Avenue/Roosevelt Avenue.

Phase 5 of construction will reconstruct curb ramps at the Rural Street intersections at Brookside Avenue and 19th Street. An HMA overlay will be installed on Rural Street from the southern limit of the roadway realignment to the southern project limits. An HMA overlay will also be installed at the 19th Street approach and along both approaches of Brookside Avenue during Phase 5 (Appendix B, pages 47-50). One lane of traffic will be closed during Phase 5. Flaggers will be used to maintain two directions of travel.

Sidewalks will be closed along the south side of Massachusetts Avenue and the west side of Rural Street in the southwest quadrant of the intersection during construction of the realigned Rural Street and Massachusetts Avenue intersection. Six-foot-wide temporary pedestrian channelizers will be provided, and a detour will be marked along Massachusetts Avenue, Brookside Avenue and the east side of Rural Street (Appendix B, page 25). The sidewalk along the east side of Rural Street between Brookside Avenue and 19th Street will be closed during the construction of new curb ramps and reconstruction of the sidewalk in this area. A 12-foot-wide pedestrian channelizer will be provided, and a detour will be marked along 18th Street, North Parker Avenue, and Brookside Avenue (Appendix B, page 26). In both locations, the closure will be marked with advance warning signs and construction barricades. Construction barricades will be used to protect the pedestrian channelizers from vehicular traffic. Both detour routes will be approximately 0.4 mile in length. The detours and closures will not present a barrier to neighborhood amenities or bus stops.

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

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ESTIMATED PROJECT COST AND SCHEDULE:

Engineering:	\$ 1,658,998 (Prior)	Right-of-Way:	\$ 200,000* (2025-2026)	Construction:	\$ 5,417,500 (2027)
	\$ 1,633,211 (2026)				
Total:	\$ 3,292,209		\$ 200,000		\$ 5,417,500

Anticipated Start Date of Construction: Spring 2027

**Right-of-way is being purchased by the City of Indianapolis using local funds; therefore, right-of-way is not included in the STIP and/or TIP. The right-of-way cost estimate is preliminary and may be adjusted during the right-of-way purchasing process.*

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	N/A	0.04
Commercial	0.31	0.23
Agricultural	N/A	N/A
Forest	N/A	N/A
Wetlands	N/A	N/A
Other:	N/A	N/A
Other:	N/A	N/A
TOTAL	0.31	0.27

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

Along Rural Street, the existing right-of-way extends approximately 170 feet east and west of the center line of Rural Street north of Bloyd Avenue/Roosevelt Avenue. Between Bloyd Avenue/Roosevelt Avenue and the CSX railroad crossing, existing right-of-way along Rural Street extends approximately 30 feet east and 125 feet west of the center line of Rural Street. South of Massachusetts Avenue, existing right-of-way along Rural Street extends approximately 30 feet east and 40 feet west of the roadway center line.

Along Massachusetts Avenue, the existing right-of-way extends approximately 25 feet north and 20 feet south of the roadway center line. Along Brookside Avenue, the existing right-of-way extends approximately 35 feet north and 30 feet south of the roadway center line. At 19th Street, the existing right-of-way extends approximately 25 feet north and 20 feet south of the center of the roadway. Please see Appendix B, pages 4-6 and 72-81 for the limits of the existing right-of-way.

This project will acquire approximately 0.31 acre of new, permanent right-of-way from commercial properties along the west side of Rural Street from the southwest quadrant of the intersection with Bloyd Avenue to the southwest quadrant of the intersection with Massachusetts Avenue. Permanent right-of-way will also be acquired along the south side of Massachusetts Avenue west of Rural Street. Permanent right-of-way acquisition is required to realign Rural Street and to raise the grades of Rural Street and Massachusetts Avenue south of the CSX railroad crossing. This project will also acquire approximately 0.27 acre of temporary right-of-way from residential and commercial properties along the south sides of Bloyd Avenue and Roosevelt Avenue, the south side of Massachusetts Avenue, and the east and west sides of Rural Street south of Massachusetts Avenue. Temporary right-of-way acquisition is required for sidewalk and commercial drive reconstruction. Please see Appendix B, pages 4-6 and 72-81 for proposed permanent and temporary right-of-way acquisition.

As part of the partnership between INDOT and the Indianapolis DPW, all right-of-way is being purchased by Indianapolis DPW using local funds. Early acquisition of right-of-way is expected. Early acquisition of right-of-way did not influence the development or selection of alternatives or development of the proposed preferred alternative. Right-of-way acquisition will be conducted in accordance with 49 CFR 24 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended.

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.

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

SECTION A - EARLY COORDINATION:

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

Early coordination letters were sent on April 3, 2020. During Stage 3 plan development, it was determined a full reconstruction alternative would be more beneficial for this area (Appendix I, pages 2-5). Due to this, re-coordination letters were sent on November 1, 2024, November 4, 2024, November 25, 2024, and August 21, 2025 (Appendix C, pages 1-3).

Agency	Date Sent	Date Response Received	Appendix
FHWA	November 1, 2024	N/A	N/A
US Department of Housing & Urban Development (HUD)	November 1, 2024	N/A	N/A
Natural Resources Conservation Service (NRCS)	November 1, 2024	November 4, 2024	Appendix C, page 4
US Army Corps of Engineers (USACE)	November 1, 2024	N/A	N/A
Indiana Geological & Water Survey (IGWS) (online automated coordination)	November 4, 2024	November 4, 2024	Appendix C, pages 7-8
Indiana Department of Natural Resources, Division of Fish & Wildlife (IDNR-DFW)	November 1, 2024	November 27, 2024	Appendix C, pages 9-11
INDOT—Greenfield District Environmental Services	November 1, 2024	N/A	N/A
INDOT—Greenfield District Project Manager	November 1, 2024	N/A	N/A
INDOT Utilities and Railroads	November 1, 2024	N/A	N/A
INDOT Office of Aviation	November 1, 2024	November 4, 2024	Appendix C, page 5
Marion County Emergency Management	November 1, 2024	N/A	N/A
Marion County Surveyor	November 1, 2024	N/A	N/A
Marion County Board of Commissioners, President	November 1, 2024	N/A	N/A
Marion County City-County Council, President	November 1, 2024	N/A	N/A
Marion County City-County Council, District 8	November 1, 2024	N/A	N/A
Marion County City-County Council, District 13	November 1, 2024	November 11, 2024	Appendix C, pages 12-13
Marion County Sheriff	November 1, 2024	N/A	N/A
Indianapolis Fire Department Chief	November 1, 2024	N/A	N/A
Marion County Soil and Water Conservation District	November 1, 2024	N/A	N/A
Indianapolis Office of the Mayor	November 1, 2024	N/A	N/A
Indianapolis Department of Public Works	November 1, 2024	N/A	N/A
Indianapolis Metropolitan Police Department, Chief of Police	November 1, 2024	N/A	N/A
Indianapolis Metropolitan Police Department, East District	November 1, 2024	N/A	N/A
Indianapolis Metropolitan Planning Organization	November 1, 2024	N/A	N/A
Indianapolis Municipal Separate Storm Sewer System (MS4) Coordinator	November 1, 2024	November 8, 2024	Appendix C, page 14
Indianapolis Department of Metropolitan Development	November 1, 2024	N/A	N/A
Indianapolis Public Schools Board, Commissioner, District 2	November 1, 2024	N/A	N/A
Indianapolis Public Schools Superintendent	November 1, 2024	N/A	N/A
The Oaks Academy Brookside, Head of School	November 1, 2024	N/A	N/A
IndyGo	November 1, 2024	November 21, 2024	Appendix C, page 15
Spades Park Neighborhood Association	November 1, 2024	N/A	N/A
Brookside Neighborhood Association	November 1, 2024	N/A	N/A

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Near Eastside Community Organization	November 1, 2024	N/A	N/A
Near East Area Renewal	November 25, 2024	N/A	N/A
Downtown Heliport	November 1, 2024	N/A	N/A
Mount Moriah Missionary Baptist Church	August 21, 2025	N/A	N/A

Due to the scale of the scope change, the length of time passed since the initial early coordination mailing, and changes in early coordination guidance since the initial mailing, the re-coordination letters for this project were considered as new early coordination which would supersede the responses and recommendations from the initial 2020 early coordination mailing. Responses and recommendations received during the re-coordination period include the same and/or additional recommendations as those received during the 2020 early coordination. Therefore, discussion of the responses and recommendations from the re-coordination period only are included in this document. All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

SECTION B – ECOLOGICAL RESOURCES:

Streams, Rivers, Watercourses & Other Jurisdictional Features

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

Presence

Impacts

Yes	No

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

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

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

Based on the desktop review, the aerial map of the project area (Appendix B, page 3), and the Red Flag Investigation (RFI) report (Appendix E, pages 1-14), there are 13 streams, rivers, watercourses, or other jurisdictional features within the 0.5-mile search radius. There are no streams, rivers, watercourses, or other jurisdictional features within or adjacent to the project area, which was confirmed by site visits on October 1 and 3, 2024, and on August 8 and 13, 2025, by HNTB. Therefore, no impacts are expected.

A *Waters of the US Determination / Wetland Delineation Report* was approved by the INDOT Ecology, Waterway Permitting, and Stormwater Office (EWPSO) on January 13, 2025. Please refer to Appendix F, pages 1-15 for the *Waters of the US Determination / Wetland Delineation Report*. It was determined that no streams are present within or adjacent to the investigated area. The USACE makes all final determinations regarding jurisdiction.

No Federal Wild and Scenic Rivers; State Natural, Scenic, and Recreational Rivers; Outstanding Rivers for Indiana; navigable waterways; or National Rivers Inventory waterways are present within or adjacent to the project area. Therefore, no impacts are expected.

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Open Water Feature(s)

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

Presence

Impacts

Yes	No

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

Based on the desktop review, the aerial map of the project area (Appendix B, page 3), and the RFI report (Appendix E, pages 1-14), there is one open water feature within the 0.5-mile search radius. There are no open water features within or adjacent to the project area, which was confirmed by site visits on October 1 and 3, 2024, and August 8 and 13, 2025, by HNTB. Therefore, no impacts are expected.

A *Waters of the US Determination / Wetland Delineation Report* was approved by the INDOT Ecology, Waterway Permitting, and Stormwater Office (EWPSO) on January 13, 2025. Please refer to Appendix F, pages 1-15 for the *Waters of the US Determination / Wetland Delineation Report*. It was determined that no open water features are present within or adjacent to the investigated area. The USACE makes all final determinations regarding jurisdiction.

Wetlands

Presence

--

Impacts

Yes	No

Total wetland area: N/A Acre(s) Total wetland area impacted: N/A Acre(s)

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

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

Documentation

Wetlands (Mark all that apply)

Wetland Determination
Wetland Delineation
USACE Isolated Waters Determination

X

ESD Approval Dates

January 13, 2025

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

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

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

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Based on the desktop review, the aerial map of the project area (Appendix B, page 3), and the RFI report (Appendix E, pages 1-14) there is one wetland within the 0.5-mile search radius. There are no wetlands within or adjacent to the project area. That number was confirmed by site visits on October 1 and 3, 2024, and August 8 and 13, 2025, by HNTB. Therefore, no impacts are expected.

A *Waters of the US Determination / Wetland Delineation Report* was approved by the INDOT Ecology, Waterway Permitting, and Stormwater Office (EWPSO) on January 13, 2025. Please refer to Appendix F, pages 1-15 for the *Waters of the US Determination / Wetland Delineation Report*. It was determined that no wetlands are present within or adjacent to the investigated area. The USACE makes all final determinations regarding jurisdiction.

Terrestrial Habitat

Presence

☒

Impacts

Yes

NO

☒☐Total terrestrial habitat in project area: 1.44 Acre(s) Total tree clearing: 0.6 Acre(s)

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

Based on a desktop review, site visits on October 1 and 3, 2024, and August 8 and 13, 2025, by HNTB, and the aerial map of the project area (Appendix B, page 3), terrestrial habitat in the project area consists primarily of mowed grasses that are common in lawns and along maintained roadside. Ornamental street trees dominated by northern catalpa (*Catalpa speciosa*), white ash (*Fraxinus americana*), and American elm (*Ulmus americana*) are present along Rural Street between I-70 and Bloyd Avenue/Roosevelt Avenue. A densely vegetated area dominated by the invasive species tree of heaven (*Ailanthus altissima*) in the tree stratum and Amur honeysuckle (*Lonicera mackii*) in the shrub stratum is present in the northwest quadrant of the CSX crossing at Rural Street.

A total of approximately 1.44 acres of terrestrial habitat will be disturbed by this project. Of that total, approximately 0.6 acre of tree and shrub clearing will occur. Dominant tree species which will be cleared include northern catalpa, white ash, American elm and tree of heaven. Dominant shrub species which will be cleared include Amur honeysuckle. Tree clearing and impacts to terrestrial habitat are not avoidable, and impacts have been minimized as much as possible by restricting clearing to the areas needed to realign Rural Street and the Bloyd Avenue/Roosevelt Avenue approaches and to the raise the profiles of Rural Street and Massachusetts Avenue. Mitigation for tree clearing or terrestrial habitat impacts is not anticipated. Pavement associated with the existing alignments of Rural Street and Bloyd Avenue/Roosevelt Avenue will be removed and replaced with vegetation. As part of the Indianapolis DPW Flora Permit, this project will also include a tree planting plan to replace removed street trees located within the existing right-of-way.

The IDNR-DFW responded to the re-coordination letter on December 27, 2024 (Appendix C, pages 9-11), with the recommendation to avoid removing urban trees to the greatest extent possible and to replace any trees that must be removed. The response also recommended revegetating all bare and disturbed areas as soon as possible following construction, provided time-of-year restrictions for tree clearing, recommended using appropriately designed erosion control measures to prevent sediment from leaving the construction site, and suggested planting two trees (3-gallon stock or larger) for each tree removed which has a diameter-at-breast height of 10-inches or greater.

Protected Species Federally Listed Bats

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

Yes

☒

No

☐☒☒

Determination Received for Listed Bats from USFWS:

NE ☒NLAA ☐LAA ☐This is page 17 of 34 Project name: Rural Street and Massachusetts Avenue
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Other Species not included in IPaC

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

Yes	No
☐	☒
☐	☒

Migratory Birds

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

Yes	No
☐	☒
☐	☒

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

Based on a desktop review and the RFI report (Appendix E, pages 1-14), completed by HNTB on April 7, 2025, the IDNR Marion County Endangered, Threatened, and Rare (ETR) Species List has been checked. According to the IDNR-DFW re-coordination response letter dated November 27, 2024 (Appendix C, pages 9-11), the Natural Heritage Program's Database has 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 project. An INDOT 0.5-mile bat review occurred on October 9, 2024; there are no documented sites within a half mile of the project area.

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 16-23). The project is not within the range of the federally endangered Indiana bat (*Myotis sodalis*), northern long-eared bat (NLEB) (*Myotis septentrionalis*), or the proposed endangered tricolored bat (TCB) (*Perimyotis subflavus*). However, the official IPaC species list indicated two other species present within the project area. The project is within range of an experimental population of the whooping crane (*Grus americana*) and the proposed threatened monarch butterfly (*Danaus Plexippus*). There are no Section 7 requirements for these species as there is no critical habitat. No further coordination is needed with USFWS.

The project was unable to go through the *Range-wide Programmatic Informal Consultation for the Indiana bat, northern long-eared bat (NLEB), and tricolored bat (TCB)*, dated December 2024 between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS as an effect determination key was not available since the project is not within the range of the listed bat species (Appendix C, pages 24-27). The project will have No Effect on threatened and endangered species.

A small structure inspection occurred on August 19, 2025, and no bats or signs of bats were found using the structure (Appendix C, page 28). USFWS Bridge/Structure Assessments are only valid for two years. If construction will begin after August 19, 2027, an inspection of the structure by a qualified individual must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. This firm commitment is included in the *Environmental Commitments* of this document.

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

Geological and Mineral Resources

Project located within the Indiana Karst Region
Karst features identified within or adjacent to the project area
Oil/gas or exploration/abandoned wells identified in the project area

Yes	No
☐	☒
☐	☒
☐	☒

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

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

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Based on a desktop review and the Indiana Karst Region map, the project is located outside the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topographic map of the project area (Appendix B, page 2) and the RFI report (Appendix E, pages 1-14) there are no karst features identified within or adjacent to the project area. In the re-coordination response dated November 4, 2024, the IGWS did not indicate that karst features exist in the project area (Appendix C, pages 7-8). The IGWS response noted the presence of a floodway; a moderate liquefaction potential; and a high potential for bedrock, sand, and gravel resources within 0.5-mile of the project area. The features will not be affected because the project is not located within a floodway and no mineral resource extraction sites are located within the project area. The response from IGWS has been communicated with the designer on October 16, 2025.

SECTION C – OTHER RESOURCES

Drinking Water Resources

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

Presence

X
X

Impacts

Yes	No
	X
X	

Is the project located in the St. Joseph Sole Source Aquifer (SSA):

If Yes, is the FHWA/EPA SSA MOU Applicable?

If Yes, is a Groundwater Assessment Required?

Yes	No
	X

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

Sole Source Aquifer

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)/INDOT Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project, a detailed groundwater assessment is not needed, and no impacts are expected.

Wellhead Protection Area and Source Water

The Indiana Department of Environmental Management's (IDEM) Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on February 14, 2025, by HNTB. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

Water Wells

The IDNR Water Well Record Database website (<http://www.in.gov/dnr/water/3595.htm>) was accessed on February 14, 2025, by HNTB. No wells are located near this project. Therefore, no impacts are expected.

Urban Area Boundary

Based on a desktop review of the IDEM MS4 Boundaries Map for Indiana (<https://www.in.gov/idem/cleanwater/ms4s-boundaries-map-for-indiana/>) by HNTB on February 14, 2025, this project is located in an Urban Area Boundary (UAB). A re-coordination letter was sent to the City of Indianapolis MS4 Coordinator on November 1, 2024 (Appendix C, pages 1-3). The MS4 Coordinator responded on November 8, 2024, and stated 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 (Appendix C, page 14). The project design will comply with all state and local storm water management requirements and will follow erosion and sediment control best management practices. This has been included as a firm commitment in the *Environmental Commitments* section of this document.

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Public Water System

Based on a desktop review, site visits on October 1 and 3, 2024, and August 8 and 13, 2025, by HNTB, the aerial map of the project area (Appendix B, page 3), and a review of the project plans (Appendix B, pages 13-119), this project is located where there is a public water system. Multiple public drinking water lines, hydrants, and storm sewer associated with Citizens Energy Group (CEG) will be affected by realigning Rural Street, realigning the Bloyd Avenue and Roosevelt Avenue approaches, and raising the grades of Rural Street and Massachusetts Avenue. New pipes will be installed for the impacted public drinking water lines and for the impacted storm sewer. All new pipes associated with the public drinking water lines and the storm sewer will be fully encapsulated and underground. Coordination between INDOT, the project designer, and CEG has been initiated and will continue throughout project development. Impacts to the water utility are unavoidable but are being minimized the greatest extent possible.

Floodplains

Project located within a regulated floodplain

Longitudinal encroachment

Transverse encroachment

Homes located in floodplain within 1000' up/downstream from project

Presence

Impacts

Yes	No

If applicable, indicate the Floodplain Level?

Level 1 ☐

Level 2 ☐

Level 3 ☐

Level 4 ☐

Level 5 ☐

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

The IDNR Indiana Floodway Information Portal website (<https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e>) was accessed on February 14, 2025, by HNTB. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page 18). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

Farmland

Agricultural Lands

Prime Farmland (per NRCS)

Presence

Impacts

Yes	No

Total Points (from Section VII of CPA-106/AD-1006*)

**If 160 or greater, see CE Manual for guidance.*

N/A

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

Based on a desktop review, site visits on October 1 and 3, 2024, and August 8 and 13, 2025, by HNTB, the aerial map of the project area (Appendix B, page 3), 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. A re-coordination letter was sent on November 1, 2024, to the NRCS (Appendix C, pages 1-3). The NRCS responded on November 4, 2024, stating the project will not cause a conversion of prime farmland (Appendix C, page 4).

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SECTION D – CULTURAL RESOURCES

Minor Projects PA Category(ies) and Type(s) INDOT Approval Date(s) N/A ☒

Full 106 Effect Finding

No Historic Properties Affected ☒ No Adverse Effect ☐ Adverse Effect ☐

Eligible and/or Listed Resources Present

NRHP Building/Site/District(s) ☐ Archaeology ☐ NRHP Bridge(s) ☐

Documentation Prepared (mark all that apply)

APE, Eligibility and Effect Determination ☒
800.11 Documentation ☒
Historic Properties Report or Short Report ☒
Archaeological Records Check and Assessment ☐
Archaeological Phase Ia Survey Report ☒
Archaeological Phase Ic Survey Report ☐
Other:

ESD Approval Date(s)

January 28, 2026
January 28, 2026
August 6, 2025

May 1, 2025

SHPO Approval Date(s)

March 5, 2026
January 28, 2026
September 2, 2025

June 6, 2025

Memorandum of Agreement (MOA) ☐

MOA Signature Dates (List all signatories)

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

Section 106 of the National Historic Preservation Act (NHPA) of 1966 requires that federal agencies identify and assess the effects of federal projects, programs, and actions on historic resources. This includes projects that are supported by federal funds. The Section 106 process was managed by ASC Group, Inc., who is listed on the IDNR Department of Historic Preservation and Archaeology's Roster of Qualified Professionals.

Area of Potential Effect (APE):

According to 36 CFR 800.16(d), the APE is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking..."

The APE for this project is urban in character with a mix of commercial and industrial properties along Rural Street and Massachusetts Avenue and residential neighborhoods from the early twentieth century on either side of Rural Street south of Massachusetts Avenue. The above-ground APE for this project is a polygon surrounding the project area and is based on sight lines to and from the proposed project location. The archaeological APE is the project footprint. Please see Appendix D, pages 21-23 for aerial maps of the APE.

Coordination with Consulting Parties:

An early coordination letter was uploaded to INSCOPE (INDOT's public Section 106 consultation website) on January 17, 2025, and sent to potential consulting parties and Tribal Historic Preservation Officers (THPOs) via email the same date (Appendix D, pages 35-42). Hard copies of these materials were mailed to the SHPO on January 17, 2025. Below is a list of the organizations invited to participate as consulting parties. The organizations identified in bold print are participating consulting parties.

- **Indiana State Historic Preservation Office (SHPO) (responded February 13, 2025)**
- Major Joe Hogsett

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- Joseph O'Connor, Marion County Board of Commissioners
- Barbara Lawrence, Marion County Board of Commissioners
- Myla Eldridge, Marion County Board of Commissioners
- Nathan Sheets, Indianapolis Department of Public Works
- Meg Bush, Indianapolis Historic Preservation Commission
- Anna Gremling, Indianapolis Metropolitan Planning Organization
- Sean Northup, Indianapolis Metropolitan Planning Organization
- **Mark Dollase, Indiana Landmarks (responded January 22, 2025)**
- **Alex Brooks, Indiana Landmarks (responded January 22, 2025)**
- Steven Barnett, Marion County Historian
- William L. McNiece, Marion County Historical Society
- Historic Urban Neighborhoods of Indianapolis (HUNI)
- Spades Park Neighborhood Association
- Brookside Neighborhood Association
- Near East Area Renewal
- Near East Side Community Organization
- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- **Shawnee Tribe (responded February 18, 2025)**
- **Turtle Mountain Band of Chippewa Indians (responded August 8, 2025)**
- **Delaware Nation of Oklahoma (responded February 6, 2025)**

Note: The contacted parties in bold above accepted Consulting Party status. INDOT Cultural Resources Office (CRO) is acting on behalf of FHWA. FHWA is the lead federal agency. The IDNR SHPO is an automatic Consulting Party.

The Indiana Landmarks Indianapolis Preservation Coordinator responded to the ECL on January 22, 2025, and requested to be a consulting party for the project (Appendix D, page 44). The SHPO responded to the ECL on February 13, 2025, stating they are not aware of any additional parties who needed to be invited to consult on the project (Appendix D, page 48).

The Delaware Nation of Oklahoma responded to the ECL on February 6, 2025, stating there “are no known cultural resources or historic properties associated with Delaware Nation within or near the APE of the proposed project” (Appendix D, page 45). The Shawnee Tribe responded to the ECL on February 18, 2025, stating that “no known historic properties will be negatively impacted by this project. However, there is still potential for the discovery of unknown resources” (Appendix D, page 49).

Archaeology:

An archaeological field investigation occurred on December 7, 2024, by ASC Group, Inc. An Archaeological Short Report (ASR) was prepared showing that no sites were recommended eligible and no further work was recommended. The ASR was submitted to SHPO on May 7, 2025, and was distributed to Consulting Parties on August 7, 2025 (Appendix D, pages 52-54). A summary of the ASR can be found in Appendix D, pages 62-65.

In a letter dated June 6, 2025, SHPO responded to the ASR and concurred that they have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places (NRHP) within the proposed project area. They also concurred that no further archaeological investigations appeared to be necessary within the proposed project area (Appendix D, pages 50-65).

The Turtle Mountain Band of Chippewa Indians (TMBCI) responded on August 8, 2025, stating the “TMBCI THPO office concur no adverse effect to historic or cultural properties during this upgrade project” (Appendix D, pages 55-56).

Historic Properties:

A Historic Property Short Report (HPSR) was completed by ASC Group, Inc. The HPSR identified three Contributing rated resources within the APE. The HPSR was approved by INDOT CRO on August 6, 2025, and provided to Consulting Parties for comment on August 7, 2025 (Appendix D, pages 52-54). No properties were recommended as eligible for listing in the NRHP. A copy of the abstract and summary of the HPSR can be found in Appendix D, pages 60-61.

The SHPO responded to the HPSR on September 2, 2025. They agreed that the APE in the HPSR was of “adequate size” and concurred with the conclusion in the HPSR that there are no NRHP listed or eligible resources located within the APE. The SHPO

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also agreed with the "Contributing rated status of the remaining historic-aged resources documented during survey" (Appendix D, pages 57-58). No other responses to the HPSR were received from Consulting Parties.

Documentation Findings:

On February 5, 2026, an Effects Letter was mailed to Consulting Parties providing the criteria for a "No Historic Properties Affected" finding and the opportunity to comment on the possible effects of the project (Appendix D, pages 6-13). A copy of the "No Historic Properties Affected" documentation can be found in Appendix D, pages 15-18.

The SHPO responded to the Effects Letter on March 5, 2026. The SHPO response reiterated their concurrence with the findings of the HPSR and ASR and provided their concurrence with the "No Historic Properties Affected" finding (Appendix D, pages 1-2).

The Delaware Nation of Oklahoma responded to the Effects Letter on March 5, 2026, stating there are no historic properties or cultural resources of significance to the Delaware Nation within the project location. The Delaware Nation of Oklahoma concurred with the determination of no effect (Appendix D, page 3).

This undertaking will not convert property from any Section 4(f) historic property to a transportation use; the INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Historic Properties Affected"; therefore, no Section 4(f) evaluation is required (Appendix D, page 14).

Public Involvement:

A notice informing the public of the finding an opportunity to comment on the "No Historic Properties Affected" finding was published in the *Indianapolis Star* on February 10, 2026, offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The published public comment period closed on March 10, 2026. The text of the public notice and the affidavit of publication can be found in Appendix D, pages 4-5. No comments from the public were received during the published comment period.

This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

	<u>Presence</u>	<u>Use</u>	
		Yes	No
Parks and Other Recreational Land			
Publicly owned park			
Publicly owned recreation area			
Other (school, state/national forest, bikeway, etc.)			
Wildlife and Waterfowl Refuges			
National Wildlife Refuge			
National Natural Landmark			
State Wildlife Area			
State Nature Preserve			
Historic Properties			
Site eligible and/or listed on the NRHP			
<u>Evaluations</u>			
<u>Prepared</u>			
Programmatic Section 4(f)			
"De minimis" Impact			
Individual Section 4(f)			
Any exception included in 23 CFR 774.13			

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

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

Based on a desktop review, the aerial map of the project area (Appendix B, page 3), and the RFI report (Appendix E, pages 1-14), there are 15 potential Section 4(f) resources located within the 0.5-mile search radius. According to additional research and by the site visits on October 1 and 3, 2024, and August 8 and 13, 2025, by HNTB, there is one potential Section 4(f) resource located within and/or adjacent to the project area. The planned trail segment associated with the Brookside Park to Monon Trail connection is mapped along a former railroad corridor and crosses Rural Street approximately 510 feet south of I-70 (Appendix E, page 12).

The Brookside Park to Monon Trail connection trail segment is included as a Planned Greenway in the *Indy Moves Transportation Integration Plan* (2018) (<https://www.indy.gov/activity/comprehensive-plan-for-the-city-county>) (Appendix I, page 28); however, the corridor is privately owned by CSX Railroad (Appendix I, pages 29-30). Coordination with Indianapolis DPW occurred on February 26, 2026 (Appendix I, page 31). Indianapolis DPW indicated that the Brookside Park to Monon Trail connection is included in the *Marion County Land Use Pattern Book* (2019), the *Indy Greenways Full Circle Master Plan* (2014, currently being updated for 2026), and the *Marion County Pedestrian Plan* (2016) in addition to the *Indy Moves Transportation Integration Plan* (2018), and that the planned trail segment has been identified as a high priority project. Indianapolis DPW also indicated that no funding has been allocated for the Brookside Park to Monon Trail connection, that the property is currently owned by CSX railroad, and that, to date, the City has not engaged CSX in acquisition of the former railroad corridor. According to the Section 4(f) policy paper, Section 4(f) does not apply to trails located on privately owned land unless a public easement permits public access for recreational purposes or in cases when privately held properties are formally designated in a Master Plan for a future trail or park. Although the Brookside Park to Monon Trail connection has been identified as a high priority project, the corridor on which the trail would be constructed is presently privately owned, no public easement has been established, coordination between the City and CSX to acquire the former railroad corridor has not been initiated, no funding to construct the trail has been allocated, and the former railroad corridor is not presently designated for Section 4(f) purposes. Therefore, Section 4(f) does apply to the Brookside Park to Monon Trail connection.

No work will occur off the existing roadway pavement at the location of the potential Brookside Park to Monon Trail connection. This project will not prevent future construction of the Brookside Park to Monon Trail connection. The project will not use this resource by acquiring permanent right-of-way and will not indirectly use the resource in such a way that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. Therefore, no 4(f) use is expected.

The Indianapolis Department of Metropolitan Development did not respond to the re-coordination letter.

Section 6(f) Involvement

Presence

Use

Section 6(f) Property

Yes

No

☐☐☐

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

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

A review of 6(f) properties on the INDOT ESD website revealed a total of 29 properties in Marion County (Appendix I, page 1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

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SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project

Is the project in the most current STIP/TIP? ☒

Is the project located in an MPO Area? ☒

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

If Yes, then:

Is the project in the most current MPO TIP? ☒

Is the project exempt from conformity? ☒

If No, then:

Is the project in the Transportation Plan (TP)? ☐

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

Yes	No
☒	☐
☒	☐
☒	☐
☐	☐
☒	☐
☒	☐
☐	☐
☐	☐
☐	☐

Location in STIP:

Name of MPO (if applicable):

Location in TIP (if applicable):

Level of MSAT Analysis required?

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

Fiscal Year (FY) 2026-2030 STIP (Appendix H, page 1-4)

Indianapolis Metropolitan Planning Organization (IMPO)

FY 2026-2030 IMPO TIP (Appendix H, page 5)

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

STIP/TIP

This project is included in the 2026-2029 FY IMPO *Transportation Improvement Program* (TIP) (Appendix H, page 5) and the FY 2026-2030 *Statewide Transportation Improvement Program* (STIP) (Appendix H, pages 1-4).

Attainment Status

This project is located in Marion County, which is currently a maintenance area for Ozone under the 1997 Ozone 8-hour standard according to the EPA Greenbook for Nonattainment Areas for Criteria Pollutants (<https://www.epa.gov/green-book>). The 1997 Ozone 8-hour standard 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. 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.

MSAT

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.

SECTION G - NOISE

Noise

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

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

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

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

SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

- Will the proposed action comply with the local/regional development patterns for the area?
- Will the proposed action result in substantial impacts to community cohesion?
- Will the proposed action result in substantial impacts to local tax base or property values?
- Will construction activities impact community events (festivals, fairs, etc.)?
- Does the community have an approved transition plan?
- If No, are steps being made to advance the community's transition plan?
- Does the project comply with the transition plan? (explain in the discussion below)

Yes	No
☒	☐
☐	☒
☐	☒
☐	☒
☒	☐
☐	☐
☒	☐

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

This project will improve safety at the intersection by constructing a new crossing over the CSX railroad, realigning a portion of Rural Street, and raising the grades of Rural Street and Massachusetts Avenue at the intersection. These improvements will improve safety at the intersection by increasing the turning radius and increasing sight distance by removing the slope on the south side of the CSX railroad at the Rural Street and Massachusetts Avenue intersection. This project will also reconstruct sidewalks and construct new ADA-compliant curb ramps throughout the project area. This project is necessary to address safety concerns at the Rural Street and Massachusetts Avenue intersection and at the CSX railroad crossing. This project is consistent with local and regional land use and transportation plans. The safety and pedestrian infrastructure improvements will enhance community cohesion and will positively impact motorists and pedestrians using this facility. No significant economic or community impacts are expected as a result of this project, and the project is not expected to have impacts on the local tax base or property values.

The City of Indianapolis' most recent ADA Implementation/Transition Plan was developed and considered effective in 2013. An annual report demonstrating continued implementation of accessibility enhancements was prepared by the City of Indianapolis on December 28, 2018. This project will be designed in accordance with the plan and all applicable ADA requirements.

The *Indy Moves Transportation Integration Plan* (2018) (<https://www.indy.gov/activity/comprehensive-plan-for-the-city-county>) includes elements of the *Indy Greenways Full Circle Master Plan, Parts One and Two* (2014), the *Marion County Pedestrian Plan* (2016), and the *Indianapolis/Marion County Pedestrian Safety Action Plan* (2018) in an integrated plan which aims to improve mobility choices and to identifying priority areas for greenways, sidewalks, bike lanes, and complete streets. This project includes the reconstruction of sidewalks and installation of ADA-compliant curb ramps throughout the project area. Reconstructed sidewalks on the north side of Bloyd Avenue/Roosevelt Avenue will be 10-feet-wide in order to accommodate a future connection to a proposed greenway crossing Rural Street and connecting Brookside Park and the Monon Trail. Therefore, this project complies with the *Indy Moves Transportation Integration Plan* (2018).

This project will require permanent right-of-way acquisition from two businesses in the project area. The project will acquire 0.22 acre of permanent right-of-way from Santarossa Mosaic & Tile (2707 Roosevelt Avenue, Indianapolis, Indiana) and 0.058 acre of permanent right-of-way and 0.046 acre of temporary right-of-way from Topsy T's Discount Liquor (1950 North Rural Street). A KTM was held with a representative of each business to discuss the project and obtain feedback from each business. Representatives from both businesses were generally supportive of plans to improve the intersection. The representative from Santarossa Mosaic & Tile expressed concern about safety due to a fence which will require removal for the project. The project team confirmed a representative from Indianapolis DPW will contact the business regarding right-of-way acquisition. A cost-to-cure to install a new fence at the new property line prior to the start of construction will be included in the right-of-way purchase agreement. The representative from Topsy T's expressed concern regarding the reduction in available parking spaces resulting from construction of this project. The existing sign in front of Topsy T's will require removal and relocation to another location of the property. A cost-to-cure to relocate the sign at Topsy T's will be included in the right-of-way purchase agreement.

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Right-of-way acquisition from Santarossa Mosaic & Tile and Tippy T's Discount Liquor and the associated impacts is unavoidable in order to meet the purpose and need of this project. Right-of-way acquisition and impacts have been minimized as much as possible.

Per the Indiana Festival Guide (<http://indianafestivals.org/>) accessed on September 19, 2025, by HNTB, there are multiple regularly scheduled fairs and festivals occurring in throughout Indianapolis and Marion County, including several events taking place at the Indiana State Fairgrounds and in Downtown Indianapolis. Local schools in the vicinity of the project area also host various sporting and school events throughout the year. The MOT, which will involve road closures with detours, may pose delays and temporary inconveniences to traveling motorists; however, all inconveniences will cease upon project completion. The MOT for the project is not anticipated to impact access to community events. The selected contractor will implement the MOT plan in accordance with the current Indiana Design Manual (IDM) and INDOT Standard Specifications.

Based on the scope of work and MOT, no impacts to community cohesion, the local tax base, or property values are anticipated.

Public Facilities and Services

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

Based on a desktop review, the aerial map of the project area (Appendix B, page 3), and the RFI report (Appendix E, pages 1-14), there are eight religious facilities, three schools, four railroad segments, five recreational facilities, seven trail segments, and three managed lands located within the 0.5-mile search radius. There are four public facilities—two active railroad segments and one abandoned railroad segment, all associated with CSX railroad, and one potential trail segment—within or adjacent to the project area. That number was updated to include two IndyGo bus routes with four IndyGo bus stops on Rural Street and one IndyGo bus stop on Brookside Avenue within the project area by the site visits on October 1 and 3, 2024 and August 8 and 13, 2025, by HNTB.

This project will construct a new crossing over the CSX railroad crossing. Coordination with CSX railroad has been initiated by the project team, and coordination will continue throughout project development and construction. CSX railroad will be responsible for constructing the new crossing. Construction of the new crossing will occur prior to the start of roadway construction.

A planned trail segment associated with the Brookside Park to Monon Trail connection is mapped along a former railroad corridor and crosses Rural Street approximately 510 feet south of I-70 (Appendix E, page 12). The trail segment is included as a Planned Greenway in the *Indy Moves Transportation Integration Plan* (2018) (<https://www.indy.gov/activity/comprehensive-plan-for-the-city-county>) (Appendix I, page 28). This project will not prevent the future construction of this potential trail.

IndyGo responded to the re-coordination letter on November 21, 2024 (Appendix C, page 15). The IndyGo response stated that they have two routes with associated bus stops in the project area:

1. Route 26 along Rural Street (4 stops)
 - a. Rural Street & Roosevelt Avenue Northbound / Stop ID: 11760
 - b. Rural Street & Bloyd Avenue Southbound / Stop ID: 11840
 - c. Rural Street & Massachusetts Avenue Northbound / Stop ID: 11759
 - d. Rural Street & Brookside Avenue Southbound / Stop ID: 11842
2. Route 21 along Brookside Avenue (1 stop)
 - a. Brookside Avenue & Rural Street Eastbound / Stop ID: 51610

The response also states that the bus stops along Rural Street associated with Route 26 are part of the long term IndyGo network, but the existing stops are not ADA-compliant. IndyGo requested an ADA-compliant five-foot by eight-foot boarding area to be included as part of this project, and that their response be shared with the consultant project manager. IndyGo also requested MOT and detour information. The IndyGo response was shared with the consultant project manager on November 22, 2024, and a meeting between IndyGo and the HNTB project team occurred on November 26, 2024. Coordination is ongoing between IndyGo and the project design team regarding location and design of bus stops and regarding MOT and detour information, with a focus on ensuring access to existing and proposed stops in the project area during construction. Coordination with IndyGo will continue throughout the design process and through project construction. This is included as a firm commitment.

ADA-compliant boarding areas for IndyGo Route 26 are included on Rural Street approximately 175 feet south of Bloyd Avenue/Roosevelt Avenue and at 19th Street (Appendix B, pages 4-6 and 72-73). The bus stop along Brookside Avenue associated with IndyGo Route 21 will be retired with future route re-alignments and no improvements are needed at this bus stop.

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Due to potential MOT concerns, a re-coordination letter was sent to The Oaks Academy – Brookside on November 1, 2024, and to Mount Moriah Missionary Baptist Church on August 21, 2025. No response was received from the Oaks Academy – Brookside or Mount Moriah Missionary Baptist Church. The RFI also recommended to coordinate with the Marion County Juvenile Division due to the MOT concerns (Appendix E, pages 1-14). The Marion County Juvenile Division was formerly located in the southeast quadrant of the 25th Street and Keystone Avenue intersection; however, additional research indicated that the facility has been moved to the new Community Justice Campus at 675 Justice Way, located approximately 2.5 miles south of the project area. Due to the closure of former facility located at 25th Street and Keystone Avenue and the distance to the new facility, coordination with the Marion County Juvenile Division did not occur.

Three public-use heliports are located within 3.8 miles of the project area. The INDOT Office of Aviation responded to the re-coordination letter on November 4, 2024 (Appendix C, page 5), stating that no tall structure permit is required for the project if all equipment being used is under 200 feet in height. On August 21, 2025, the designer confirmed that all required construction equipment will be under 200 feet in height (Appendix C, page 6).

Utilities in the project area include overhead and buried telecommunications and electric lines and buried water, gas, and sanitary sewer lines. Utility relocation will be required for this project. Coordination between the design team and utility representatives has been initiated and will continue throughout project development.

The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services). These delays will cease upon project completion. Therefore, no significant impacts to any of these public facilities are expected. Access to all properties will be maintained during construction.

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.

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

Yes	No
☐	☐
☐	☐
☐	☐
☐	☐

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

Due to the issuance of recent federal Executive Orders (EO) from January 2025, including EO 14154, EO 14148, and EO 14173, EO 12898 have been rescinded, and this section is no longer applicable.

Relocation of People, Businesses or Farms

Will the proposed action result in the relocation of people, businesses or farms?

Is a BIS or CSRS required?

Yes	No
☐	☒
☒	☐

Number of relocations: Residences: N/A Businesses: N/A Farms: N/A Other: N/A

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

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

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SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)

Red Flag Investigation (RFI)

Phase I Environmental Site Assessment (Phase I ESA)

Phase II Environmental Site Assessment (Phase II ESA)

Design/Specifications for Remediation required?

Documentation

X

Date RFI concurrence by INDOT SAM (if applicable): April 7, 2025

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

Based on a review of GIS and available public records, the RFI was completed on April 7, 2025, by HNTB and INDOT Site Assessment & Management (SAM) provided their concurrence on April 7, 2025 (Appendix E, pages 1-14). The following hazardous materials (hazmat) sites are located within 0.5 mile of the project area:

- Four Resource Conservation and Recovery Act (RCRA)/Treatment Storage and Disposal (TSD) sites,
- Two State Cleanup sites,
- Ten Underground Storage Tank (UST) sites,
- Two Voluntary Remediation Program sites,
- 11 Leaking Underground Storage Tank (LUST) sites,
- Three Brownfield sites,
- 19 Institutional Control sites,
- Seven National Pollutant Discharge Elimination System (NPDES) Facilities, and
- Five NPDES Pipe locations.

Three LUST sites and one Brownfield site could affect the project area. All four sites are also Institutional Control sites.

Rowe Brothers, Inc. (Agency Interest (AI) ID# 19199)

Rowe Brothers, Inc., 2801 Massachusetts Avenue, AI ID# 19199, is a LUST site located in the southeast quadrant of the intersection of Rural Street and Massachusetts Avenue. This site is also listed as an Institutional Control site under the name Indy Fuel (AI ID# 19199) and as an UST site under the name Marathon Unit 1141 (AI ID# 19279). A release was reported under AI ID# 19199 in 2003, the investigation of which resulted in a Corrective Action Plan (CAP) and remediation efforts between 2003 and 2011. Subsequent soil and groundwater analysis found that while Contaminants of Concern (COC) concentration levels were below Industrial Default Closure Levels (IDCL) and most were below Residential Default Closure Levels (RDCL), some contamination remained on site in specific affected areas.

An Environmental Restrictive Covenant (ERC) restricting the use or extraction of groundwater except when in conjunction with environmental investigation and/or remediation activities was recorded on the property on January 23, 2014. IDEM issued a No Further Action (NFA) Determination Approval Pursuant to Risk Integrated System of Closure (RISC) Guidance on February 28, 2014. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls Section (institutionalcontrols@idem.IN.gov) before Stage 3 and prior to submittal of the Environmental Consultation Form (ECF). Refer to Appendix G of the SAM Manual for the recommended procedures to manage and report contamination.

Information detailing the impacts, including the extent and depth of excavation, for this was site was sent to the IDEM Institutional Controls Section on August 12, 2025 (Appendix E, pages 15-24). Right-of-way acquisition and excavation at this site will be required to tie the intersection of Rural Street and Massachusetts Avenue into the realigned segment of Rural Street and to raise the grades of Rural Street and Massachusetts Avenue at the intersection. Excavation will also be required to reconstruct sidewalks and curb ramps bordering the perimeter of the site and to reconstruct entrance drives from Rural Street and Massachusetts Avenue. This project will disturb existing pavement and the underlying soil along the northern and western boundaries of the site. According to the ERC recorded on the property on January 23, 2014, residual soil and groundwater contamination exists at the site and is concentrated in an area between the fuel pump island and the site building, which lies outside the construction limits of this project. See Appendix E, page 21 for the location of the residual contamination at this site. Excavation up to three feet below ground surface

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is expected at this site for roadway realignment and sidewalk and curb ramp construction. A dual signal pole foundation will be installed on the site and will require an approximately 25-foot-deep drilled shaft. Potentially impacted groundwater monitoring wells were identified in the IDEM coordination packet (Appendix E, pages 21-22). Additional research of the IDEM Virtual File Cabinet (VFC) indicated the monitoring wells were abandoned on April 16, 2014.

The IDEM Institutional Controls Section responded on August 18, 2025, stating that no further coordination is required for this location (Appendix E, pages 25-26).

M&L Liquors (AI ID# 21741)

M&L Liquors, 1950 N Rural Street, AI ID# 21741, is a LUST site located in the southwest quadrant of the intersection of Rural Street and Massachusetts Avenue. The site is also listed as an Institutional Control under the same name. The site operated as a gas station from approximately 1925 to 1972. Correspondence to IDEM dated February 15, 2011, indicated that a letter was sent to the City of Indianapolis on January 27, 2011, informing the city that contamination is present in soil and groundwater near and possibly under the intersection of Rural Street and Massachusetts Avenue. Remaining soil contamination is deeper than 12 feet below ground surface (bgs) and contaminant levels are as high as 7,500 parts per million (ppm) total petroleum hydrocarbons (TPH).

An ERC for the site was recorded on October 3, 2011. The ERC restricts residential use, extraction of groundwater, and requires compliance with a soil management plan. An NFA Determination Approval Pursuant to RISC Guidance was issued for the site on October 25, 2011. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls Section (institutionalcontrols@idem.IN.gov) before Stage 3 and prior to submittal of the ECF. Refer to Appendix G of the SAM Manual for the recommended procedures to manage and report contamination.

Information detailing the impacts, including the extent and depth of excavation, for this was site was sent to the IDEM Institutional Controls Section on August 12, 2025 (Appendix E, pages 15-24). Right-of-way acquisition and excavation at this site will be required to tie the realigned segment of Rural Street into the existing Rural Street alignment and to raise the grades of Rural Street and Massachusetts Avenue at the intersection. Excavation will also be required to reconstruct sidewalks and curb ramps bordering the perimeter of the site. This project will disturb existing pavement and the underlying soil in the northeast corner of the site. According to the ERC recorded on the property on October 3, 2011, residual soil and groundwater contamination exists 15 feet or more below ground surface on the eastern side of the site. The ERC also notes that a letter was submitted to the City of Indianapolis advising of the possibility of contamination under the Massachusetts Avenue and Rural Street rights-of-way. Excavation up to three feet below ground surface is expected at this site for roadway realignment and sidewalk and curb ramp construction. A dual signal pole foundation will be installed on the site and will require an approximately 25-foot-deep drilled shaft. Potentially impacted groundwater monitoring wells were identified in the IDEM coordination packet (Appendix E, page 20). Additional research of the IDEM Virtual File Cabinet (VFC) indicated the monitoring wells were abandoned on November 30, 2011.

The IDEM Institutional Controls Section responded on August 18, 2025, stating that the ERC requires that the asphalt cover be maintained and that the proposed road reconstruction and signal foundation appear to overlap the Affected Areas depicted in the ERC. A work plan detailing how excavated soils will be managed and what measures will be taken to prevent contaminant migration should the asphalt barrier be temporarily disturbed should be submitted to the IDEM Institutional Controls Section (institutionalcontrols@idem.IN.gov) at least 30-days prior to the start of work (Appendix E, pages 25-26). A hazardous materials work plan will be developed prior to the start of construction.

Marsh Village Pantry 542 (AI ID# 18871)

Marsh Village Pantry 542, 1856 N Rural Street, AI ID# 18871, is a LUST site located in the southwest quadrant of the intersection of Rural Street and Brookside Avenue. This site is also listed as an Institutional Control site under the name Rural Pantry. A 4,000-gallon gasoline tank was removed from this property in 1993. Petroleum contamination was documented, a CAP was recommended, and monitoring and remediation efforts commenced. The IDEM approved the CAP in 1996. In 1997, two 6,000-gallon gasoline tanks were removed from the site, and further petroleum contamination was observed.

An ERC was recorded on December 12, 2006, indicating that contamination in the groundwater at the site exceeded IDEM industrial closure levels. An NFA Determination Pursuant to RISC Guidance was issued on February 15, 2007. The NFA Determination indicated that residual contamination is present in the groundwater. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls Section (institutionalcontrols@idem.IN.gov) before Stage 3 and prior to submittal of the ECF. Refer to Appendix G of the SAM Manual for the recommended procedures to manage and report contamination.

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Information detailing the impacts, including the extent and depth of excavation, for this site was sent to the IDEM Institutional Controls Section on August 12, 2025 (Appendix E, pages 15-24). A small amount of temporary right-of-way acquisition and excavation will be required to reconstruct the existing curb ramp and sections of sidewalk in the southwest quadrant of Rural Street and Brookside Avenue. The new curb ramp and sidewalk will be constructed on the same footprint as the existing curb ramp and sidewalk. According to the ERC recorded on the property on December 12, 2006, residual petroleum contamination is present in the groundwater. The residual contamination is located in the central portion of the site and is outside the construction limits of this project. See Appendix E, page 24 for the location of the residual contamination at this site. All planned work at this site will take place within the footprint of the existing curb ramp and sidewalk in the southwest quadrant of the Rural Street and Brookside Avenue intersection. The project will not disturb any pavement or underlying soil at the site.

The IDEM Institutional Controls Section responded on August 18, 2025, stating that no further coordination is required for this location (Appendix E, pages 25-26).

Hoosier Carpets (AI ID# 111244)

Hoosier Carpets, 2030 N Oxford Street, AI ID# 111244, is a Brownfield site located within the project area in the southeast quadrant of the intersection of Rural Street and Massachusetts Avenue. The site has historically been occupied by machine shops and automobile-related businesses, and specific information on past use is not readily available. A 2015 Phase I Environmental Site Assessment (ESA) noted that a 1,000-gallon UST containing "back up fuel" was removed from the site in 1989. A letter was issued on July 15, 2016, indicating that a Phase II ESA conducted in February 2016 found that levels of arsenic in soil at zero to two feet below ground surface were above applicable IDEM closure levels.

An ERC for the property was recorded on September 23, 2016. The ERC requires compliance with a soil management plan for any work requiring soil disturbance at the site. The arsenic sample results documented in the ERC show that the contamination is limited to the eastern portion of the site. No impact is expected; however, coordination will be conducted with the IDEM Institutional Controls Section (institutionalcontrols@idem.IN.gov) before Stage 3 and prior to submittal of the ECF. Refer to Appendix G of the SAM Manual for the recommended procedures to manage and report contamination.

Information detailing the impacts, including the extent and depth of excavation, for this site was sent to the IDEM Institutional Controls Section on August 12, 2025 (Appendix I, pages 15-24). Right-of-way and excavation at this site will be required to reconstruct a section of sidewalk and to replace existing fence posts along the northern property boundary. Right-of-way will be acquired along the northern boundary of the property, and the area of excavation will be restricted to the northwest quadrant of the property. According to the ERC recorded on the site on September 23, 2016, residual arsenic contamination is present in the soil at the site between zero and two feet below ground surface and is concentrated in the eastern portion of the site outside the construction limits of this project. See Appendix E, page 23 for the location of the residual contamination at this site. Excavation at this site is not expected to exceed 10 feet below ground surface. All planned work at this site will take place within 10 feet of the existing Massachusetts Avenue alignment and will be approximately 150 feet northwest of the area of residual arsenic contamination.

The IDEM Institutional Controls Section responded on August 18, 2025, stating that a work plan should be submitted to the Brownfields Project Manager, Dawn Andershock (dandershock@ifa.IN.gov), at least 60-days prior to the start of work (Appendix E, pages 25-26). A hazardous materials work plan will be developed prior to the start of construction.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section 10 Permit)

Nationwide Permit (NWP)
Regional General Permit (RGP)
Individual Permit (IP)
Other

IN Department of Environmental Management

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Permits (mark all that apply)

Likely Required

(401/Rule 5)

Nationwide Permit (NWP)
Regional General Permit (RGP)
Individual Permit (IP)
Isolated Wetlands
Rule 5
Other

X

IN Department of Natural Resources

Construction in a Floodway
Navigable Waterway Permit
Other

Mitigation Required

US Coast Guard Section 9 Bridge Permit

Others (Please discuss in the discussion below)

X

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

A Construction Stormwater General Permit (CSGP) will be required for soil disturbance in excess of 1.0 acre. A City of Indianapolis Flora Permit is required for tree removal and subsequent tree planting within the City of Indianapolis right-of-way.

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

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

ENVIRONMENTAL COMMITMENTS

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

Firm:

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Greenfield District)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3. The selected construction contractor will coordinate with IndyGo regarding Maintenance of Traffic and Detours (vehicle and pedestrian) throughout project design and construction. (IndyGo)
4. A small structure inspection occurred on August 19, 2025, and no bats or signs of bats were found using the structure. USFWS Bridge/Structure Assessments are only valid for two years. If construction will begin after August 19, 2027, an inspection of the structure by a qualified individual must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. (INDOT ESD)
5. Topsy T's Discount Liquor, 1950 N Rural Street: A cost-to-cure to relocate an existing sign will be included in the right-of-way purchase agreement. (INDOT ESD)
6. Santarossa Mosaic & Tile, 2707 Roosevelt Avenue: A cost-to-cure to install a new fence at the new property line prior to the

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start of construction will be included in the right-of-way purchase agreement. (INDOT ESD)

7. M&L Liquors, 1950 N Rural Street, AI ID# 21741: An ERC restricting residential use, extraction of groundwater, and requiring compliance with a soil management plan was recorded on the site on October 3, 2011. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedures to manage and report contamination. (INDOT SAM)
8. M&L Liquors, 1950 N Rural Street, AI ID# 21741: The ERC requires that the asphalt cover be maintained. (IDEM Institutional Controls Section)
9. M&L Liquors, 1950 N Rural Street, AI ID# 21741: A work plan detailing how excavated soils will be managed and what measures will be taken to prevent contaminant migration should the asphalt barrier be temporarily disturbed should be submitted to the IDEM Institutional Controls Section (institutionalcontrols@idem.IN.gov) at least 30-days prior to the start of work. HNTB and INDOT SAM will ensure work plans are submitted no later than the submission of the Environmental Consultation Form. The work plan shall be included with the contract documents. Implementation of the work plan is the responsibility of the selected construction contractor. (IDEM Institutional Controls Section)
10. Hoosier Carpets, 2030 N Oxford Street, AI ID# 111244: An ERC requiring compliance with a soil management plan for any work requiring soil disturbance at the site due to residual arsenic contamination was recorded on the site on September 23, 2016. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedures to manage and report contamination. (INDOT SAM)
11. Hoosier Carpets, 2030 N Oxford Street, AI ID# 111244: The ERC requires that a work plan be submitted at least 60-days prior to any excavation at the property. The proposed sidewalk improvements and fence-post replacement will require soil disturbance and excavation on the property; therefore a work plan should be submitted the Brownfields Project Manager, Dawn Andershock (dandershock@ifa.IN.gov) at least 60-days prior to the start of work. HNTB and INDOT SAM will ensure work plans are submitted no later than the submission of the Environmental Consultation Form. The work plan shall be included with the contract documents. Implementation of the work plan is the responsibility of the selected construction contractor (IDEM Institutional Controls Section)
12. Rowe Brothers, Inc., 2801 Massachusetts Avenue, AI ID# 19199: An ERC restricting residential use and groundwater use at the property was recorded on the property on January 23, 2014. If excavation occurs at this site, it is possible that petroleum contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedures to manage and report contamination. (INDOT SAM)
13. Marsh Village Pantry 542, 1856 N Rural Street, AI ID# 18871: An ERC restricting residential use and groundwater use at the property and prohibiting monitoring interference was recorded on the property on December 12, 2006. An NFA Determination issued February 15, 2007, indicated that residual contamination is present in the groundwater. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Refer to Appendix G of the SAM Manual for the recommended procedures to manage and report contamination. (INDOT SAM)
14. 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. (Indianapolis DPW)

For Further Consideration:

15. The Division of Fish and Wildlife recommends avoiding removing urban trees to the greatest extent possible and replacing trees that must be removed. (IDNR-DFW)
16. Plant two trees of 3-gallon stock or larger for each tree which is removed that is 10 inches or greater in diameter-at-breast height. (IDNR-DFW)
17. Revegetate all bare and disturbed areas that are not currently mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in currently mowed areas only. A native herbaceous seed mixture must include at least 5 species of grasses and 5 species of wildflowers. (IDNR-DFW)

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18. Do not cut any trees suitable for Indiana Bat or Northern Long-eared Bat roosting (3 inches or greater diameter-at-breast height, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30. (IDNR-DFW)

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Additional Information Document

Appendix A: INDOT Supporting Documentation

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement ²
Stream Impacts³	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit ⁴
Wetland Impacts³	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way⁵	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations⁶	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)*	“No Effect”, “Not likely to Adversely Affect” (With select AMMs ⁷)	“Not likely to Adversely Affect” (With any AMMs or commitments)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic ⁸
Threatened/Endangered Species (Any other species)*	Falls within guidelines of USFWS 2013 Interim Policy or “No Effect”	“Not likely to Adversely Affect”	-	-	“Likely to Adversely Affect”
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential ⁹
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any ¹⁰
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ¹¹
Approval Level - District Env. (DE) - Env. Serv. Div. (ESD) - FHWA	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA

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

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

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

⁴ US Army Corps of Engineers Individual 404 Permit

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

⁶ If any relocations are within an area with a known or suspected Environmental Justice (EJ) or disadvantaged population, or has greater than 5 relocations, a conversation with FHWA, through INDOT ESD, is needed to confirm NEPA classification and outreach plan for the project.

⁷ Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.

⁸ Projects that do not fall under a Species Specific Programmatic and results in a “Likely to Adversely Affect”. Other findings can be processed as a lower-level CE.

⁹ Potential for causing a disproportionately high and adverse impact.

¹⁰ Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.

¹¹ Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

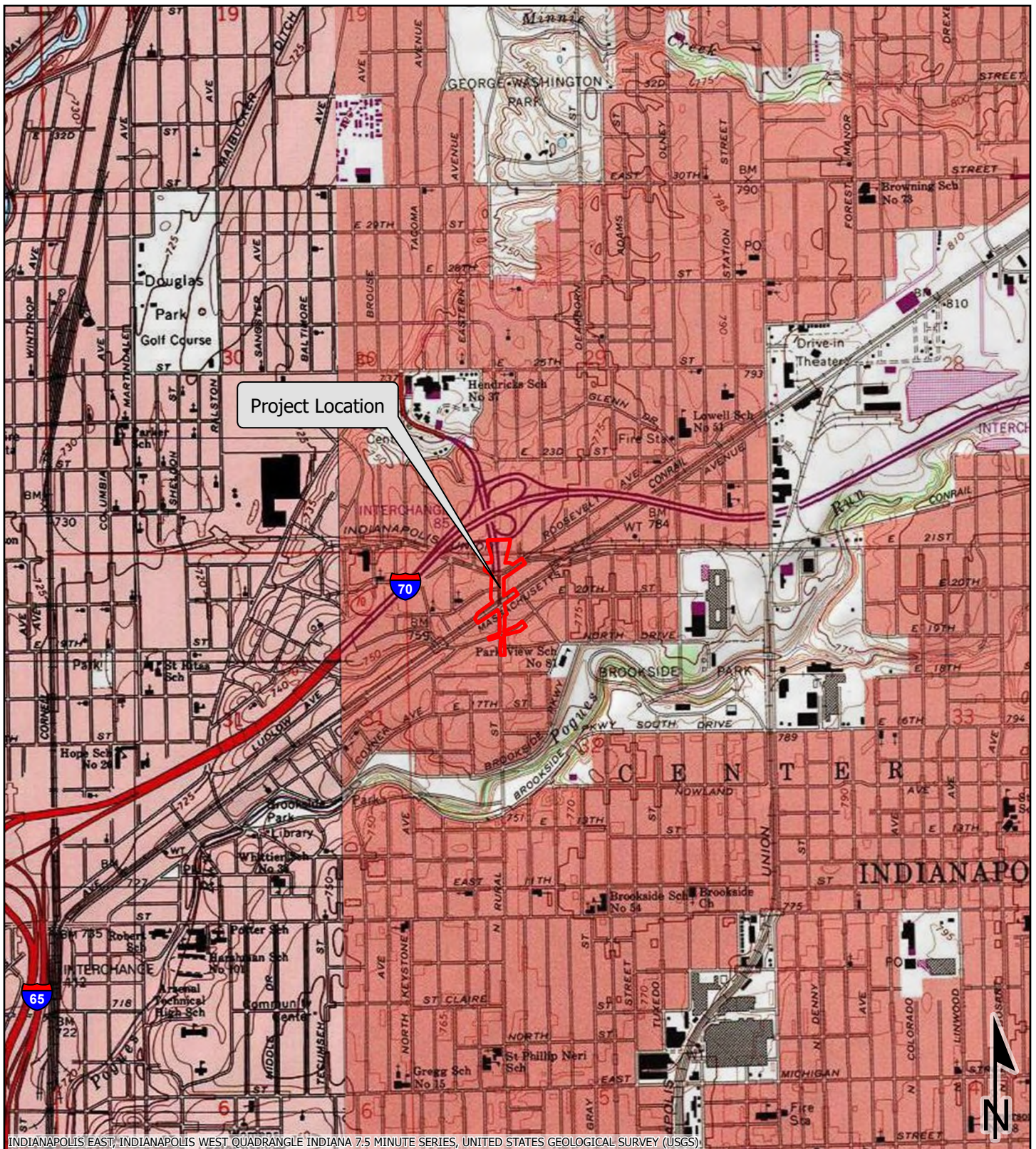
* Includes the threatened/endangered species critical habitat

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

The original environmental review was processed as a CE-1 document. Due to right-of-way acquisition required for the revised preferred alternative, this AI is being processed as a CE-2 document.

Additional Information Document

Appendix B: Graphics



Project Area

0 1,000 2,000
Feet

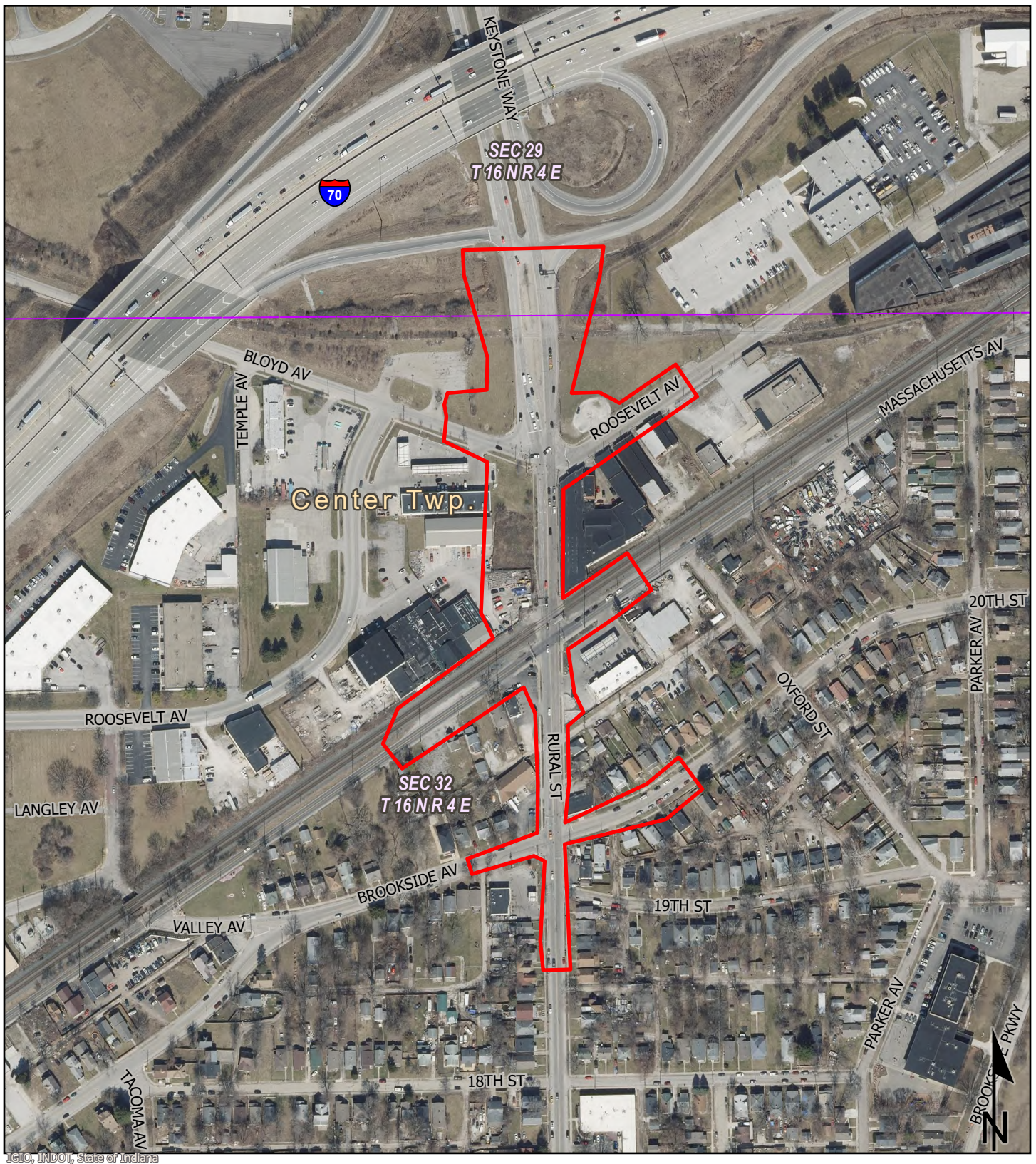
USGS (1:24,000 scale) Topographic Map
Rural St & Massachusetts Ave at CSX Crossing DOT
#539242N
Intersection Improvement
Marion County, Indiana

Des. No. 1800715

1 inch = 2,000 ft

HNTB

Graphics created by HNTB Corporation (2024)



- Project Area
- PLSS Section Boundary

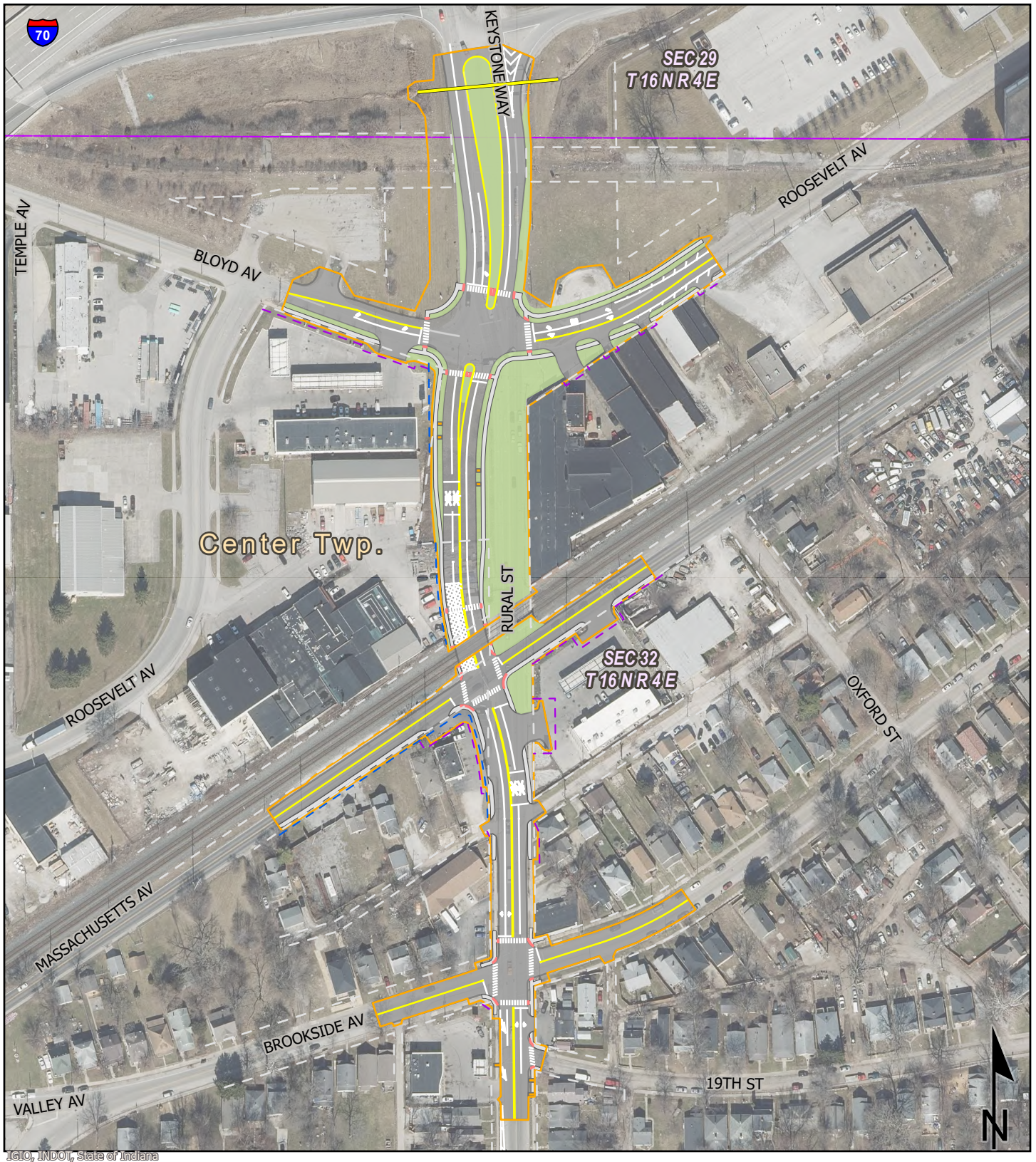
0 160 320
Feet

Project Aerial Map
Rural St & Massachusetts Ave at CSX Crossing DOT
#539242N
Intersection Improvement
Marion County, Indiana

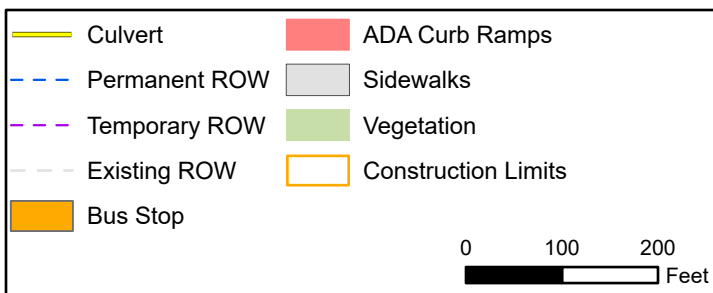
Des. No. 1800715

1 inch = 320 ft

HNTB
Graphics created by HNTB Corporation (2024)



1610, INDOI, State of Indiana



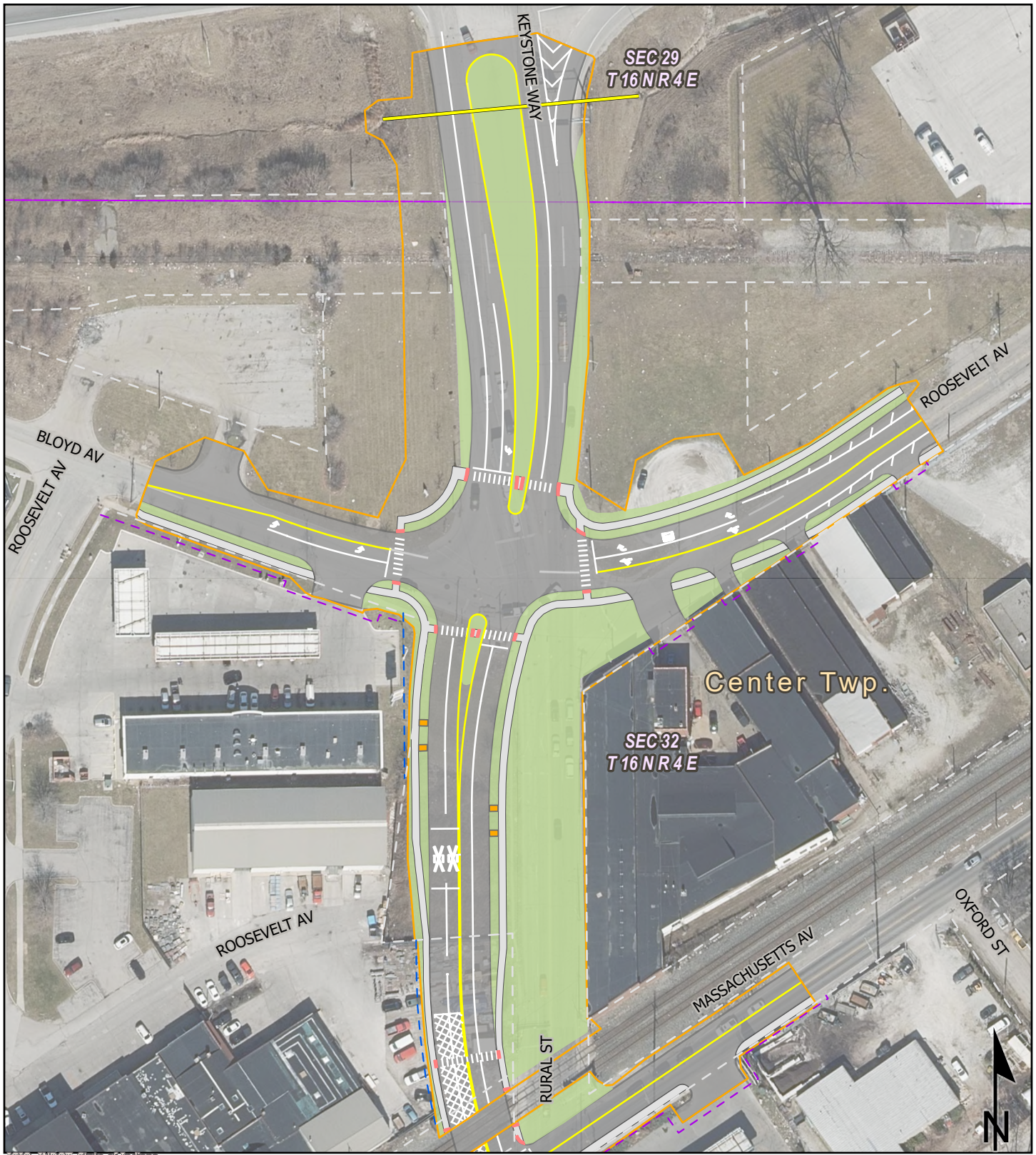
Environmental Impacts Map
 Rural St & Massachusetts Ave at CSX Crossing DOT
 #539242N
 Intersection Improvement
 Marion County, Indiana

Des. No. 1800715

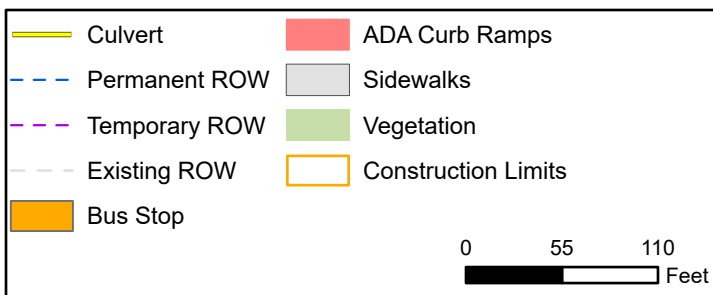
1 inch = 200 ft

HNTB

Graphics created by HNTB Corporation (2025)



1610, INDOI, State of Indiana



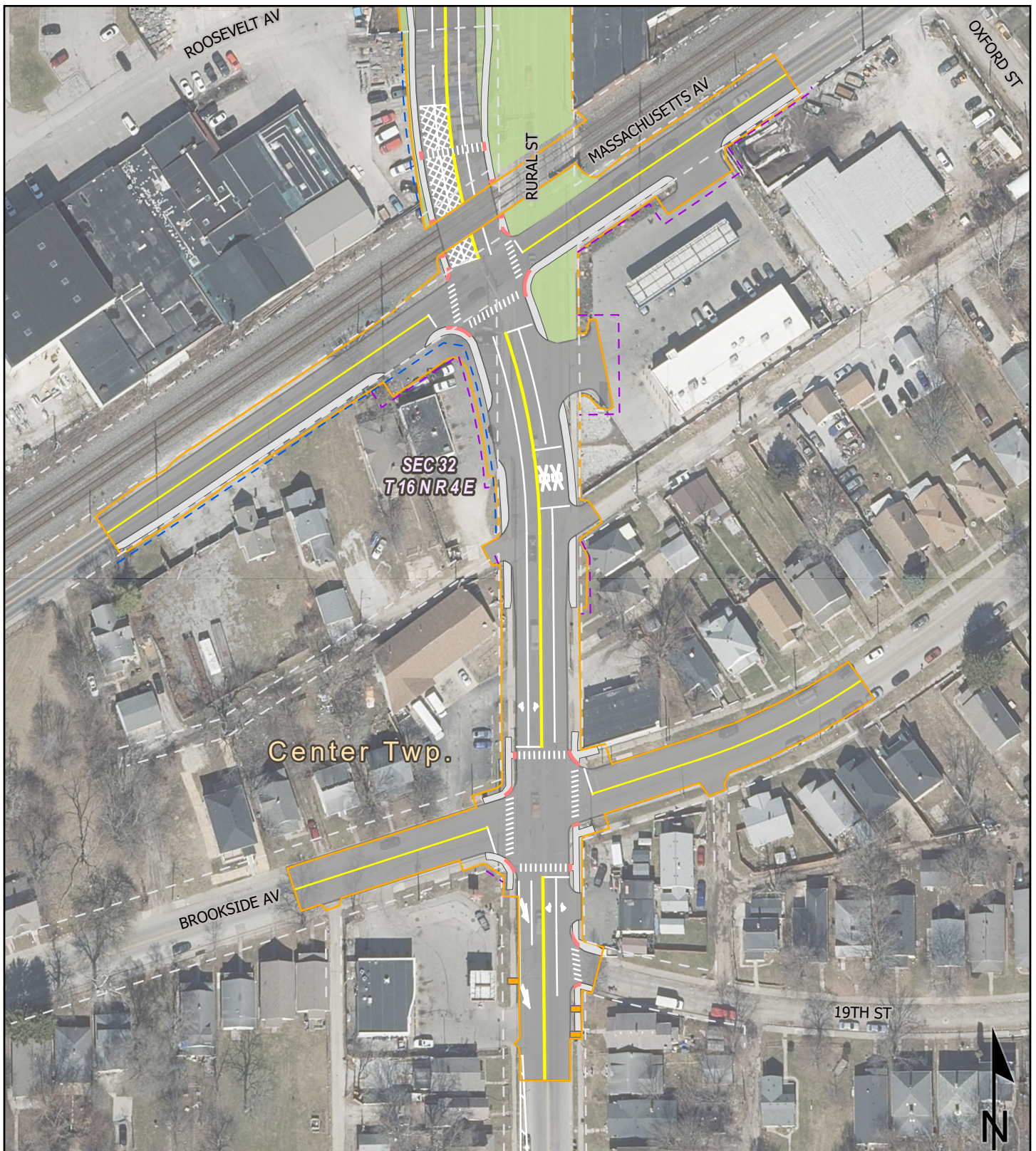
Environmental Impacts Map, Map 1 of 2
 Rural St & Massachusetts Ave at CSX Crossing DOT
 #539242N
 Intersection Improvement
 Marion County, Indiana

Des. No. 1800715

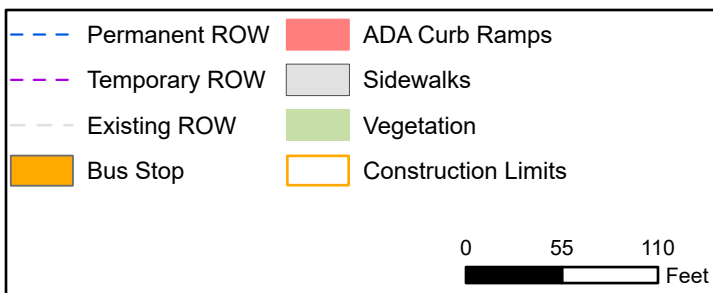
1 inch = 110 ft

HNTB

Graphics created by HNTB Corporation (2025)



1610, INDOI, State of Indiana



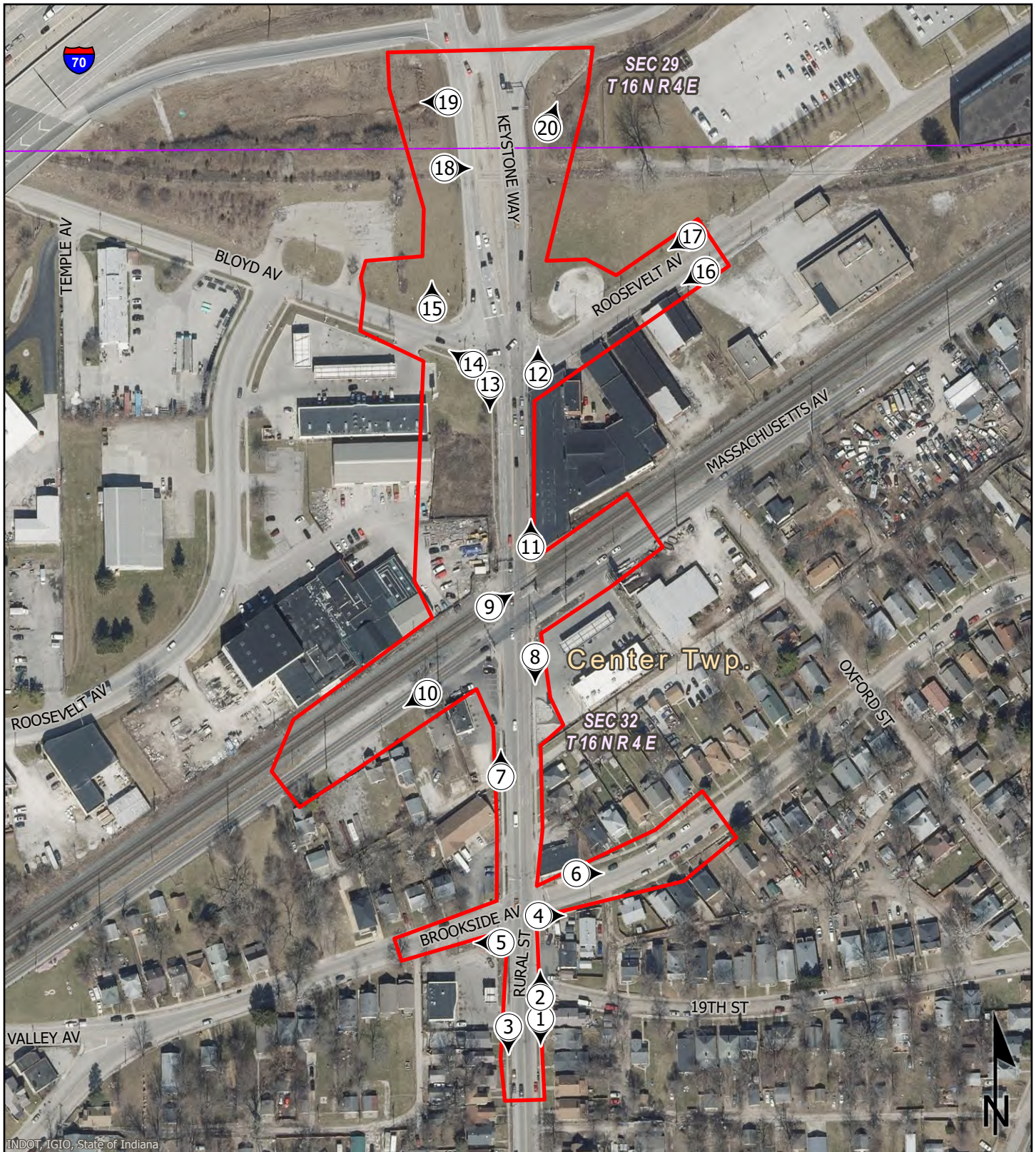
Environmental Impacts Map, Map 2 of 2
 Rural St & Massachusetts Ave at CSX Crossing DOT
 #539242N
 Intersection Improvement
 Marion County, Indiana

Des. No. 1800715

1 inch = 110 ft

HNTB

Graphics created by HNTB Corporation (2025)



 Project Area  Photo Location	Photo Location Map Rural St & Massachusetts Ave at CSX Crossing DOT #539242N Intersection Improvement Marion County, Indiana	
0 110 220  Feet	Des. No. 1800715	 Graphics created by HNTB Corporation (2024)
1 inch = 220 ft		



1. Facing south along east side of Rural St near southern terminus of project area.



2. Facing north along east side of Rural St from 19th St intersection.



3. Facing south along west side of Rural St.



4. Facing east along Brookside Ave from southeast quadrant of Rural St intersection.



5. Facing west along Brookside Ave from southwest quadrant of Rural St intersection.



6. Facing east along north side of Brookside Ave.



7. Facing north along west side of Rural St toward Massachusetts Ave and CSX railroad crossing.



8. Facing south along east side of Rural St.



9. Facing northeast across Rural St and CSX railroad crossing.



10. Facing southwest along Massachusetts Ave. CSX railroad can be seen along north side of Massachusetts Ave.



11. Facing north along east side of Rural St.



12. Facing north across Roosevelt Ave from southeast quadrant of Rural St intersection.



13. Facing south along west side of Rural St from southwest quadrant of Bloyd Ave intersection.



14. Facing northwest along Bloyd Ave from southwest quadrant of Rural St intersection.



15. Facing north at open lawn in northwest quadrant of Rural St and Bloyd Ave intersection.



16. Facing southwest along south side of Roosevelt Ave from eastern terminus of project area.



17. Facing southwest along north side of Roosevelt Ave from eastern terminus of project area.



18. Facing east across Rural St and abandoned railroad line/planned trail location.



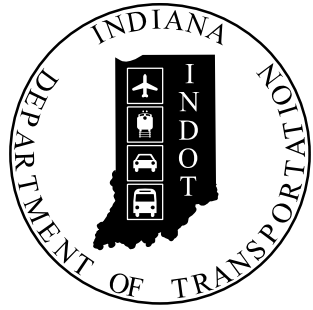
19. Facing west at vegetated area at RCP culvert outlet.



20. Facing northeast at RCP culvert inlet on east side of Rural St.

DESIGNATION
1800715
CONTRACT
T-40840

INDIANA DEPARTMENT OF TRANSPORTATION



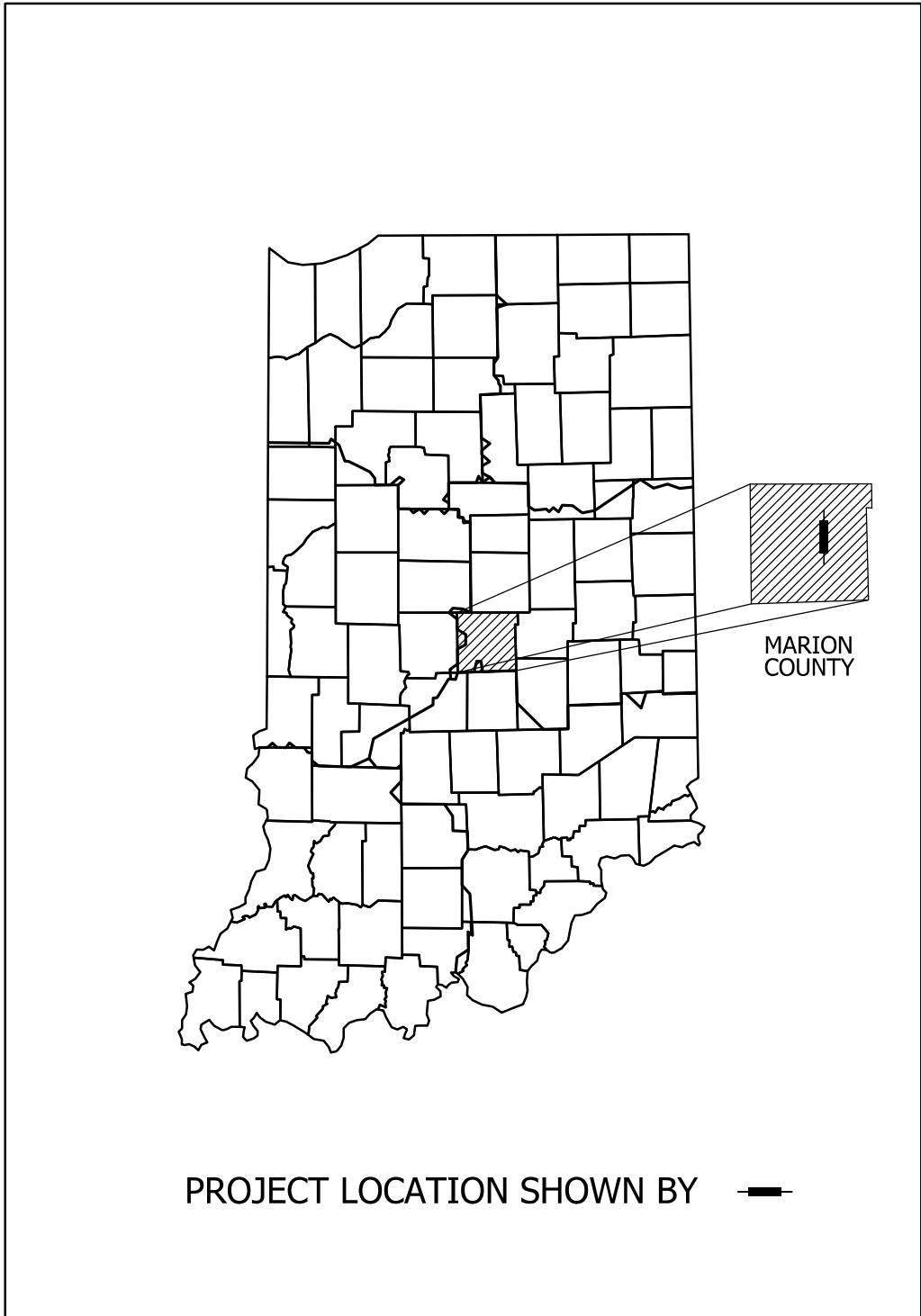
SEE INDEX SHEET FOR
TRAFFIC AND DESIGN DATA

ROAD PLANS

RURAL STREET AND MASSACHUSETTS AVENUE DESIGN

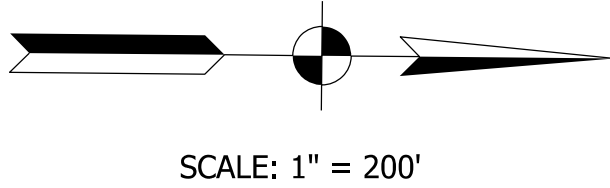
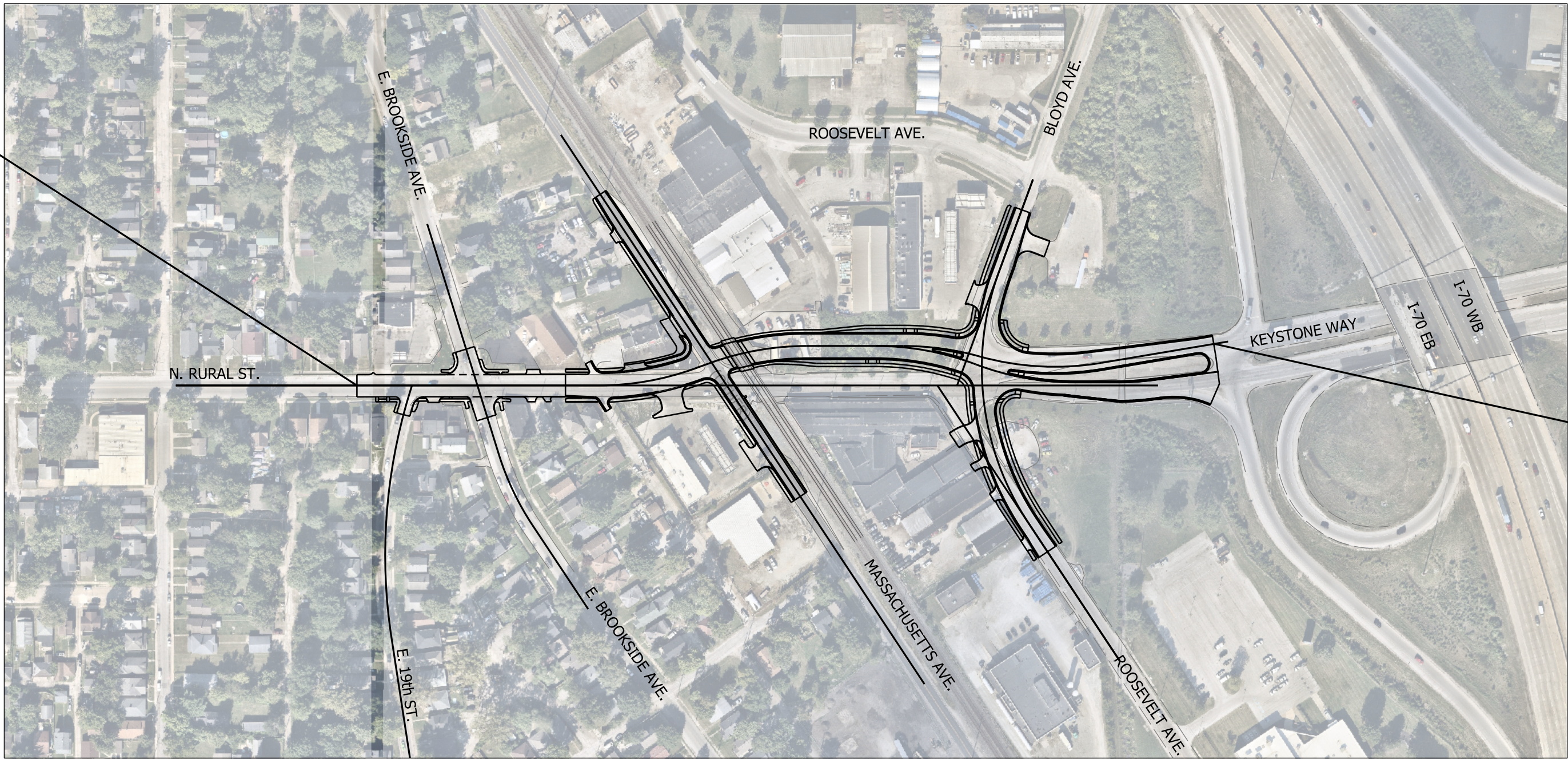
DESIGNATION NO. 1800715

Intersection Improvements And Road Realignment On Rural Street,
Located 1,000 Ft South Of The I-70/Rural Street/Keystone Avenue Interchange,
In Sections 29 And 32, T-16-N, R-4-E, Center Township, Marion County, Indiana.



BEGIN PROJECT
PROJECT NO. 1800715
STA. 196+20.00
LINE "PR-A"

75% SUBMITTAL
MARCH 3, 2026



LATITUDE: N 39°47'38.5" LONGITUDE: W 86°06'59.8"

HYDROLOGIC UNIT CODE: 051202011201

GROSS LENGTH: 0.30 MI.
NET LENGTH: 0.29 MI.
MAX. GRADE: 3.87 %
RURAL ST

GROSS LENGTH: 0.13 MI.
NET LENGTH: 0.13 MI.
MAX. GRADE: 1.62 %
MASSACHUSETTS AVE

LOCATION MAP
CENTER TOWNSHIP
MARION COUNTY

END PROJECT
PROJECT NO. 1800715
STA. 211+97.00
LINE "PR-A"

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2026
TO BE USED WITH THESE PLANS



HNTB CORPORATION
THE HNTB COMPANIES
INFRASTRUCTURE SOLUTIONS
111 MONUMENT CIRCLE
SUITE 1200
INDIANAPOLIS, IN 46204

DRAFT
NOT FOR CONSTRUCTION

PLANS
PREPARED BY: PHONE NUMBER
CERTIFIED BY: DATE
RECOMMENDED
FOR LETTING: DATE
INDIANA DEPARTMENT OF TRANSPORTATION

BRIDGE FILE
N/A
DESIGNATION
1800715
SHEETS
1 of 175
CONTRACT
T-40840

COMMUNICATIONS AT&T DISTRIBUTION AT&T INDIANA 13630 LORAIN AVE. CLEVELAND, OH 44111 216-543-0256 G09871@ATT.COM AT&T TRANSMISSION AT&T INDIANA 13630 LORAIN AVE. CLEVELAND, OH 44111 216-543-0256 G09871@ATT.COM COMCAST CABLE RHONDA DAULTON 688 INDUSTRIAL DRIVE ELMHURST, IL 60126 224-229-5863 CENHRT_INDIANARELOCATE@COMCAST.COM EVERSTREAM FIBER EVERSTREAM UTILITY REVIEW 43 MASSACHUSETTS AVE. SUITE 203, INDIANAPOLIS, IN 46204 UTILITYREVIEW@EVERSTREAM.NET INDIANAPOLIS - MARION CO EMA BRYAN LINDBECK 47 SOUTH STATE AVE. INDIANAPOLIS, IN 46201 317-327-7509 BLINDBECK@INDYGOV.ORG SPECTRUM STEVE CREECH 3030 ROOSEVELT AVE. INDIANAPOLIS, IN 46218 317-734-0761 / 317-339-1947 STEVE.CREECH@CHARTER.COM ZAYO WAYLON HIGGINS 722 HIGH SCHOOL RD. INDIANAPOLIS, IN 46214 765-341-1199 ZAYO.RELO.INDIANA@ZAYO.COM	ELECTRIC AES - INDIANA POWER AND LIGHT JAMES HERIN 1230 W MORRIS ST. INDIANAPOLIS, IN 46221 317-261-4980 UTILITYCOORDINATION@AES.COM WATER CITIZENS ENERGY - WATER JERRY SIKES 2150 DR. MARTIN LUTHER KIND JR. STREET INDIANAPOLIS, IN 46202 317-927-4684 UTILITYCOORDINATION@CITIZENSENERGYGROUP.COM GAS CITIZENS ENERGY - GAS JERRY SIKES 2150 DR. MARTIN LUTHER KIND JR. STREET INDIANAPOLIS, IN 46202 317-927-4684 UTILITYCOORDINATION@CITIZENSENERGYGROUP.COM SANITARY CITIZENS ENERGY - SEWER JERRY SIKES 2150 DR. MARTIN LUTHER KIND JR. STREET INDIANAPOLIS, IN 46202 317-927-4684 UTILITYCOORDINATION@CITIZENSENERGYGROUP.COM CITY OF INDIANAPOLIS CITY OF INDIANAPOLIS THERESA MENDOZA 1200 S MADISON AVE. SUITE 200 INDIANAPOLIS, IN 46204 317-327-2302 UTILITYCOORDINATION@INDY.GOV
	NOTE TO REVIEWER Utility Coordination is in progress. Contact information will be updated as coordination process continues.

	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 NO.	DWG NO.	DESIGNATION
1	TI-01	TITLE SHEET
2	IND-01	INDEX AND GENERAL NOTES
3 - 8	TS-01 - TS-06	ROADWAY TYPICAL SECTIONS
9 - 11	N/A	LCRS
12 - 13	PLAT-01 - PLAT-02	PLAT NO. 1
14 - 43	MOT-01 - MOT-30	MAINTENANCE OF TRAFFIC SHEETS
44 - 45	GEO-01 - GEO-02	GEOMETRIC LAYOUT DETAILS
46 - 65	PLN-01 - PRF-10	PLAN AND PROFILE SHEETS
66 - 76	CD-01 - CD-10	CONSTRUCTION DETAILS
77 - 81	CRD-01 - CRD-05	CURB RAMP DETAILS
82 - 88	EC-01 - EC-07	EROSION CONTROL DETAILS
89 - 91	EXSGN-01 - EXSGN-03	EXISTING SIGNING DETAILS
92 - 93	EXLT-01 - EXLT-02	EXISTING LIGHTING DETAILS
94 - 100	PM-01 - PM-07	PAVEMENT MARKING DETAILS
101 - 105	SGN-01 - SGN-05	PROPOSED SIGNING DETAILS
106 - 108	SGNDET-01 - SGNDET-05	SHEET SIGN DETAILS
109 - 112	SIG-01 - SIG-PP-01	PROPOSED SIGNAL DETAILS
113 - 115	MAD-01 - MAD-03	SIGNAL CANTILEVER DETAILS
116 - 117	PRLT-01 - PRLT-02	PROPOSED LIGHTING DETAILS
118 - 129	TBL-01 - TBL-12	SUMMARY TABLES
130 - 175	XS-01 - XS-46	ROADWAY CROSS SECTIONS

1. Refer to CSX Transportation Public Project Information Manual for additional requirements needed for working on/above/adjacent to CSXT. Specific sections that pertain to this project are: Special Provisions for Construction near CSXT Property, Overhead Bridge Criteria, Construction Submission Criteria, Soil and Water Management Policy, and Insurance Requirements for Public Projects.
2. Upon completion of construction, a full set of electronic as-built drawings, showing actual measured vertical and horizontal clearances, shall be furnished to CSX.
3. Contractor access will be limited to the immediate project area only. The CSXT right-of-way outside the project area may not be used for contractor access to the project site and no temporary at-grade crossings will be allowed.
4. CSXT may require the Contractor to install filter fabric over the track(s) and ballast to prevent any construction debris from fouling the ballast. This will be determined during actual construction activities by CSXT or its Representative. Fabric will remain in place until all construction activities are complete.
5. If Contractor has the potential to penetrate the deck during the deck rehabilitation work, then Contractor will be required to install falsework/demo shield protection from pier to pier in the span over CSXT. The falsework/demo shield protection will be installed prior to the deck being penetrated and will stay in place for the duration of the construction activities. The falsework/demo shield shall be designed and constructed in accordance to CSXT's Construction Submission Criteria.
6. The Contractor may not use CSXT right-of-way for storage of materials or equipment during construction without prior CSXT approval. The CSXT right-of-way must remain clear for railroad use at all times. Equipment may not be positioned to block the railroad access road, track area or any part of the CSXT right-of-way without prior CSXT approval.
7. Temporary Construction Clearance - Ensure all falsework, bracing or forms have a minimum horizontal clearance of 12 feet measured perpendicular to the centerline of the nearest track, and a minimum vertical clearance of 23 feet as measured from the top of rail profile.
8. The Contractor will be required to abide by the provisions of the Agency/CSXT Construction Agreement. Periodically, throughout the project duration, the Contractor will be required to meet, discuss and, if necessary, take immediate action at the discretion of CSXT personnel and/or their authorized Representative, to comply with provisions of that agreement and these specifications.
9. Upon completion of the work on CSXT property, the Contractor shall request the Owner to arrange a final inspection of the project with the Railroad's Project Engineer or his authorized Representative.
10. CSXT shall be notified at least 5 days in advance of the Pre-Construction Meeting.
11. CSXT has sole authority to determine the need for track protection required to protect its operations and property. In general, track protection will be required whenever Contractor or equipment are, or are likely to be, working within fifty feet of track or other track clearances as specified by CSX.

[illegible]

A.A.D.T.	(2027)	17,500	5,000	1,700	3,100	N/A
A.A.D.T.	(2047)	20,300	5,800	2,000	3,600	N/A
D.H.V.	(2047)	1,620	580	220	290	N/A
DIRECTIONAL DISTRIBUTION	(2047)	51%	57%	57%	51%	N/A
TRUCKS		3%	3%	11%	11%	N/A

DESIGN SPEED	35 M.P.H.	30 M.P.H.	30 M.P.H.	30 M.P.H.	30 M.P.H.
PROJECT DESIGN CRITERIA	3R: NON-FREEWAY	3R: NON-FREEWAY	3R: NON-FREEWAY	3R: NON-FREEWAY	3R: NON-FREEWAY
FUNCTIONAL CLASSIFICATION	MINOR ARTERIAL	LOCAL AGENCY COLLECTOR	LOCAL STREET	LOCAL STREET	LOCAL STREET
RURAL/URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
TERRAIN	LEVEL	LEVEL	LEVEL	LEVEL	LEVEL
ACCESS CONTROL	NONE	NONE	NONE	NONE	NONE

Design Memo 25-14 has been implemented where possible and will be fully executed at Stage 3.

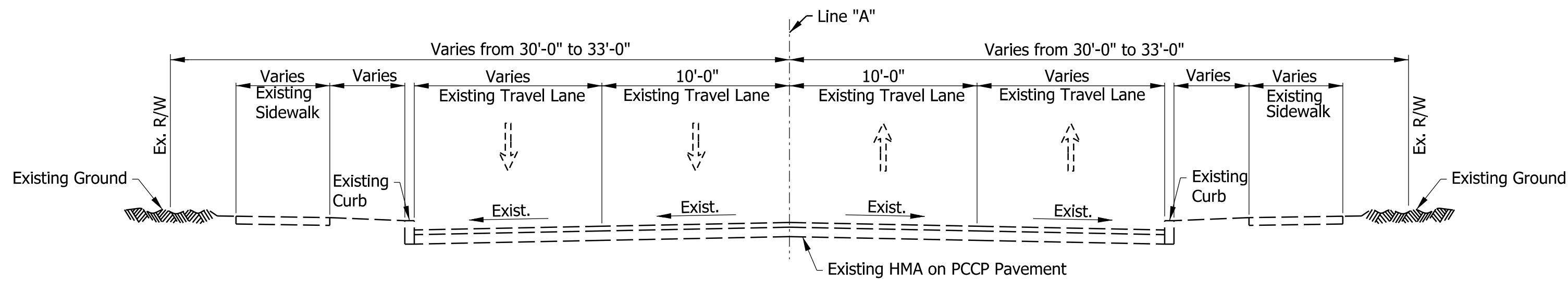
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	2	of	175
	CONTRACT		
	T-40840		

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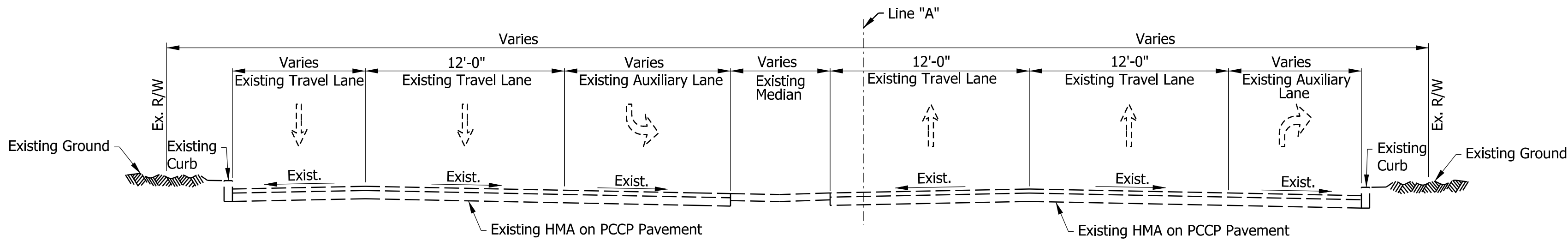
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DESIGNED: JSB	DRAWN: JSB		
CHECKED: CFS	CHECKED: CFS		

INDEX AND GENERAL NOTES

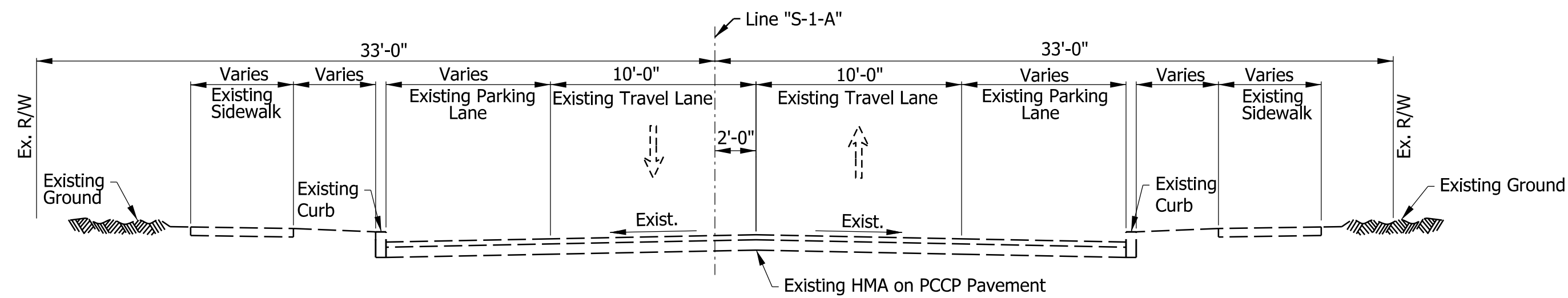
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EXISTING TYPICAL SECTION N. RURAL STREET
STA. 100+75.00 "A" TO STA. 111+70.54 "A"
Railroad Paving Exception: STA. 108+06.18 "A" TO STA. 108+34.56 "A"



EXISTING TYPICAL SECTION N. RURAL STREET
STA. 111+70.54 "A" TO STA. 115+50.00 "A"



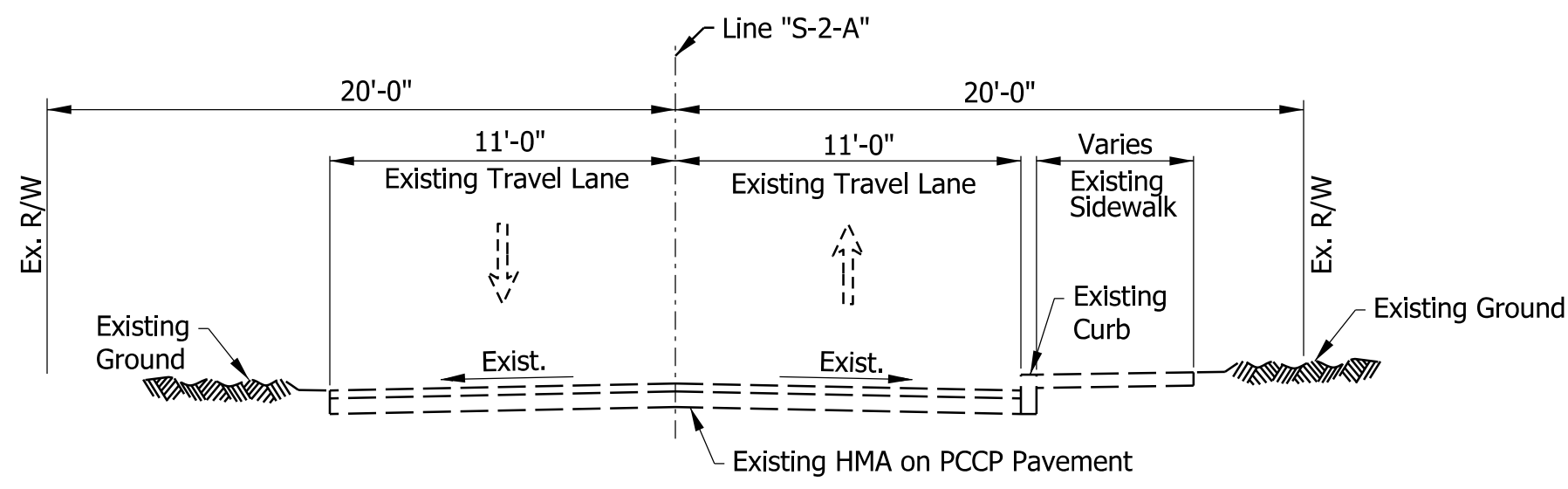
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STA. 10+98.13 "S-1-A" TO STA. 15+85.11 "S-1-A"
Intersection: STA. 12+87.42 "S-1-A" TO STA. 13+29.57 "S-1-A"

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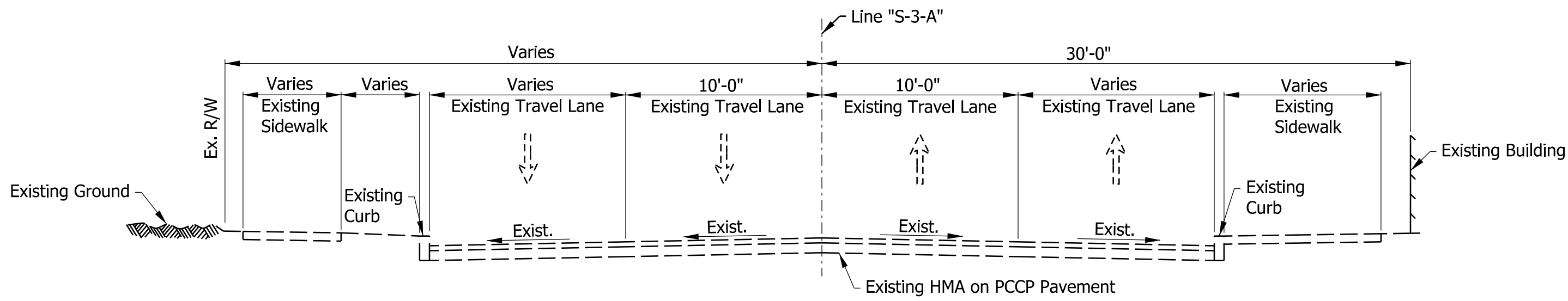
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DESIGNED: _____ JMH	DRAWN: _____ JMH	
CHECKED: _____ CFS	CHECKED: _____ CFS	

INDIANA DEPARTMENT OF TRANSPORTATION	
ROADWAY TYPICAL SECTIONS	

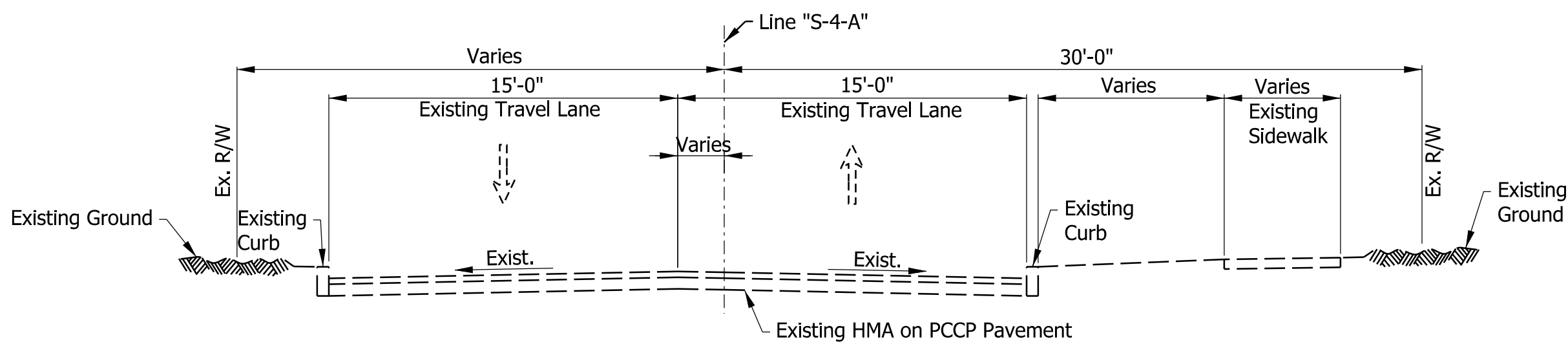
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		SHEETS TS-01	
3		of	175
		CONTRACT	
		T-40840	



EXISTING TYPICAL SECTION MASSACHUSETTS AVENUE
STA. 9+30.00 "S-2-A" TO STA. 15+90.00 "S-2-A"
Intersection: STA. 13+22.18 "S-2-A" TO STA. 13+70.72 "S-2-A"



EXISTING TYPICAL SECTION ROOSEVELT AVENUE
STA. 10+25.12 "S-3-A" TO STA. 13+63.13 "S-3-A"



EXISTING TYPICAL SECTION BLOYD AVENUE
STA. 11+50.00 "S-4-A" TO STA. 13+74.18 "S-4-A"

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____	DATE _____
DESIGNED: _____	JMH	DRAWN: _____	JMH
CHECKED: _____	CFS	CHECKED: _____	CFS

INDIANA
DEPARTMENT OF TRANSPORTATION

ROADWAY TYPICAL SECTIONS

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VERTICAL SCALE		DESIGNATION	
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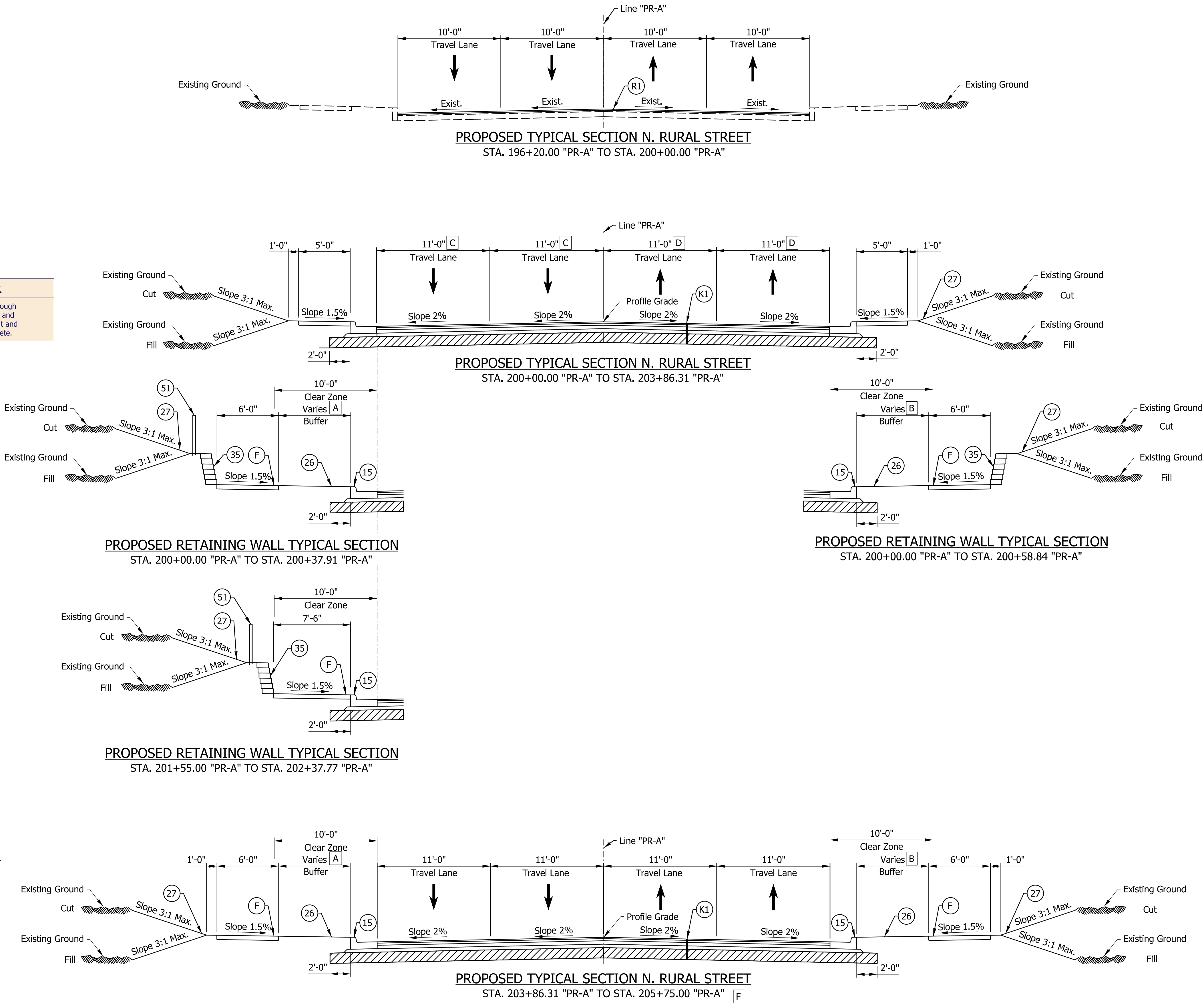
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Varies from 0'-0" to 7'-0" from Sta. 204+75.00 "PR-A" to Sta. 205+55.00 "PR-A"
Equals 7'-0" from Sta. 205+55.00 "PR-A" to Sta. 205+75.00 "PR-A"
- B** Varies from 3'-9" to 1'-0" at Sta. 200+00.00 "PR-A" to Sta. 200+30.00 "PR-A"
Equals 0'-0" from Sta. 200+30.00 "PR-A" to Sta. 203+86.00 "PR-A"
Varies from 0'-0" to 7'-0" from Sta. 203+86.31 "PR-A" to Sta. 204+66.00 "PR-A"
Equals 7'-0" from Sta. 204+66.00 "PR-A" to Sta. 205+75.00 "PR-A"
- C** Varies from 10'-0" to 11'-0" at Sta. 200+00.00 "PR-A" to Sta. 200+72.57 "PR-A"
- D** Varies from 10'-0" to 11'-0" at Sta. 200+00.00 "PR-A" to Sta. 200+87.22 "PR-A"
- E** Varies from 0'-0" to 7'-0" from Sta. 203+86.31 "PR-A" to Sta. 204+66.00 "PR-A" in NB direction
Width is 0'-0" from Sta. 203+86.31 "PR-A" to Sta. 204+75.00 "PR-A" in SB direction
Varies from 0'-0" to 7'-0" from Sta. 204+75.00 "PR-A" to Sta. 205+55.00 "PR-A" in SB direction

LEGEND

- (K1)** 165#/Syd. QC/QA-HMA 3, 58H, Surface, 9.5 mm, on 275#/Syd. QC/QA-HMA 3, 58H, Intermediate, 19.0 mm, on 440#/Syd. QC/QA-HMA 3, 58S, Base, 19.0 mm, on 440#/Syd. QC/QA-HMA 3, 58S, Base, 19.0 mm, on Subgrade Treatment, Type 1C
- (R1)** HMA Mill and Resurfacing, consisting of: 165#/Syd. QC/QA-HMA, 3, 58H, Surface, 9.5mm on Milling, Asphalt, 1.5"
- (15)** Combined Concrete Curb and Gutter
- (26)** Sodding
- (27)** Seed Mixture, U
- (35)** Retaining Wall
- (51)** Fence, Chain Link
- (F)** Sidewalk, Concrete

NOTE TO REVIEWER

This typical section is the section through the CSX Railroad Crossing. All curbs and sidewalk shall be flush with pavement and made with asphalt instead of concrete.



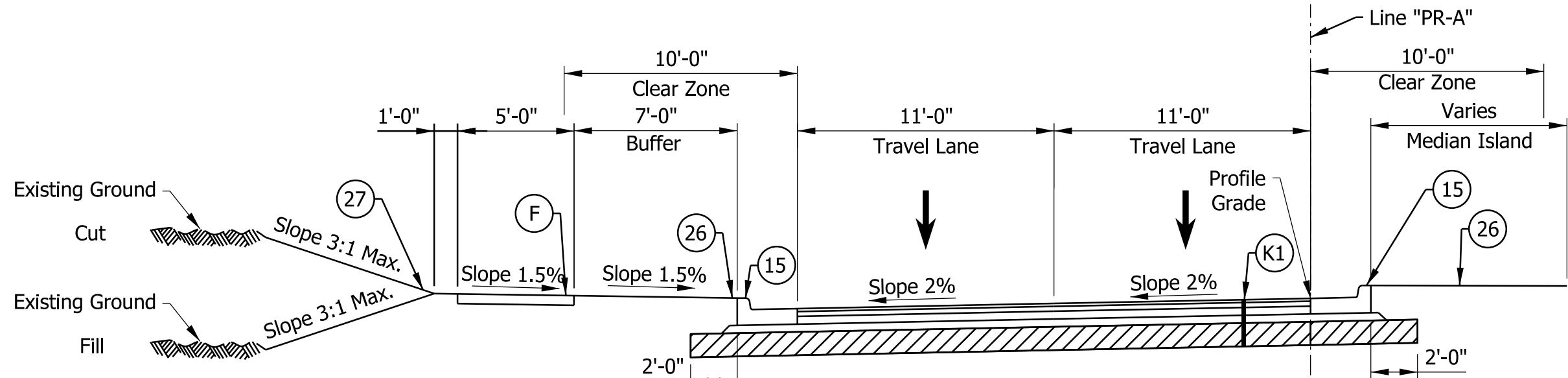
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NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____		DATE _____	
DESIGNED: _____ JMH		DRAWN: _____ JMH			
CHECKED: _____ CFS		CHECKED: _____ CFS			

INDIANA DEPARTMENT OF TRANSPORTATION	
ROADWAY TYPICAL SECTIONS	

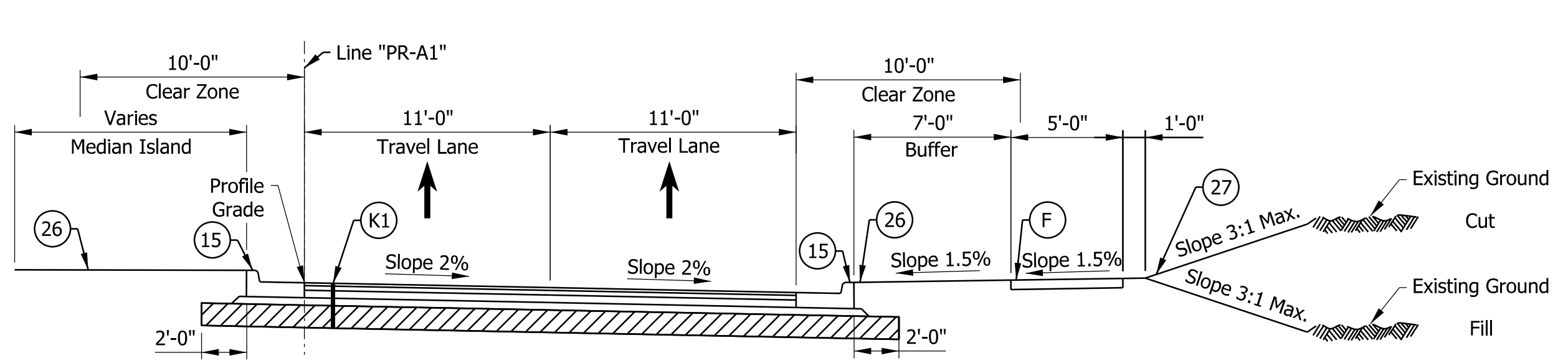
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		T-40840	

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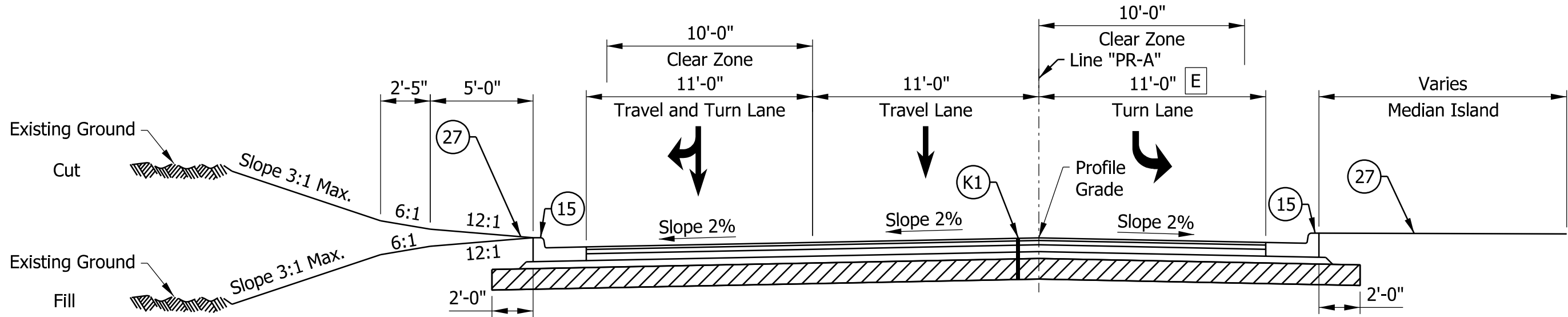
PROPOSED TYPICAL SECTION N. RURAL STREET - SOUTHBOUND
STA. 205+75.00 "PR-A" TO STA. 208+20.93 "PR-A"

STA. 205+75.00 "PR-A" TO STA. 206+78.11 "PR-A"
STA. 207+35.79 "PR-A" TO STA. 208+20.93 "PR-A"

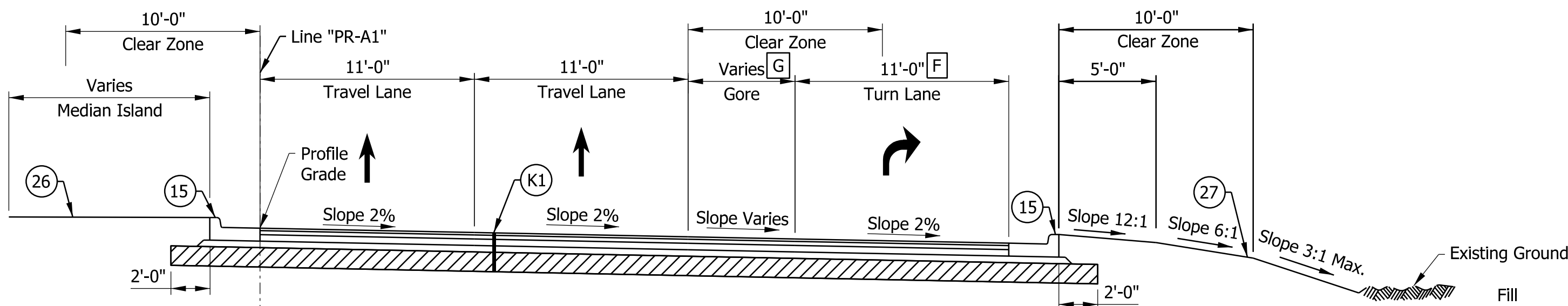


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STA. 300+00.00 "PR-A1" TO STA. 303+50.00 "PR-A1"

STA. 300+00.00 "PR-A1" TO STA. 301+02.58 "PR-A1"
STA. 301+59.10 "PR-A1" TO STA. 302+46.01 "PR-A1"



PROPOSED TYPICAL SECTION N. RURAL STREET - SOUTHBOUND
STA. 208+20.93 "PR-A" TO STA. 211+97.00 "PR-A"



PROPOSED TYPICAL SECTION N. RURAL STREET - NORTHBOUND
STA. 303+50.00 "PR-A1" TO STA. 306+32.00 "PR-A1"

STA. 306+19.80 "PR-A1" TO STA. 306+32.00 "PR-A1"

- [E] Width varies from 0'-0" to 11'-0" at Sta. 209+75.85 "PR-A" to Sta. 211+66.84 "PR-A"
Equals 0'-0" from Sta. 211+66.84 "PR-A" to Sta. 211+97.00 "PR-A"
- [F] Varies from 0'-0" to 11'-0" at Sta. 303+50.00 "PR-A1" to Sta. 304+50.00 "PR-A1"
Equals 11'-0" from Sta. 304+50.00 "PR-A1" to Sta. 305+25.10 "PR-A1"
Varies from 11'-0" to 16'-0" from Sta. 305+25.10 "PR-A1" to Sta. 306+16.25 "PR-A1"
Equals 0'-0" from Sta. 306+16.25 "PR-A1" to Sta. 306+32.00 "PR-A1"
- [G] Equals 0'-0" from Sta. 303+50.00 "PR-A1" to Sta. 305+25.10 "PR-A1"
Varies from 0'-0" to 26'-0" from Sta. 305+25.10 "PR-A1" to Sta. 306+16.25 "PR-A1"
Varies from 26'-0" to 0'-0" from Sta. 306+16.25 "PR-A1" to Sta. 306+32.00 "PR-A1"

LEGEND

- (K1) 165#/Syd. QC/QA-HMA 3, 58H, Surface, 9.5 mm, on 275#/Syd. QC/QA-HMA 3, 58H, Intermediate, 19.0 mm, on 440#/Syd. QC/QA-HMA 3, 58S, Base, 19.0 mm, on 440#/Syd. QC/QA-HMA 3, 58S, Base, 19.0 mm, on Subgrade Treatment, Type IC
- (R1) HMA Mill and Resurfacing, consisting of: 165#/Syd. QC/QA-HMA, 3, 58H, Surface, 9.5mm on Milling, Asphalt, 1.5"
- (15) Combined Concrete Curb and Gutter
- (26) Sodding
- (27) Seed Mixture, U
- (F) Sidewalk, Concrete

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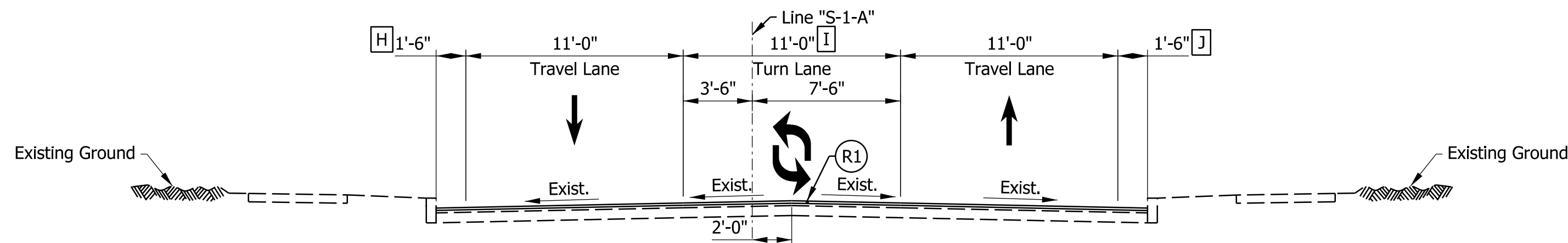
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INDIANA
DEPARTMENT OF TRANSPORTATION

ROADWAY TYPICAL SECTIONS

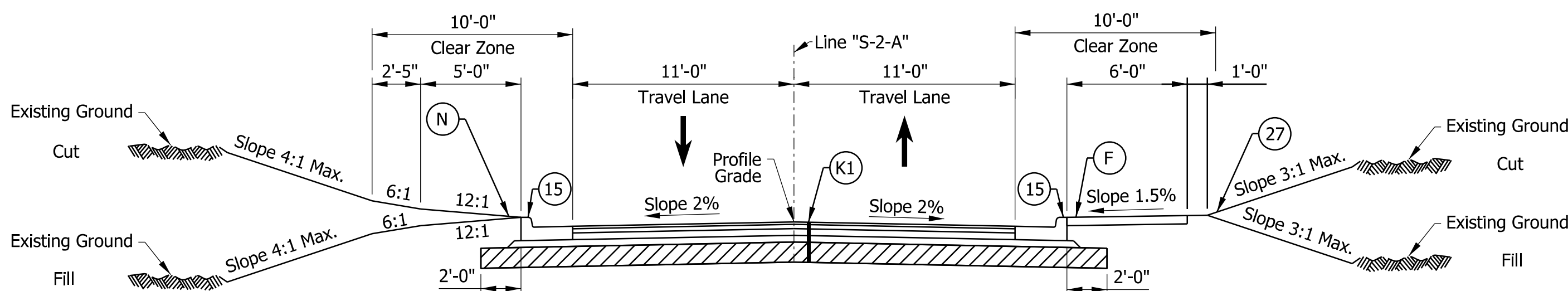
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VERTICAL SCALE		DESIGNATION	
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SHEETS		TS-04	
6	of	175	
CONTRACT		T-40840	

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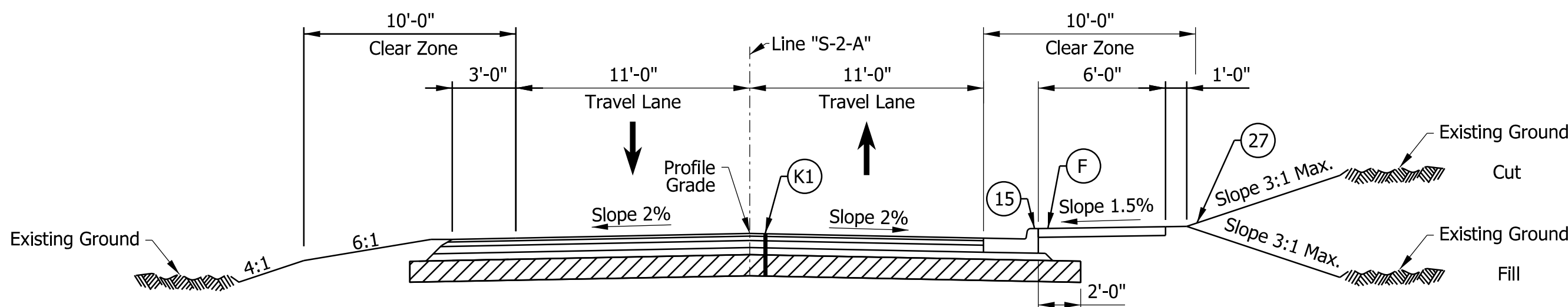
PROPOSED TYPICAL SECTION E. BROOKSIDE AVENUE

STA. 12+28.90 "S-1-A" TO STA. 12+83.90 "S-1-A"
STA. 13+29.57 "S-1-A" TO STA. 13+69.37 "S-1-A"



PROPOSED TYPICAL SECTION MASSACHUSETTS AVENUE

STA. 9+30.00 "S-2-A" TO STA. 12+74.73 "S-2-A"



PROPOSED TYPICAL SECTION MASSACHUSETTS AVENUE

STA. 13+20.06 "S-2-A" TO STA. 15+90.00 "S-2-A"

- [H] Varies from 7'-0" to 1'-6" from Sta. 10+98.13 "S-1-A" to Sta. 12+61.38 "S-1-A"
Varies from 1'-6" to 7'-0" from Sta. 13+49.00 "S-1-A" to Sta. 15+85.11 "S-1-A"
- [I] Equals 0'-0" from Sta 10+98.13 "S-1-A" to Sta. 11+03.00 "S-1-A"
Varies from 0'-0" to 11'-0" from Sta. 11+03.00 "S-1-A" to Sta. 12+03.00 "S-1-A"
Varies from 11'-0" to 0'-0" from Sta. 14+09.00 "S-1-A" to Sta. 15+85.11 "S-1-A"
- [J] Varies from 7'-0" to 1'-6" from Sta. 10+98.13 "S-1-A" to Sta. 12+61.38 "S-1-A"
Varies from 1'-6" to 7'-0" from Sta. 13+49.00 "S-1-A" to Sta. 15+85.11 "S-1-A"

LEGEND

- (K1) 165#/Syd. QC/QA-HMA 3, 58H, Surface, 9.5 mm, on 275#/Syd. QC/QA-HMA 3, 58H, Intermediate, 19.0 mm, on 440#/Syd. QC/QA-HMA 3, 58S, Base, 19.0 mm, on 440#/Syd. QC/QA-HMA 3, 58S, Base, 19.0 mm, on Subgrade Treatment, Type IC
- (R1) HMA Mill and Resurfacing, consisting of: 165#/Syd. QC/QA-HMA, 3, 58H, Surface, 9.5mm on Milling, Asphalt, 1.5"
- (15) Combined Concrete Curb and Gutter
- (26) Sodding
- (27) Seed Mixture, U
- (F) Sidewalk, Concrete
- (N) 4 in. Compacted Agg. No. 53

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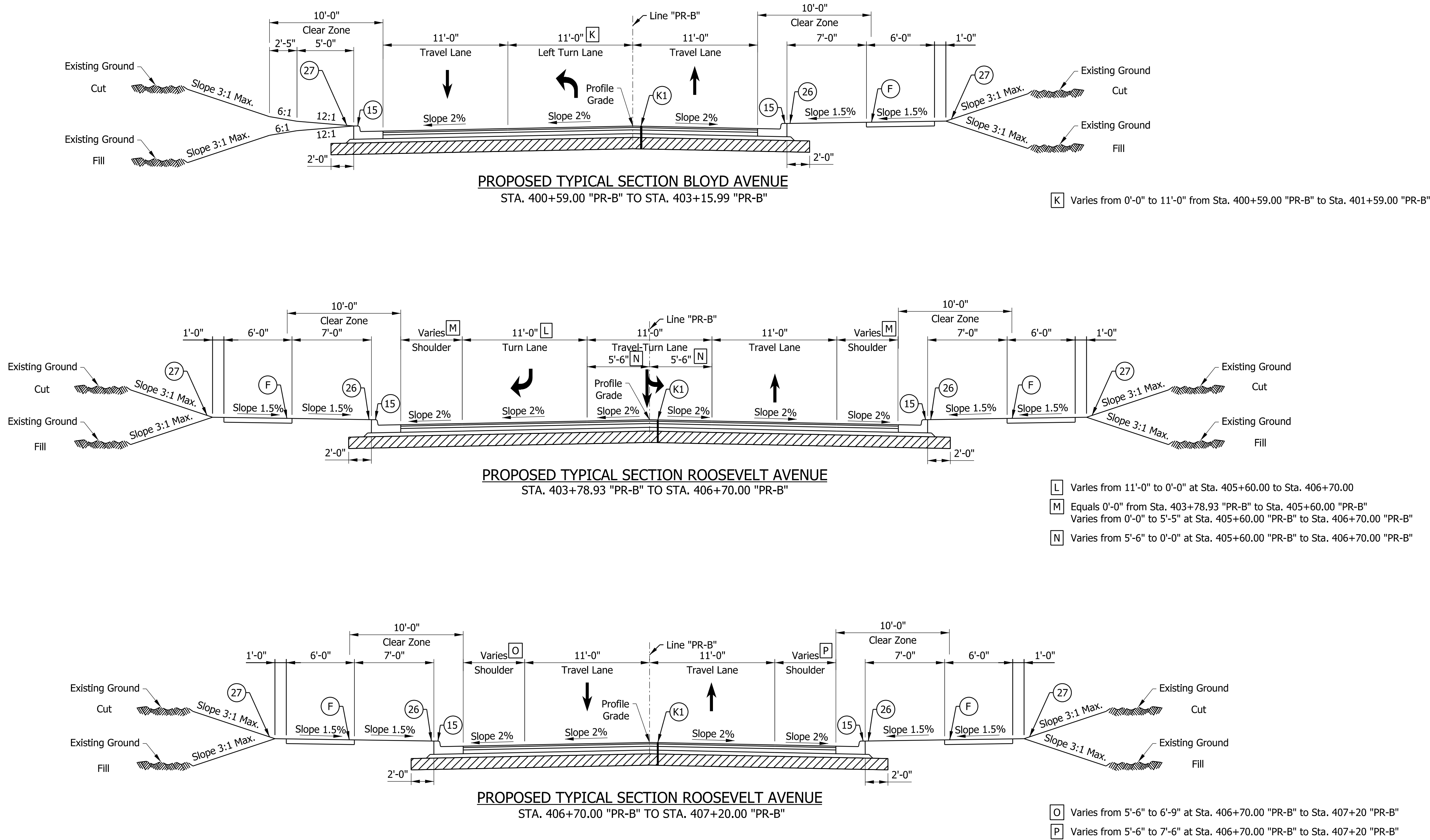
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DESIGN ENGINEER _____ DATE _____	
DESIGNED: _____ JMH	DRAWN: _____ JMH
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INDIANA
DEPARTMENT OF TRANSPORTATION

ROADWAY TYPICAL SECTIONS

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DESIGNED: _____ JMH		DRAWN: _____ JMH	
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INDIANA DEPARTMENT OF TRANSPORTATION	
ROADWAY TYPICAL SECTIONS	

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VERTICAL SCALE	DESIGNATION
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SHEETS TS-06	
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CONSTRUCTION SEQUENCE

PHASE 1 CONSTRUCTION ACTIVITIES

- 1. Install Advance Warning Signs.
- 2. Add traffic drums and temporary traffic barrier wall to Rural Street as shown on the MOT Phase 1 plans and typical sections. Close outside NB lane on Rural Street.
- 3. Construct temporary widening and temporary median pavement.

PHASE 2 CONSTRUCTION ACTIVITIES

- 1. Adjust Advance Warning Signs and install temporary pavement markings and temporary traffic barrier as shown.
- 2. Utilizing lane shifts and one lane in each direction, construct Rural Street offline in the layout shown on the MOT Phase 2 plans and typical sections. Construct the west leg of Massachusetts Avenue and Bloyd Avenue.
- 3. Construct temporary widening along SB Rural Street.

PHASE 3 CONSTRUCTION ACTIVITIES

- 1. Adjust Advance Warning Signs and install temporary pavement markings and temporary traffic barrier as shown.
- 2. Remove the existing Rural Street cross section.
- 3. Construct the remaining northbound Rural Street cross section.
Construct the east leg of Massachusetts Avenue and Roosevelt Avenue.

PHASE 4 CONSTRUCTION ACTIVITIES

- 1. Adjust Advance Warning Signs and install temporary pavement markings and temporary traffic barrier as shown.
- 2. Construct the remaining portion of SB Rural Street.
- 3. Remove the median temporary pavement and regrade the median island.

PHASE 5 CONSTRUCTION ACTIVITIES

- 1. Adjust Advance Warning Signs and install temporary markings as shown.
- 2. Utilizing shoulder parking lane closures and lane shifts, construct the curb ramps at the intersections of Rural Street with Brookside Avenue and 19th Street as well as the NB Rural Street sidewalk between 19th Street and Brookside Avenue.
- 3. Utilizing flagger operations, mill and overlay the remainder of Rural Street and Brookside Avenue.
- 4. Remove advanced warning signs, place permanent pavement markings and signs, and conclude construction activities.

Rural Street
Construction Design Speed: 35 MPH Existing Posted Speed Limit: 35 MPH Posted Worksite Speed Limit: 35 MPH
Construction Clear Zone: 13'-0"

Brookside Avenue, Massachusetts Avenue, Bloyd Avenue, and Roosevelt Avenue
Construction Design Speed: 30 MPH Existing Posted Speed Limit: 30 MPH Posted Worksite Speed Limit: 30 MPH
Construction Clear Zone: 13'-0"

NOTES

- 1. All stations reference from Line "PR-A" unless otherwise noted.
- 2. Barrel spacing is 25' on all taper sections and 50' on all tangent sections.
- 3. Barrel spacing shall be decreased to 25' on tangent sections near closed roads.
- 4. Access to Private Drives shall be maintained at all times during construction.
- 5. See INDOT Standard Drawings E 801-TCFO for Standard Flagger Operation for 2-lane, 2-way road.
- 6. Any proposed pavement not shown on MOT sheets shall be striped to match proposed pavement markings using temporary pavement markings.
- 7. MOT Sign Legend is used for Sheets MOT-10 through MOT-26. See detour sheets for sign legend specific to those sheets.
- 8. Signs J, K, and CC shall be paid for as Road Closure Sign Assemblies.

LEGEND

- ① Temporary Pavement Marking, Removable, Solid, White, 6 In.
- ② Temporary Pavement Marking, Removable, Solid, Yellow, 6 In.
- ③ Temporary Pavement Marking, Removable, Dashed, White, 6 In.
- ④ Temporary Pavement Marking, Removable, Dashed, Yellow, 6 In.
- ⑤ Temporary Transverse Pavement Marking, Removable, Solid, White, 24 In. (Stop Bar)
- ⑥ Temporary Pavement Marking, Removable, Black, 5 In.
- ⑦ Temporary Pavement Message Marking, Removable, Lane Indication Arrow
- ⑧ Temporary Pavement Marking, Solid, White, 6 In.
- ⑨ Temporary Pavement Marking, Solid, Yellow, 6 In.
- ⑩ Temporary Pavement Message Marking, R X R

- ⑪ Temporary Pavement Marking, Removable, Solid, Yellow, 12 In. (Crosshatch)
- ⑫ Temporary Pavement Marking, Dashed, Yellow, 6 In.
- ⑬ Temporary Transverse Pavement Marking, Solid, White, 24 In. (Stop Bar)
- ⑭ HMA For Temporary Pavement, Type C, consisting of:
165 #/SYS HMA Surface, Type C, on
275 #/SYS HMA Intermediate, Type C, on
880 #/SYS HMA Base, Type C, on
Subgrade Treatment, Type II
- ⑮ Temporary Pavement Message Marking, Removable, R X R
- ⑯ Temporary Pavement Marking, Removable, Broken, Solid, White, 6 In.
- ⑰ Temporary Transverse Pavement Marking, Removable White, 24 In. (Crosswalk)

- Temporary Curb Ramp
- Temporary Pedestrian Access Path
- Standard Drum
- Construction Sign
- Direction of Traffic
- Construction Area
- Temporary Pavement Construction Area
- Temporary Pavement

- Flashing Arrow Sign
- Line, Remove
- Energy Absorbing Terminal, CZ, TL-2
- Temporary Traffic Barrier, Type 2
- Temporary Portable Signal
- Temporary Signal Head
- Temporary Pedestrian Channelizer

MOT SIGN LEGEND

XW20-1
36" x 36"

XW21-5 (R)
36" x 36"

XW20-5 (L)
36" x 36"

XW4-2 (L)
36" x 36"

XW1-4 (R)
36" x 36"

XW1-4 (L)
36" x 36"

XW20-3
36" x 36"

R4-7
24" x 36"

XG20-2
18" x 36"

R11-2
48" x 30"
XW1-7
48" x 24"

R11-2
48" x 30"
XW1-6 (L)
48" x 24"

XW1-6 (R)
48" x 24"

R1-1
30" x 30"

R3-1
24" x 24"

R3-2
24" x 24"

R3-5 (R)
30" x 36"

R3-5 (L)
30" x 36"

R3-6 (L)
30" x 36"

R4-8
24" x 30"

R3-7 (L)
30" x 30"

R3-7 (R)
30" x 30"

R8-3
24" x 24"

R9-10
24" x 12"

R9-11a (L)
24" x 12"

R9-11a (R)
24" x 12"

R8-8
24" x 30"

W10-1
36" Diameter

R10-6
24" x 36"

R11-2
48" x 30"

M4-9b (R)
30" x 24"

M4-9b (L)
30" x 24"

M4-Y9 (R)
30" x 24"

M4-Y9 (L)
30" x 24"

XW20-5 (R)
36" x 36"

R9-9
24" x 12"

M4-8A
24" x 18"

MOT SUMMARY OF QUANTITIES										
PAY ITEMS	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5A	PHASE 5B	PHASE 5C	PHASE 5D	TOTAL	UNITS
HMA FOR TEMPORARY PAVEMENT, TYPE C	0	197	579	0	0	0	0	0	776	TON
ROAD CLOSURE SIGN ASSEMBLY	0	10	9	0	0	0	0	0	10	EACH
TEMPORARY PAVEMENT MARKING, 6 IN.	0	1412	0	0	0	0	0	0	1412	LFT
TEMPORARY PAVEMENT MARKING, REMOVABLE, 6 IN.	799	6038	8095	7724	3246	2280	2298	2359	32839	LFT
TEMPORARY PAVEMENT MESSAGE MARKING, REMOVABLE, LANE INDICATION ARROW	0	2	2	8	1	2	0	3	18	EACH
TEMPORARY PAVEMENT MESSAGE MARKING, REMOVABLE, (RXR)	0	2	2	2	1	1	1	2	11	EACH
TEMPORARY TRANSVERSE PAVEMENT MARKING, REMOVABLE, 24 IN.	0	91	174	168	80	95	66	74	748	LFT
TEMPORARY TRAFFIC SIGNAL INSTALLATION, MAINTAIN	0	1	1	1	0	0	0	0	1	LS
DETOUR ROUTE MARKER ASSEMBLY	0	78	79	0	0	0	0	0	79	EACH
CONSTRUCTION SIGN, TYPE A	13	38	32	15	13	10	12	11	44	EACH
CONSTRUCTION SIGN, TYPE B	18	36	30	28	10	11	25	10	10	EACH
FLASHING ARROW SIGN	0	150	150	0	0	0	0	0	300	DAY
ENERGY ABSORBING TERMINAL, CZ, TL-2	2	3	1	4	0	0	0	0	4	EACH
BARRICADE, TYPE III-A	0	108	144	0	0	0	0	0	144	LFT
BARRICADE, TYPE III-B	0	242	144	0	0	0	0	0	242	LFT
TEMPORARY TRAFFIC BARRIER, TYPE 2	838	535	294	203	0	0	0	0	838	LFT
TEMPORARY CURB RAMP	0	10	9	0	2	4	2	2	4	EACH
TRUCK MOUNTED ATTENUATOR	0	0	0	0	60	0	0	0	60	DAY
PORTABLE SIGNAL	0	0	1	0	0	0	0	0	1	LS
TEMPORARY PEDESTRIAN CHANNELIZER	24	12	464	24	189	198	192	199	464	LFT

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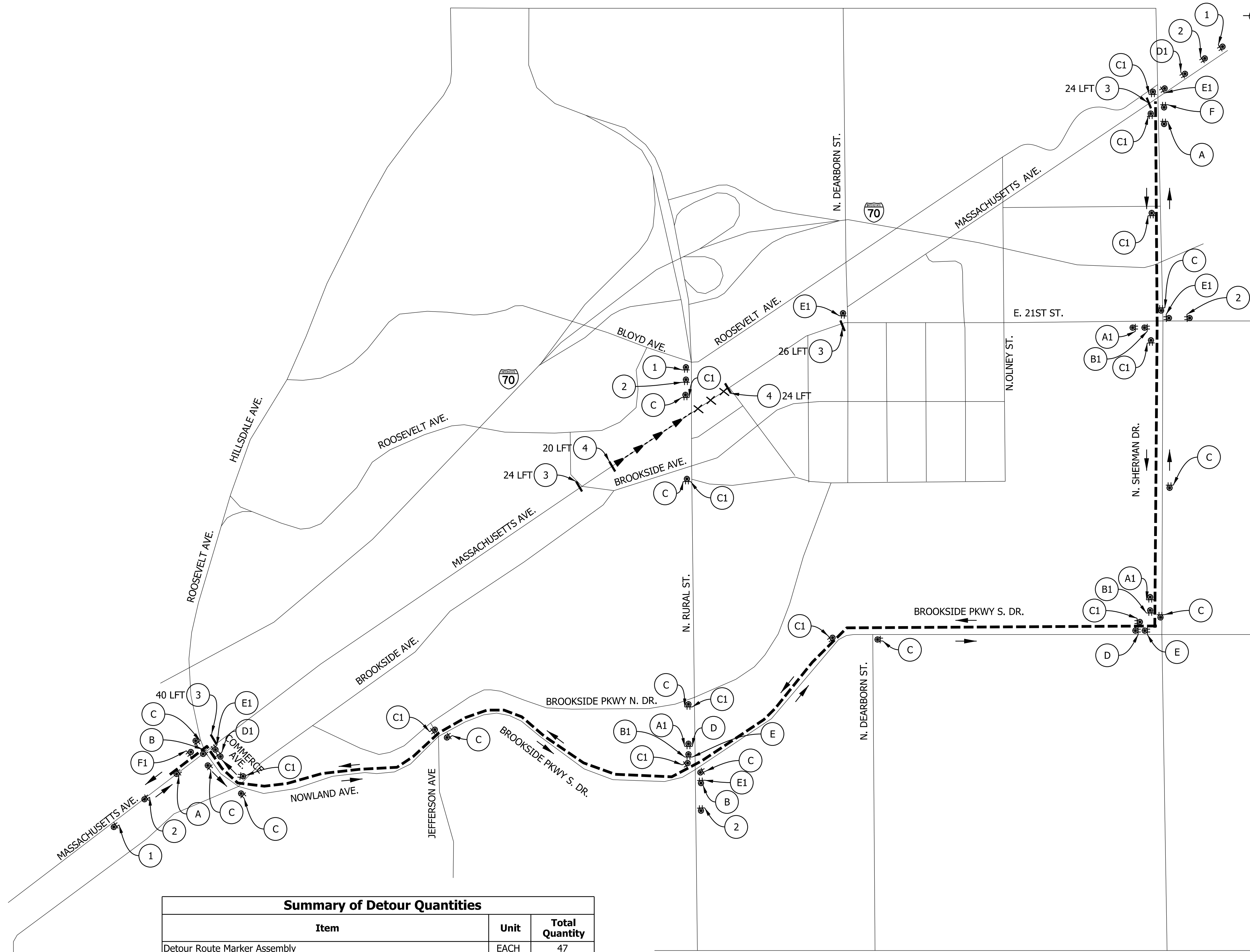
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DESIGNED: _____ DHC	DRAWN: _____ DHC	
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INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
GENERAL NOTES

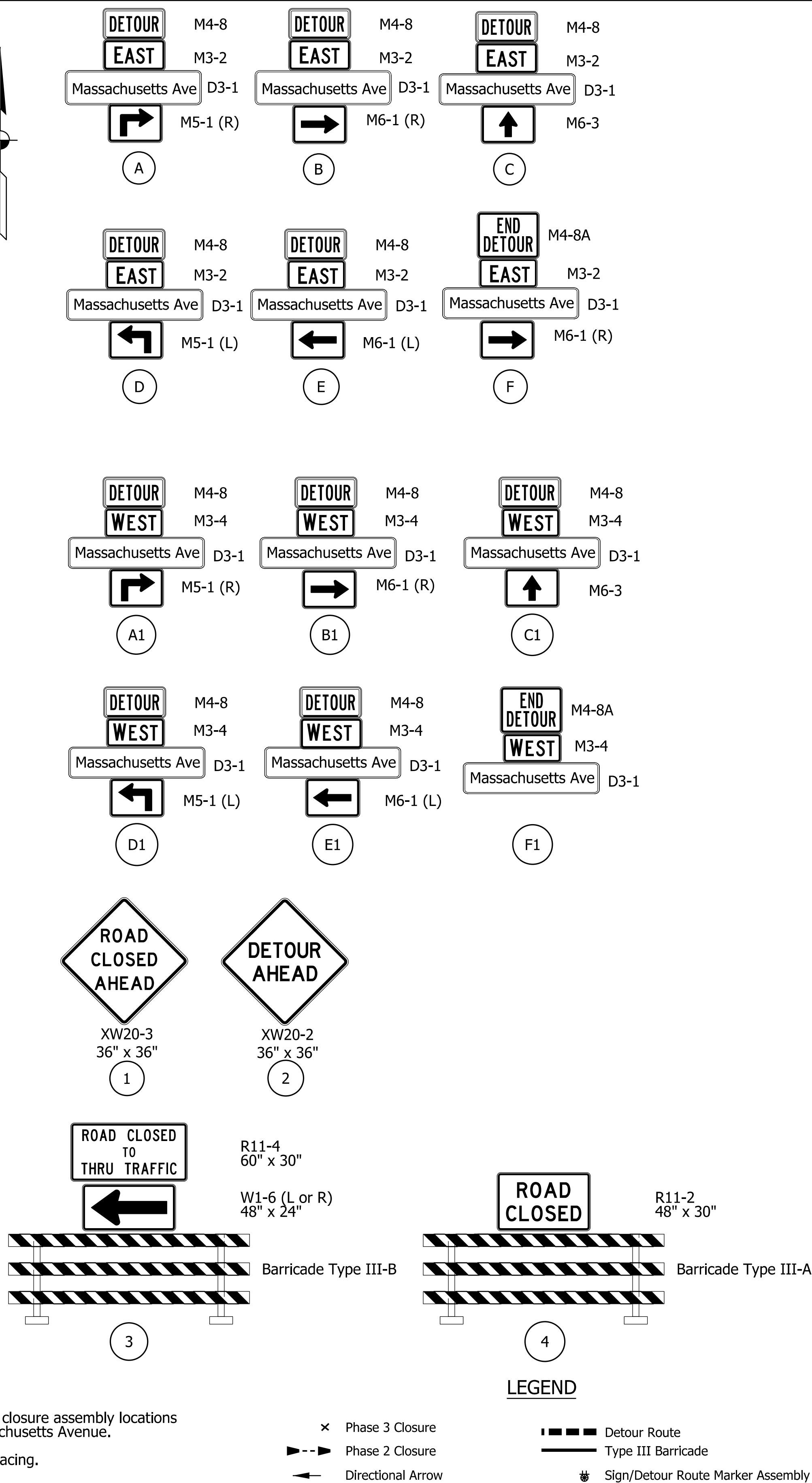
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CONTRACT	
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Summary of Detour Quantities		
Item	Unit	Total Quantity
Detour Route Marker Assembly	EACH	47
Road Closure Sign Assembly	EACH	6
Construction Sign, A	EACH	8
Barricade Type III-A	LFT	44
Barricade Type III-B	LFT	114

Notes:
See MOT Phase sheets for sign and road closure assembly locations
at intersection of Rural Street and Massachusetts Avenue.
See 801-TCDDT for information on sign spacing.



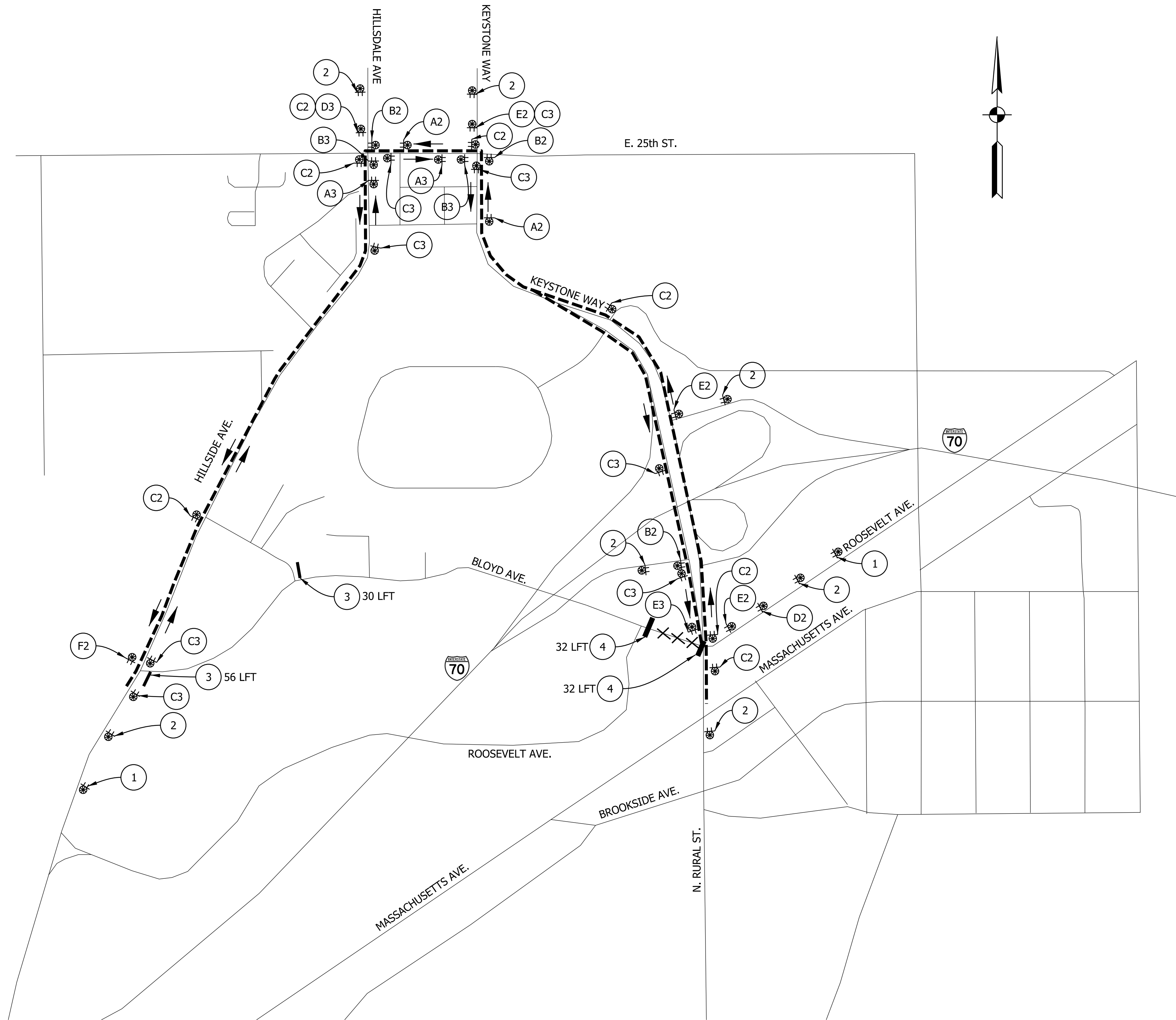
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DESIGNED: DHC	DRAWN: DHC	
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INDIANA DEPARTMENT OF TRANSPORTATION
MAINTENANCE OF TRAFFIC DETOUR MASSACHUSETTS AVENUE

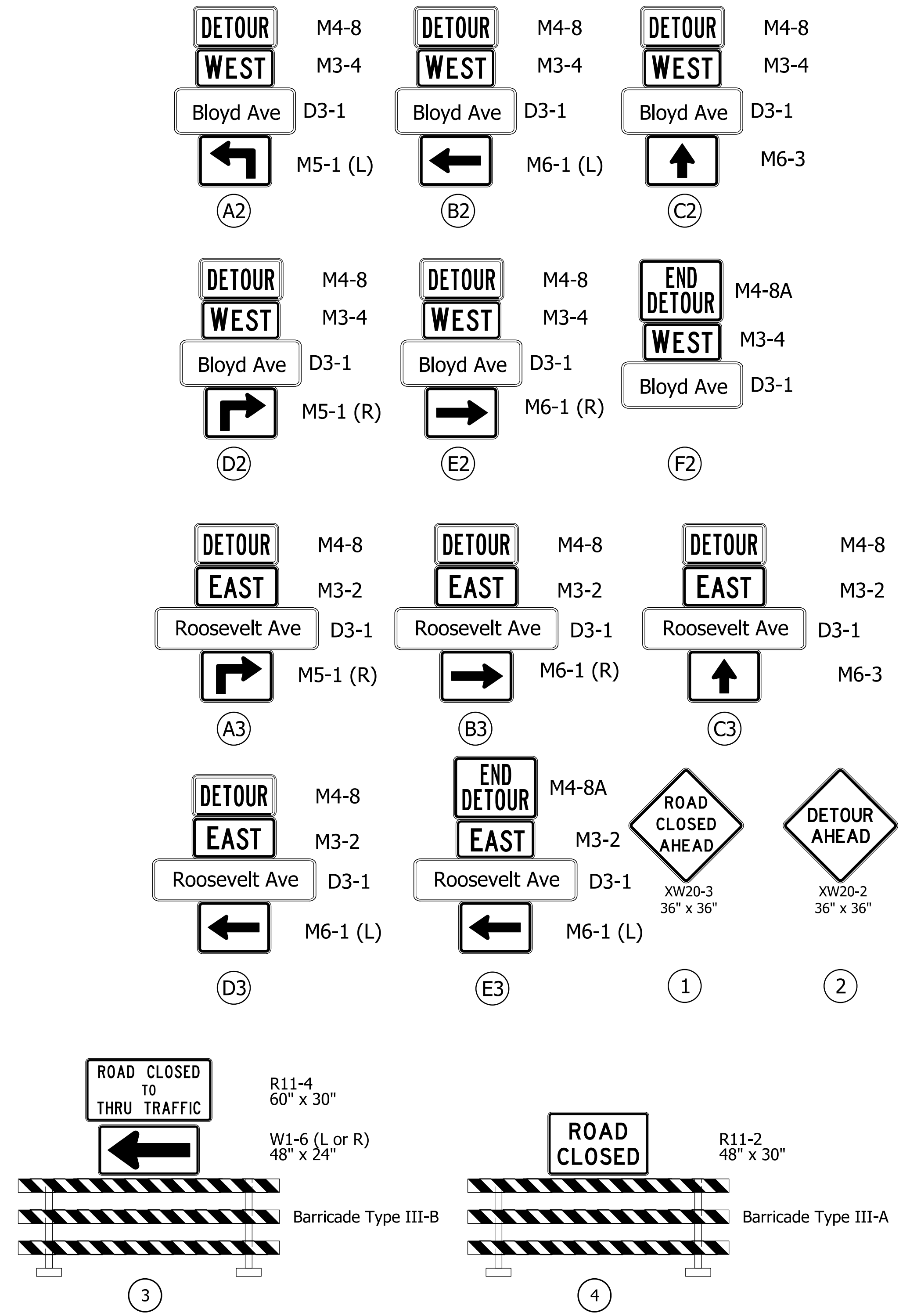
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CONTRACT T-40840	

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Summary of Detour Quantities		
Item	Unit	Total Quantity
Detour Route Marker Assembly	EACH	31
Road Closure Sign Assembly	EACH	4
Construction Sign, A	EACH	9
Barricade Type III-A	LFT	64
Barricade Type III-B	LFT	86

Notes:
See MOT Phase sheets for sign and road closure assembly locations
at intersection of Rural Street and Massachusetts Avenue.
See 801-TCDT for information on sign spacing.



LEGEND

- × Closure
- ← Directional Arrow
- Detour Route
- Type III Barricade
- ⚓ Sign/Detour Route Marker Assembly

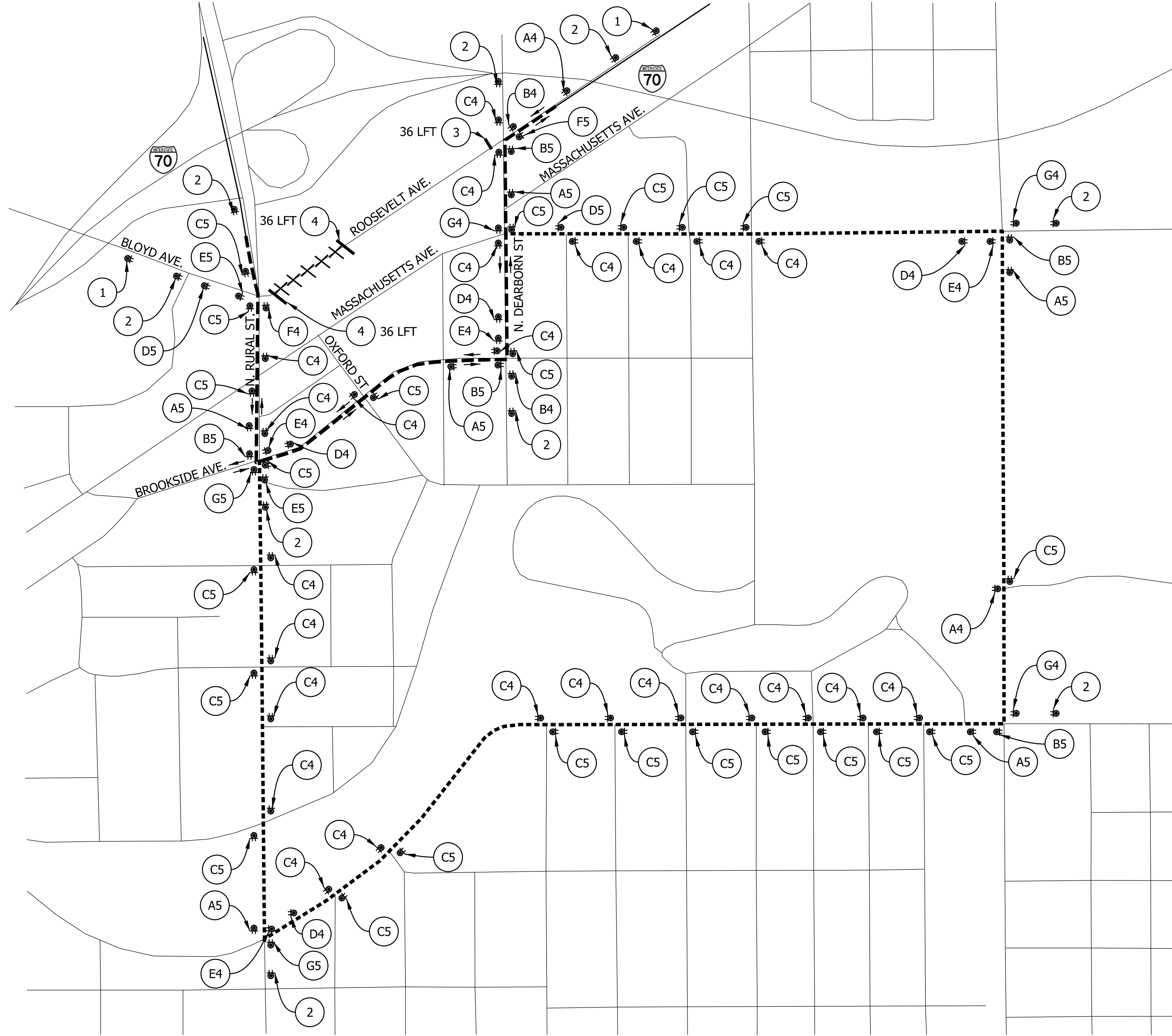
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INDIANA DEPARTMENT OF TRANSPORTATION	
MAINTENANCE OF TRAFFIC DETOUR BLOYD AVENUE	

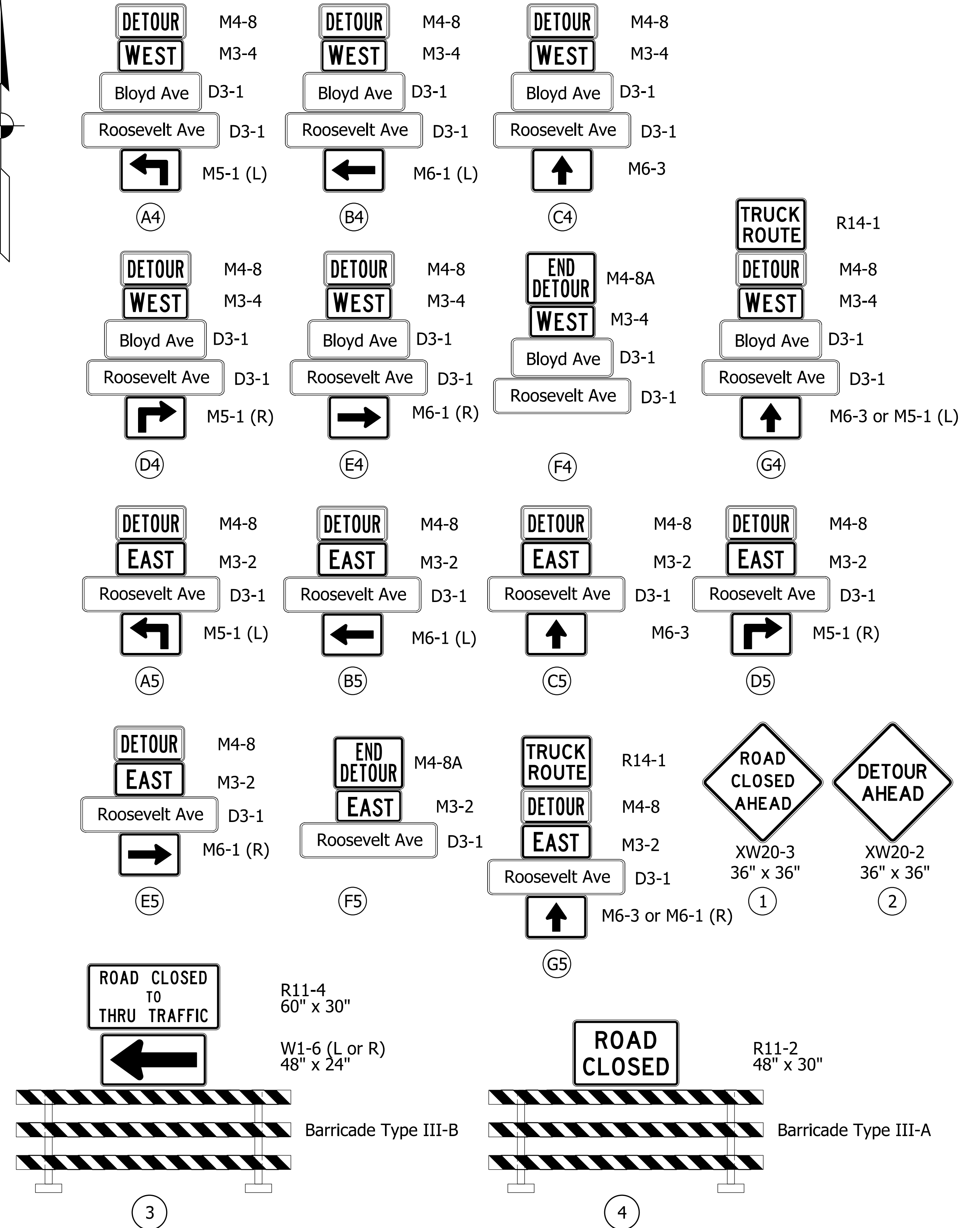
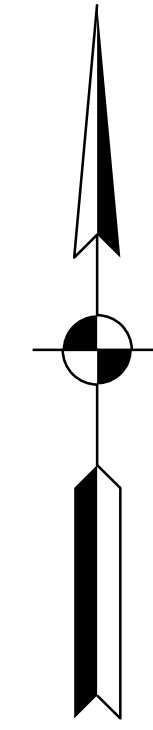
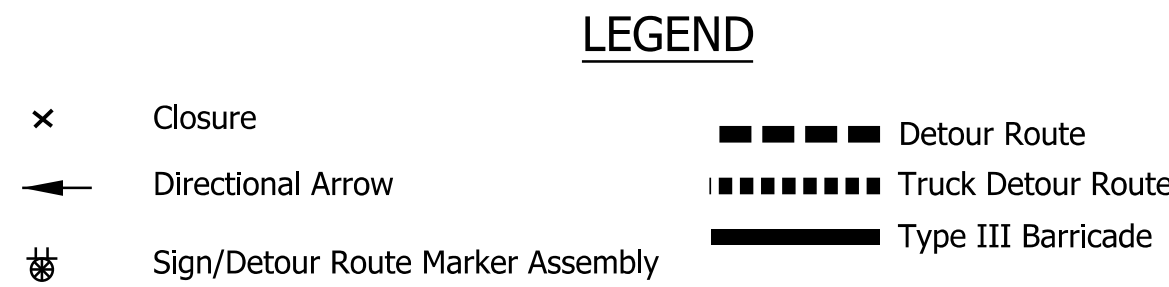
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Notes:
See MOT Phase sheets for sign and road closure assembly locations
at intersection of Rural Street and Massachusetts Avenue.
See 801-TCDDT for information on sign spacing.

Summary of Detour Quantities		
Item	Unit	Total Quantity
Detour Route Marker Assembly	EACH	81
Road Closure Sign Assembly	EACH	3
Construction Sign A	EACH	11
Barricade Type III-A	LFT	33
Barricade Type III-B	LFT	72



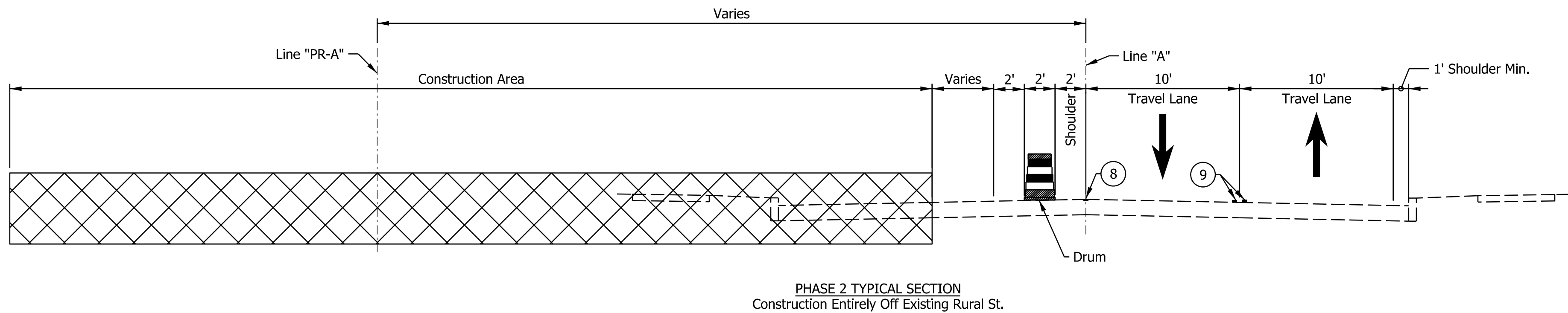
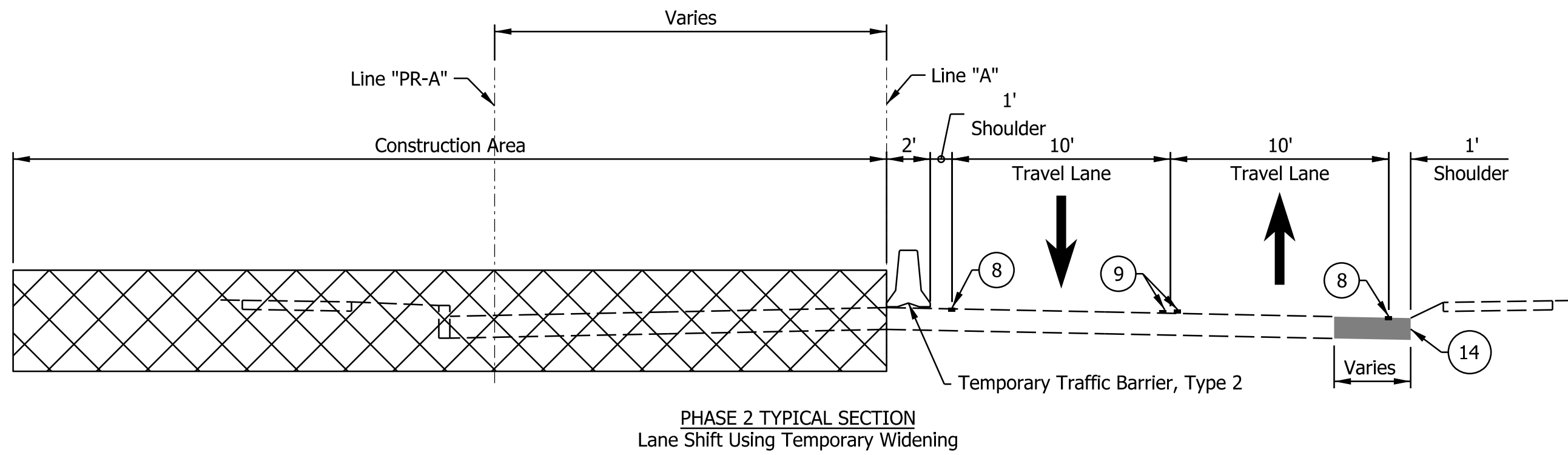
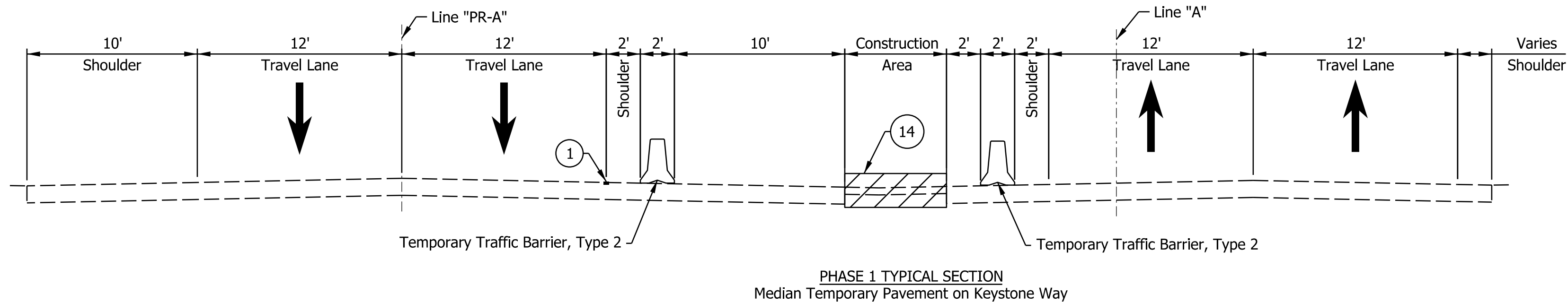
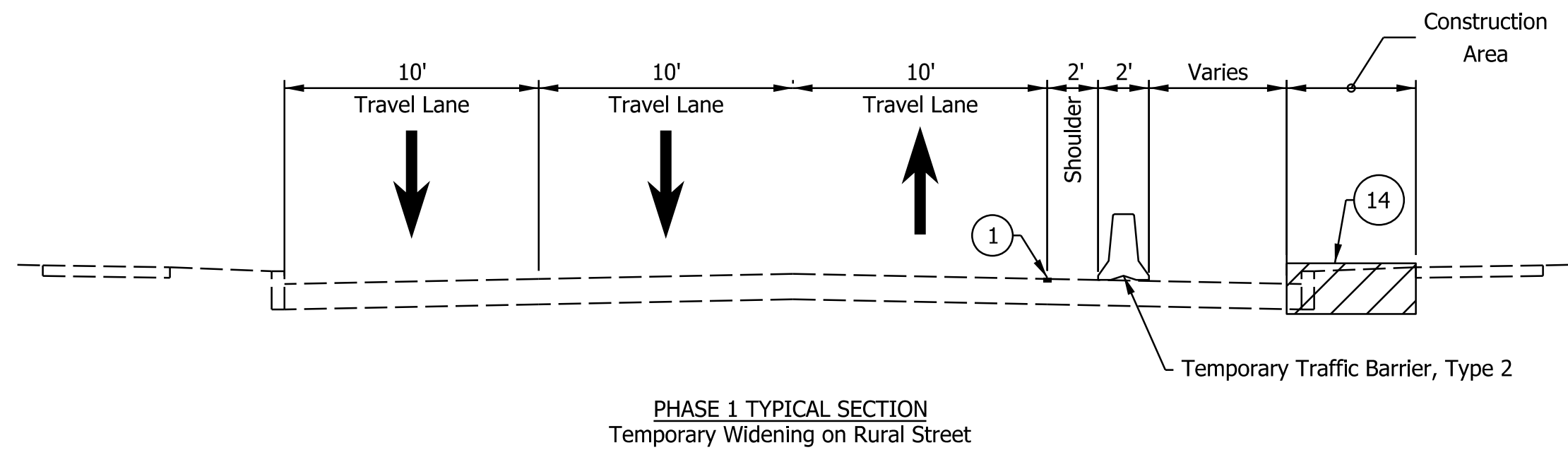
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INDIANA DEPARTMENT OF TRANSPORTATION
MAINTENANCE OF TRAFFIC DETOUR ROOSEVELT AVENUE

HORIZONTAL SCALE 1" = 400'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1800715
SHEETS 17 of 175	MOT-04
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- LEGEND**
- ① Temporary Pavement Marking, Removable, Solid, White, 6 In.
 - ② Temporary Pavement Marking, Removable, Solid, Yellow, 6 In.
 - ⑧ Temporary Pavement Marking, Solid, White, 6 In.
 - ⑨ Temporary Pavement Marking, Solid, Yellow, 6 In.
 - ⑭ HMA For Temporary Pavement, Type C
- Construction Area
 - Temporary Pavement Construction Area
 - Temporary Pavement

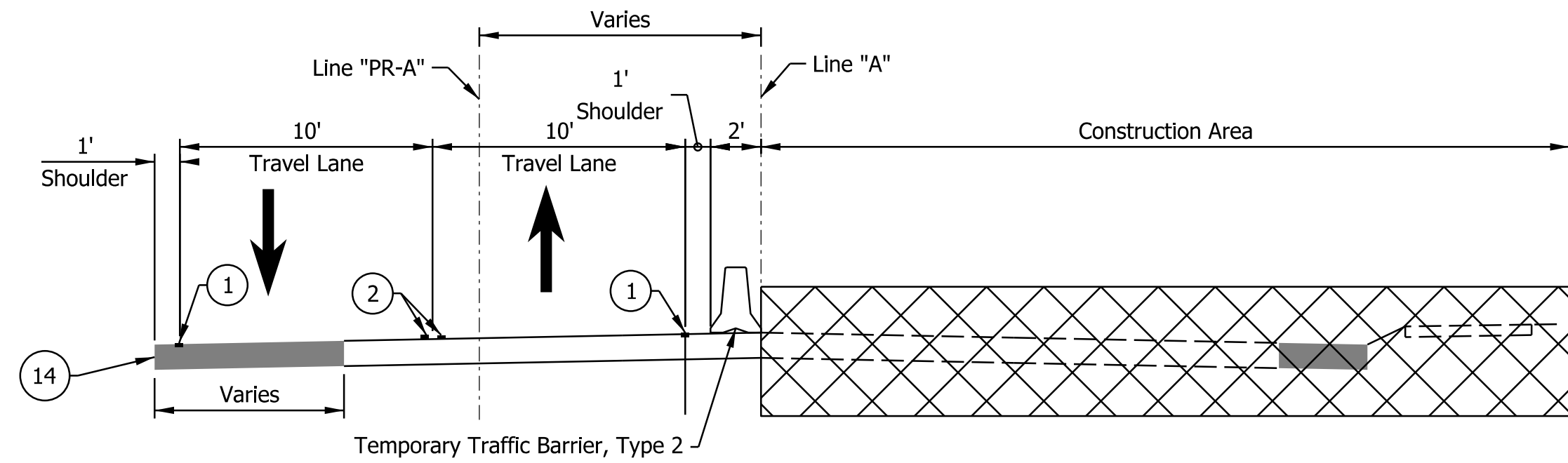
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NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ DHC	DRAWN: _____ DHC	
CHECKED: _____ CFS	CHECKED: _____ CFS	

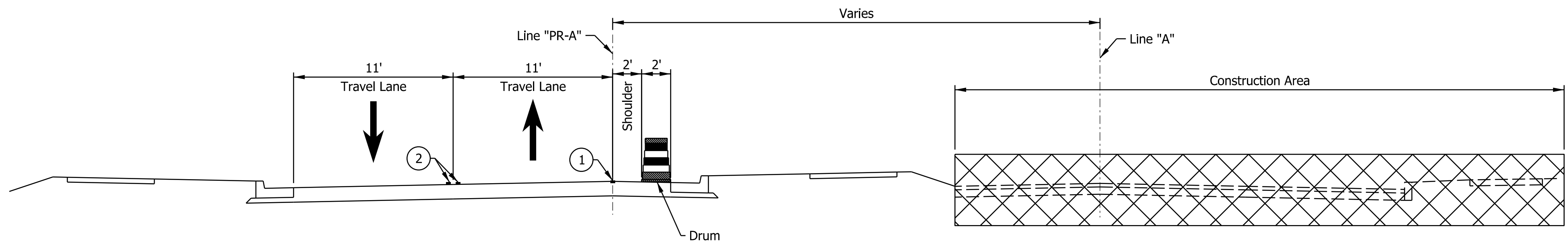
INDIANA DEPARTMENT OF TRANSPORTATION
MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

HORIZONTAL SCALE 3/16"=1'-0"	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1800715
SHEETS 20	MOT-07 of 175
CONTRACT T-40840	

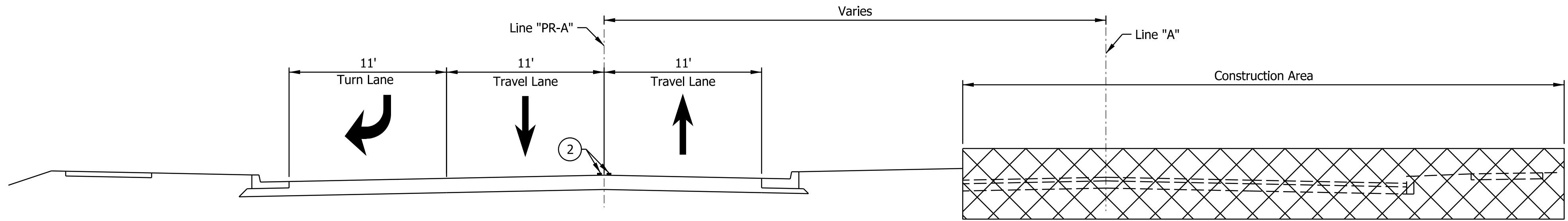
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PHASE 3 TYPICAL SECTION
Lane Shift Using Temporary Widening



PHASE 3 TYPICAL SECTION
Removal of Existing Rural St



PHASE 3 TYPICAL SECTION
Completion of Proposed NB Rural St

- LEGEND**
- ① Temporary Pavement Marking, Removable, Solid, White, 6 In.
 - ② Temporary Pavement Marking, Removable, Solid, Yellow, 6 In.
 - ⑧ Temporary Pavement Marking, Solid, White, 6 In.
 - ⑨ Temporary Pavement Marking, Solid, Yellow, 6 In.
 - ⑭ HMA For Temporary Pavement, Type C
 -  Construction Area
 -  Temporary Pavement Construction Area
 -  Temporary Pavement

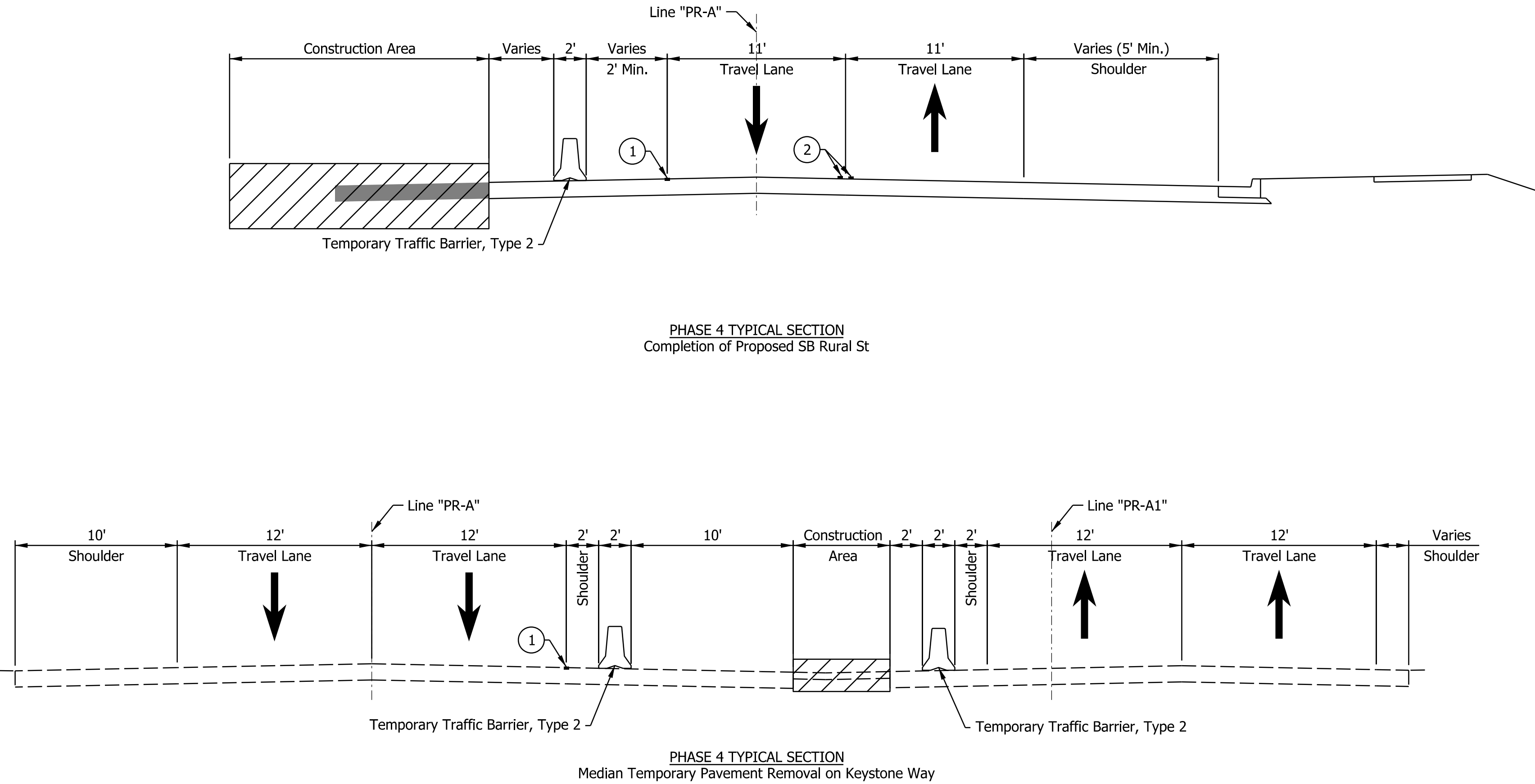
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DESIGNED: _____ DHC		DRAWN: _____ DHC			
CHECKED: _____ CFS		CHECKED: _____ CFS			

INDIANA DEPARTMENT OF TRANSPORTATION	
MAINTENANCE OF TRAFFIC TYPICAL SECTIONS	

HORIZONTAL SCALE 3/16"=1'-0"		BRIDGE FILE N/A	
VERTICAL SCALE 1800715		DESIGNATION 1800715	
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		21 of 175	
		CONTRACT T-40840	

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LEGEND

- ① Temporary Pavement Marking, Removable, Solid, White, 6 In.
 - ② Temporary Pavement Marking, Removable, Solid, Yellow, 6 In.
 - ⑧ Temporary Pavement Marking, Solid, White, 6 In.
 - ⑨ Temporary Pavement Marking, Solid, Yellow, 6 In.
 - ⑭ HMA For Temporary Pavement, Type C
- Construction Area
 - Temporary Pavement Construction Area
 - Temporary Pavement

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NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____		DATE _____	
DESIGNED: _____ DHC		DRAWN: _____ DHC			
CHECKED: _____ CFS		CHECKED: _____ CFS			

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
TYPICAL SECTIONS

HORIZONTAL SCALE		BRIDGE FILE	
3/16"=1'-0"		N/A	
VERTICAL SCALE		DESIGNATION	
N/A		1800715	
		SHEETS MOT-09	
		22 of 175	
		CONTRACT	
		T-40840	

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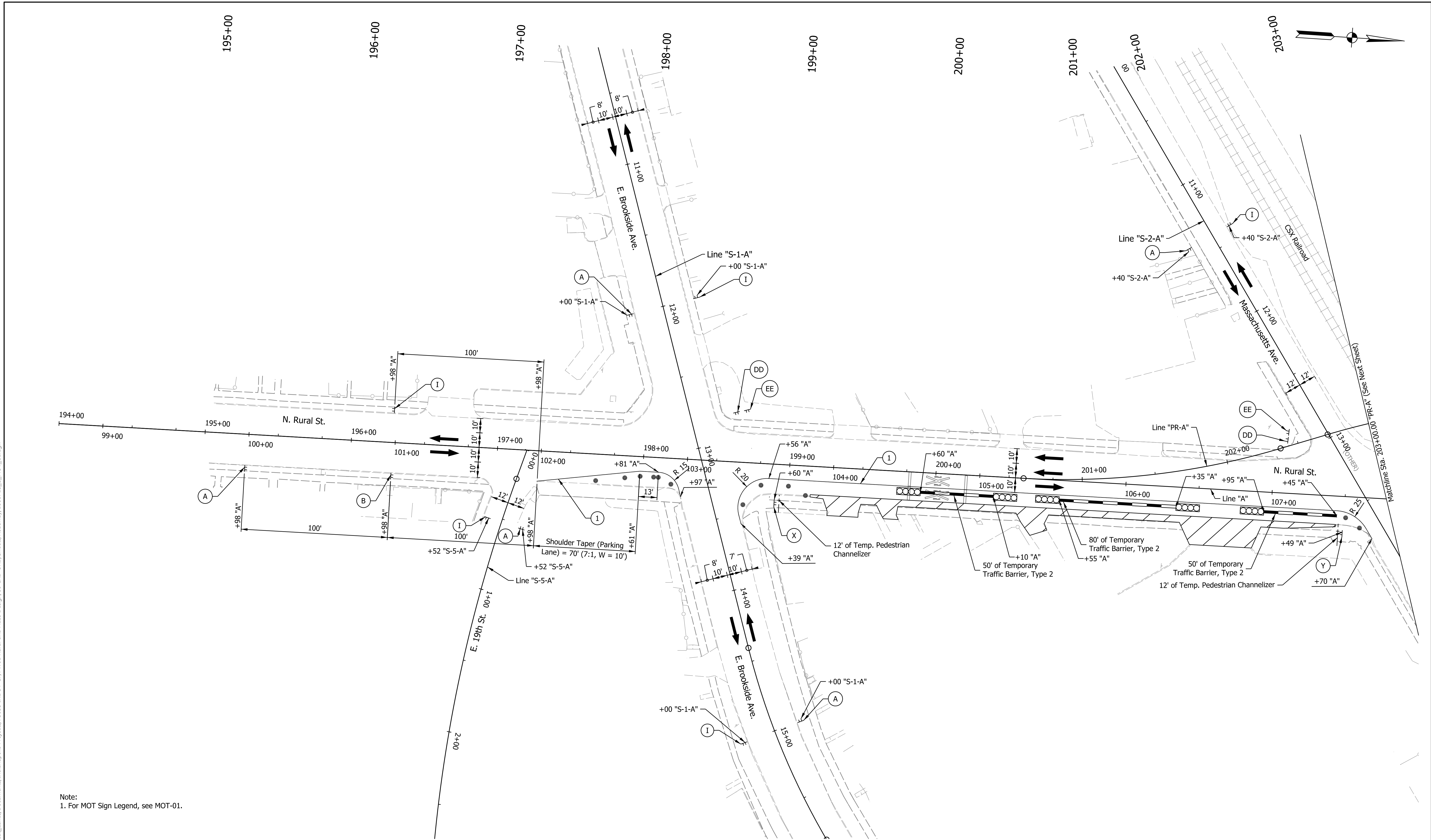
Note:
1. For MOT Sign Legend, see MOT-01.

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NOT FOR CONSTRUCTION

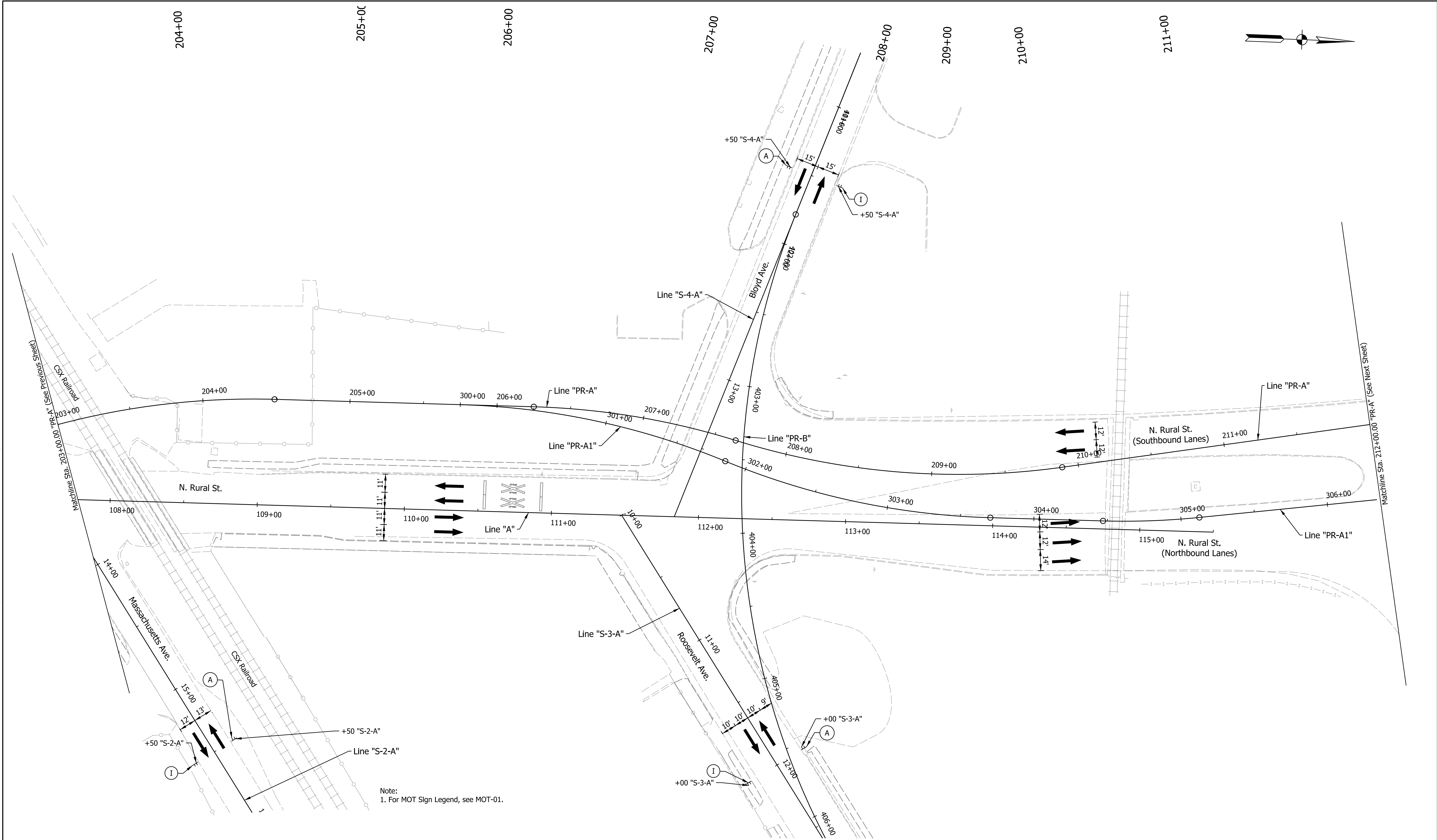
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DESIGNED: _____	DHC	DRAWN: _____	DHC
CHECKED: _____	CFS	CHECKED: _____	CFS

INDIANA DEPARTMENT OF TRANSPORTATION	
MAINTENANCE OF TRAFFIC PHASE 1	

HORIZONTAL SCALE 1" = 30'		BRIDGE FILE N/A	
VERTICAL SCALE N/A		DESIGNATION 1800715	
		SHEETS	MOT-10
		23	of 175
		CONTRACT T-40840	



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RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: DHC	DRAWN: DHC	
CHECKED: CFS	CHECKED: CFS	

INDIANA DEPARTMENT OF TRANSPORTATION
MAINTENANCE OF TRAFFIC PHASE 1

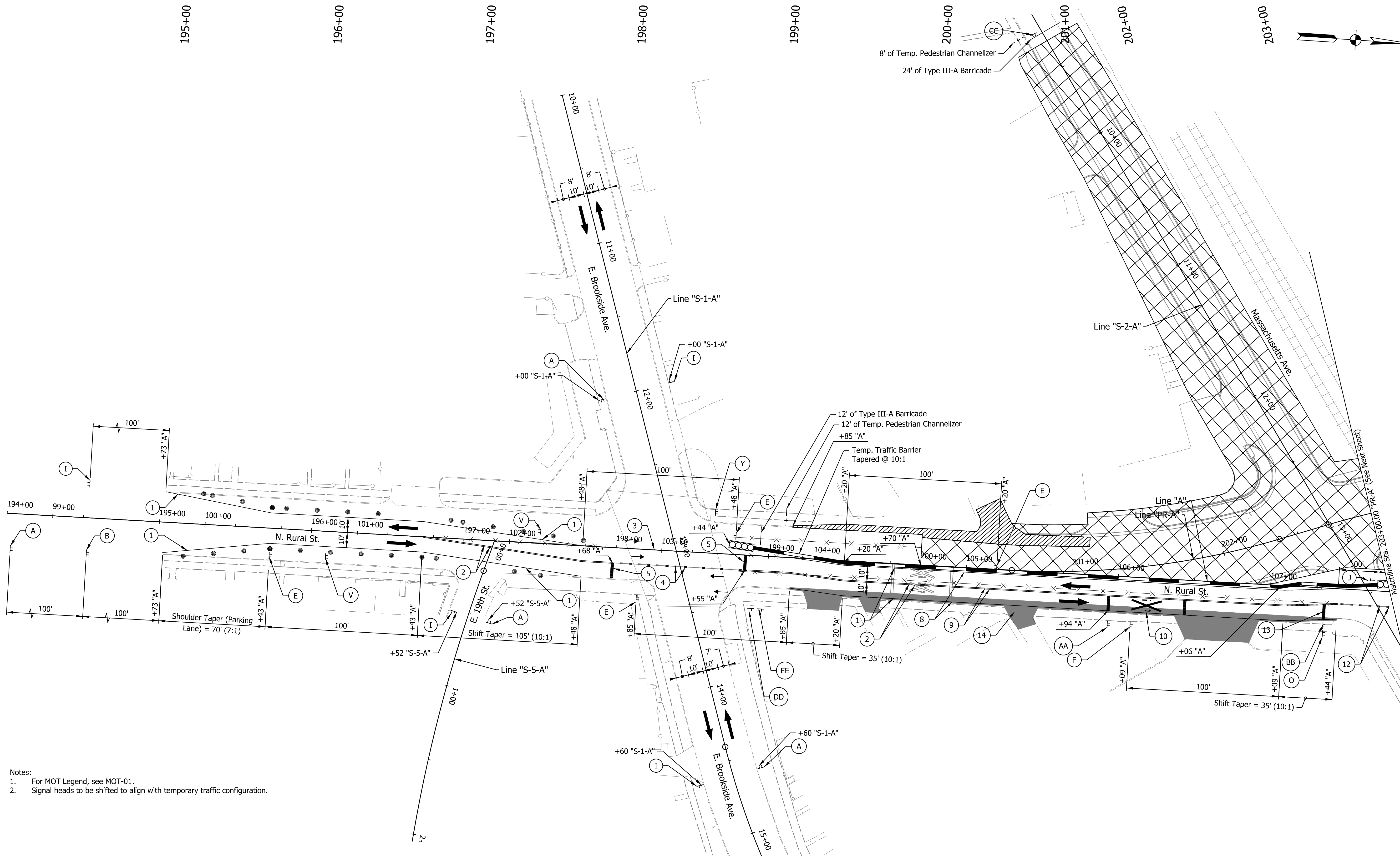
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VERTICAL SCALE N/A	DESIGNATION 1800715
SHEETS 24	MOT-11 of 175
CONTRACT T-40840	

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED: _____ DHC		DRAWN: _____ DHC	
CHECKED: _____ CFS		CHECKED: _____ CFS	

MAINTENANCE OF TRAFFIC PHASE 1

HORIZONTAL SCALE		BRIDGE FILE	
1" = 30'		N/A	
VERTICAL SCALE		DESIGNATION	
N/A		1800715	
	SHEETS MOT-12		
	25	of	175
	CONTRACT		
	T-40840		

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- Notes:
- 1. For MOT Legend, see MOT-01.
 - 2. Signal heads to be shifted to align with temporary traffic configuration.

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NOT FOR CONSTRUCTION

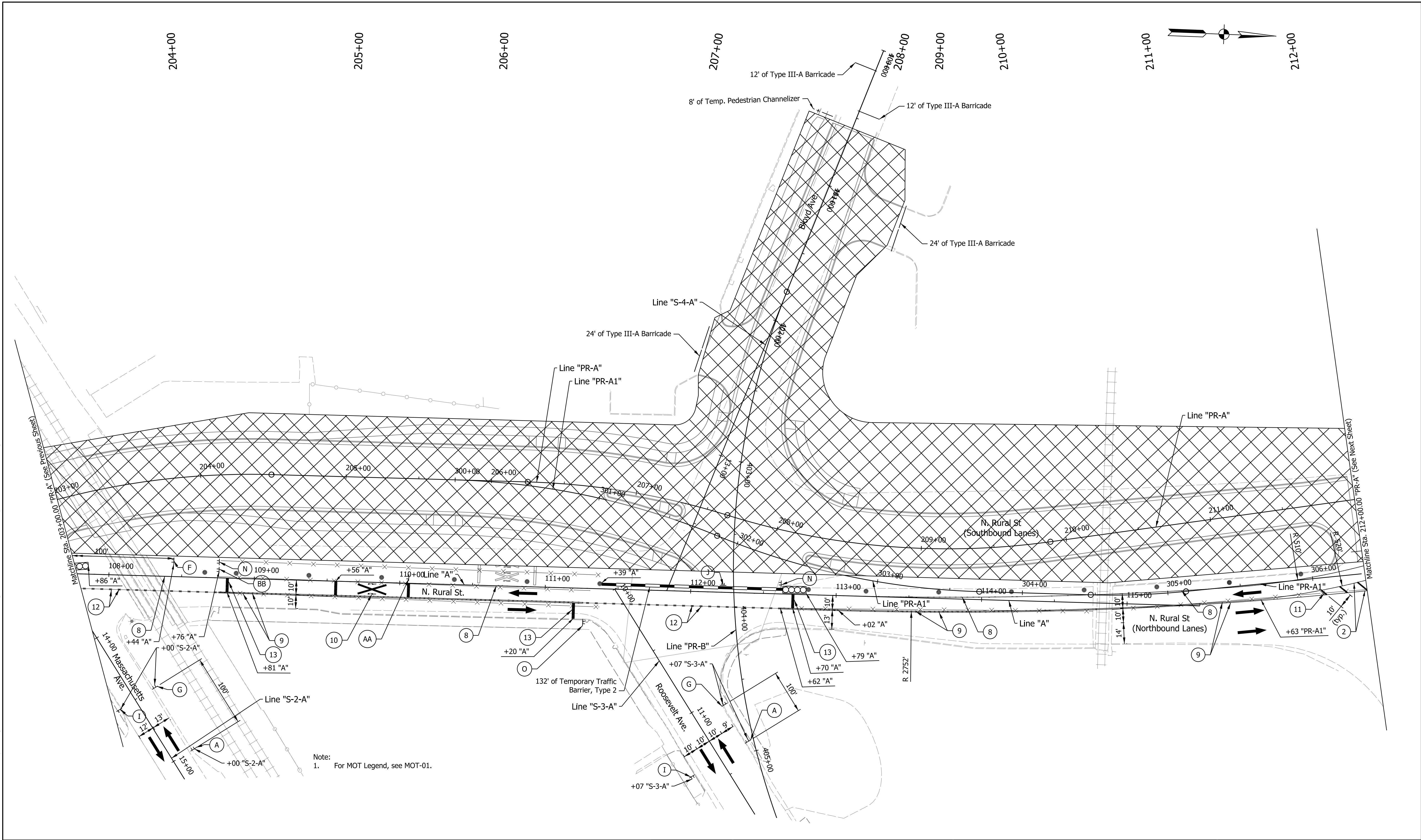
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INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 2

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800715
SHEETS	MOT-13
26	of 175
CONTRACT	
T-40840	

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NOT FOR CONSTRUCTION

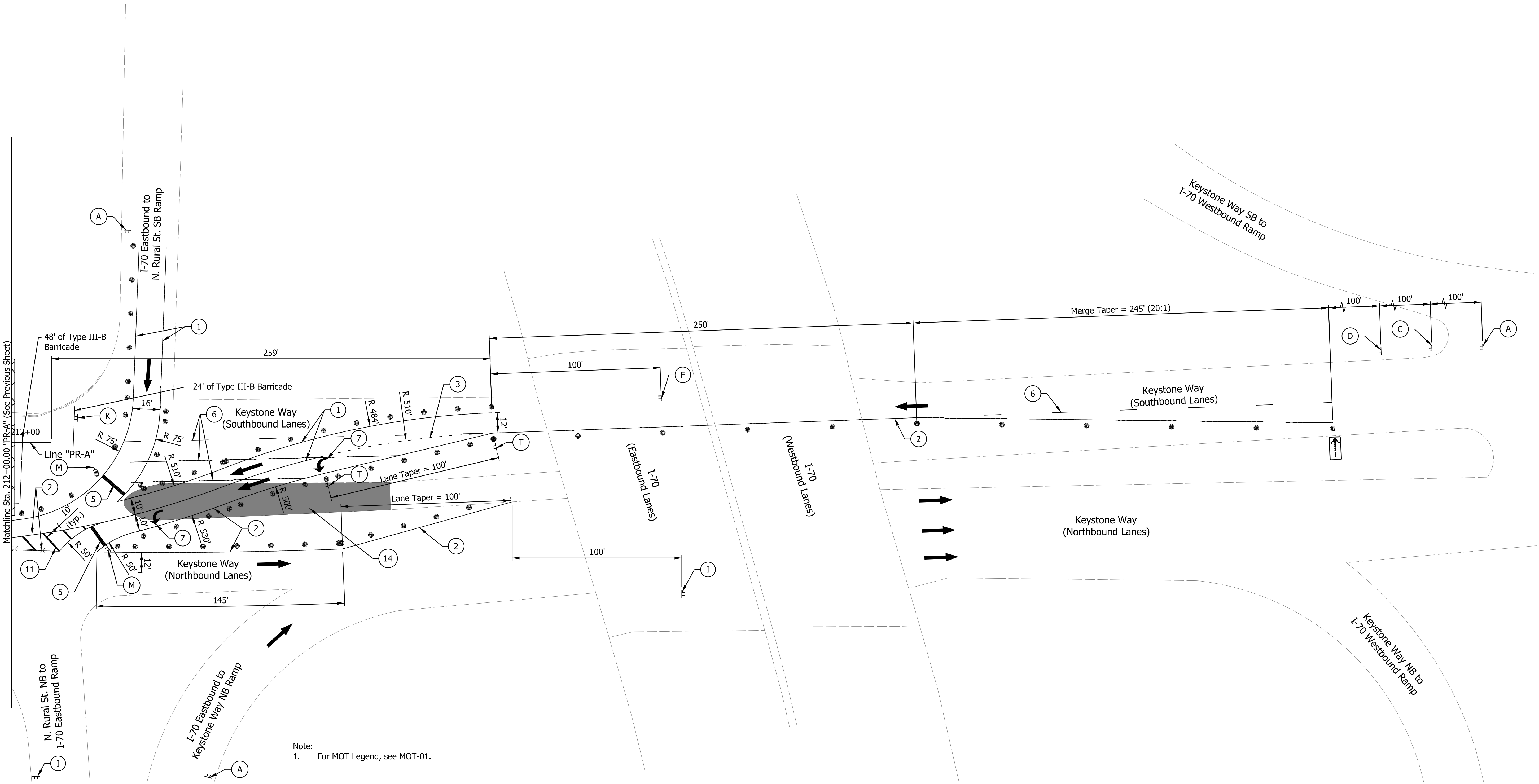
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DESIGNED: _____	DHC	DRAWN: _____	DHC
CHECKED: _____	CFS	CHECKED: _____	CFS

INDIANA DEPARTMENT OF TRANSPORTATION	
MAINTENANCE OF TRAFFIC PHASE 2	

HORIZONTAL SCALE 1" = 30'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1800715
SHEETS MOT-14 27 of 175	
CONTRACT T-40840	

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212+00



Note:
1. For MOT Legend, see MOT-01.

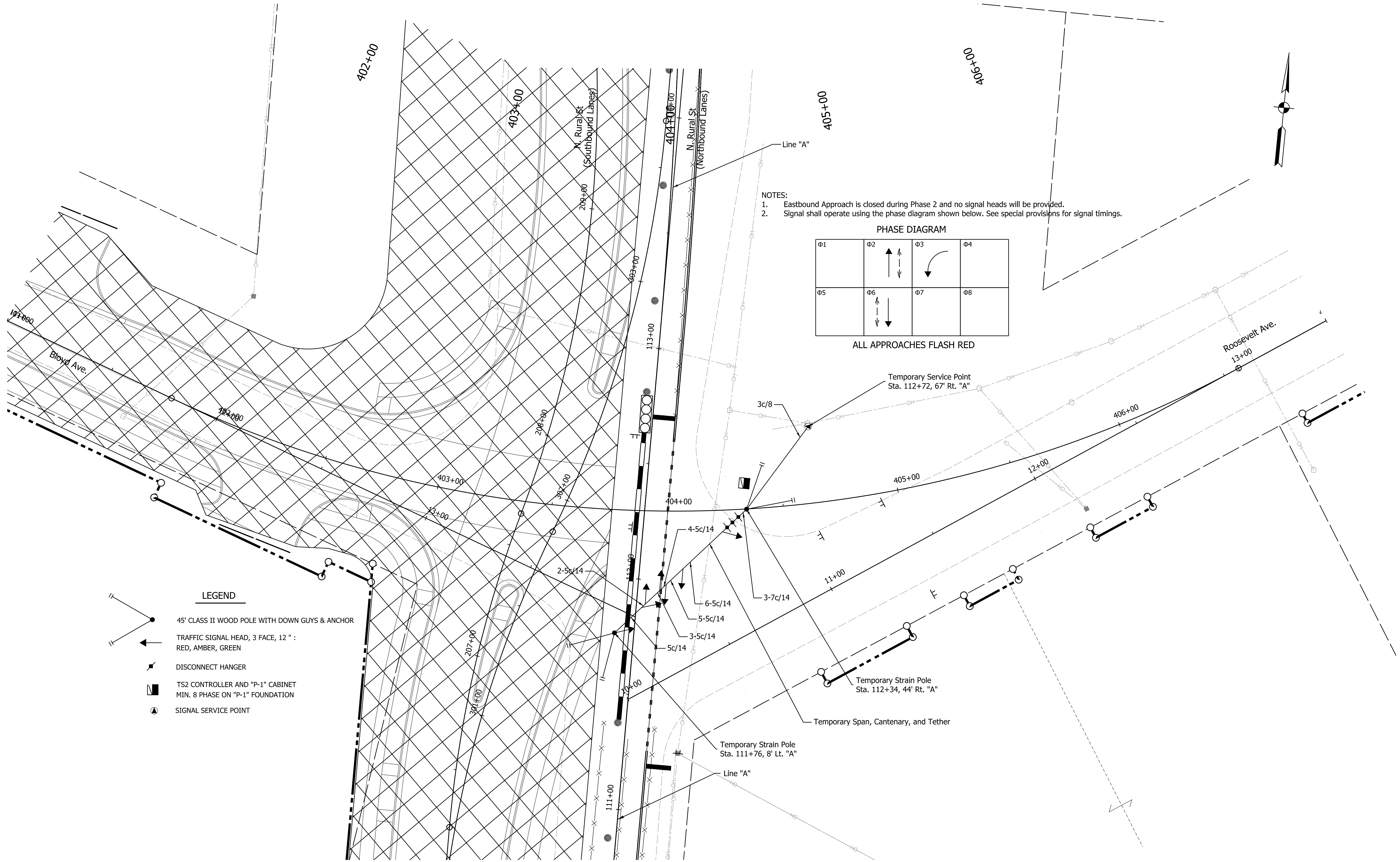
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RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____	DATE _____
DESIGNED: _____	DHC	DRAWN: _____	DHC
CHECKED: _____	CFS	CHECKED: _____	CFS

INDIANA DEPARTMENT OF TRANSPORTATION	
MAINTENANCE OF TRAFFIC PHASE 2	

HORIZONTAL SCALE 1" = 30'		BRIDGE FILE N/A	
VERTICAL SCALE N/A		DESIGNATION 1800715	
SHEETS 28		MOT-15 of 175	
CONTRACT T-40840			

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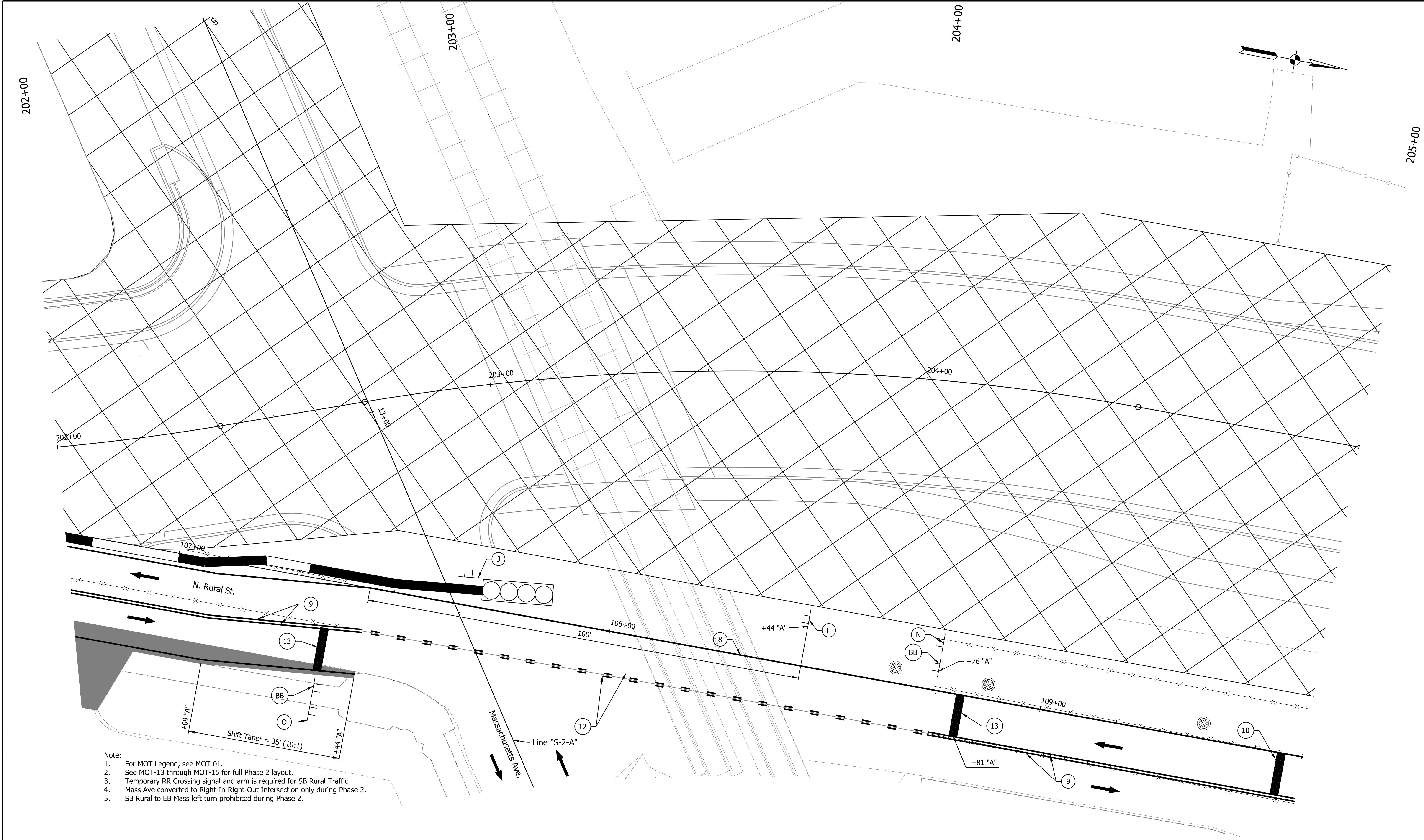
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NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____		DATE _____	
DESIGNED: _____ JKTH		DRAWN: _____ JKTH			
CHECKED: _____ AHD		CHECKED: _____ AHD			

INDIANA DEPARTMENT OF TRANSPORTATION	
MAINTENANCE OF TRAFFIC PHASE 2 TEMPORARY SIGNALS	

HORIZONTAL SCALE 1" = 30'		BRIDGE FILE N/A	
VERTICAL SCALE N/A		DESIGNATION 1800715	
		SHEETS MOT-16	
29		of 175	
		CONTRACT T-40840	

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- Note:
1. For MOT Legend, see MOT-01.
 2. See MOT-13 through MOT-15 for full Phase 2 layout.
 3. Temporary RR Crossing signal and arm is required for SB Rural Traffic
 4. Mass Ave converted to Right-In-Right-Out Intersection only during Phase 2.
 5. SB Rural to EB Mass left turn prohibited during Phase 2.

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL		
DESIGN ENGINEER		DATE
DESIGNED: JKTH	DRAWN: JKTH	
CHECKED: AHD	CHECKED: AHD	

INDIANA DEPARTMENT OF TRANSPORTATION	
MAINTENANCE OF TRAFFIC PHASE 2 CSX RAILROAD	

HORIZONTAL SCALE 1" = 30'		BRIDGE FILE N/A	
VERTICAL SCALE N/A		DESIGNATION 1800715	
SHEETS		MOT-17	
30	of	175	
CONTRACT T-40840			

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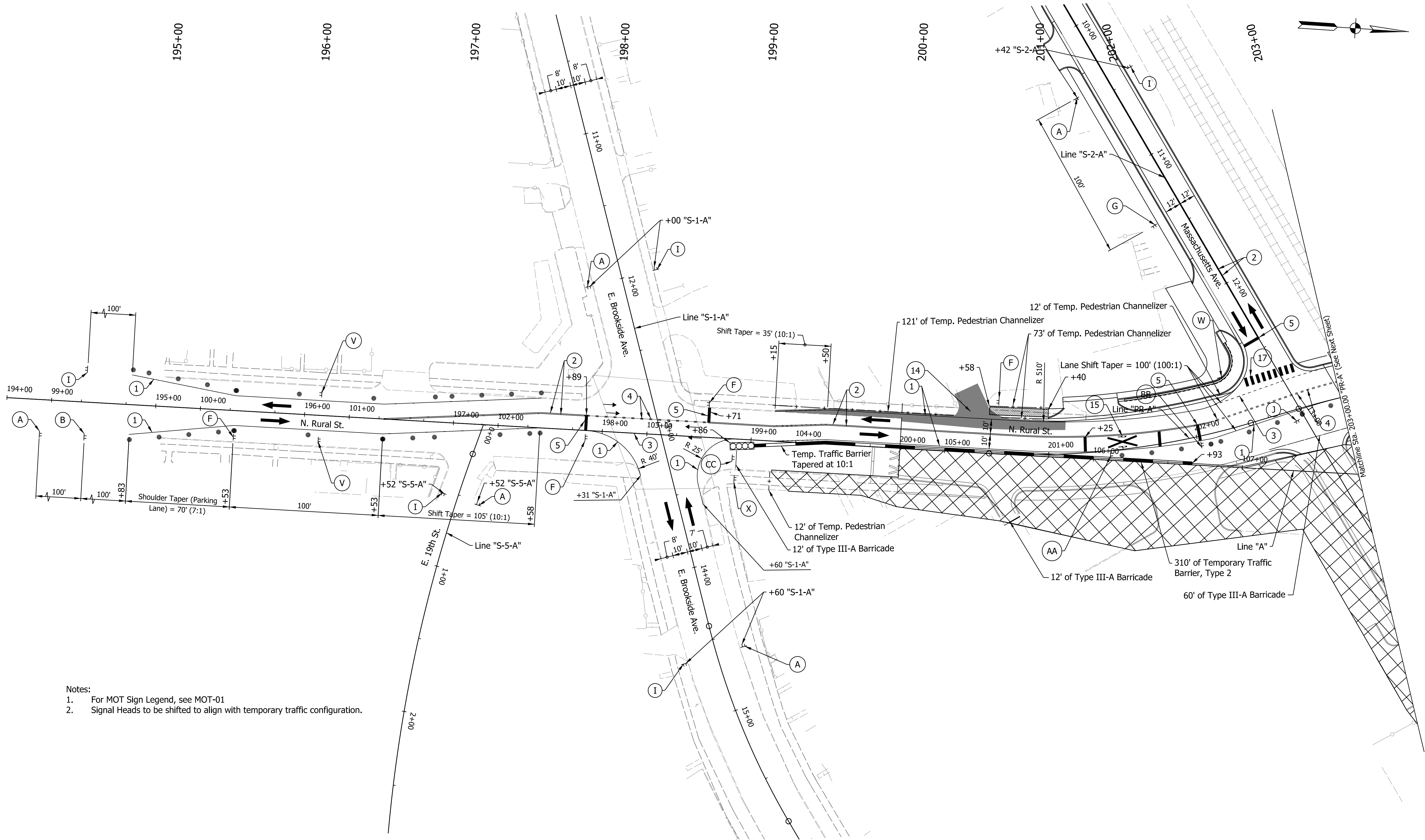
- Notes:
- 1. For MOT Sign Legend, see MOT-01
 - 2. Signal Heads to be shifted to align with temporary traffic configuration.

DRAFT
NOT FOR CONSTRUCTION

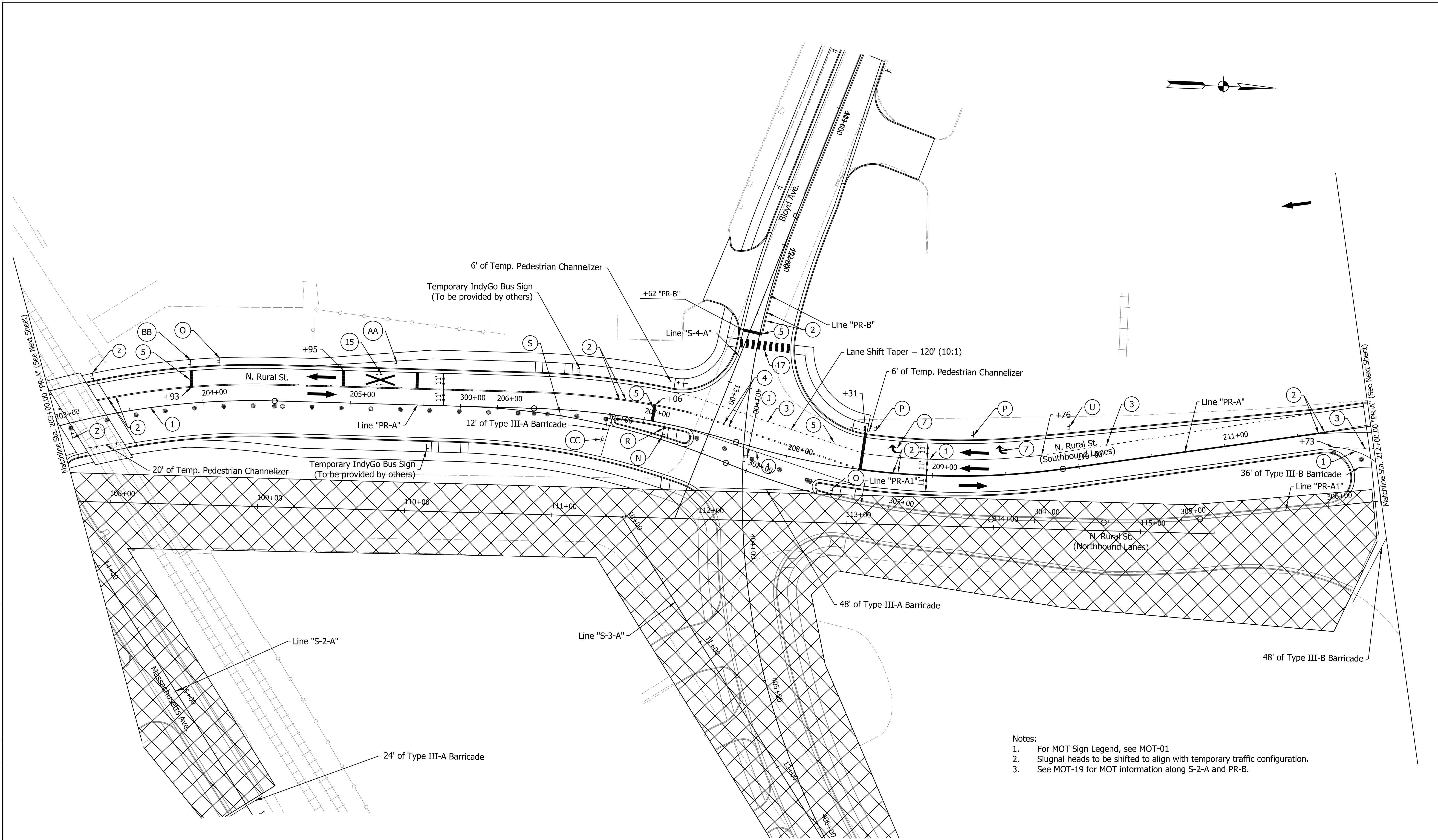
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: DHC	DRAWN: DHC	
CHECKED: CFS	CHECKED: CFS	

INDIANA DEPARTMENT OF TRANSPORTATION
MAINTENANCE OF TRAFFIC PHASE 3

HORIZONTAL SCALE 1" = 30'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1800715
SHEETS 31	MOT-18 of 175
CONTRACT T-40840	



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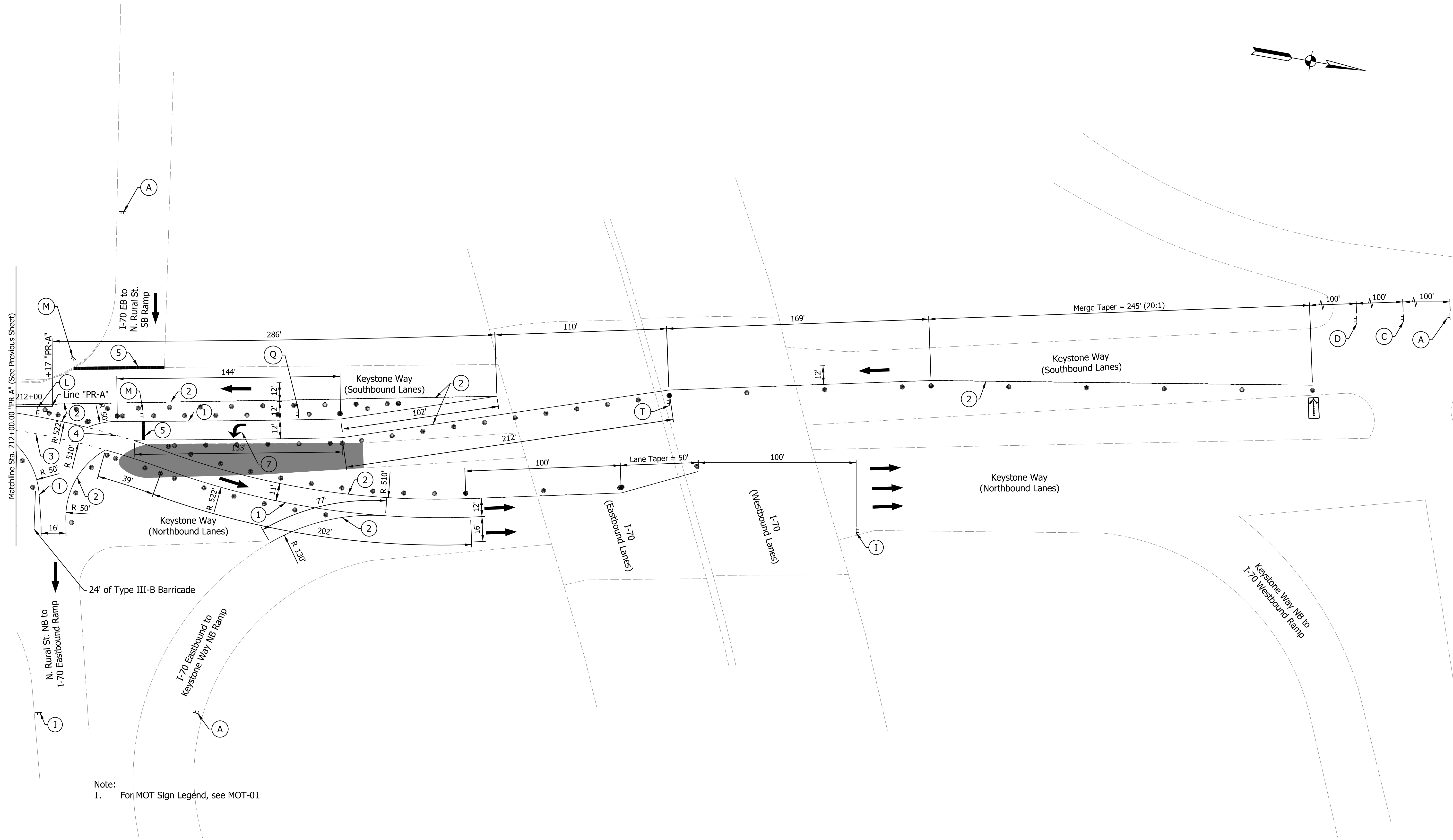
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NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: _____	DHC	DHC
CHECKED: _____	CFS	CFS

INDIANA DEPARTMENT OF TRANSPORTATION
MAINTENANCE OF TRAFFIC PHASE 3

HORIZONTAL SCALE 1" = 30'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1800715
SHEETS 32	MOT-19 of 175
CONTRACT T-40840	

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Note:
1. For MOT Sign Legend, see MOT-01

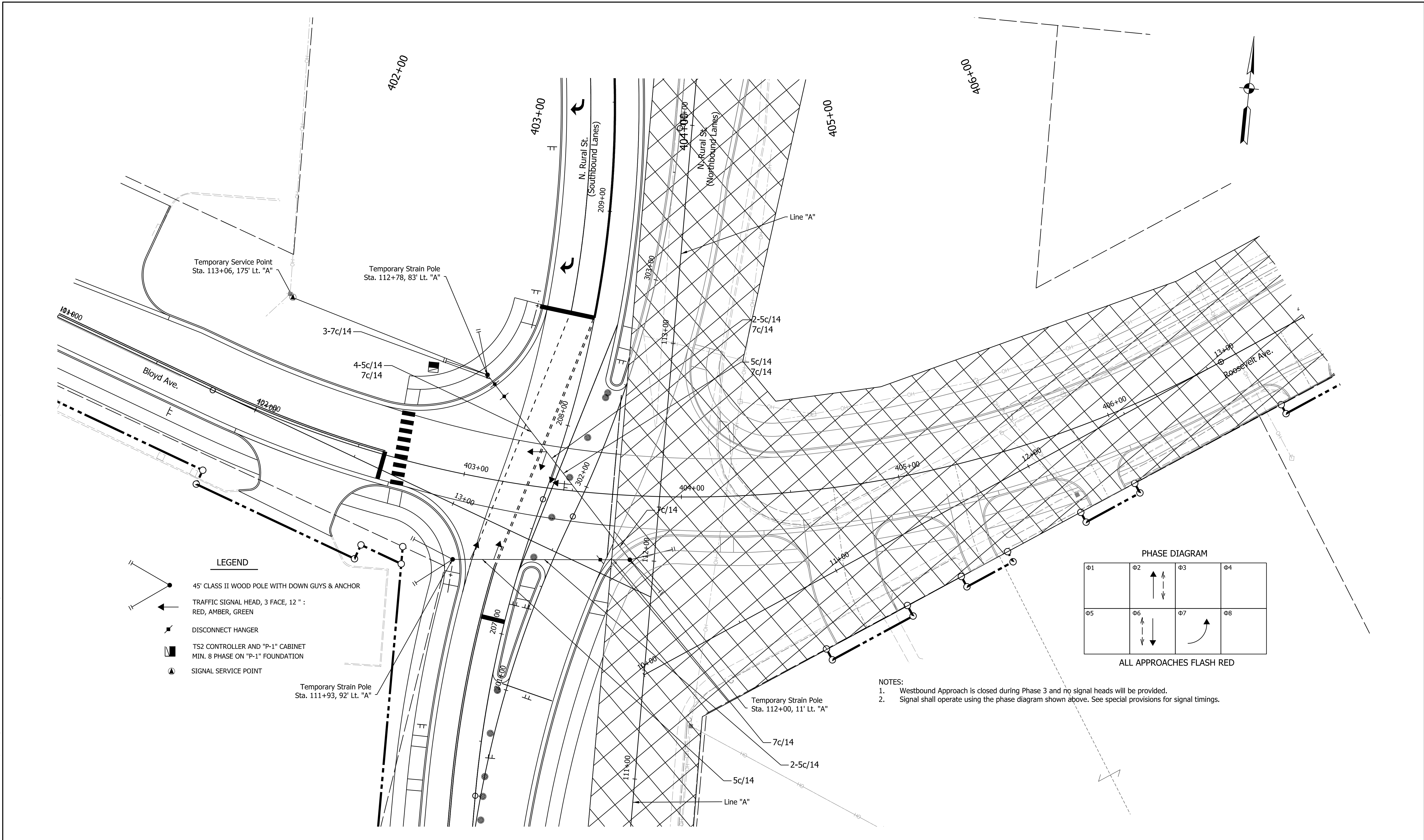
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NOT FOR CONSTRUCTION

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DESIGNED: _____	DHC	DRAWN: _____	DHC
CHECKED: _____	CFS	CHECKED: _____	CFS

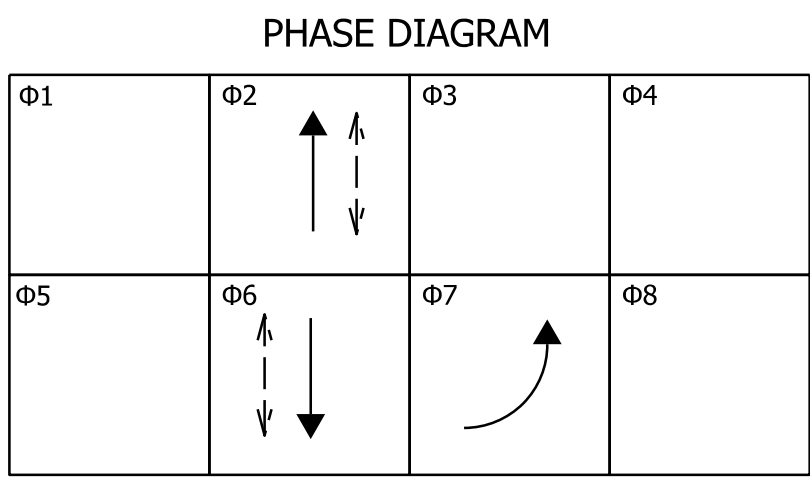
INDIANA DEPARTMENT OF TRANSPORTATION	
MAINTENANCE OF TRAFFIC PHASE 3	

HORIZONTAL SCALE 1" = 30'		BRIDGE FILE N/A	
VERTICAL SCALE N/A		DESIGNATION 1800715	
SHEETS 33		MOT-20 of 175	
CONTRACT T-40840			

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- LEGEND**
- 45" CLASS II WOOD POLE WITH DOWN GUYS & ANCHOR
 - TRAFFIC SIGNAL HEAD, 3 FACE, 12 " : RED, AMBER, GREEN
 - DISCONNECT HANGER
 - TS2 CONTROLLER AND "P-1" CABINET MIN. 8 PHASE ON "P-1" FOUNDATION
 - SIGNAL SERVICE POINT



ALL APPROACHES FLASH RED

- NOTES:**
- Westbound Approach is closed during Phase 3 and no signal heads will be provided.
 - Signal shall operate using the phase diagram shown above. See special provisions for signal timings.

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NOT FOR CONSTRUCTION

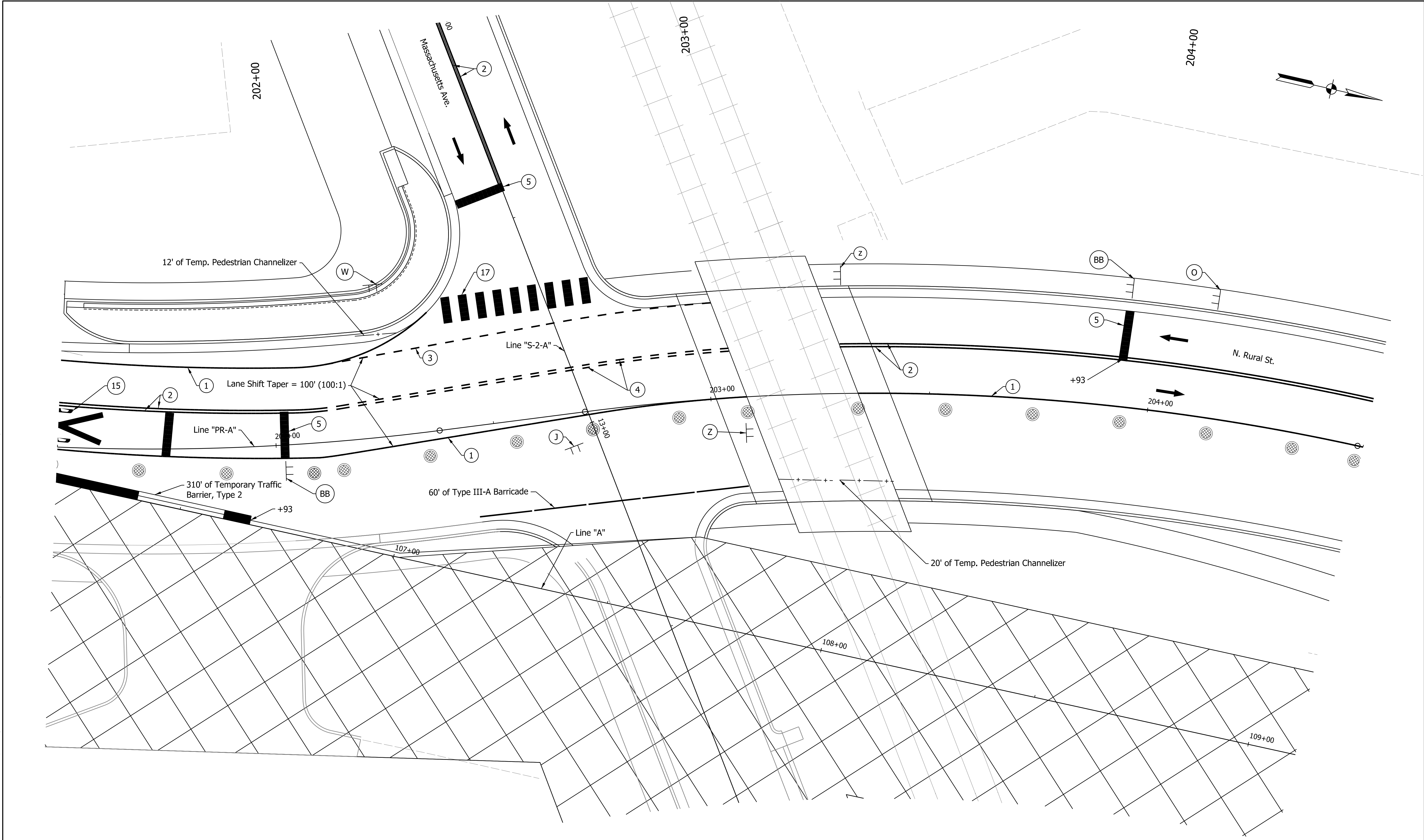
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DESIGNED: J KTH	DRAWN: J KTH		
CHECKED: AHD	CHECKED: AHD		

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 3
TEMPORARY SIGNALS

HORIZONTAL SCALE		BRIDGE FILE	
1" = 30'		N/A	
VERTICAL SCALE		DESIGNATION	
N/A		1800715	
		SHEETS	MOT-21
34	of	175	
		CONTRACT	
		T-40840	

csantangelo
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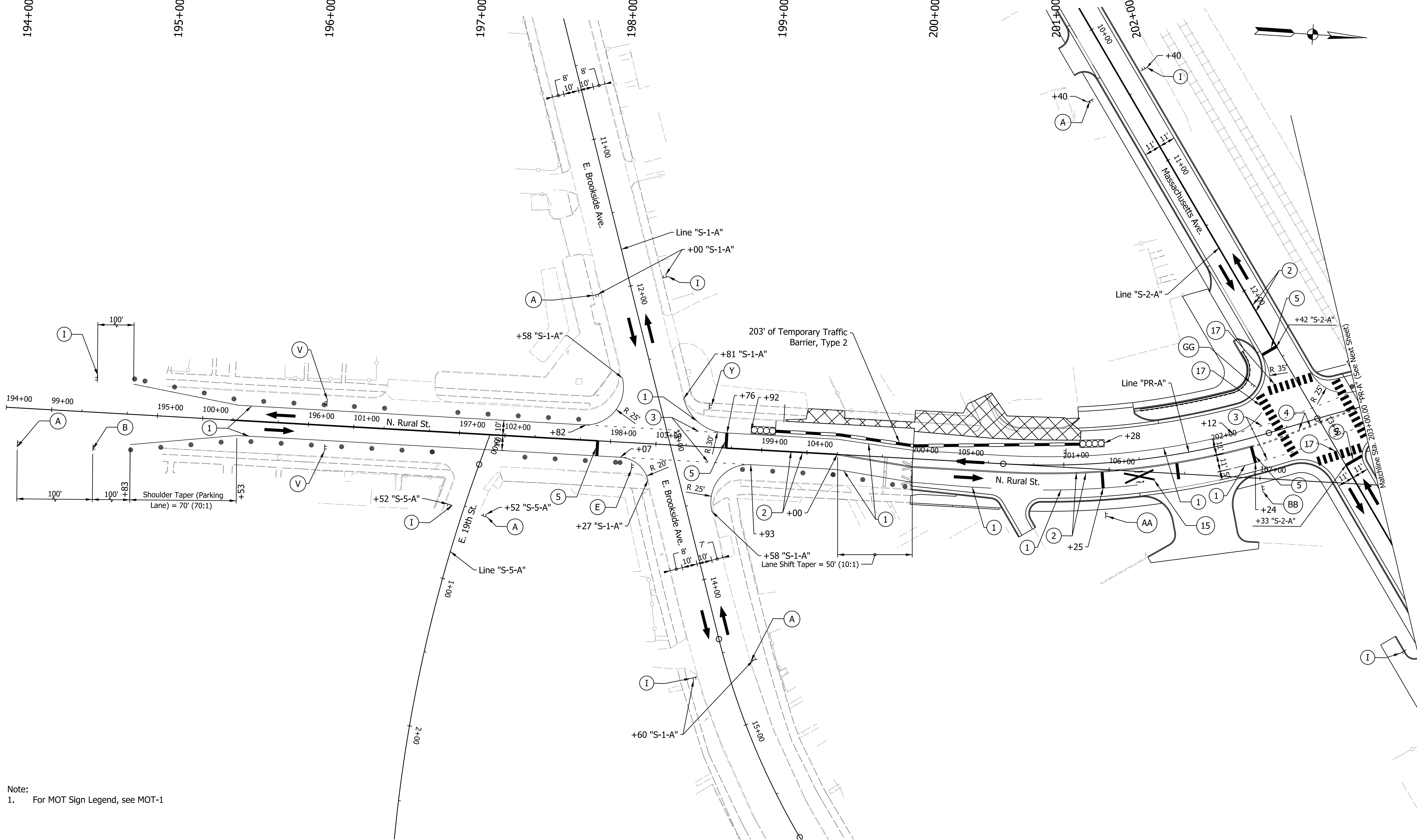
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RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
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CHECKED: AHD	CHECKED: AHD		

INDIANA DEPARTMENT OF TRANSPORTATION	
MAINTENANCE OF TRAFFIC PHASE 3 CSX RAILROAD	

HORIZONTAL SCALE 1" = 30'		BRIDGE FILE N/A	
VERTICAL SCALE N/A		DESIGNATION 1800715	
SHEETS 35		MOT-22 of 175	
		CONTRACT T-40840	

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Note:
1. For MOT Sign Legend, see MOT-1

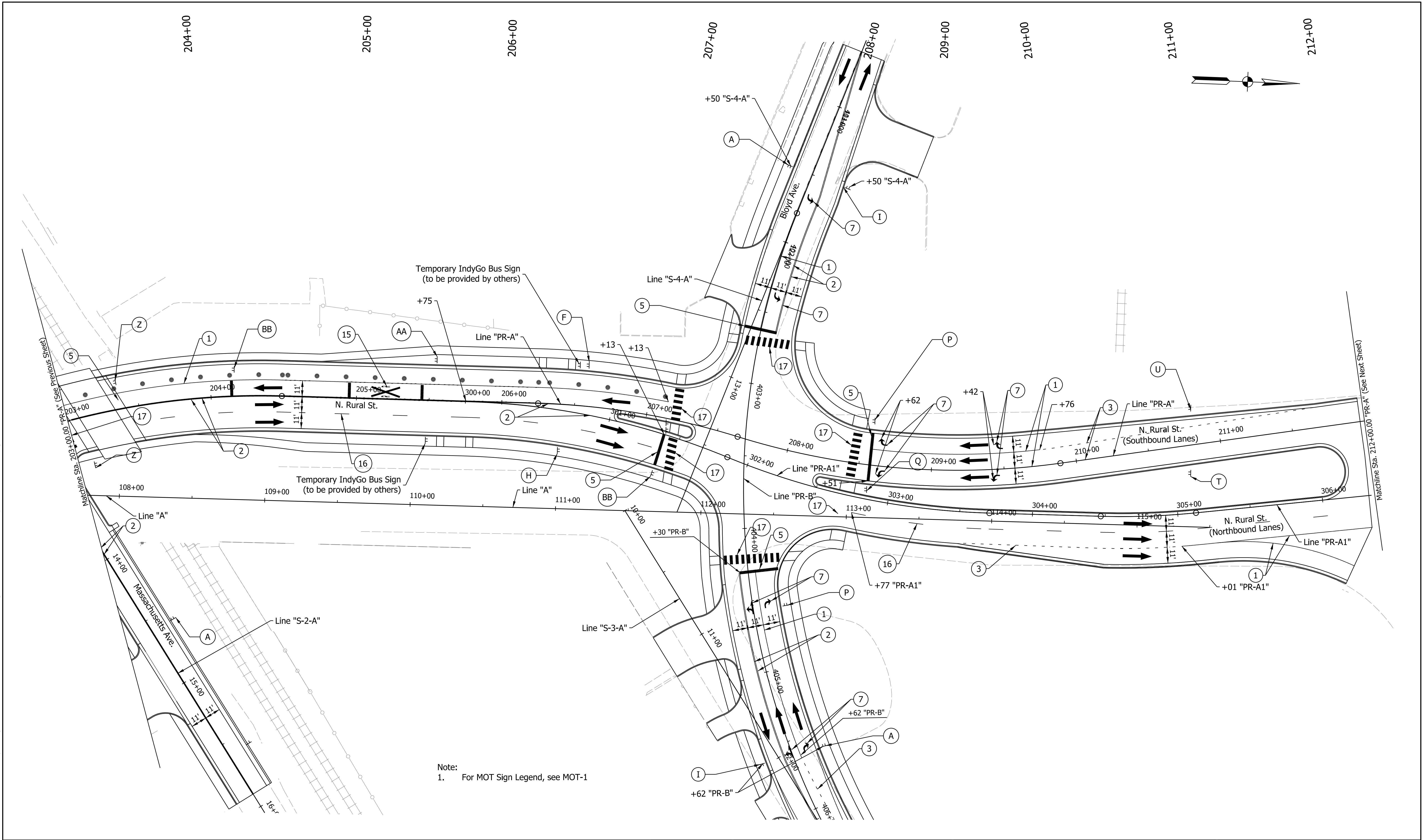
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NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____		DATE _____	
DESIGNED: _____ DHC		DRAWN: _____ DHC			
CHECKED: _____ CFS		CHECKED: _____ CFS			

INDIANA DEPARTMENT OF TRANSPORTATION	
MAINTENANCE OF TRAFFIC PHASE 4	

HORIZONTAL SCALE 1" = 30'		BRIDGE FILE N/A	
VERTICAL SCALE N/A		DESIGNATION 1800715	
		SHEETS MOT-24 37 of 175	
		CONTRACT T-40840	

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Note:
1. For MOT Sign Legend, see MOT-1

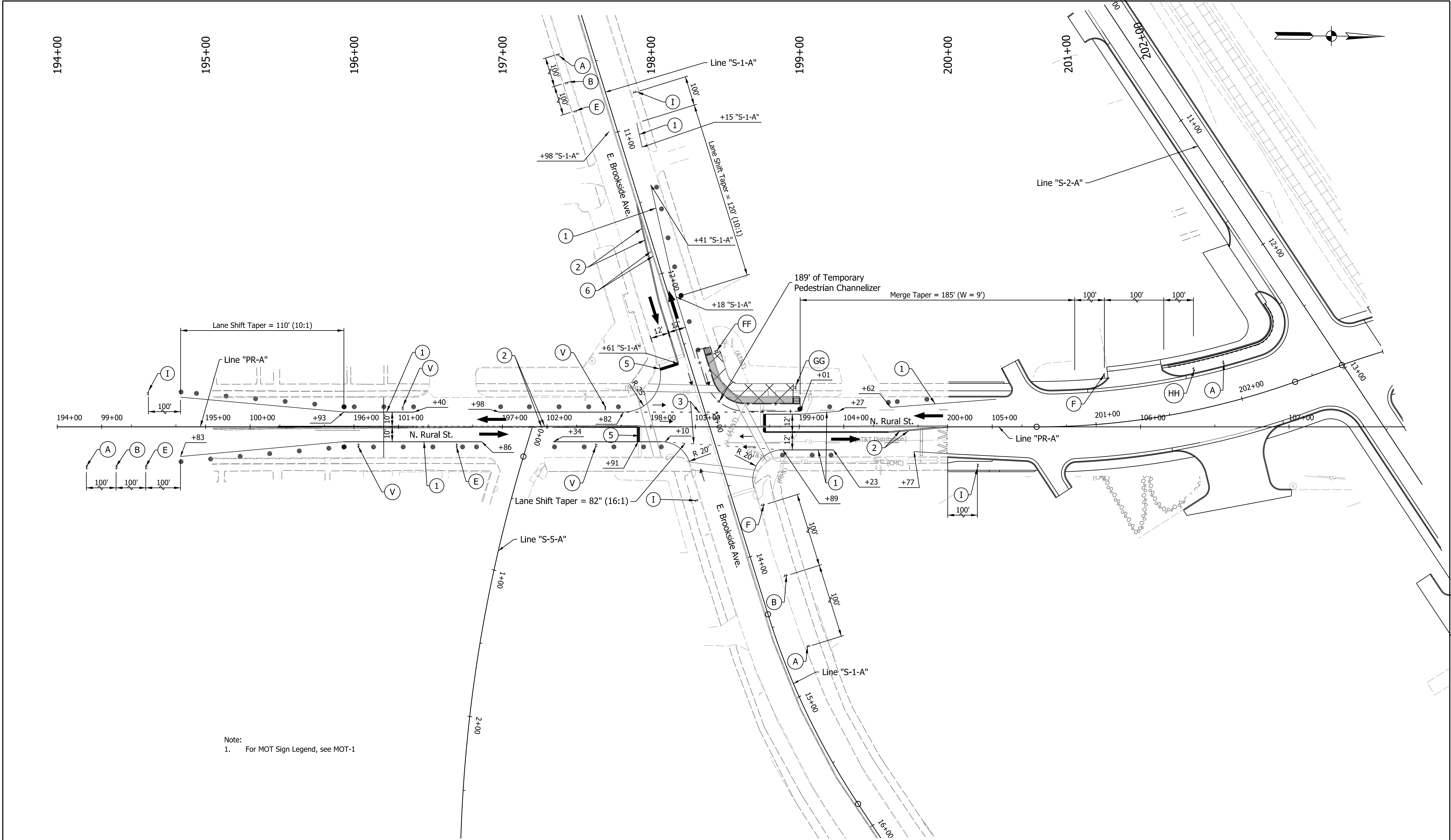
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NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: DHC	DRAWN: DHC	
CHECKED: CFS	CHECKED: CFS	

INDIANA DEPARTMENT OF TRANSPORTATION
MAINTENANCE OF TRAFFIC PHASE 4

HORIZONTAL SCALE 1" = 30'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1800715
SHEETS 38	MOT-25 of 175
CONTRACT T-40840	

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Note:
1. For MOT Sign Legend, see MOT-1

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NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED: _____	DHC	DRAWN: _____	DHC
CHECKED: _____	CFS	CHECKED: _____	CFS

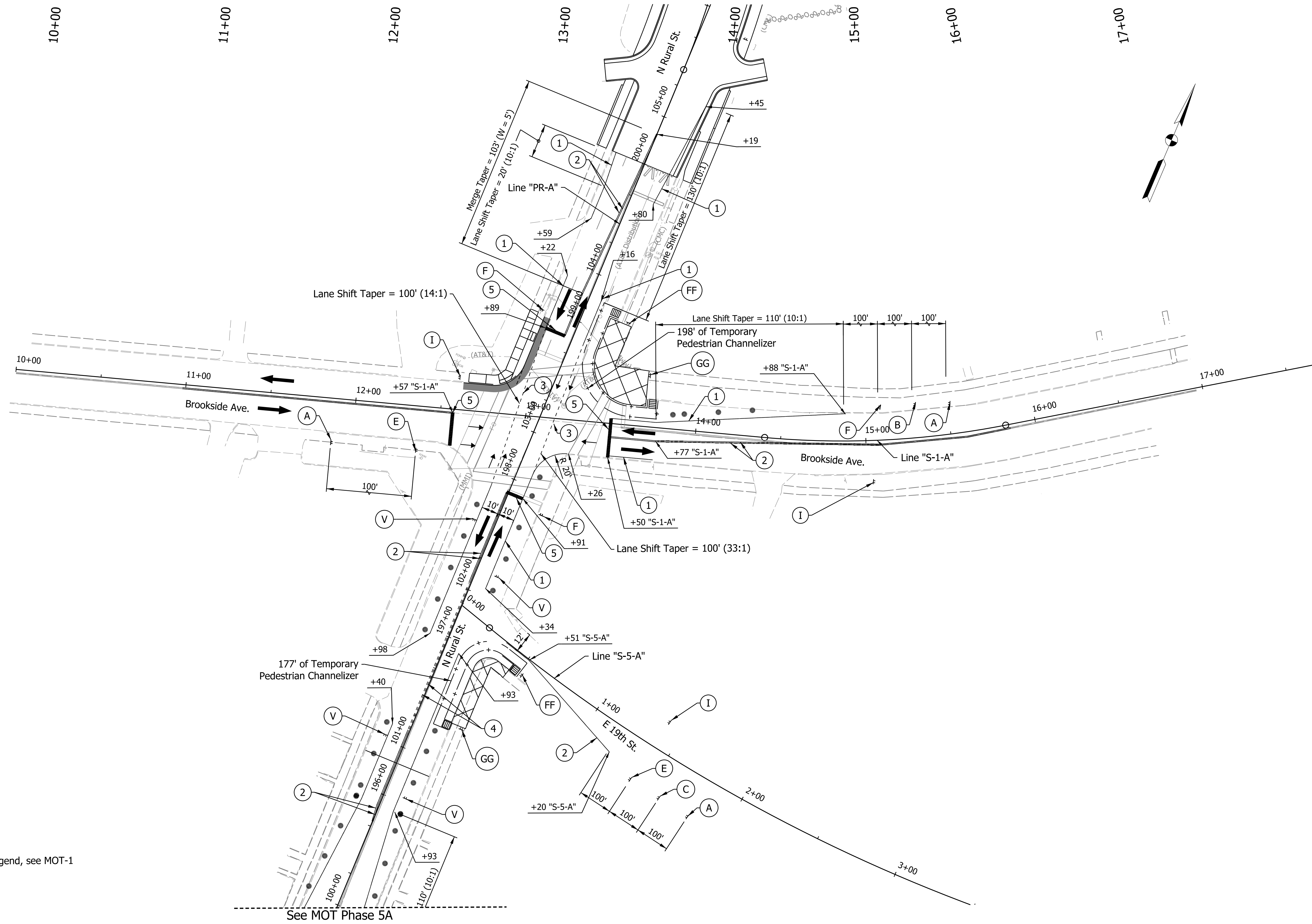
INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 5A

HORIZONTAL SCALE		BRIDGE FILE	
1" = 30'		N/A	
VERTICAL SCALE		DESIGNATION	
N/A		1800715	
SHEETS		MOT-27	
40	of	175	
CONTRACT		T-40840	

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Note:
1. For MOT Sign Legend, see MOT-1



DRAFT
NOT FOR CONSTRUCTION

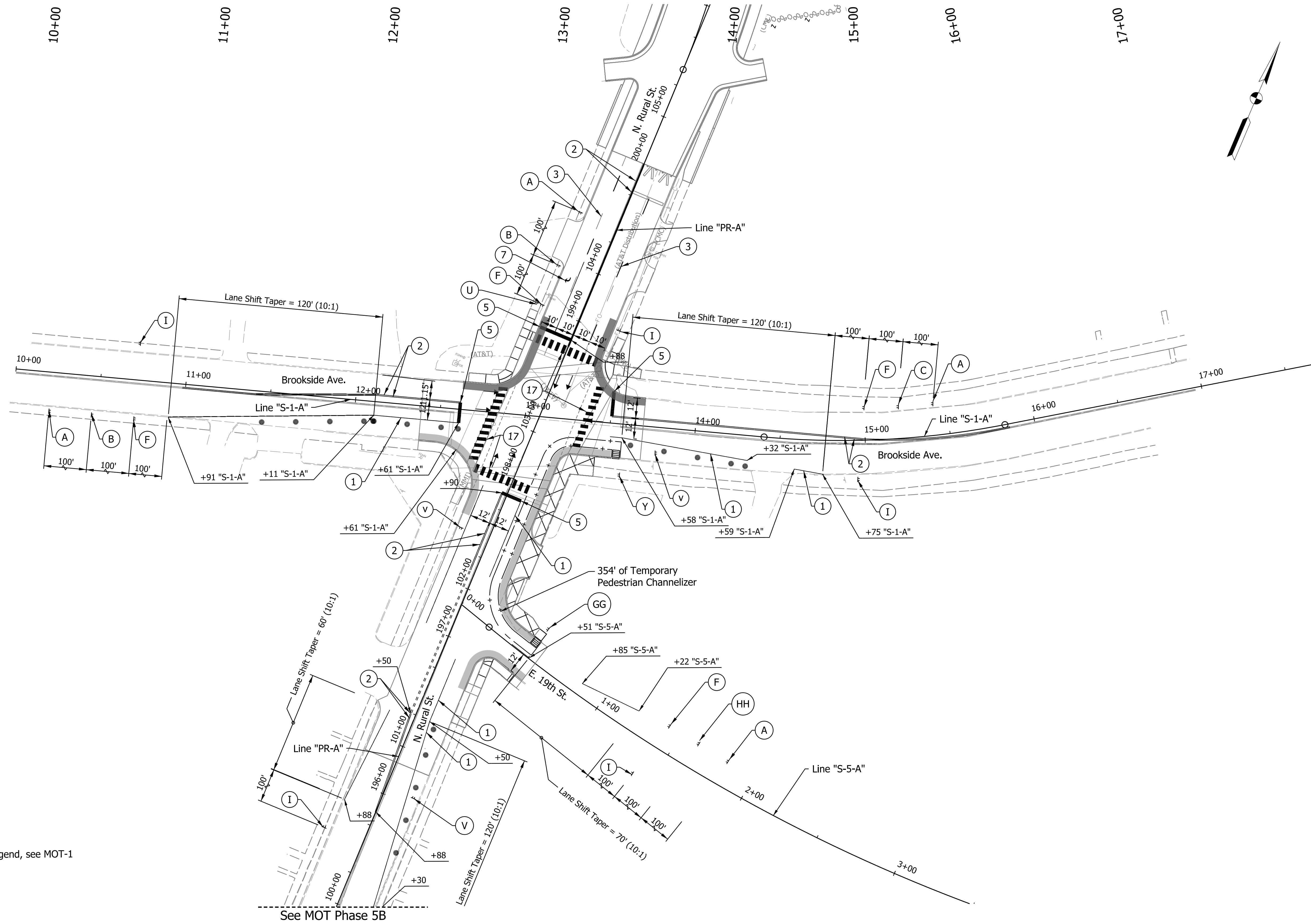
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DESIGNED: _____	DHC	DRAWN: _____	DHC
CHECKED: _____	CFS	CHECKED: _____	CFS

INDIANA DEPARTMENT OF TRANSPORTATION	
MAINTENANCE OF TRAFFIC PHASE 5B	

HORIZONTAL SCALE 1" = 30'		BRIDGE FILE N/A	
VERTICAL SCALE N/A		DESIGNATION 1800715	
SHEETS 41		MOT-28 of 175	
CONTRACT T-40840			

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Note:
1. For MOT Sign Legend, see MOT-1



DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: _____	DHC	DHC
CHECKED: _____	CFS	CFS

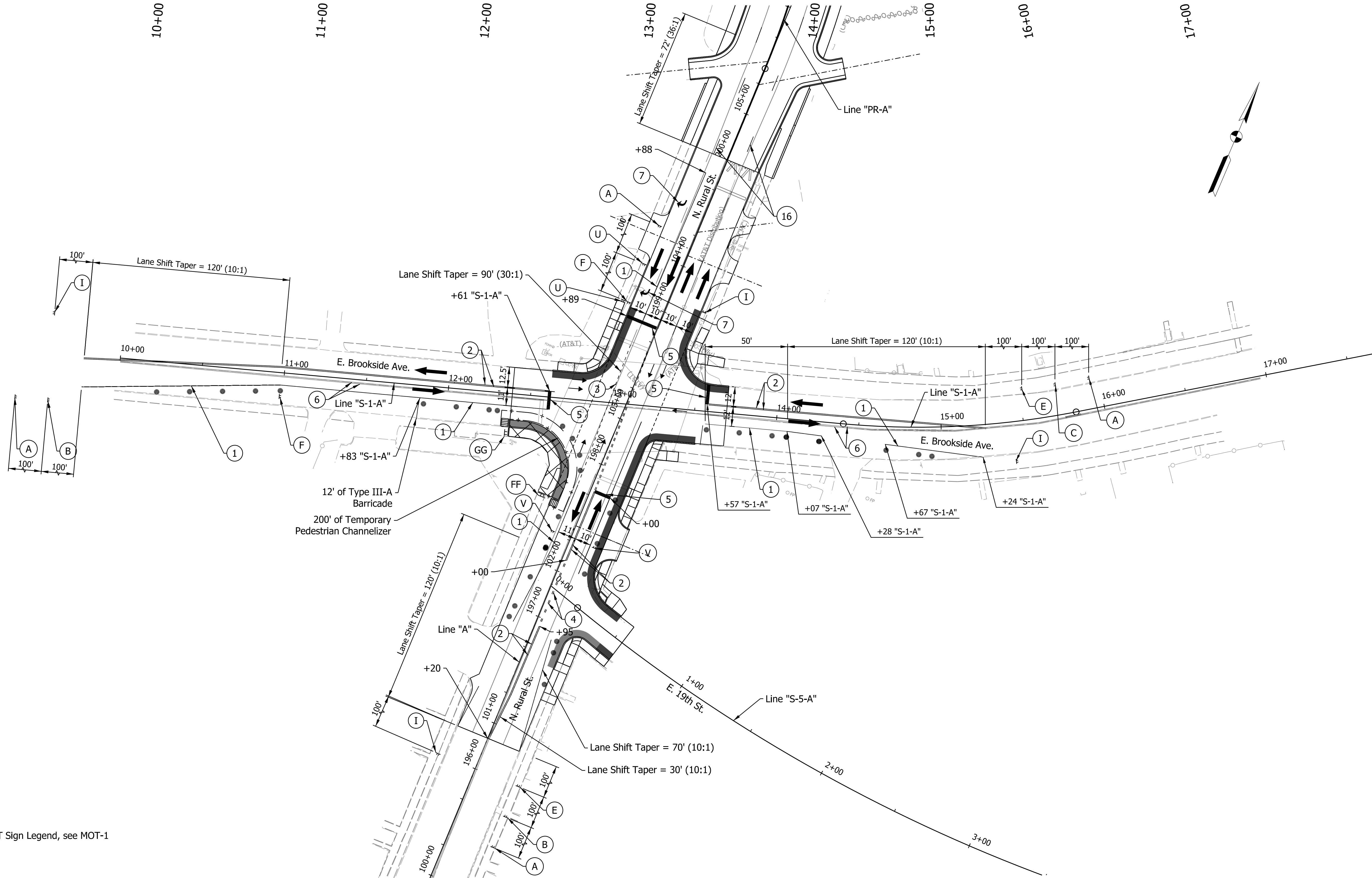
INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 5C

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800715
SHEETS	MOT-29
42	of 175
CONTRACT	
T-40840	

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Note:
1. For MOT Sign Legend, see MOT-1



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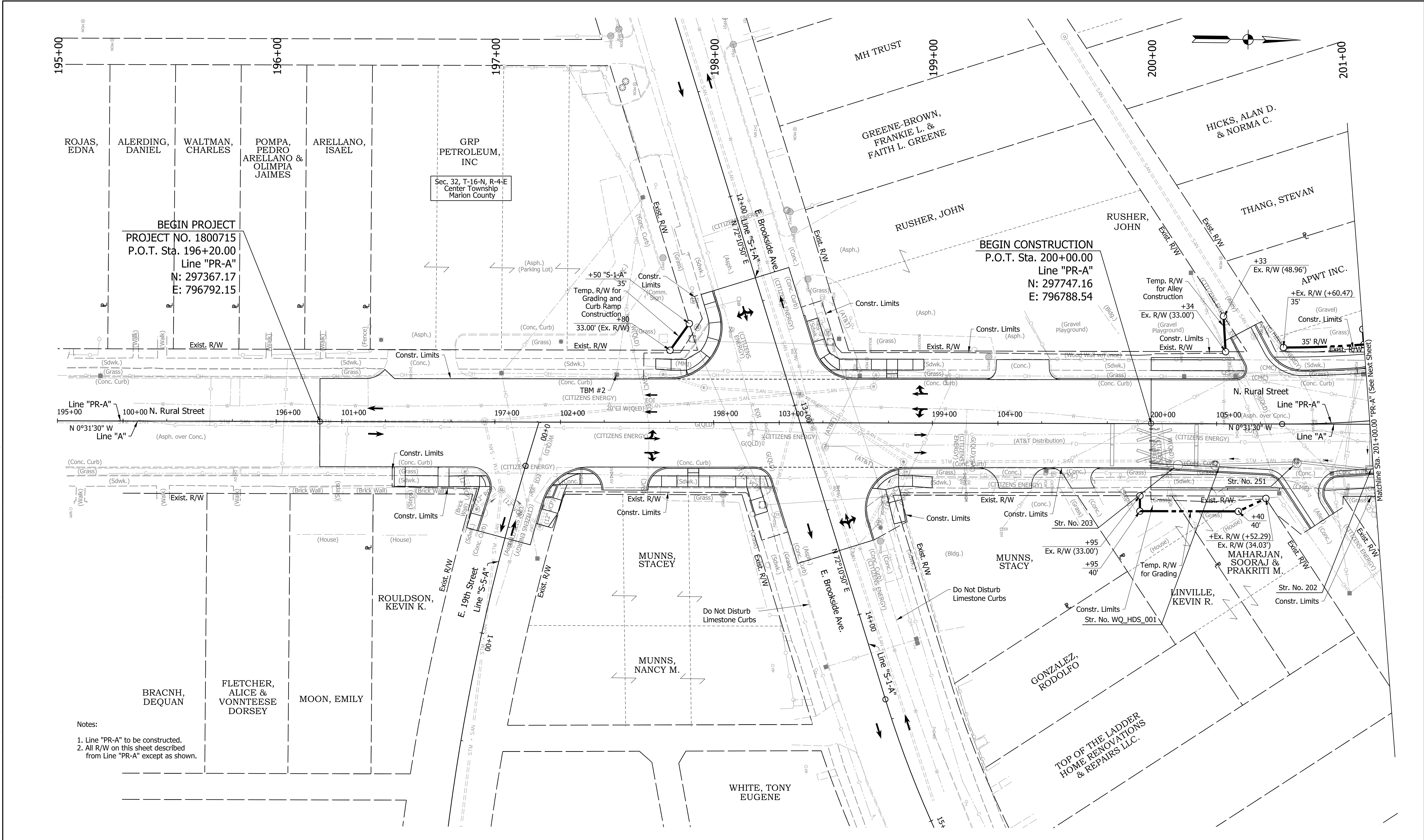
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INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 5D

HORIZONTAL SCALE		BRIDGE FILE	
1" = 30'		N/A	
VERTICAL SCALE		DESIGNATION	
N/A		1800715	
SHEETS		MOT-30	
43		of 175	
CONTRACT		T-40840	

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- Notes:
- Line "PR-A" to be constructed.
 - All R/W on this sheet described from Line "PR-A" except as shown.

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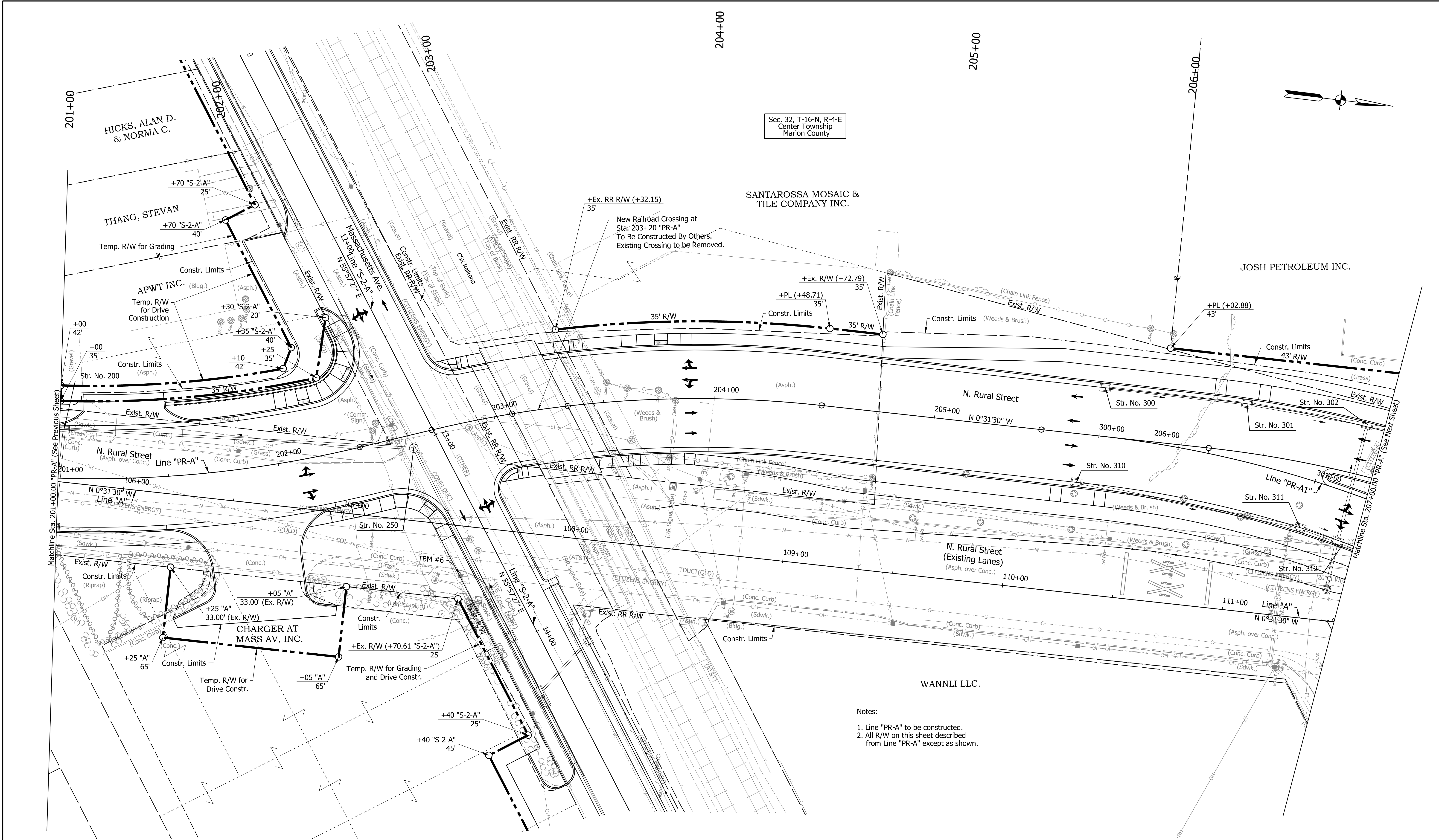
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INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800715
SHEETS	PLN-01
46 of 175	
CONTRACT	
T-40840	

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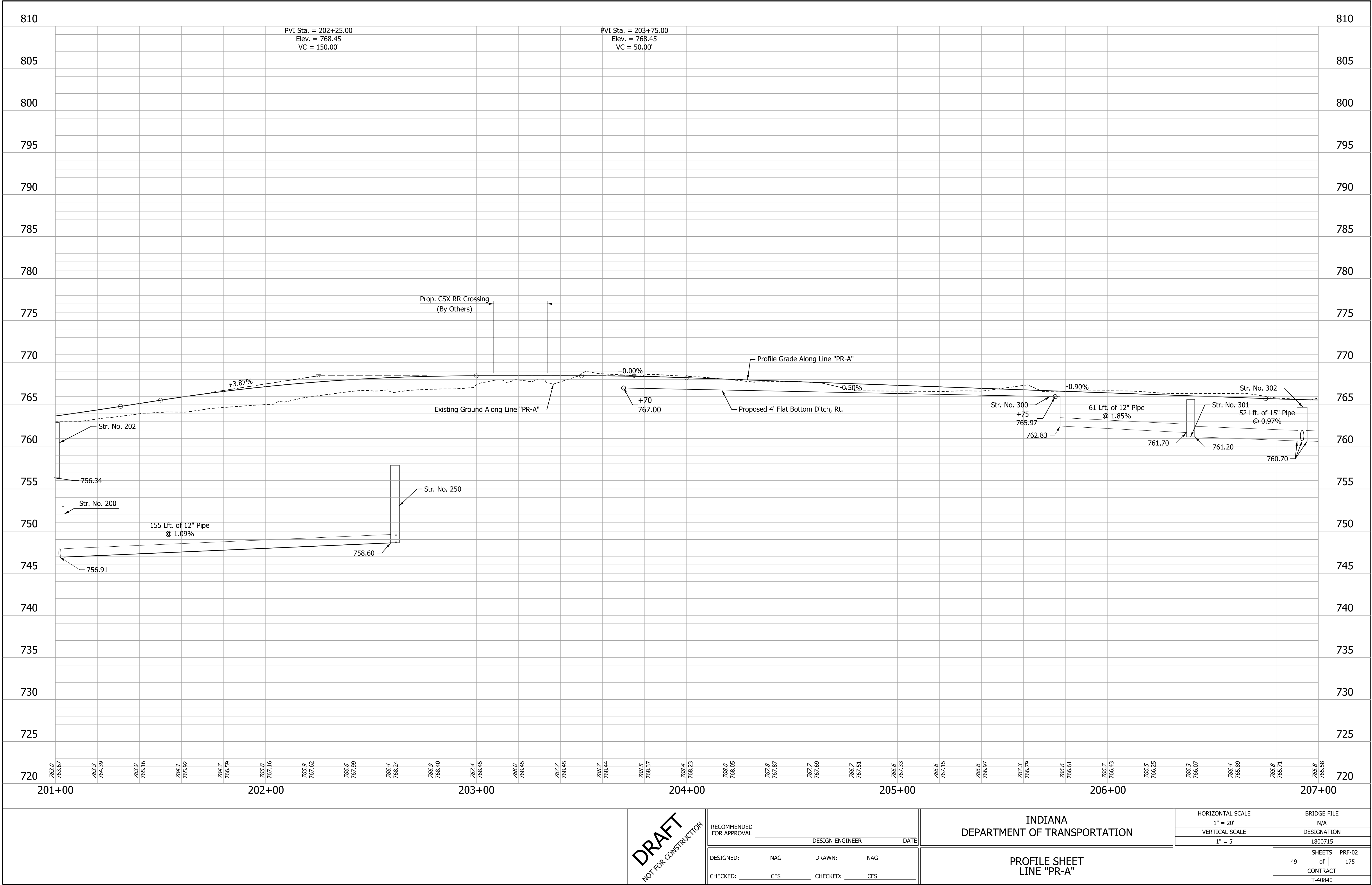


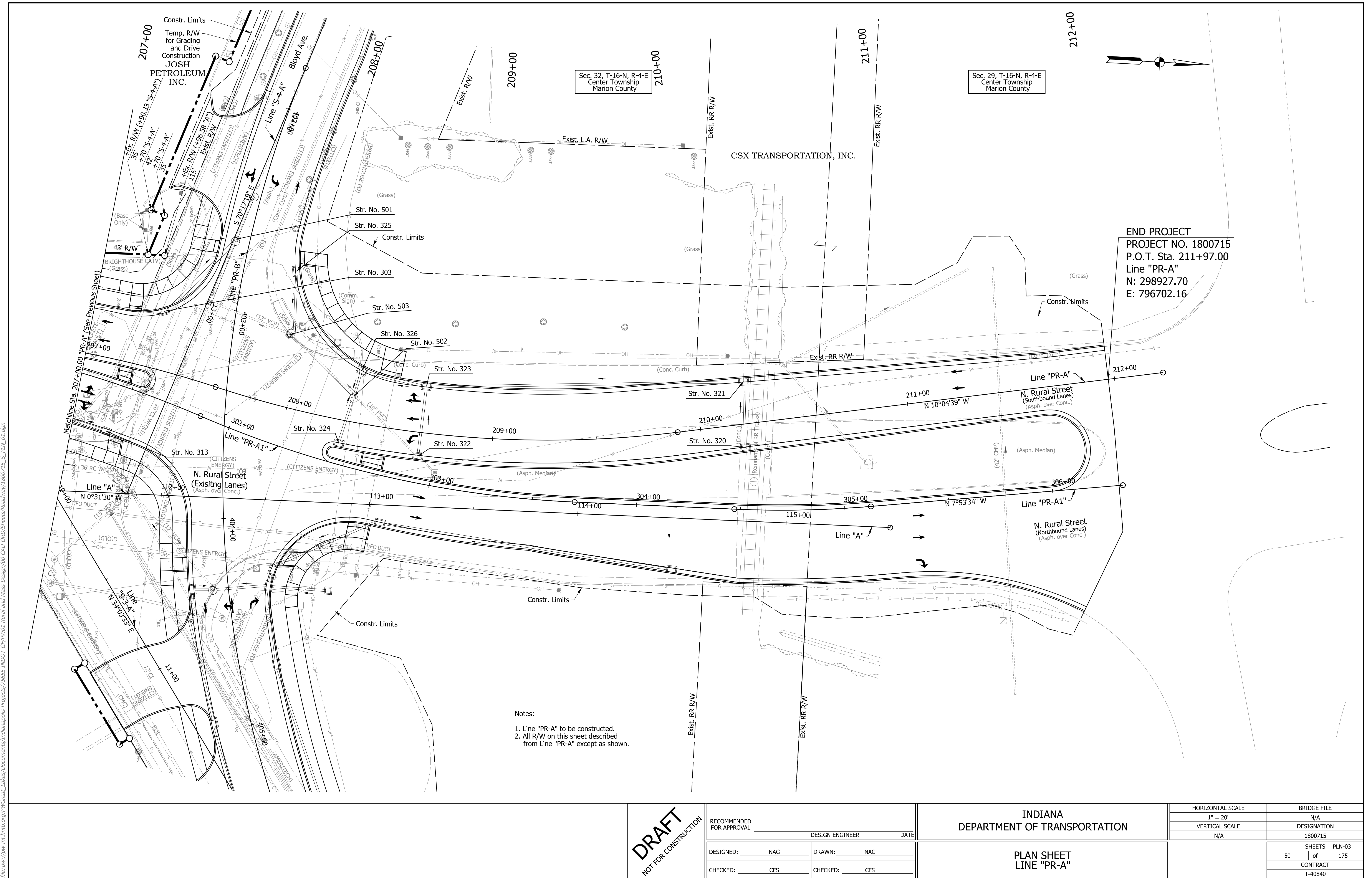
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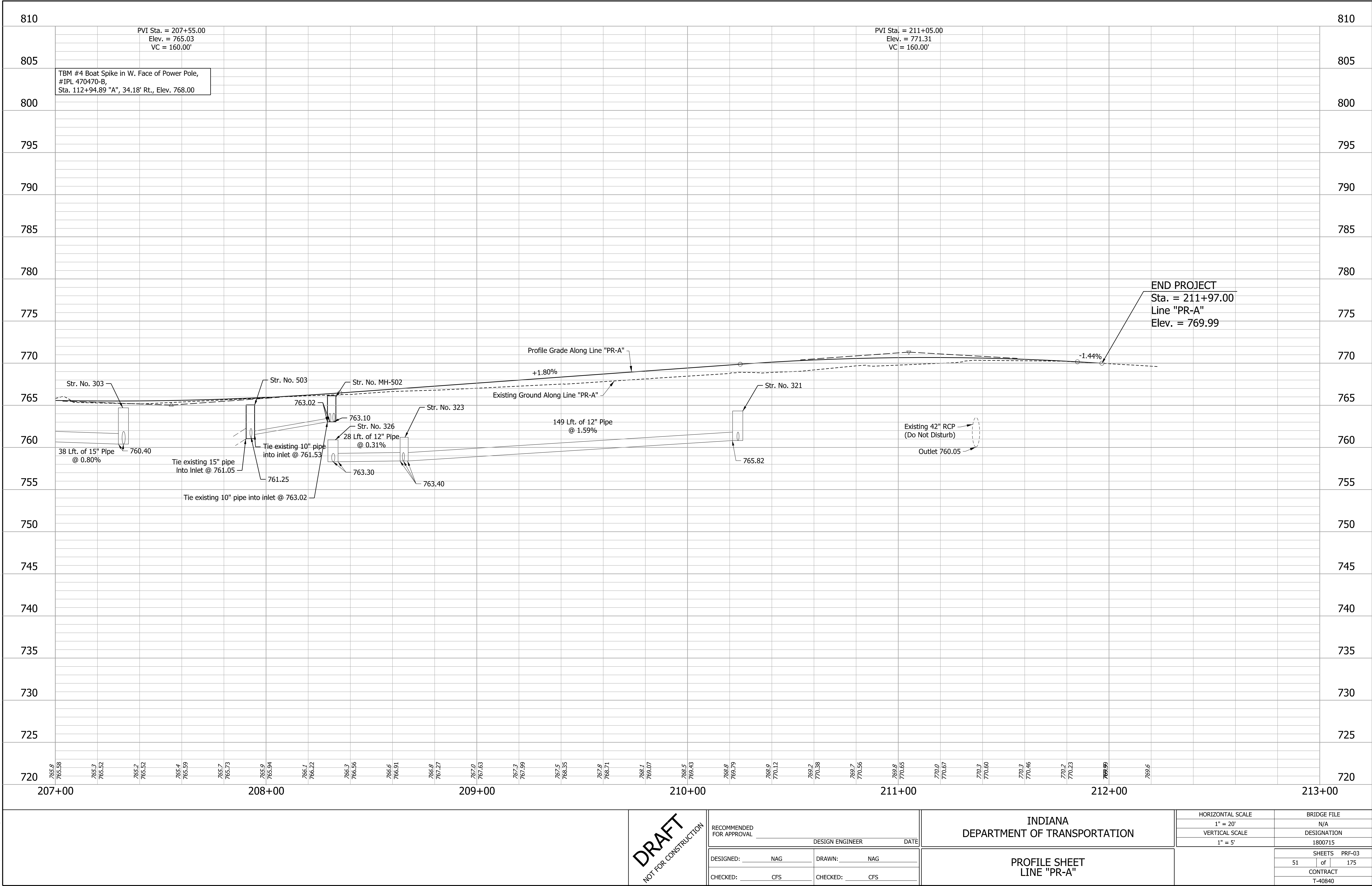
INDIANA DEPARTMENT OF TRANSPORTATION
PLAN SHEET LINE "PR-A"

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1800715
SHEETS 48 of 175	PLN-02
CONTRACT T-40840	

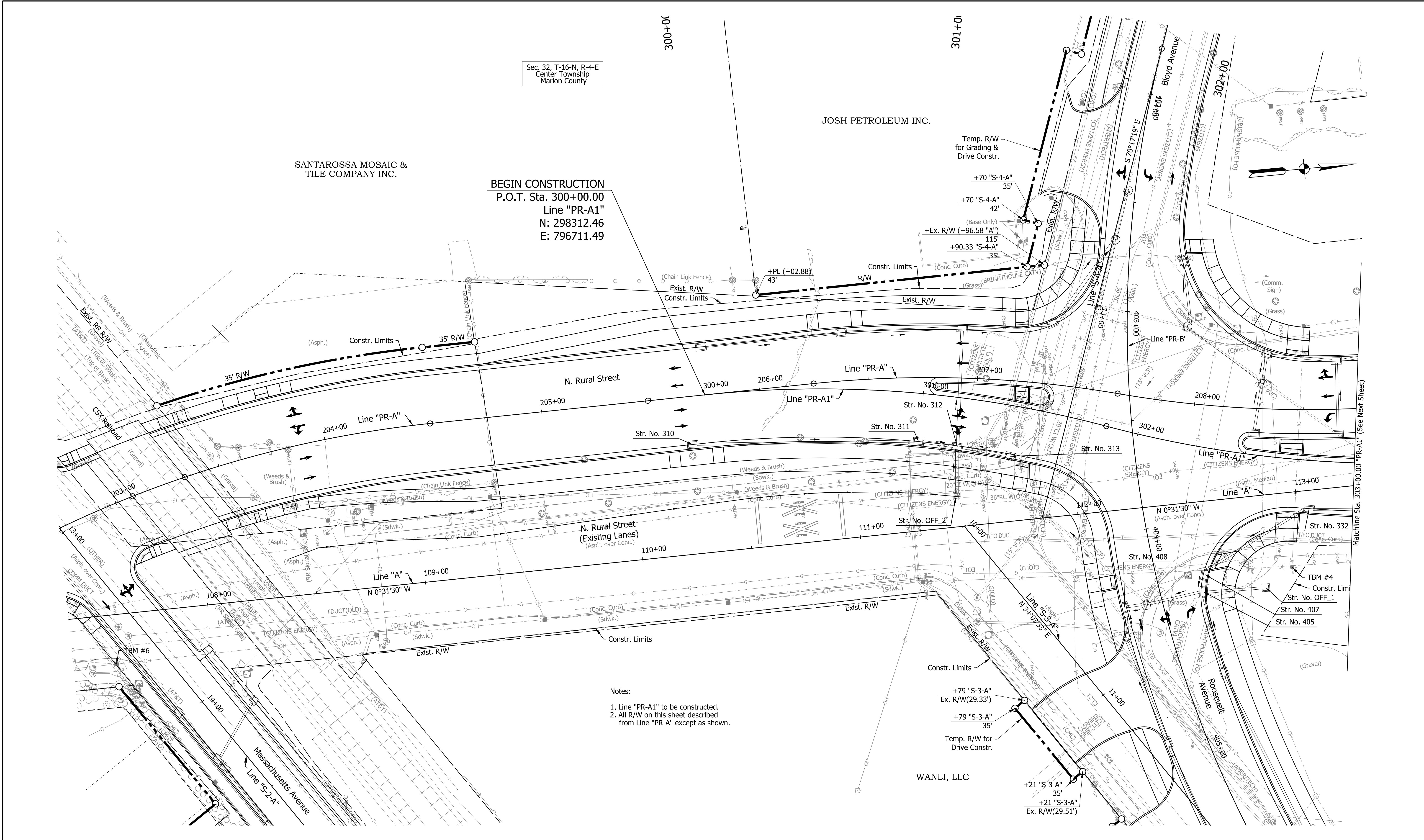




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- Notes:
1. Line "PR-A1" to be constructed.
 2. All R/W on this sheet described from Line "PR-A" except as shown.

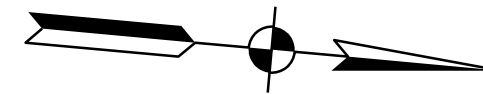
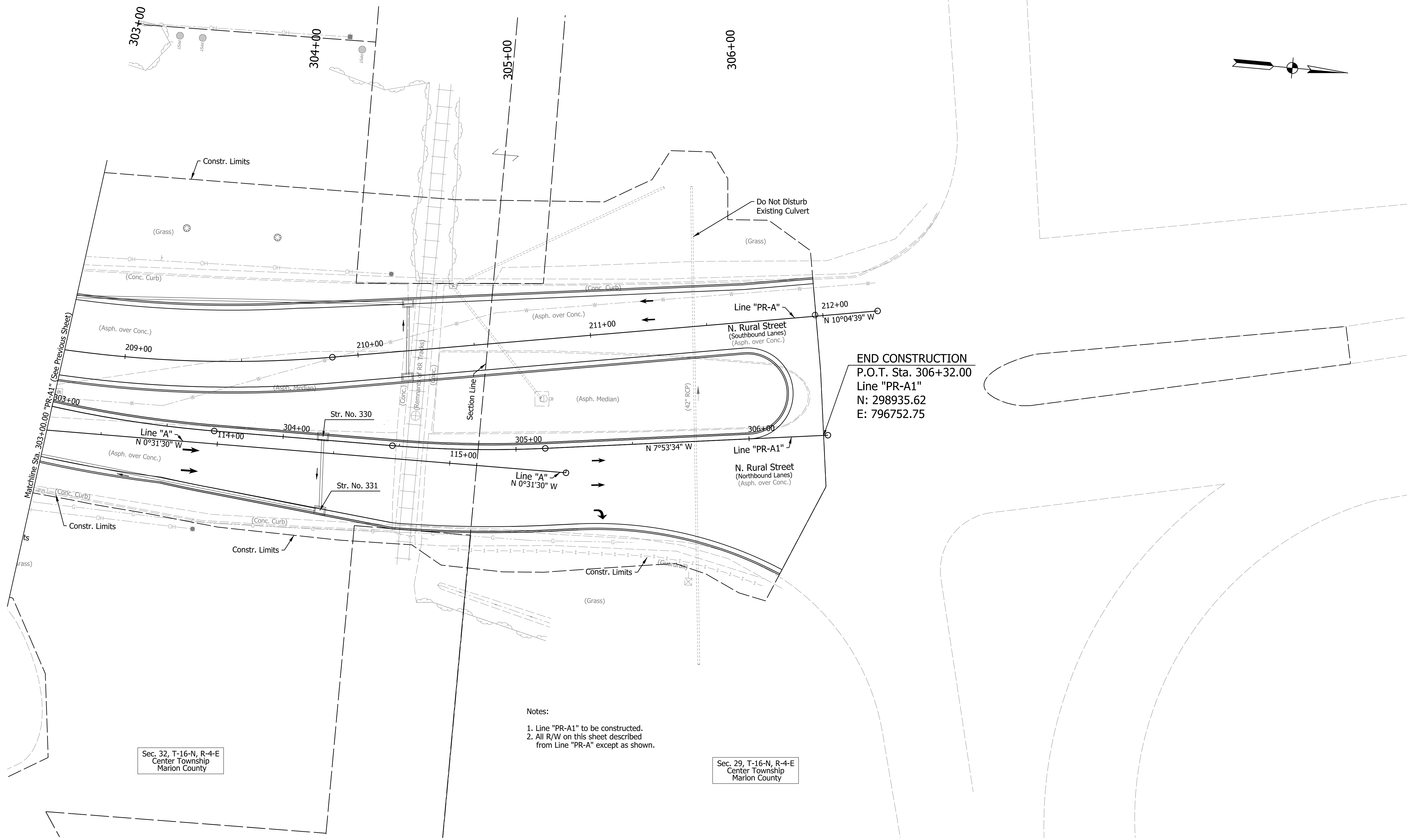
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RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
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INDIANA DEPARTMENT OF TRANSPORTATION
PLAN SHEET LINE "PR-A1"

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 5'	DESIGNATION 1800715
SHEETS 52 of 175	PLN-04
CONTRACT T-40840	

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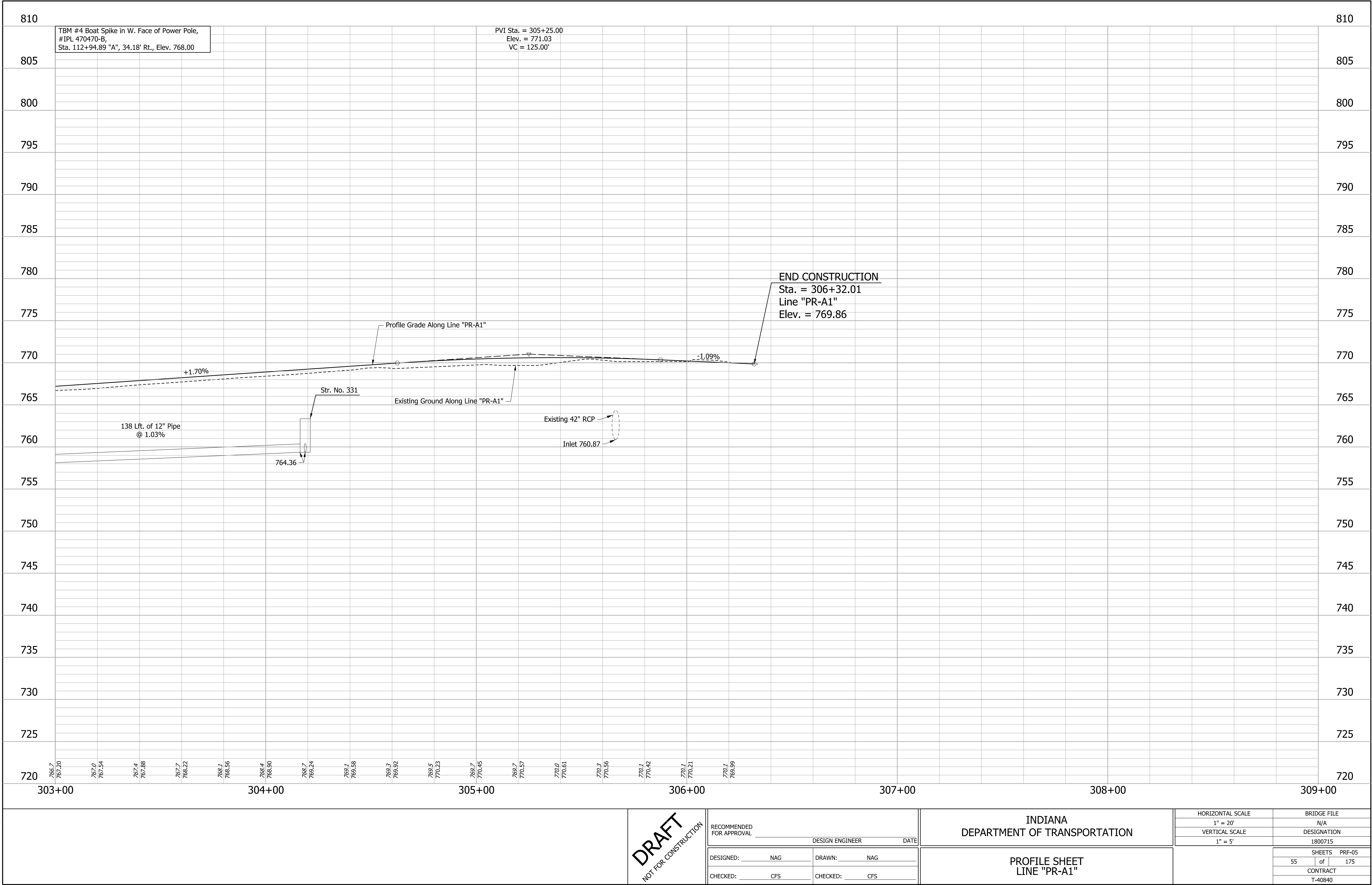


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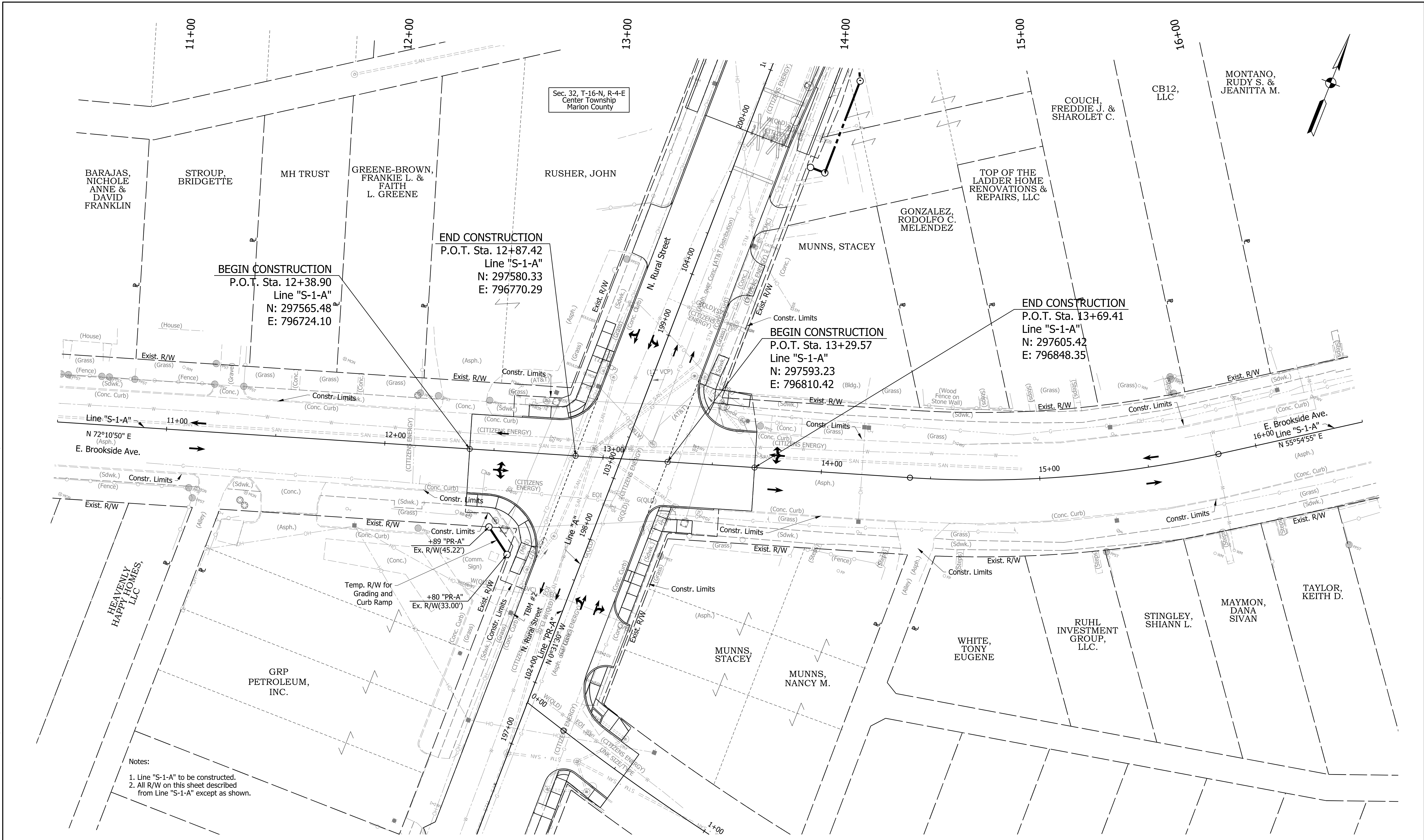
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INDIANA DEPARTMENT OF TRANSPORTATION
PLAN SHEET LINE "PR-A1"

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 5'	DESIGNATION 1800715
SHEETS 54	PLN-05 of 175
CONTRACT T-40840	



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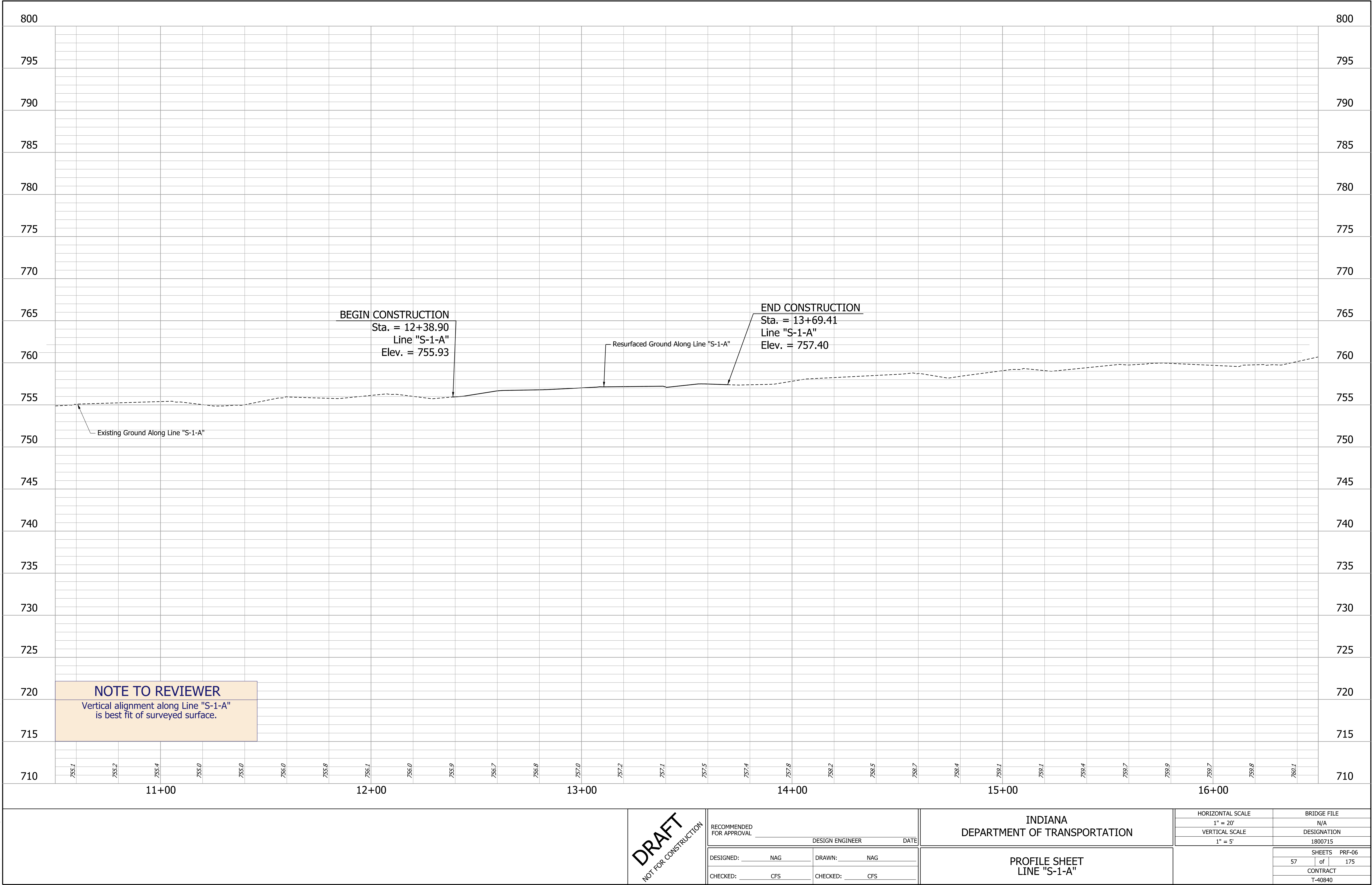
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INDIANA DEPARTMENT OF TRANSPORTATION	
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VERTICAL SCALE		DESIGNATION	
1" = 5'		1800715	
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		56 of 175	
		CONTRACT	
		T-40840	

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- Notes:
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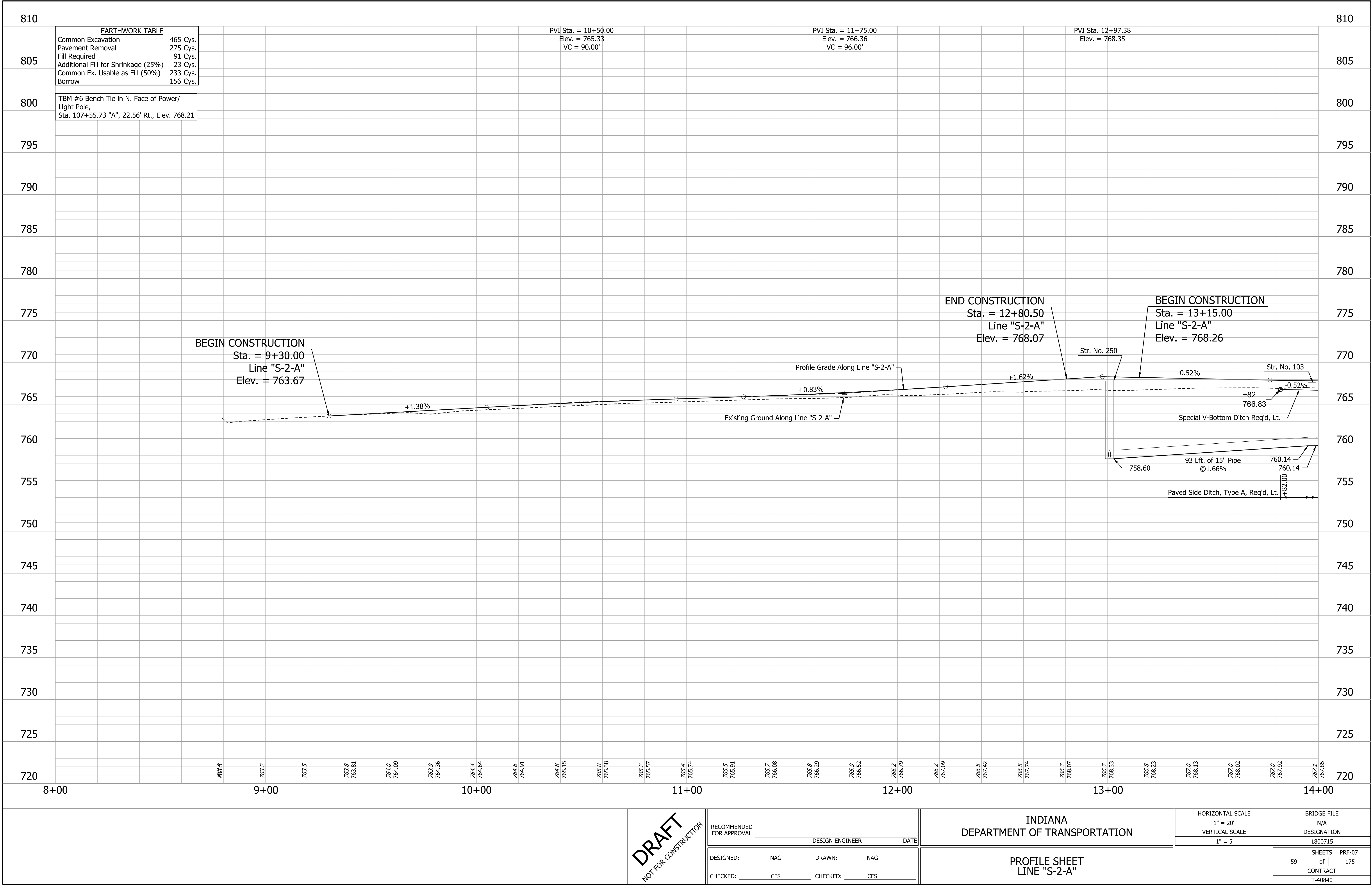
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INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN SHEET
LINE "S-2-A"

HORIZONTAL SCALE		BRIDGE FILE	
1" = 20'		N/A	
VERTICAL SCALE		DESIGNATION	
1" = 5'		1800715	
		SHEETS	PLN-07
		58 of	175
		CONTRACT	
		T-40840	

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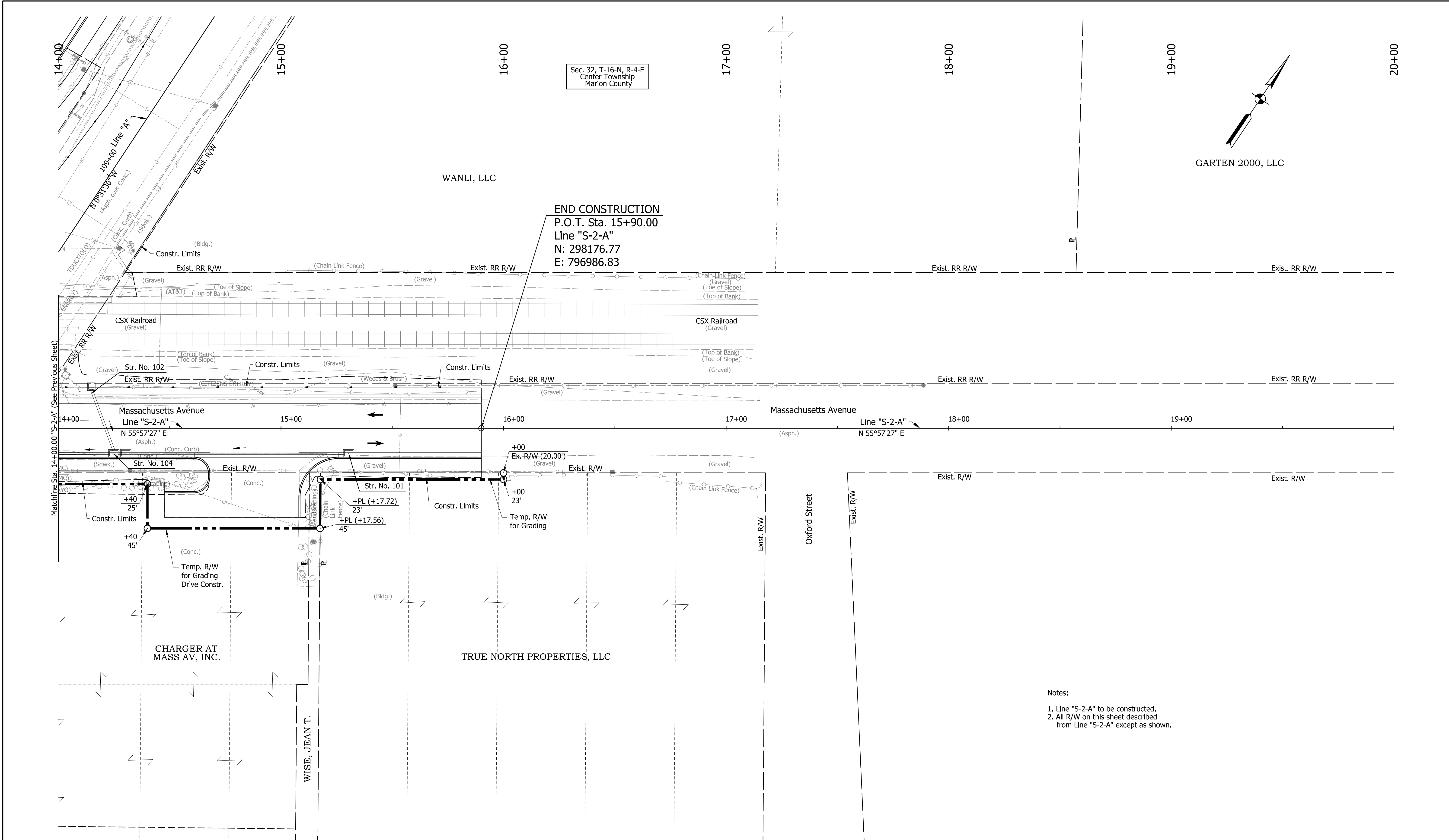
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INDIANA
DEPARTMENT OF TRANSPORTATION

PROFILE SHEET
LINE "S-2-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
1" = 5'	1800715
SHEETS	PRF-07
59	of 175
CONTRACT	
T-40840	

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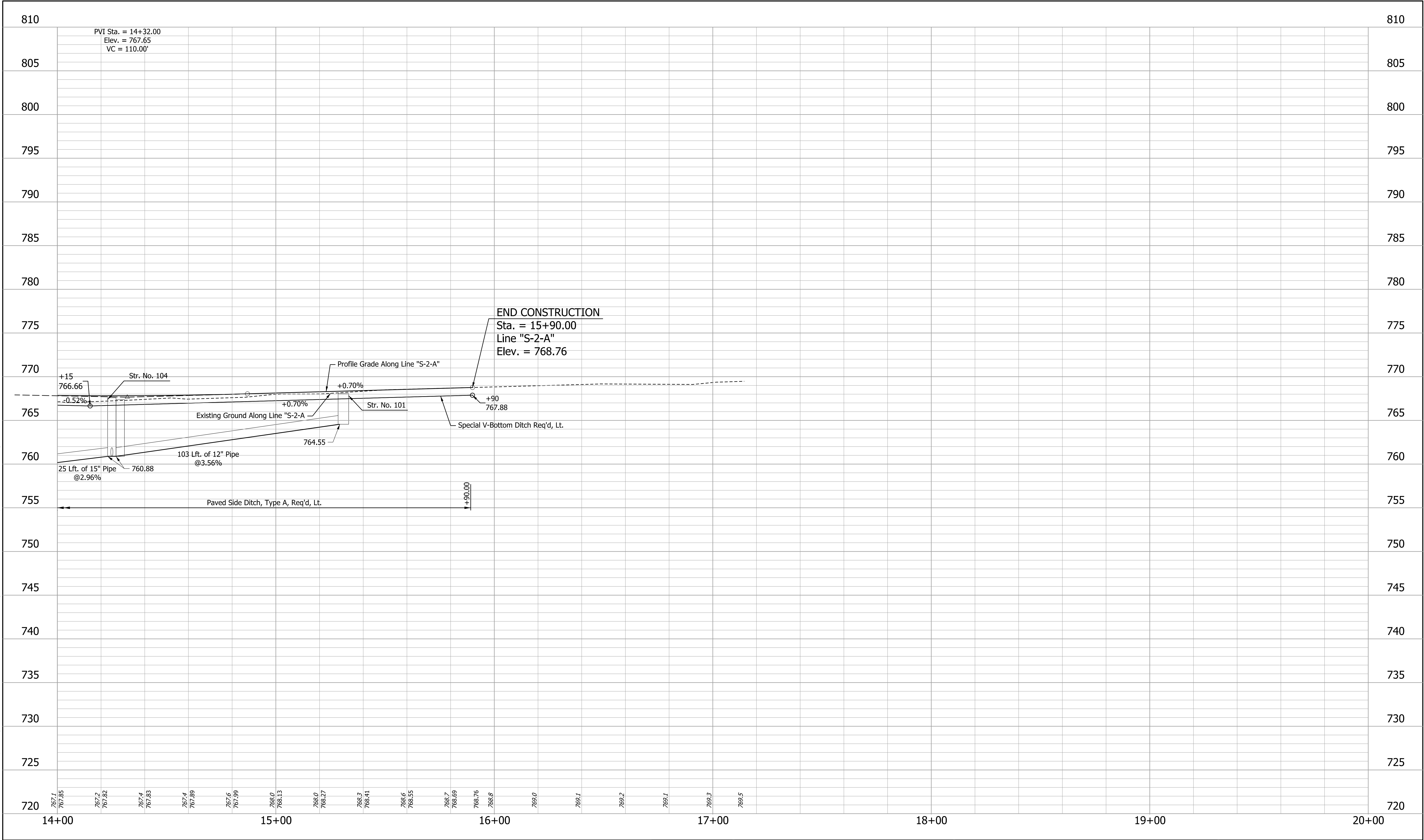


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INDIANA DEPARTMENT OF TRANSPORTATION	
PLAN SHEET LINE "S-2-A"	

HORIZONTAL SCALE 1" = 20'		BRIDGE FILE N/A	
VERTICAL SCALE 1" = 5'		DESIGNATION 1800715	
SHEETS 60		PLN-08 of 175	
CONTRACT T-40840			



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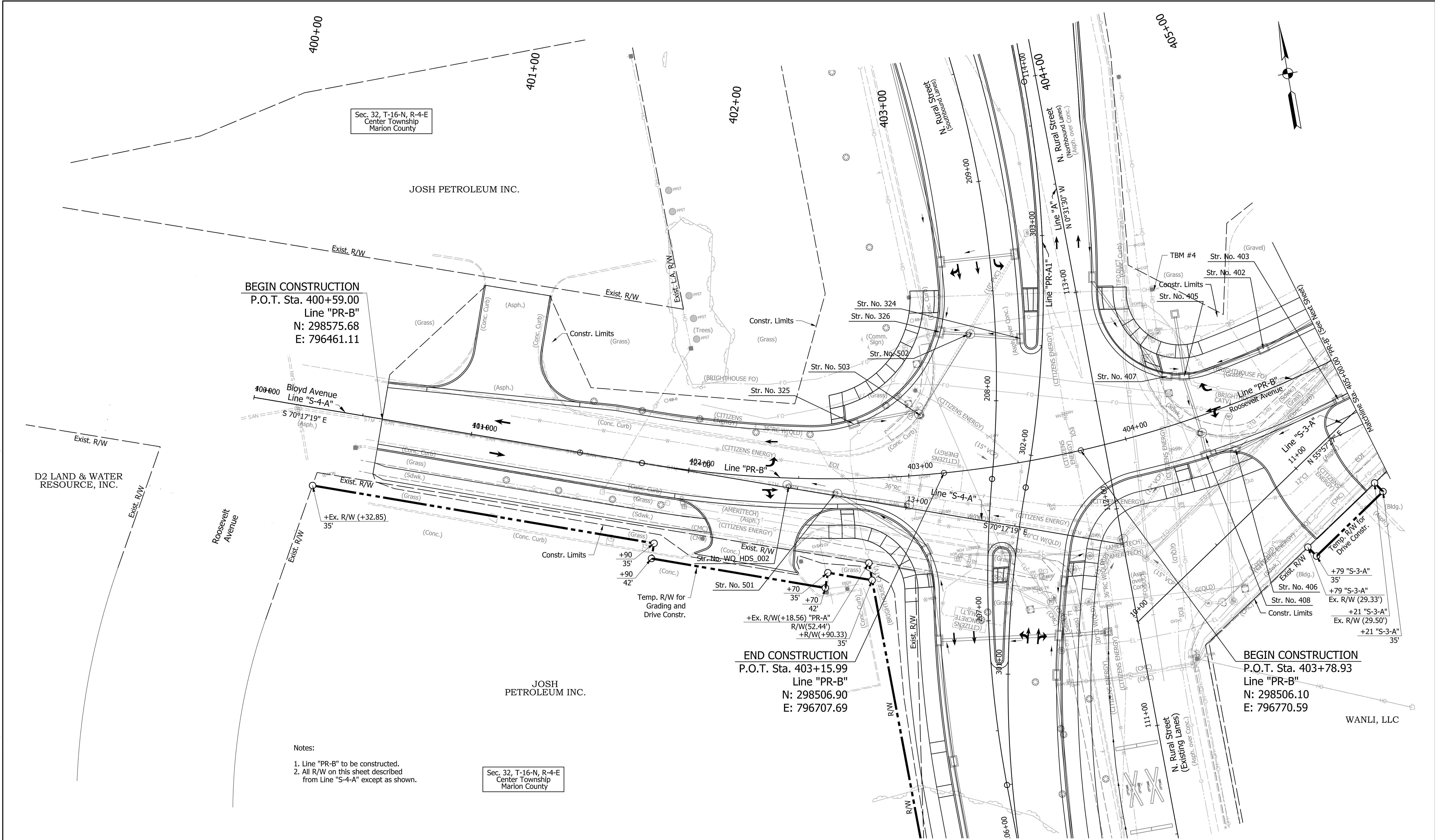
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INDIANA DEPARTMENT OF TRANSPORTATION	
PROFILE SHEET LINE "S-2-A"	

HORIZONTAL SCALE 1" = 20'		BRIDGE FILE N/A	
VERTICAL SCALE 1" = 5'		DESIGNATION 1800715	
		SHEETS PRF-08 61 of 175	
		CONTRACT T-40840	

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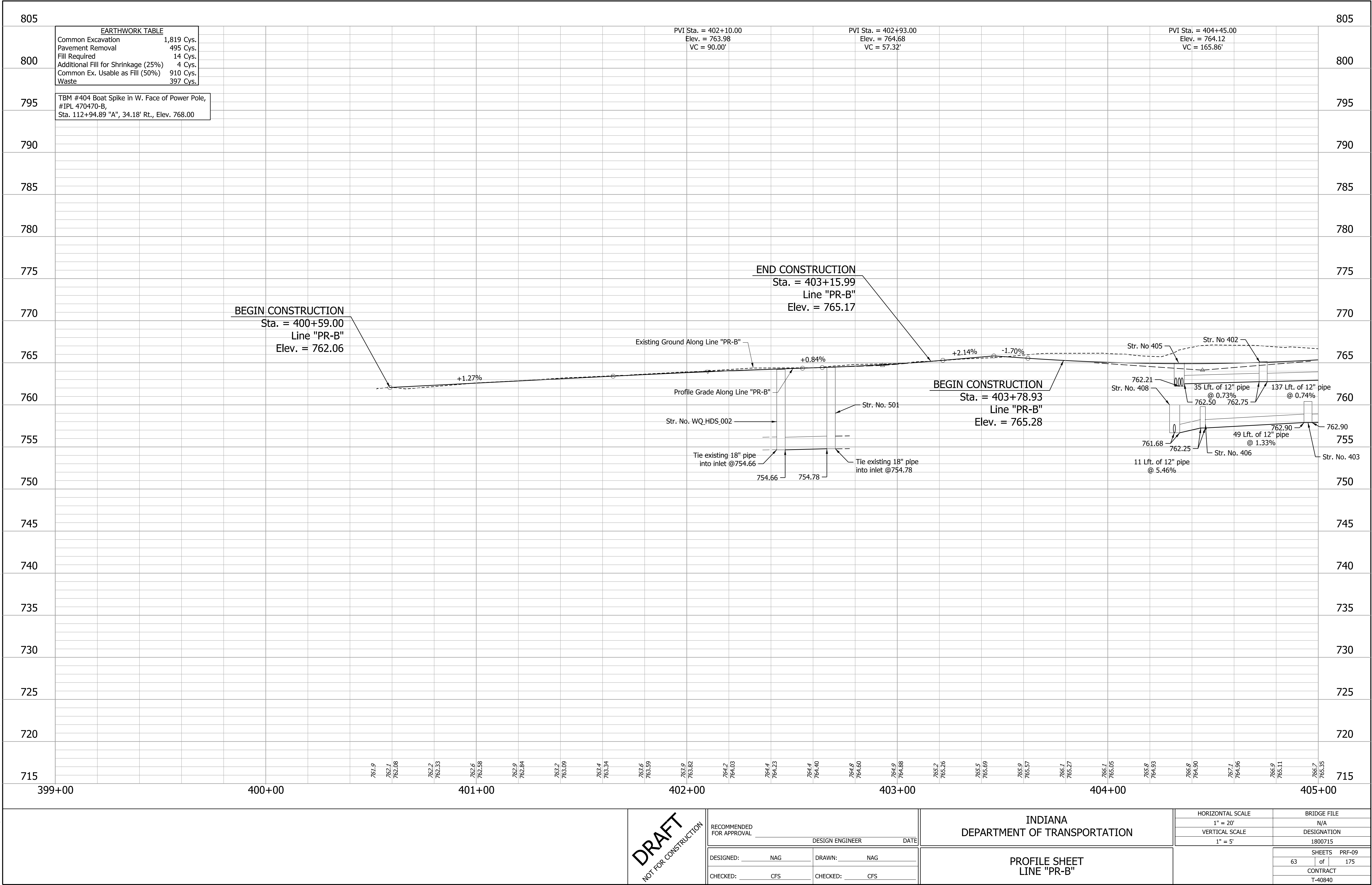


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RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
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CHECKED: CFS	CHECKED: CFS	

INDIANA DEPARTMENT OF TRANSPORTATION
PLAN SHEET LINE "PR-B"

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 5'	DESIGNATION 1800715
SHEETS 62 of 175	PLN-09
CONTRACT T-40840	



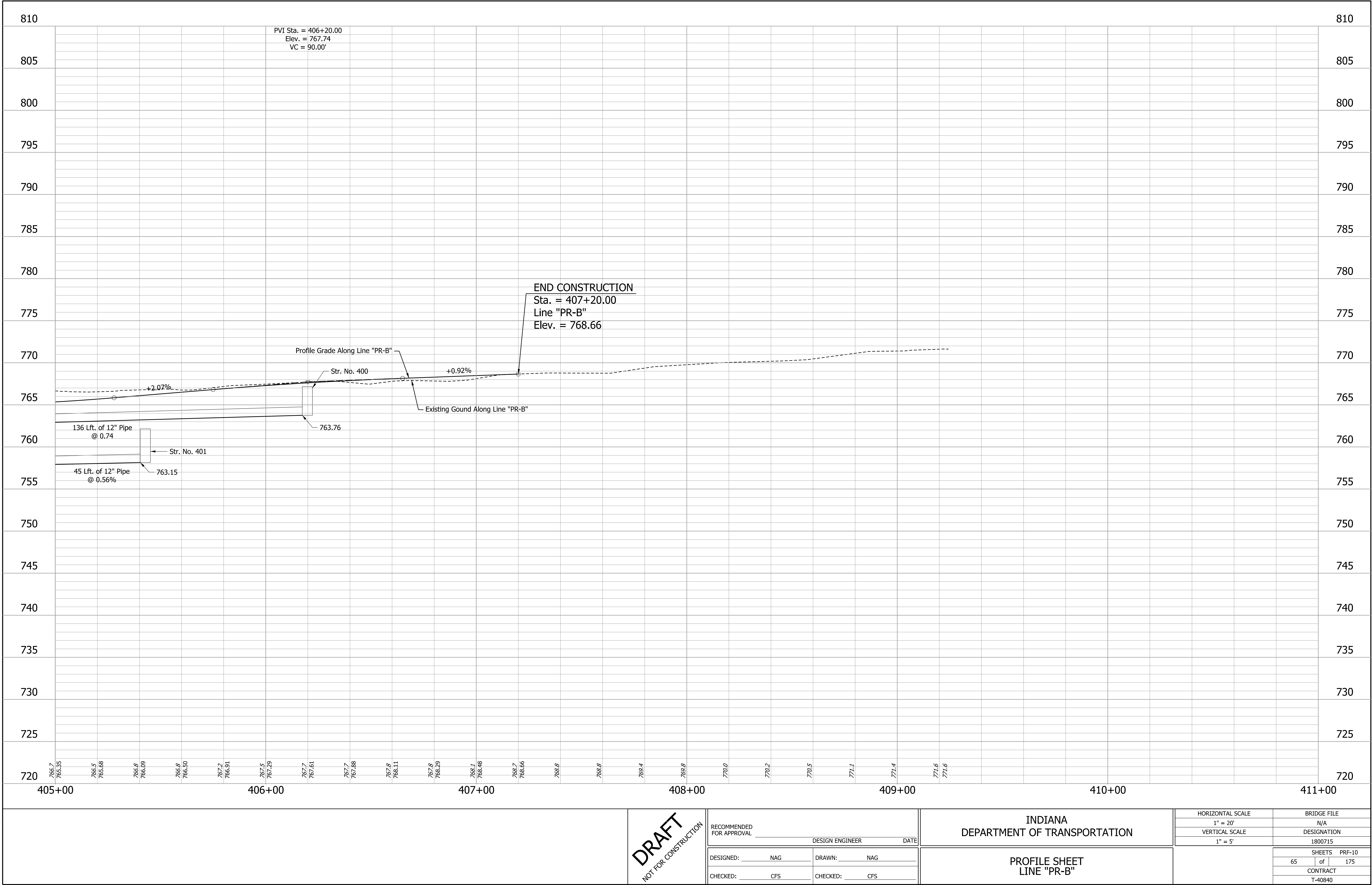
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RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____	DATE _____
DESIGNED: _____	NAG	DRAWN: _____	NAG
CHECKED: _____	CFS	CHECKED: _____	CFS

INDIANA DEPARTMENT OF TRANSPORTATION	
PROFILE SHEET LINE "PR-B"	

HORIZONTAL SCALE 1" = 20'		BRIDGE FILE N/A	
VERTICAL SCALE 1" = 5'		DESIGNATION 1800715	
SHEETS 63		PRF-09 of 175	
CONTRACT T-40840			



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NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____		DATE _____	
DESIGNED: _____	NAG	DRAWN: _____	NAG		
CHECKED: _____	CFS	CHECKED: _____	CFS		

INDIANA
DEPARTMENT OF TRANSPORTATION

PROFILE SHEET
LINE "PR-B"

HORIZONTAL SCALE		BRIDGE FILE	
1" = 20'		N/A	
VERTICAL SCALE		DESIGNATION	
1" = 5'		1800715	
		SHEETS PRF-10	
65	of	175	
CONTRACT			
T-40840			

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LEGEND

(C) PCCP for Approaches, 6", on Dense Graded Subbase, 6", on Subgrade Treatment, Type II

(C1) PCCP for Approaches, 9", on Dense Graded Subbase, 6", on Geogrid, Type 1B, on Subgrade Treatment, Type II

(C2) HMA for Approaches, Type B, consisting of 165 #/Syd. HMA Surface, Type B, on 275 #/Syd. HMA Intermediate, Type B, on 660 #/Syd. HMA Base, Type B, on Subgrade Treatment, Type II, on Geogrid, Type 1B

(F) Sidewalk, Concrete

(F1) HMA for Sidewalk, consisting of 140 #/Syd. HMA Surface, Type B, on 220 #/Syd. HMA Intermediate, Type B, on Compacted Aggregate, No. 53, 6", on Subgrade Treatment, Type III

(K1) 165#/Syd. QC/QA-HMA 3, 58H, Surface, 9.5 mm, on 275#/Syd. QC/QA-HMA 3, 58H, Intermediate, 19.0 mm, on 440#/Syd. QC/QA-HMA 3, 58S, Base, 19.0 mm, on 440#/Syd. QC/QA-HMA 3, 58S, Base, 19.0 mm, on Subgrade Treatment, Type 1C

(N) Compacted Aggregate, No. 53, 4"

(O) Compacted Aggregate, No. 53, Variable Depth

(R1) HMA Mill and Resurfacing, consisting of: 165#/Syd. QC/QA-HMA, 3, 58H, Surface, 9.5mm on Milling, Asphalt, 1.5"

(S) Sawcut, Full Depth (Not a Pay Item)

(13) Concrete Curb

(15) Combined Concrete Curb and Gutter

(26) Sodding

(27) Seed Mixture, U

(35) Retaining Wall

(36) Pedestrian Handrail

(40) Sidewalk Transition (Paid for as Sidewalk, Concrete)

(51) Fence, Chain Link

(X) Curb Ramp, Concrete (See Curb Ramp Details)

Pavement Removal

Sawcut and remove existing pavement, then HMA Patching, Full Depth, Type C, consisting of 440 #/Syd. HMA Intermediate, Type C, on 660 #/Syd. (or match existing pavement thickness) HMA Base, Type C, on Subgrade Treatment, Type II with Geogrid, Type 1B

1 GRP Petroleum, Inc.
ERC Recorded 12-12-2006 under Marsh Village Pantry
AI ID#: 18871
No Work Plan required per IDEM

2 APWT INC.
ERC Recorded 10-3-2011 under M&L Liquors
AI ID#: 21741
Work Plan in progress through INDOT

3 Charger At Mass Ave, Inc.
ERC Recorded 1-23-2014 under Rowe Brothers
AI ID#: 19199
No Work Plan required per IDEM

4 True North Properties, LLC
ERC Recorded 9-10-2016 under Hoosier Carpets
AI ID#: 111244
Work Plan in progress through INDOT

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NOT FOR CONSTRUCTION

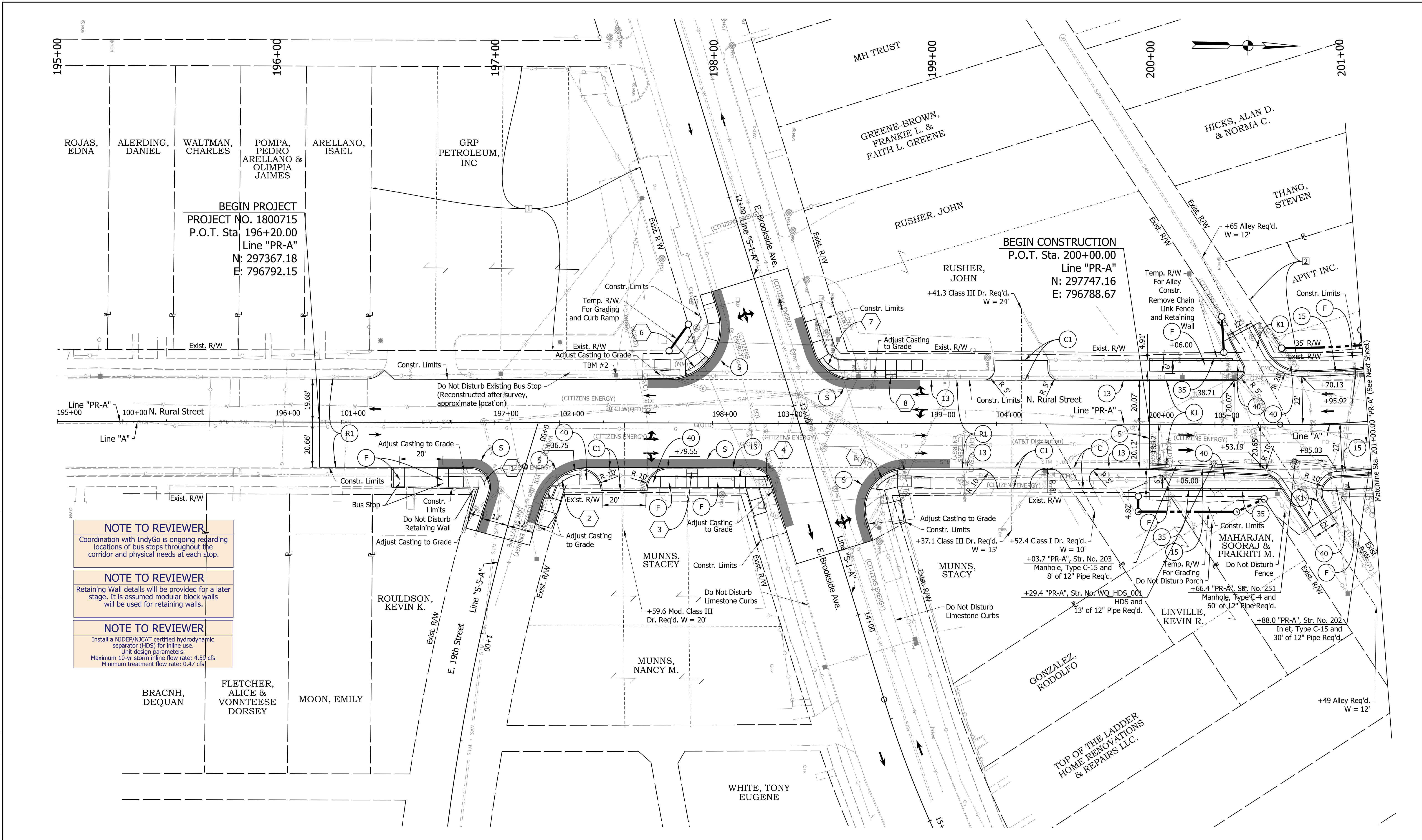
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DESIGN ENGINEER _____ DATE _____

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INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LEGEND

HORIZONTAL SCALE		BRIDGE FILE	
1" = 20'		N/A	
VERTICAL SCALE		DESIGNATION	
1" = 5'		1800715	
SHEETS		CD-00	
66	of	175	
CONTRACT			
T-40840			



NOTE TO REVIEWER

Coordination with IndyGo is ongoing regarding locations of bus stops throughout the corridor and physical needs at each stop.

NOTE TO REVIEWER

Retaining Wall details will be provided for a later stage. It is assumed modular block walls will be used for retaining walls.

NOTE TO REVIEWER

Install a NIDEP/NICAT certified hydrodynamic separator (HDS) for inline use.
Unit design parameters:
Maximum 10-yr storm inline flow rate: 4.59 cfs
Minimum treatment flow rate: 0.47 cfs

- Notes:
- 1. See Construction Details Legend for callout information.
 - 2. All stations measured from Line "PR-A" unless otherwise noted.

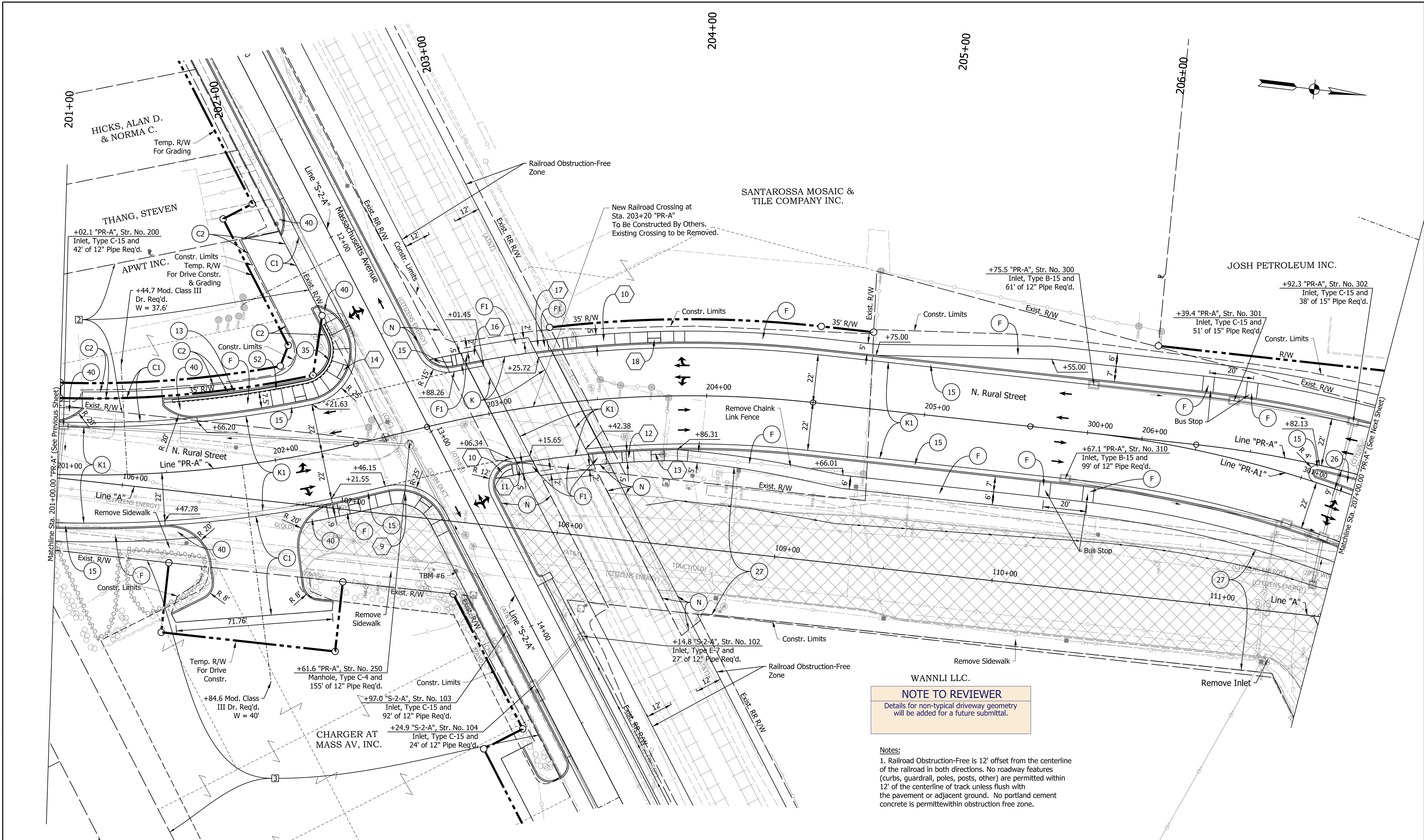
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NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: NAG	DRAWN: NAG	
CHECKED: CFS	CHECKED: CFS	

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-A"

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1800715
SHEETS CD-01	
67	of 175
CONTRACT T-40840	



Notes:
1. See Construction Details Legend for callout information.
2. All stations measured from Line "PR-A" unless otherwise noted.

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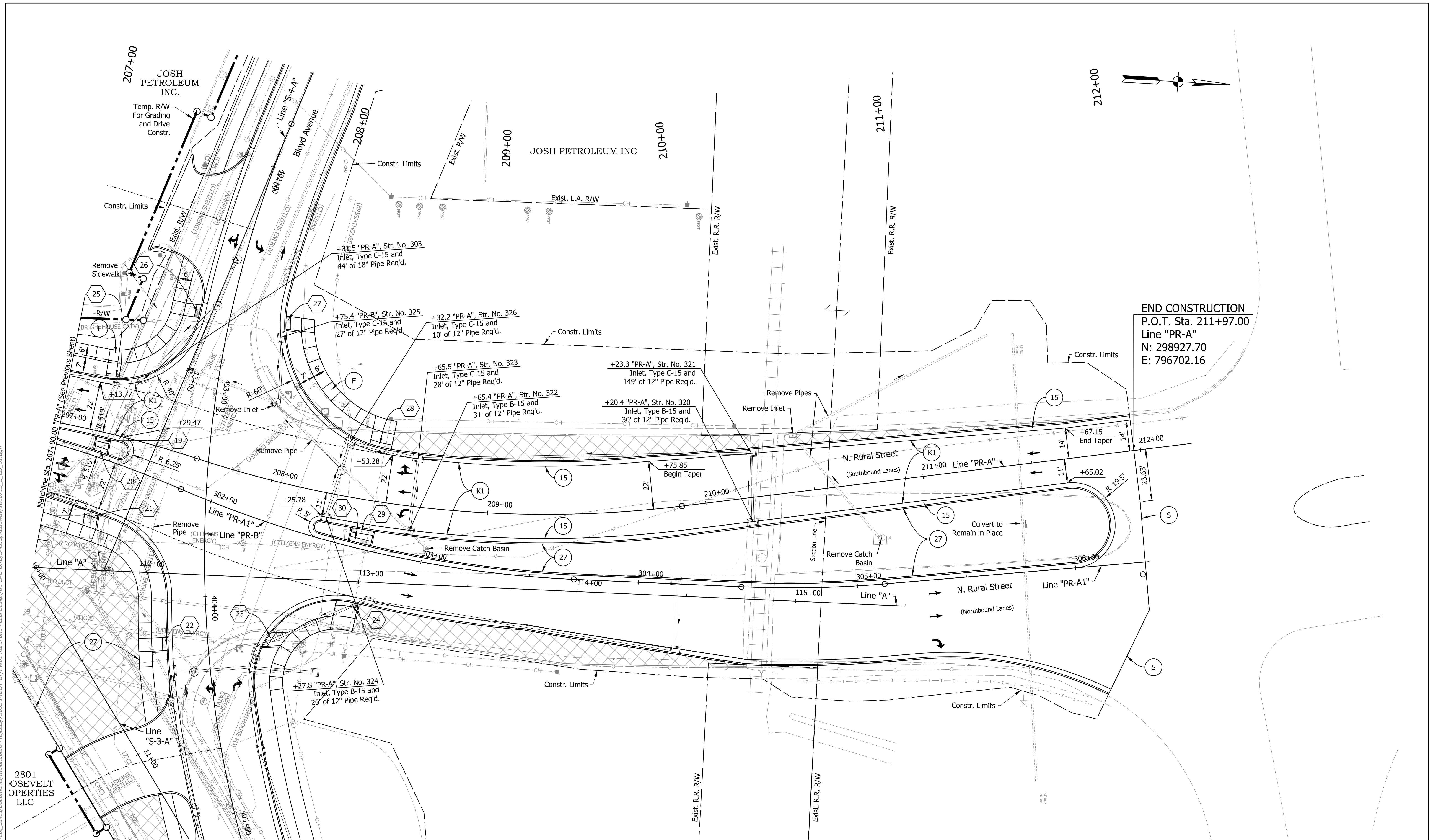
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: NAG	DRAWN: NAG	
CHECKED: CFS	CHECKED: CFS	

INDIANA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION DETAILS LINE "PR-A"

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1800715
	SHEETS 68 of 175
	CONTRACT T-40840

NOTE TO REVIEWER
Details for non-typical driveway geometry
will be added for a future submittal.

Notes:
1. Railroad Obstruction-Free is 12' offset from the centerline of the railroad in both directions. No roadway features (curbs, guardrail, poles, posts, other) are permitted within 12' of the centerline of track unless flush with the pavement or adjacent ground. No portland cement concrete is permitted within obstruction free zone.



END CONSTRUCTION
P.O.T. Sta. 211+97.00
Line "PR-A"
N: 298927.70
E: 796702.16

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RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____	DATE _____
DESIGNED: _____	NAG	DRAWN: _____	NAG
CHECKED: _____	CFS	CHECKED: _____	CFS

INDIANA
DEPARTMENT OF TRANSPORTATION

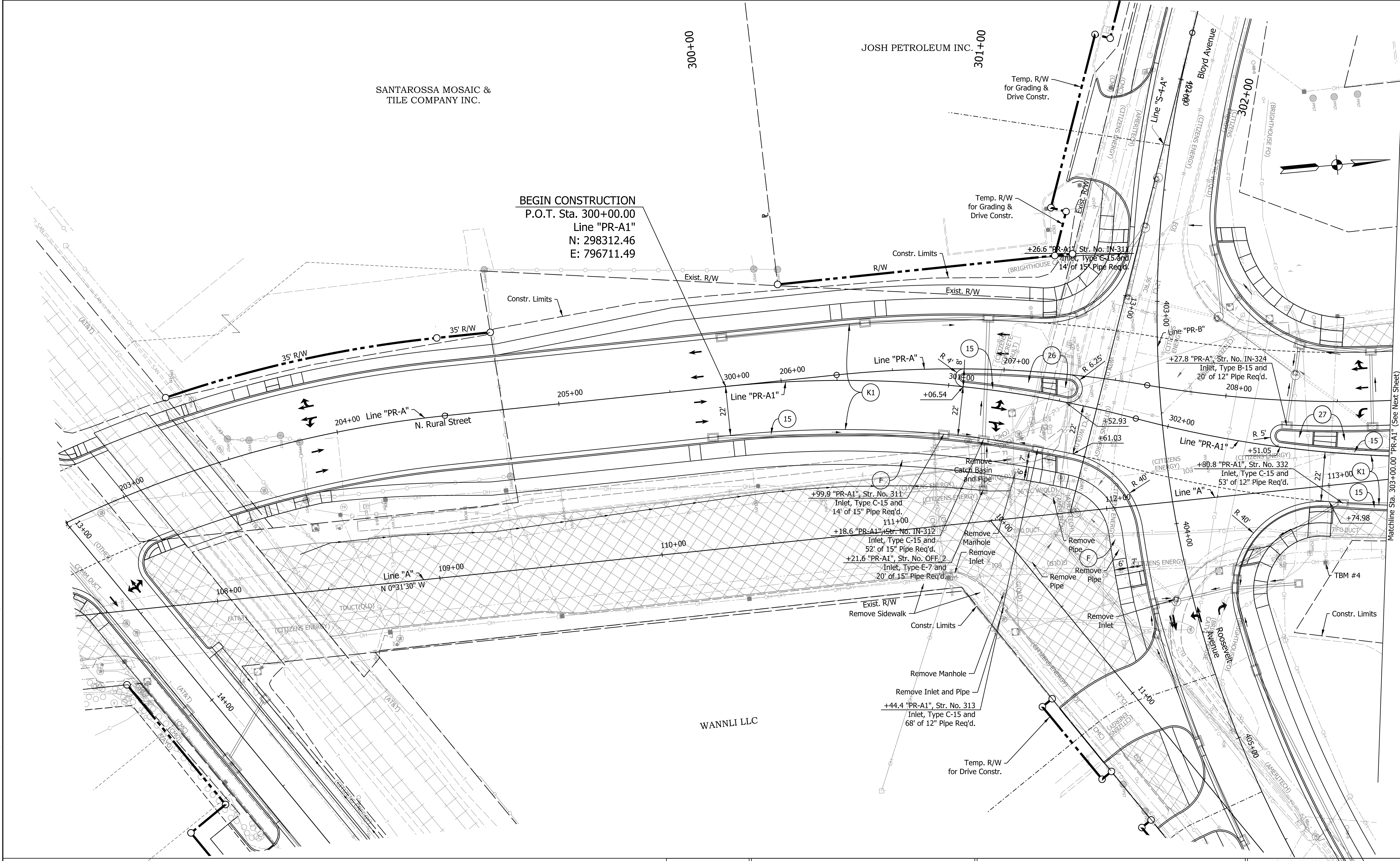
CONSTRUCTION DETAILS

LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE		
1" = 20'	N/A		
VERTICAL SCALE	DESIGNATION		
N/A	1800715		
	SHEETS		CD-03
	69	of	175
	CONTRACT		
	T-40840		

Notes:

1. See Construction Details Legend for callout information.
2. All stations measured from Line "PR-A" unless otherwise noted



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RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: NAG	DRAWN: NAG	
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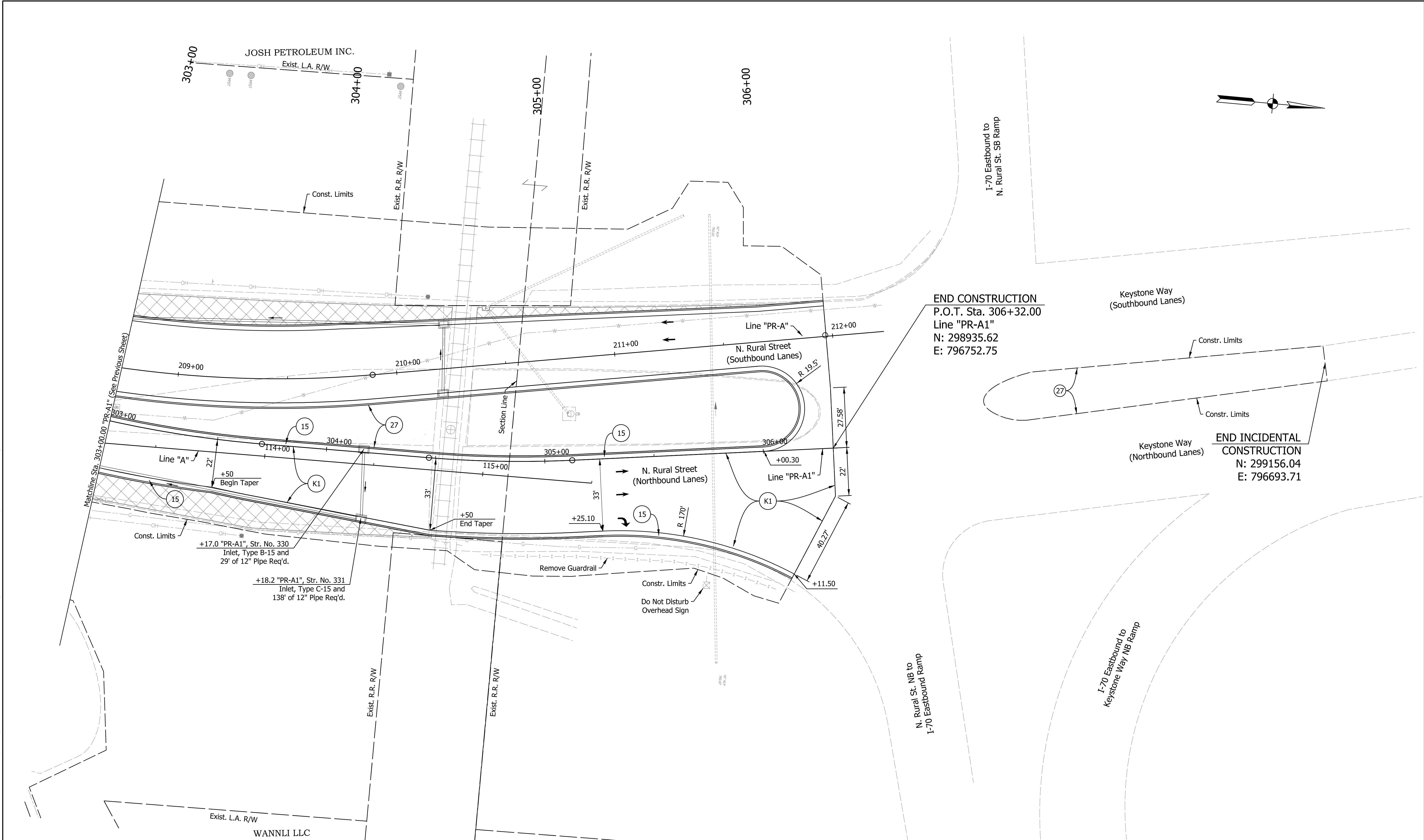
INDIANA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION DETAILS LINE "PR-A1"

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1800715
SHEETS 70 of 175	CD-04
CONTRACT T-40840	

- Notes:
- See Construction Details Legend for callout information.
 - All stations measured from Line "PR-A1" unless otherwise noted.

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- Notes:
- 1. See Construction Details Legend for callout information.
 - 2. All stations measured from Line "PR-A1" unless otherwise noted.

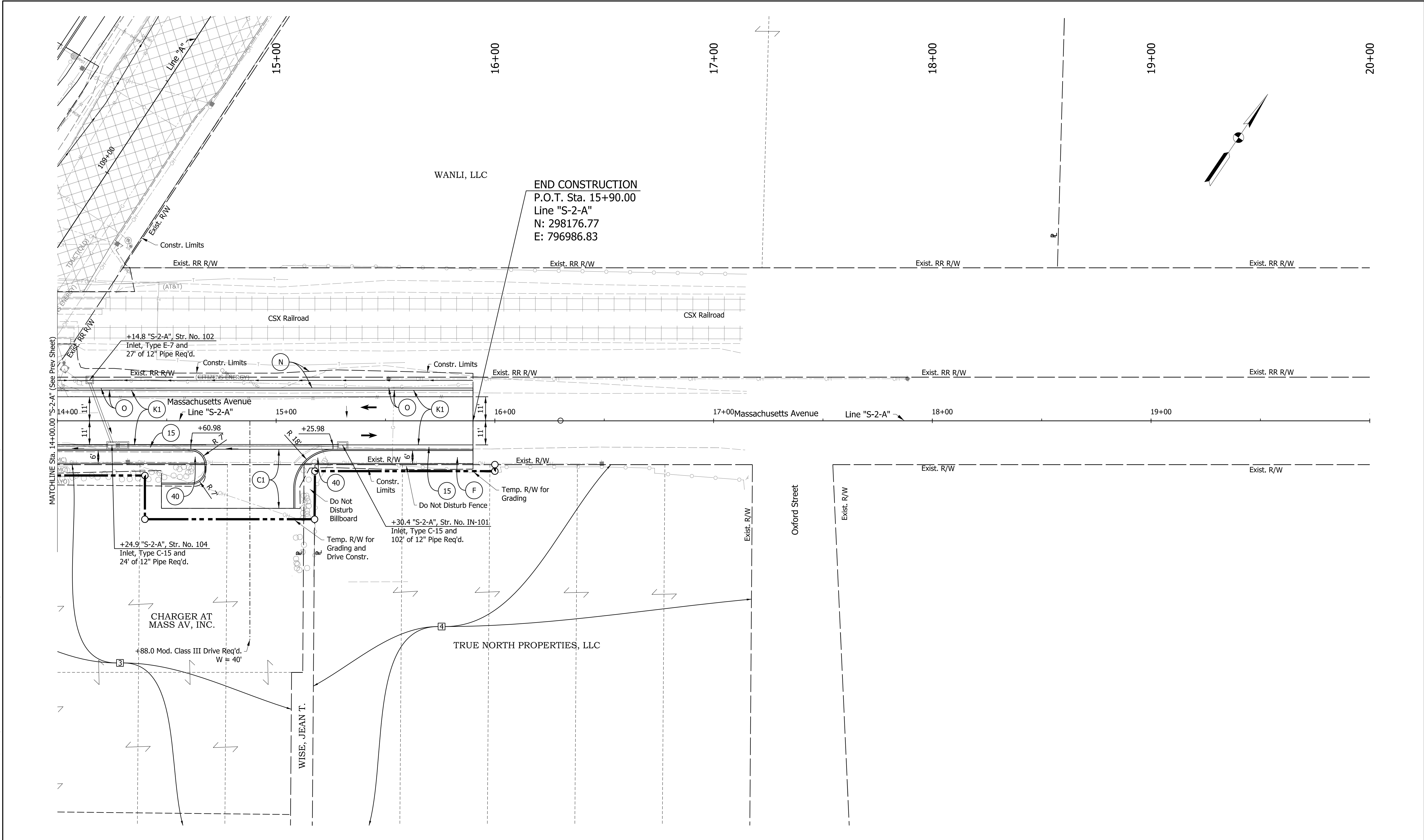
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DESIGNED: NAG	DRAWN: NAG		
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INDIANA DEPARTMENT OF TRANSPORTATION	
CONSTRUCTION DETAILS LINE "PR-A1"	

HORIZONTAL SCALE 1" = 20'		BRIDGE FILE N/A	
VERTICAL SCALE N/A		DESIGNATION 1800715	
		SHEETS CD-05	
		71 of 175	
		CONTRACT T-40840	

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Notes:
1. See Construction Details Legend for callout information.
2. All stations measured from Line "S-2-A" unless otherwise noted.

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____		DATE _____	
DESIGNED: _____ NAG		DRAWN: _____ NAG			
CHECKED: _____ CFS		CHECKED: _____ CFS			

INDIANA DEPARTMENT OF TRANSPORTATION	
CONSTRUCTION DETAILS LINE "S-2-A"	

HORIZONTAL SCALE 1" = 20'		BRIDGE FILE N/A	
VERTICAL SCALE N/A		DESIGNATION 1800715	
		SHEETS CD-08	
74		of 175	
		CONTRACT T-40840	

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D2 LAND & WATER
RESOURCE, INC.

NOTE TO REVIEWER

Install a NJDEP/NJCAT certified hydrodynamic separator (HDS) for inline use.
Unit design parameters:
Maximum 10-year storm inline flow rate: 10.76 cfs
Minimum treatment flow rate: 5.06 cfs

- Notes:
1. See Construction Details Legend for callout information.
 2. All stations measured from Line "PR-B" unless otherwise noted.

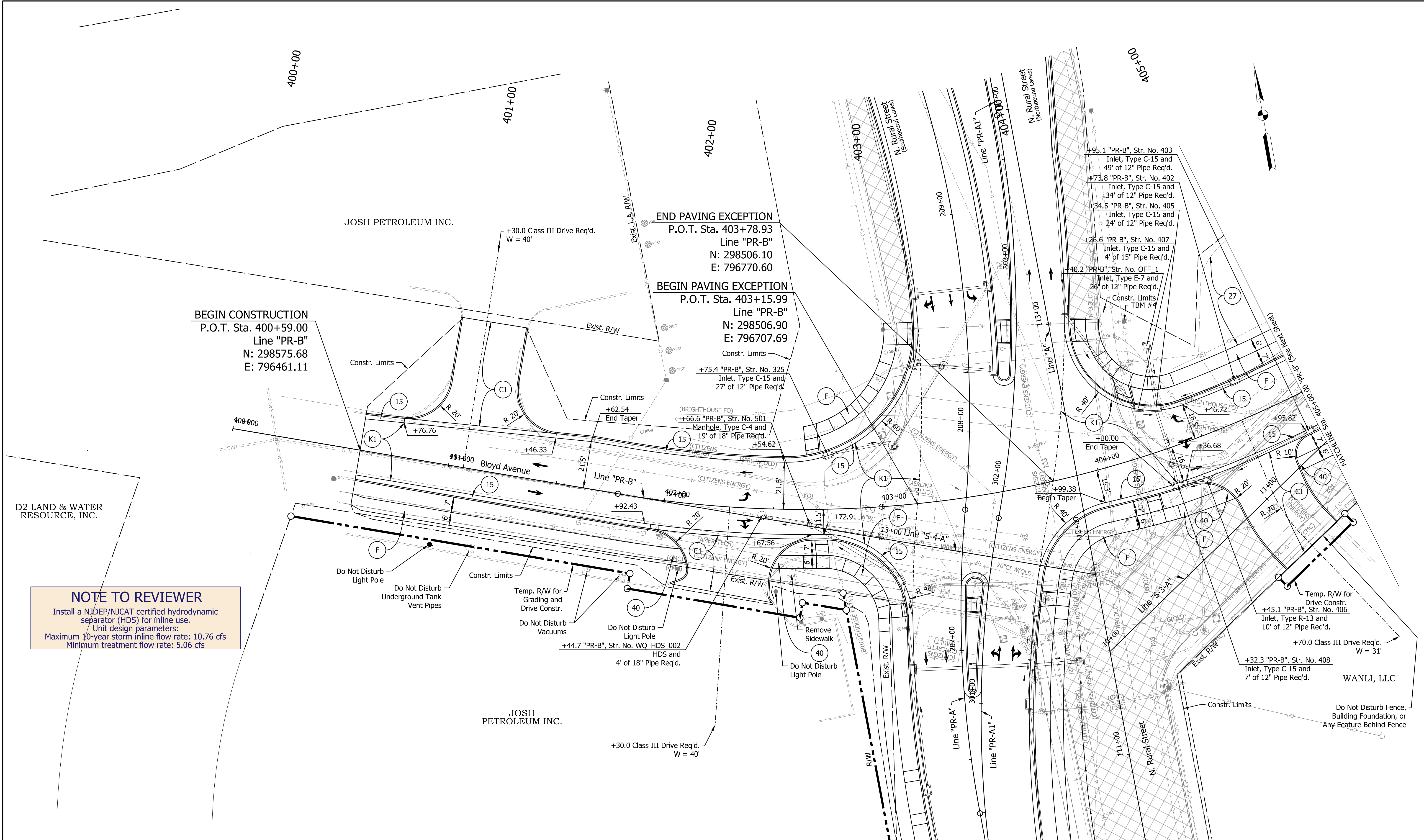
DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: NAG	DRAWN: NAG	
CHECKED: CFS	CHECKED: CFS	

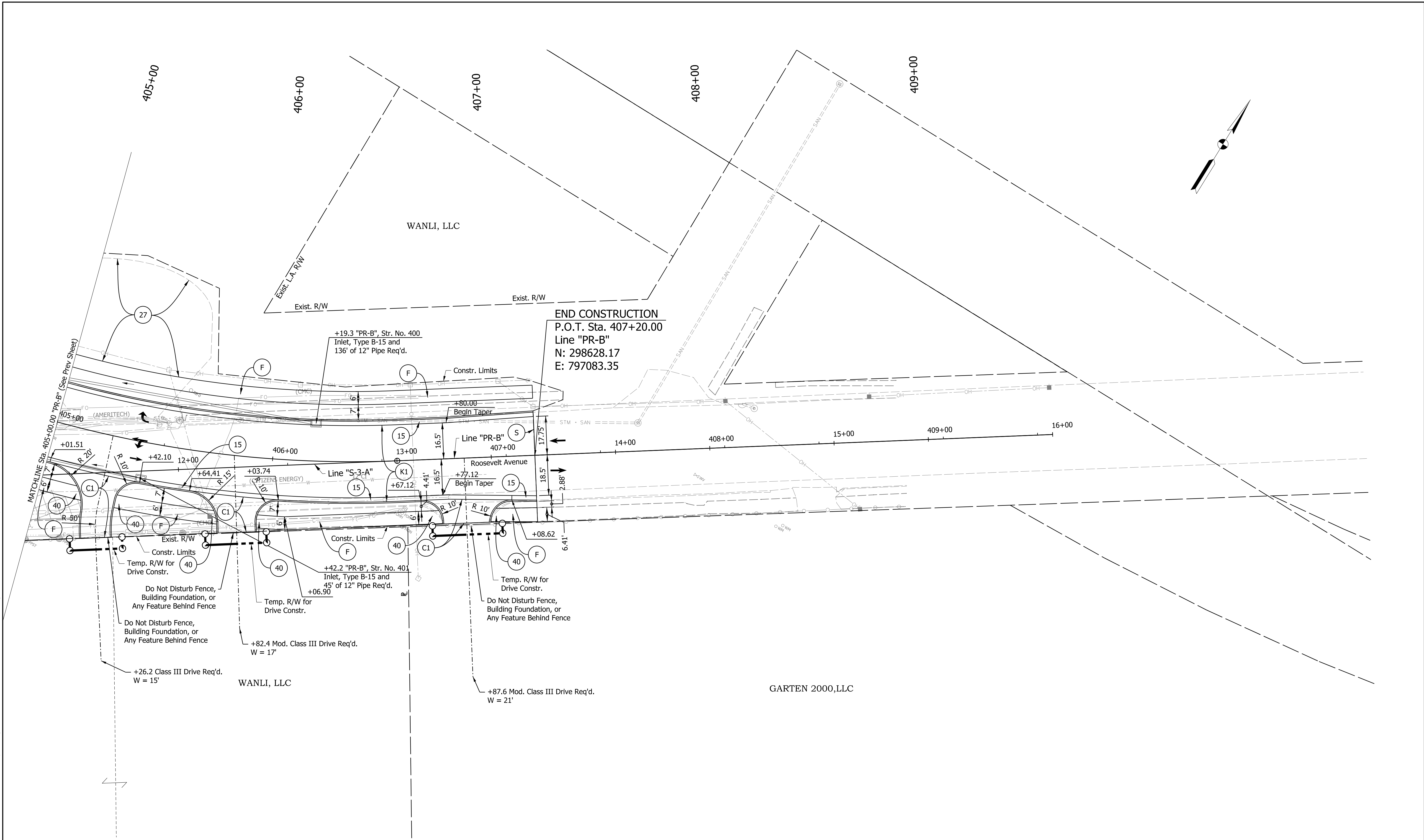
INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-B"

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1800715
	SHEETS CD-09 75 of 175
	CONTRACT T-40840



csantangelo
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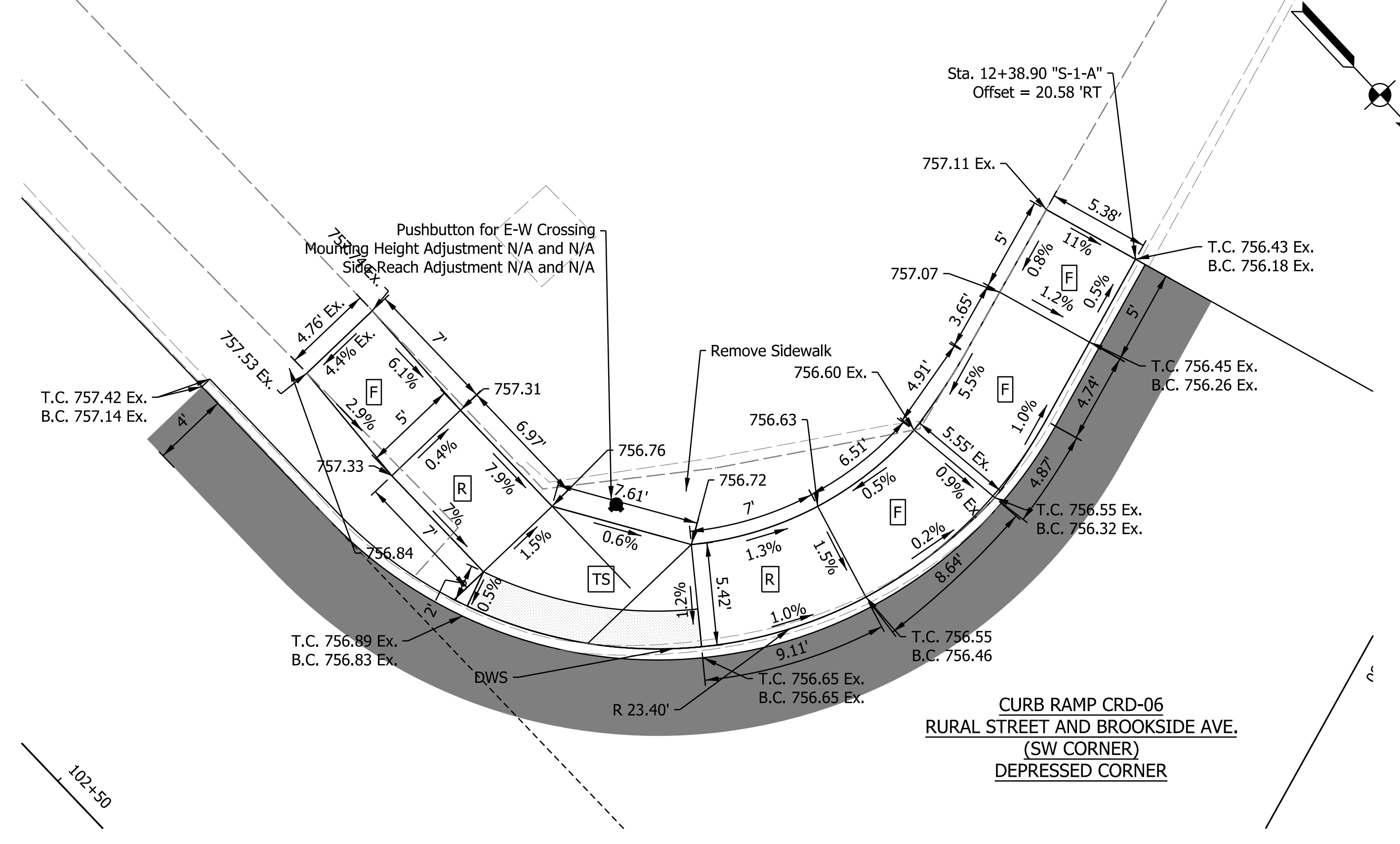
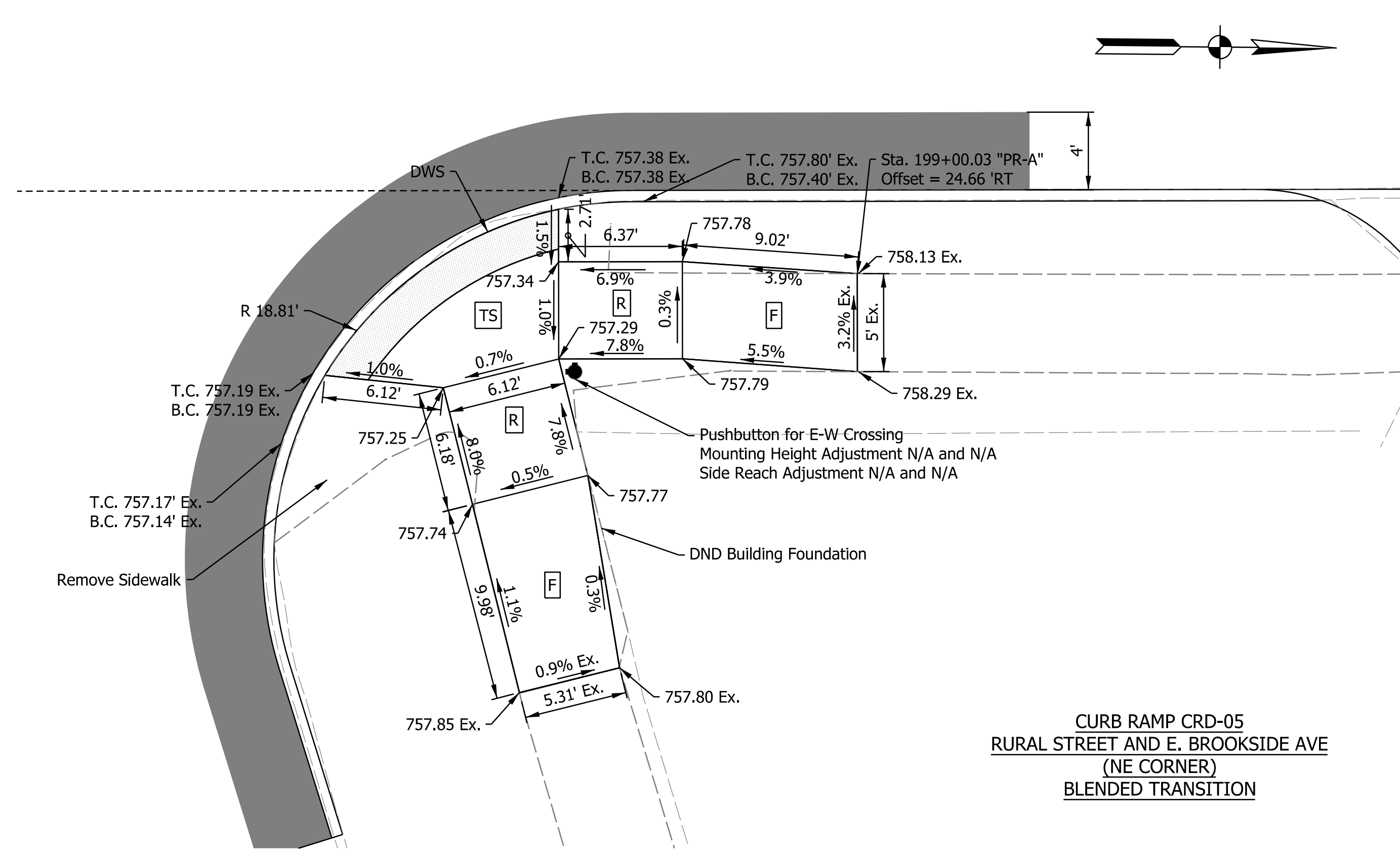
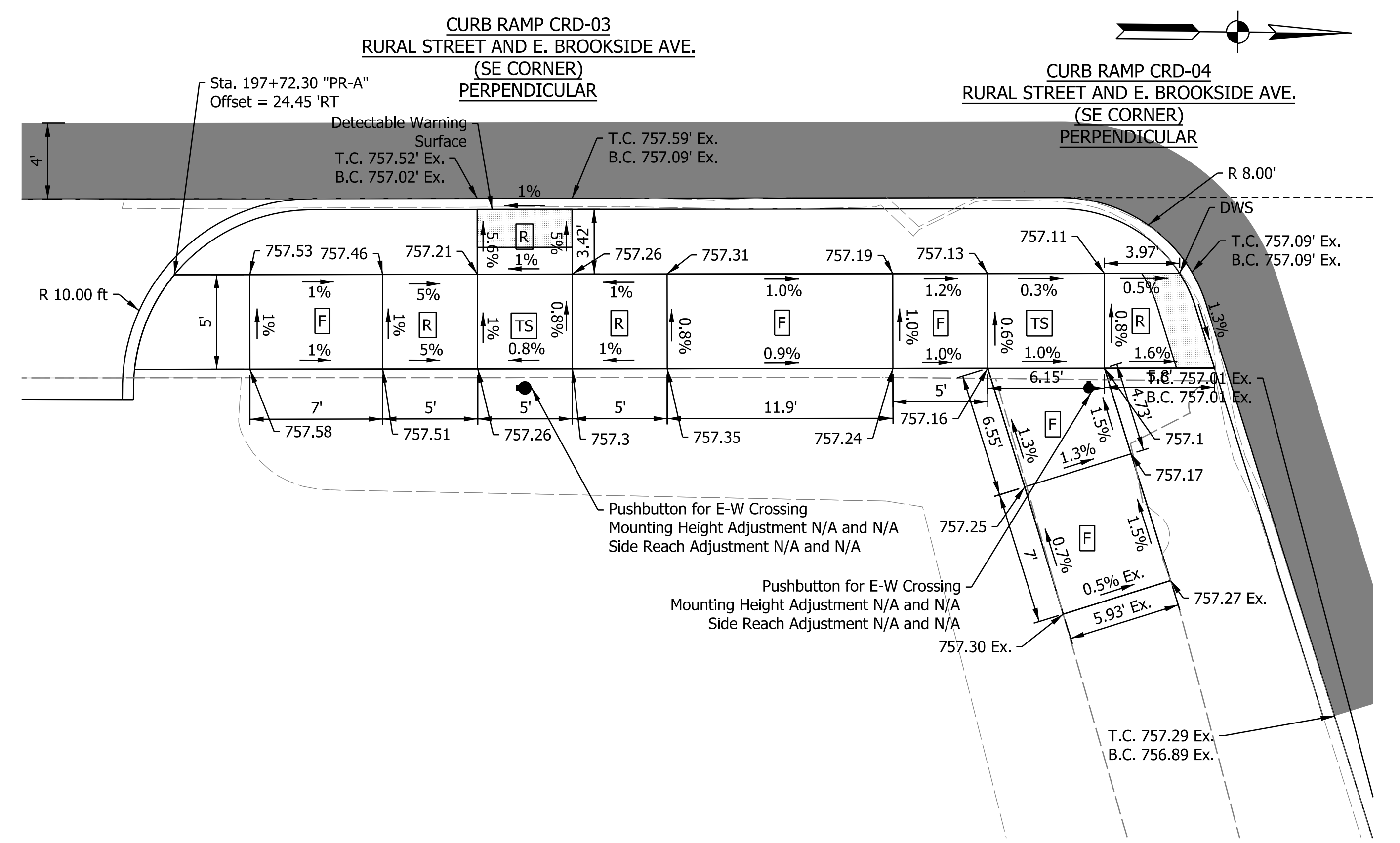
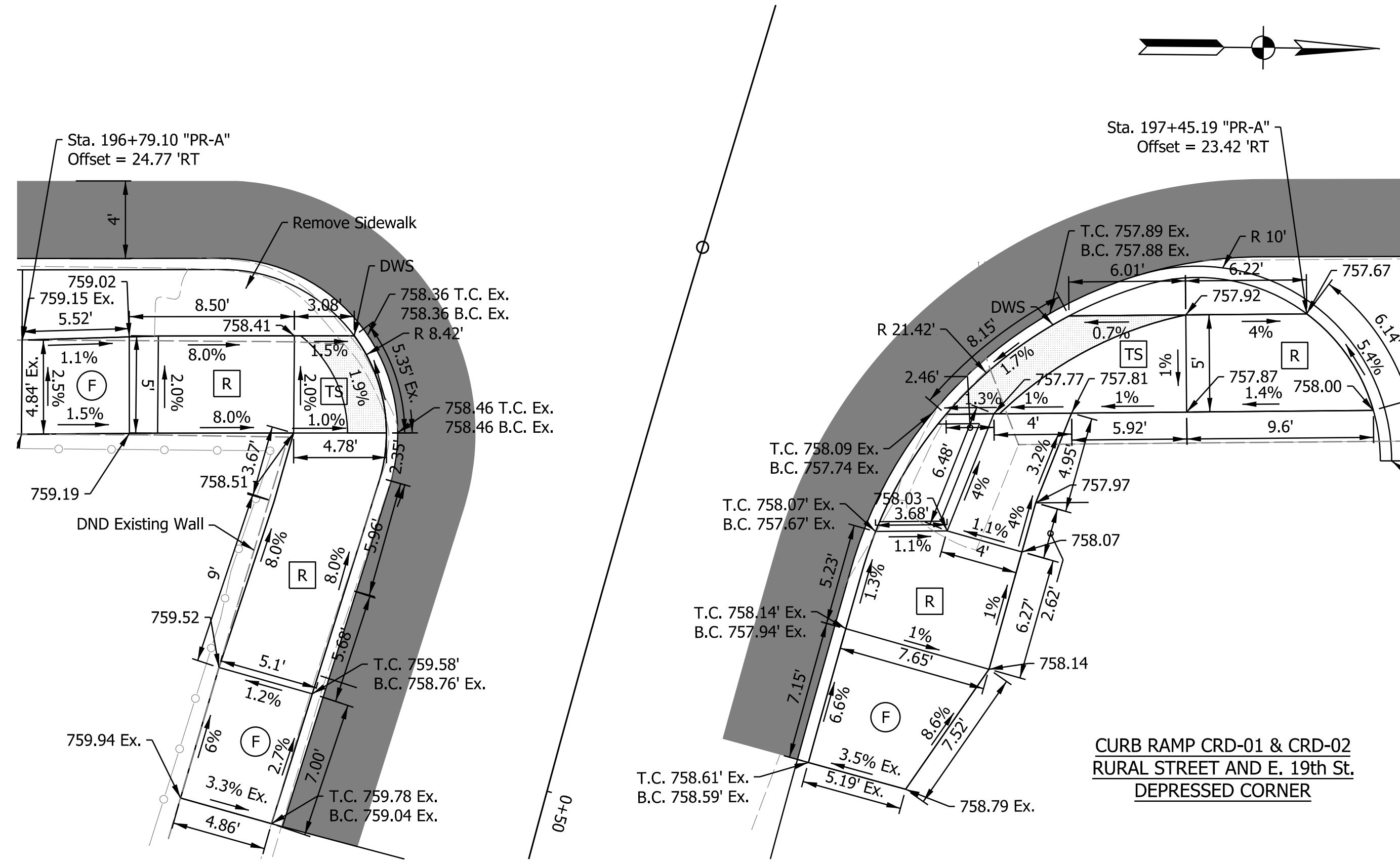
Notes:
1. See Construction Details Legend for callout information.
2. All stations measured from Line "PR-B" unless otherwise noted.

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: NAG	DRAWN: NAG	
CHECKED: CFS	CHECKED: CFS	

INDIANA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION DETAILS LINE "PR-B"

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1800715
	SHEETS CD-10 76 of 175
	CONTRACT T-40840



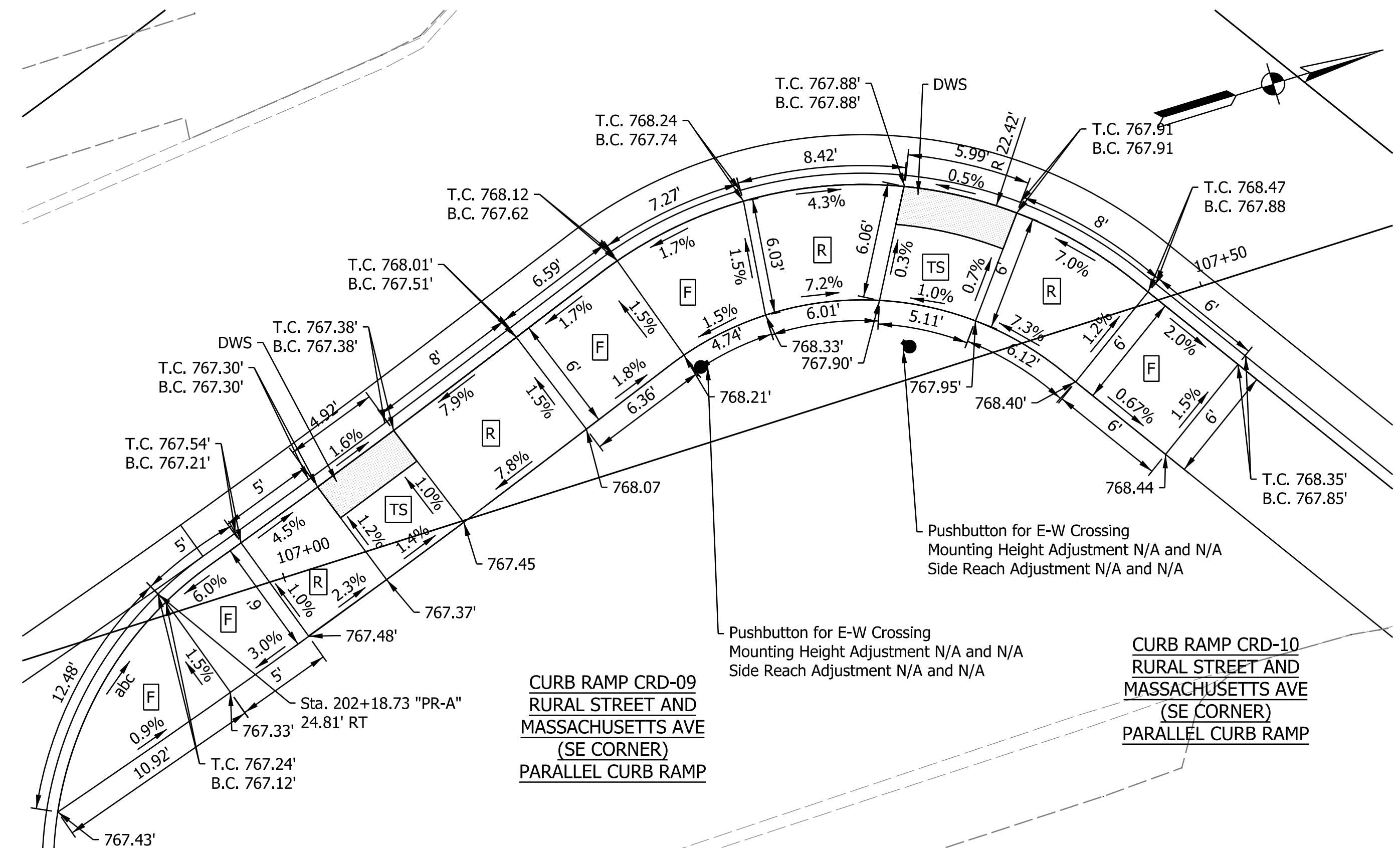
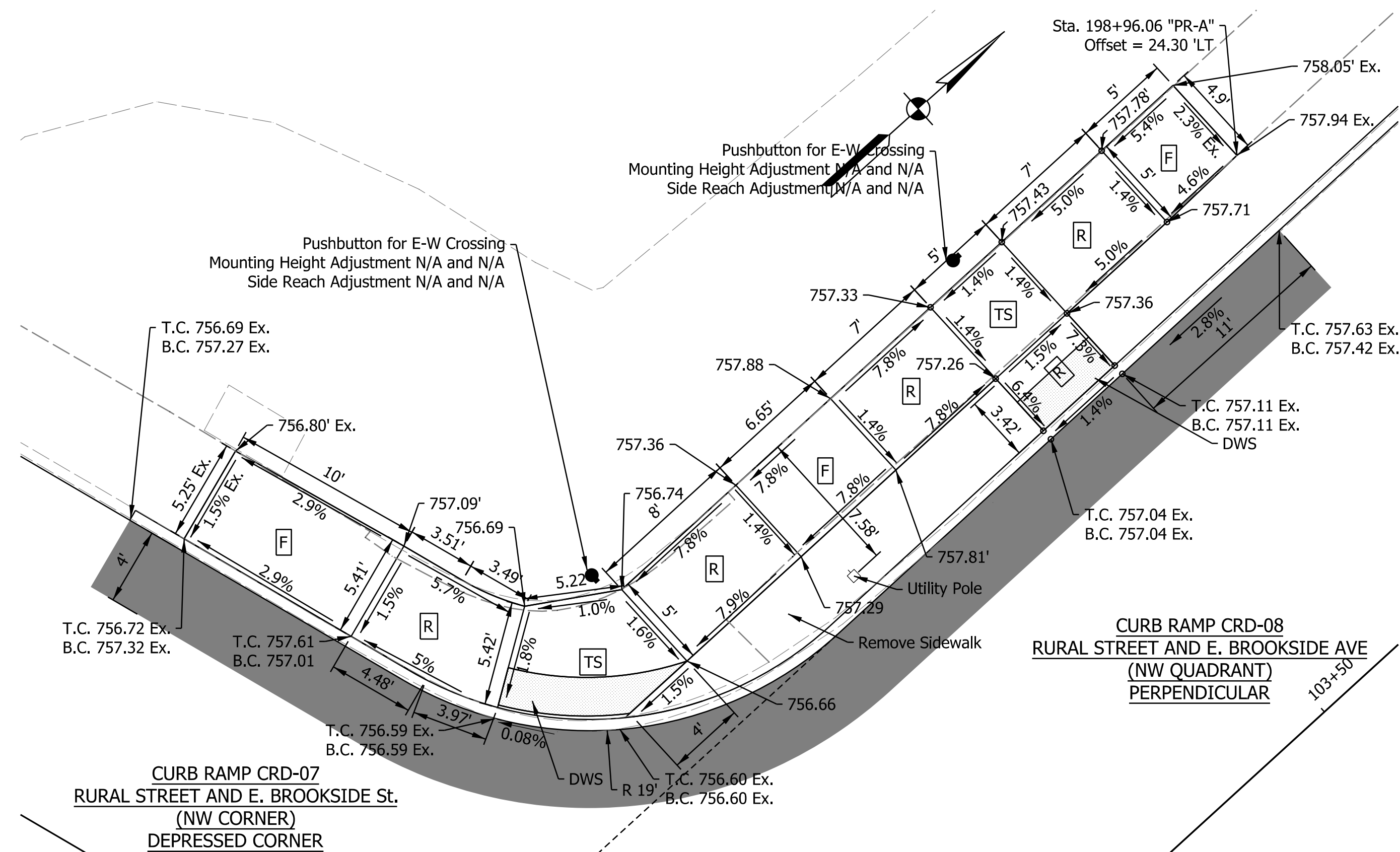
LEGEND		
TS	Turning Space	(T.C.) Top of Curb
R	Ramp	(B.C.) Bottom of Curb
F	Sidewalk, Concrete	
DWS	Detectable Warning Surface	
HMA	HMA Patching Full Depth, Type C	
Pushbutton	Pedestrian Pushbutton (Proposed)	

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	
DESIGNED: NAG	DRAWN: NAG
CHECKED: CFS	CHECKED: CFS

INDIANA DEPARTMENT OF TRANSPORTATION	
CURB RAMP DETAILS	

HORIZONTAL SCALE		BRIDGE FILE	
1" = 20'		N/A	
VERTICAL SCALE		DESIGNATION	
N/A		1800715	
SHEETS		CRD-01	
77		of 175	
CONTRACT		T-40840	



LEGEND

 Turning Space	(T.C.) Top of Curb	DWS Detectable Warning Surface
 Ramp	(B.C.) Bottom of Curb	 HMA Patching Full Depth, Type C
 Sidewalk, Concrete	 Pedestrian Pushbutton (Proposed)	

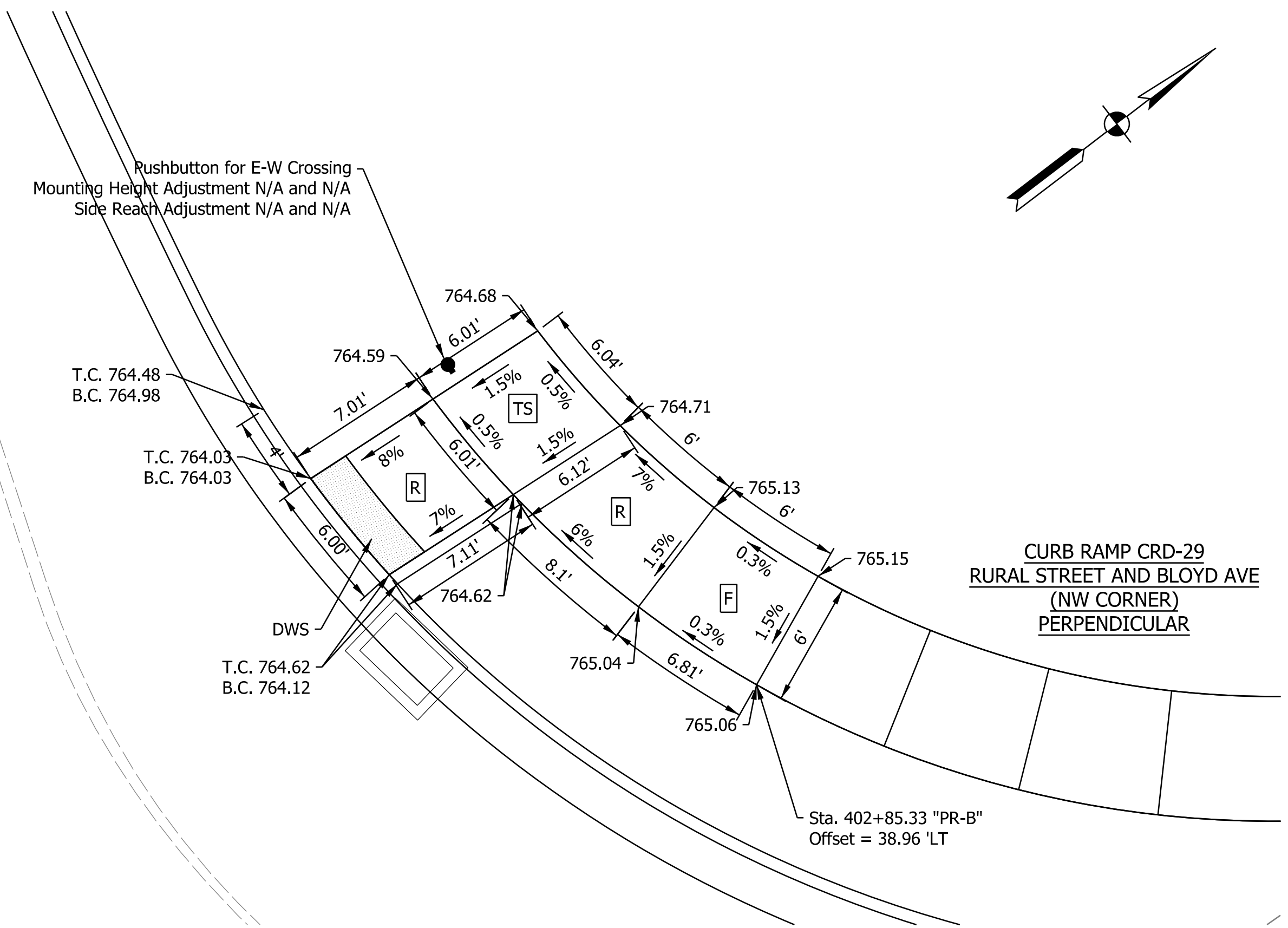
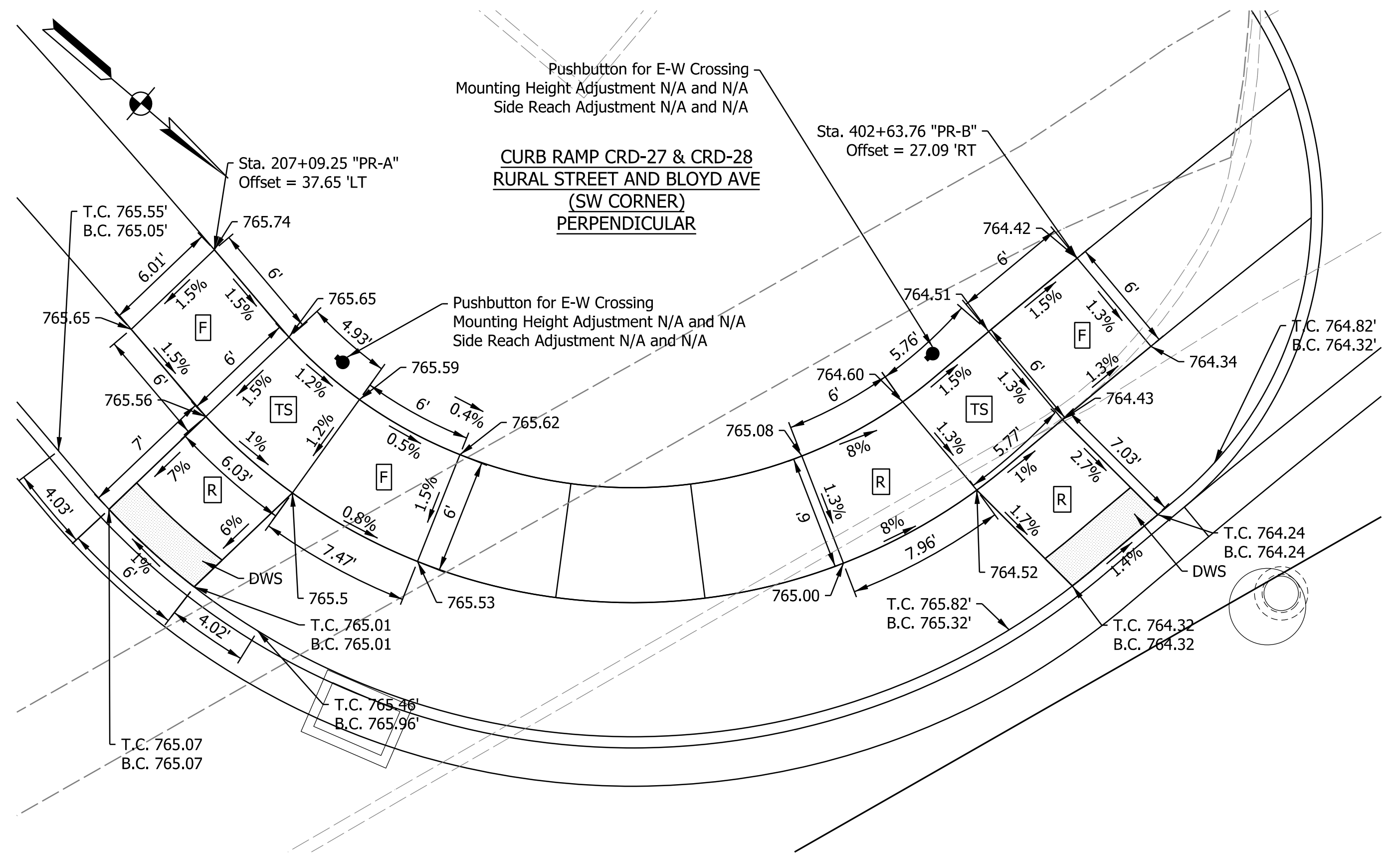
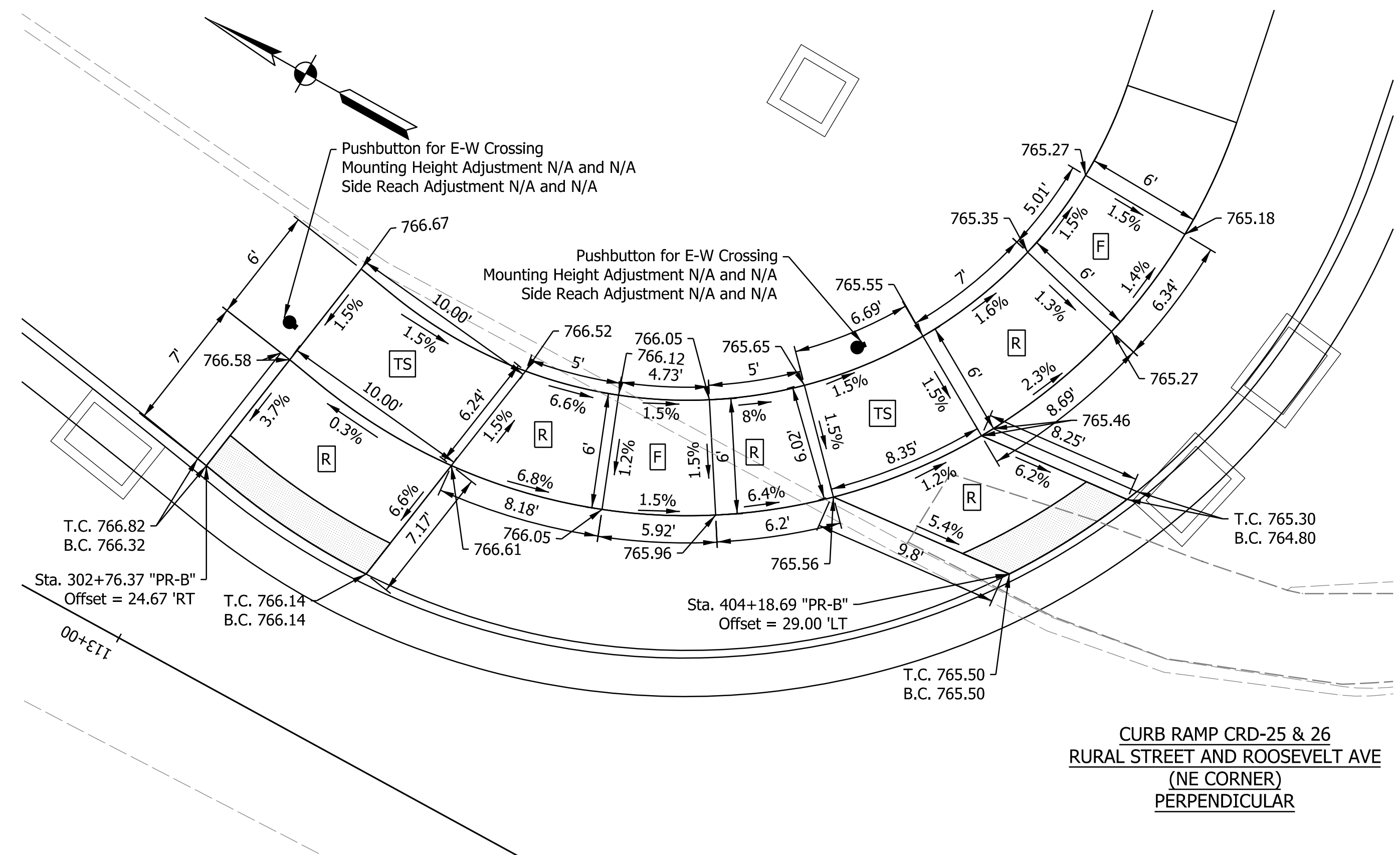
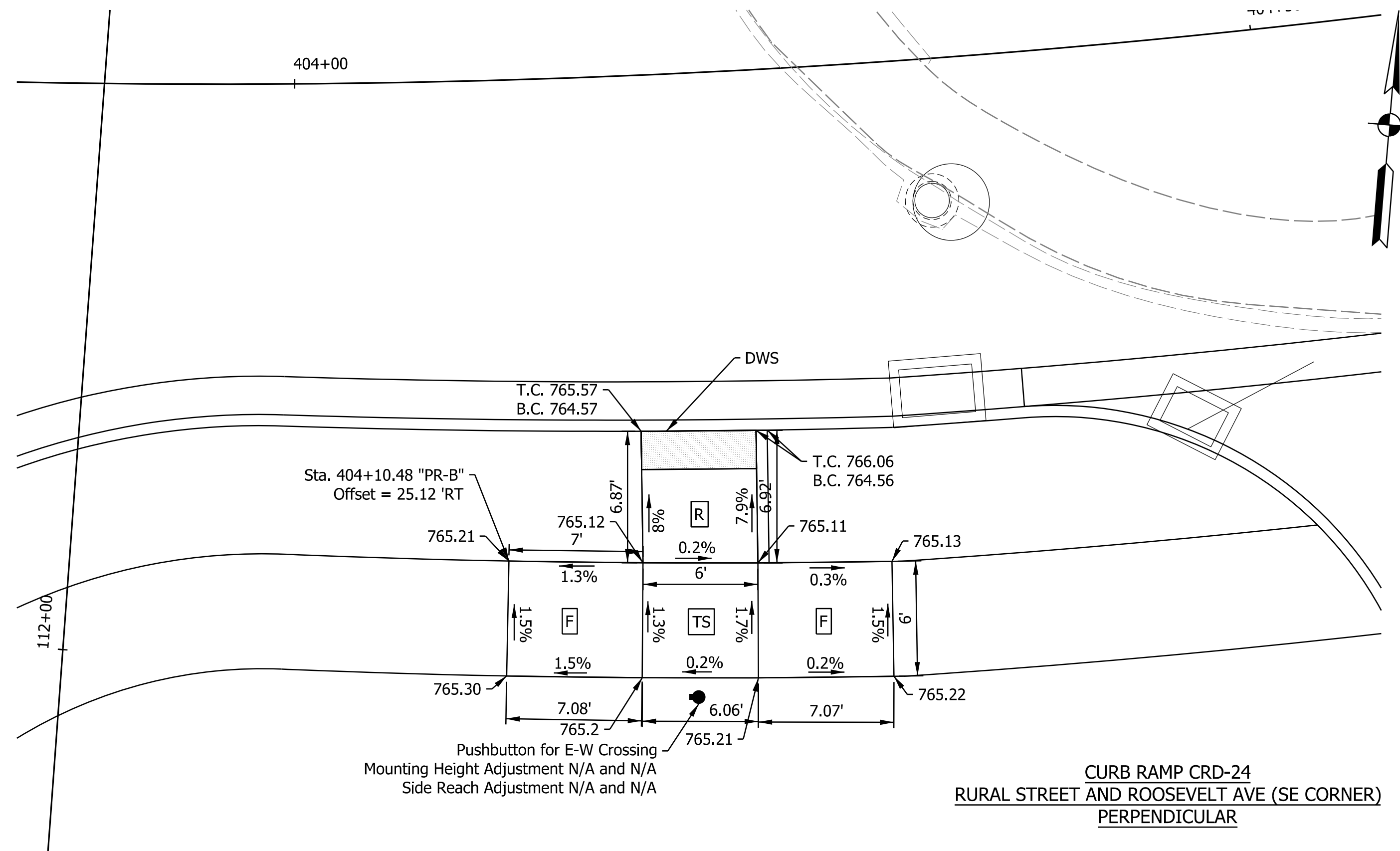
DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER DATE	
	DESIGNED: NAG	DRAWN: NAG
	CHECKED: CFS	CHECKED: CFS

INDIANA
DEPARTMENT OF TRANSPORTATION

CURB RAMP DETAILS

HORIZONTAL SCALE		BRIDGE FILE	
1" = 20'		N/A	
VERTICAL SCALE		DESIGNATION	
N/A		1800715	
	SHEETS CRD-02		
	78	of	175
	CONTRACT		
	T-40840		



LEGEND

- | | | | | |
|----|--------------------|-----------------------|-----|---------------------------------|
| TS | Turning Space | (T.C.) Top of Curb | DWS | Detectable Warning Surface |
| R | Ramp | (B.C.) Bottom of Curb | | HMA Patching Full Depth, Type C |
| F | Sidewalk, Concrete | | | |
| | | | | |

DRAFT
NOT FOR CONSTRUCTION

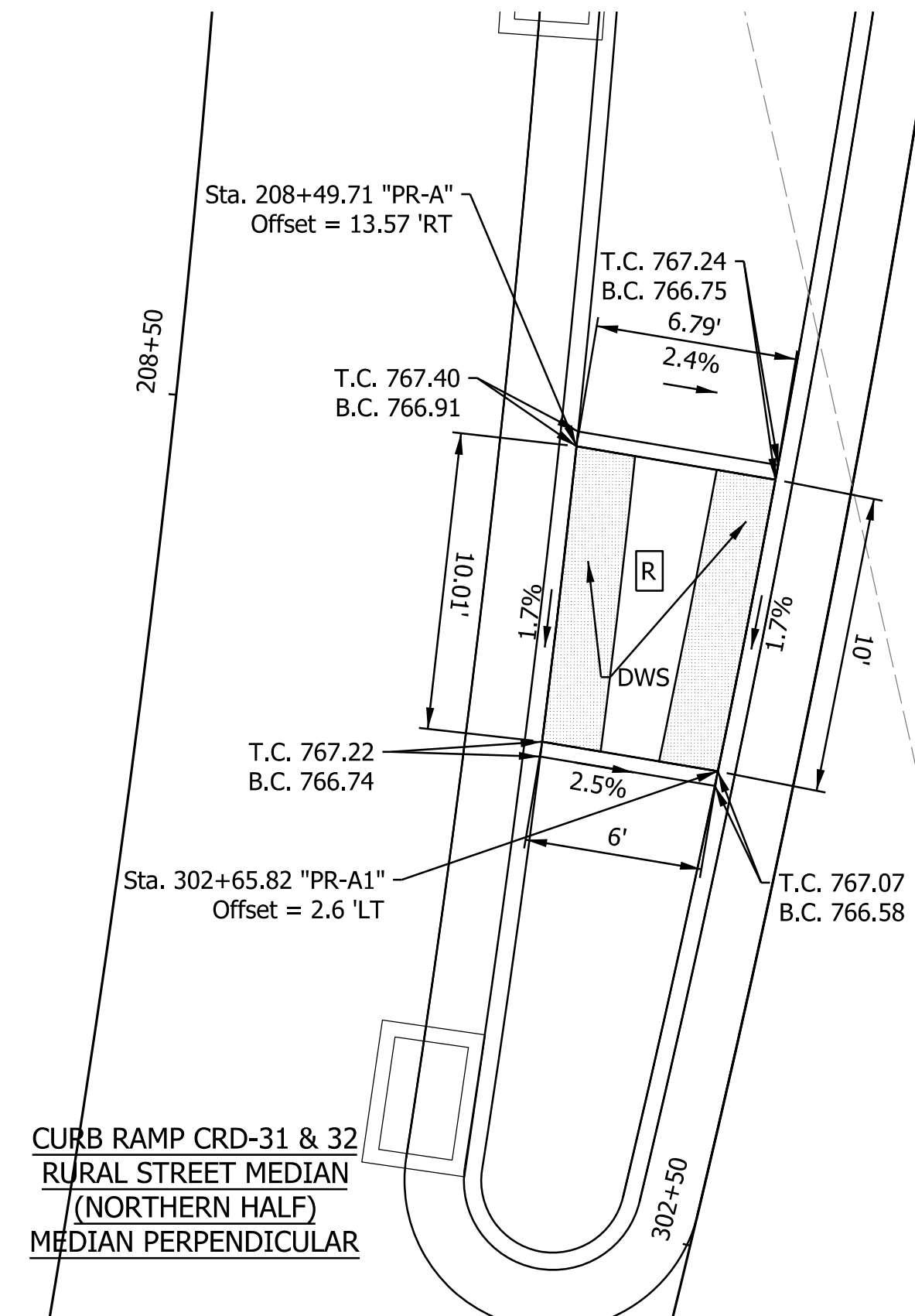
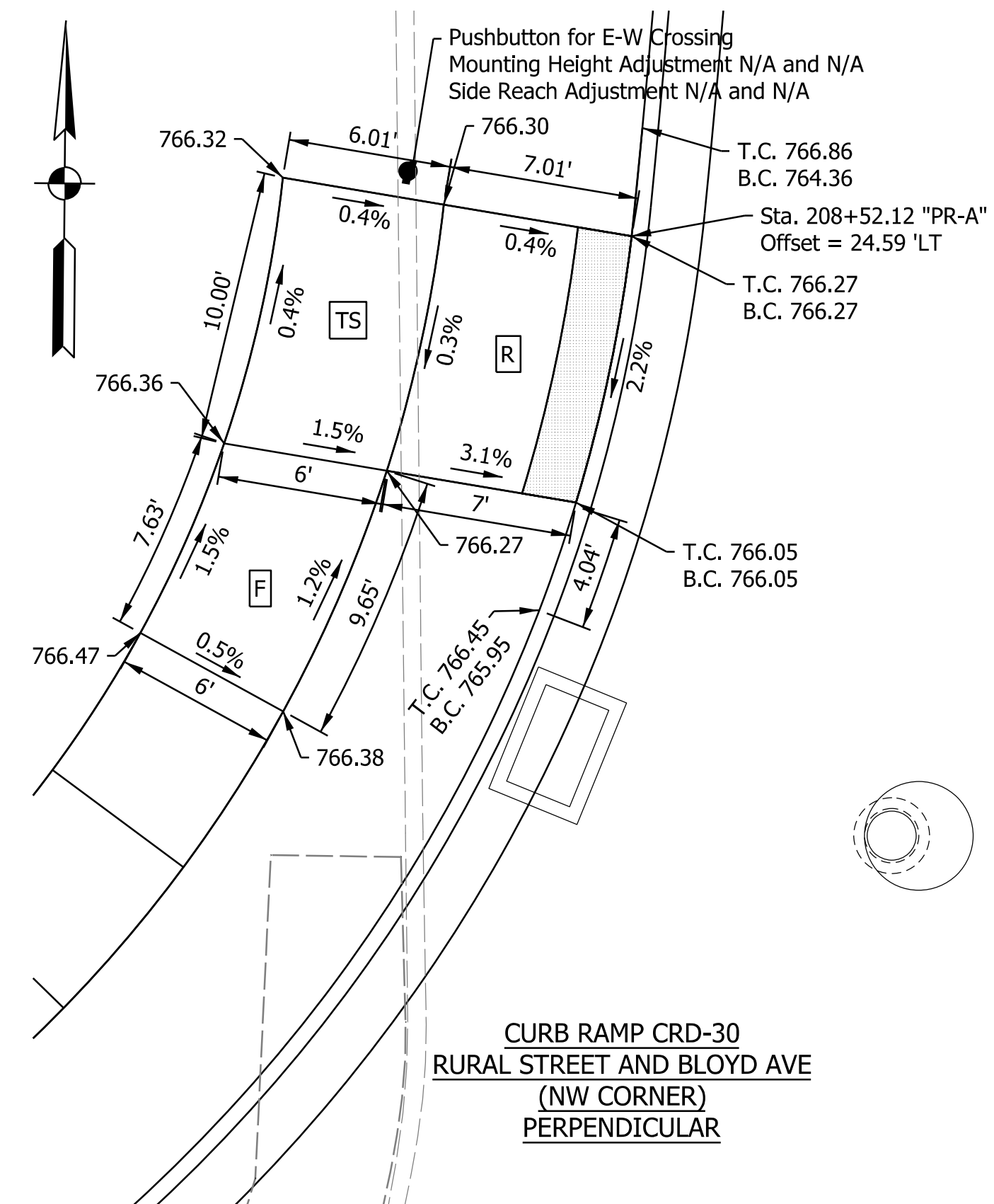
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DESIGNED: NAG	DRAWN: NAG	
CHECKED: CFS	CHECKED: CFS	

INDIANA
DEPARTMENT OF TRANSPORTATION

CURB RAMP DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800715
SHEETS	CRD-04
80	of 175
CONTRACT	
T-40840	

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LEGEND

TS Turning Space

(T.C.) Top of Curb

DWS Detectable Warning Surface

R Ramp

(B.C.) Bottom of Curb

 HMA Patching Full Depth, Type C

(F) Sidewalk, Concrete

 Pedestrian Pushbutton
(Proposed)

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED
FOR APPROVAL

DESIGN ENGINEER _____ DATE _____

DESIGNED:	CFS
-----------	-----

DRAWN:	CFS
--------	-----

CHECKED: DHC

CHECKED: _____ DHC _____

INDIANA
DEPARTMENT OF TRANSPORTATION

CURB RAMP DETAILS

HORIZONTAL SCALE

$$1'' = 20'$$

VERTICAL SCALE

N/A

BRIDGE FILE

N/A

N/A
DESIGNATION

1800715

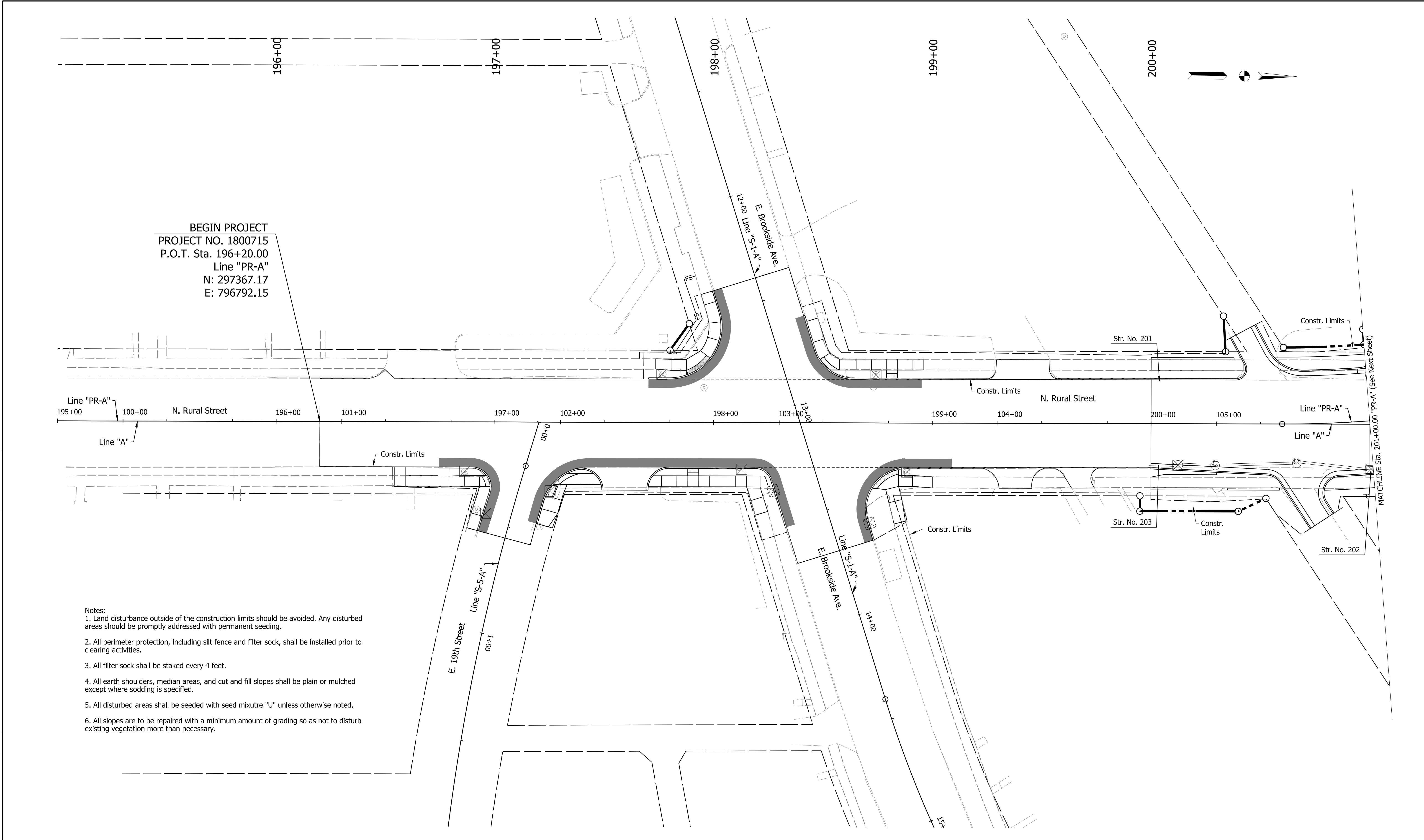
SHEETS CRD-05

81	of	175
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CONTRACT

T-40840

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- Notes:
1. Land disturbance outside of the construction limits should be avoided. Any disturbed areas should be promptly addressed with permanent seeding.
 2. All perimeter protection, including silt fence and filter sock, shall be installed prior to clearing activities.
 3. All filter sock shall be staked every 4 feet.
 4. All earth shoulders, median areas, and cut and fill slopes shall be plain or mulched except where sodding is specified.
 5. All disturbed areas shall be seeded with seed mixutre "U" unless otherwise noted.
 6. All slopes are to be repaired with a minimum amount of grading so as not to disturb existing vegetation more than necessary.

Permanent Riprap

Temporary Check Dam, Traversable

Inlet Protection

Erosion Control Blanket

Area of Crossover for Maintenance of Traffic

Wetlands

EROSION CONTROL LEGEND

Filter Sock (6" Dia. Min.)

Offsite Drainage Entering The Site

Water Leaving the Site

Construction Limits

Existing Jurisdictional Stream

Protected Resource Fence

Temporary Seeding

Temporary Check Dam, Modified

DRAFT

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER

DATE

DESIGNED: CFS

DRAWN: CFS

CHECKED: DHC

CHECKED: DHC

INDIANA
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS
LINE "PR-A"

HORIZONTAL SCALE
1" = 20'

VERTICAL SCALE
N/A

BRIDGE FILE
N/A

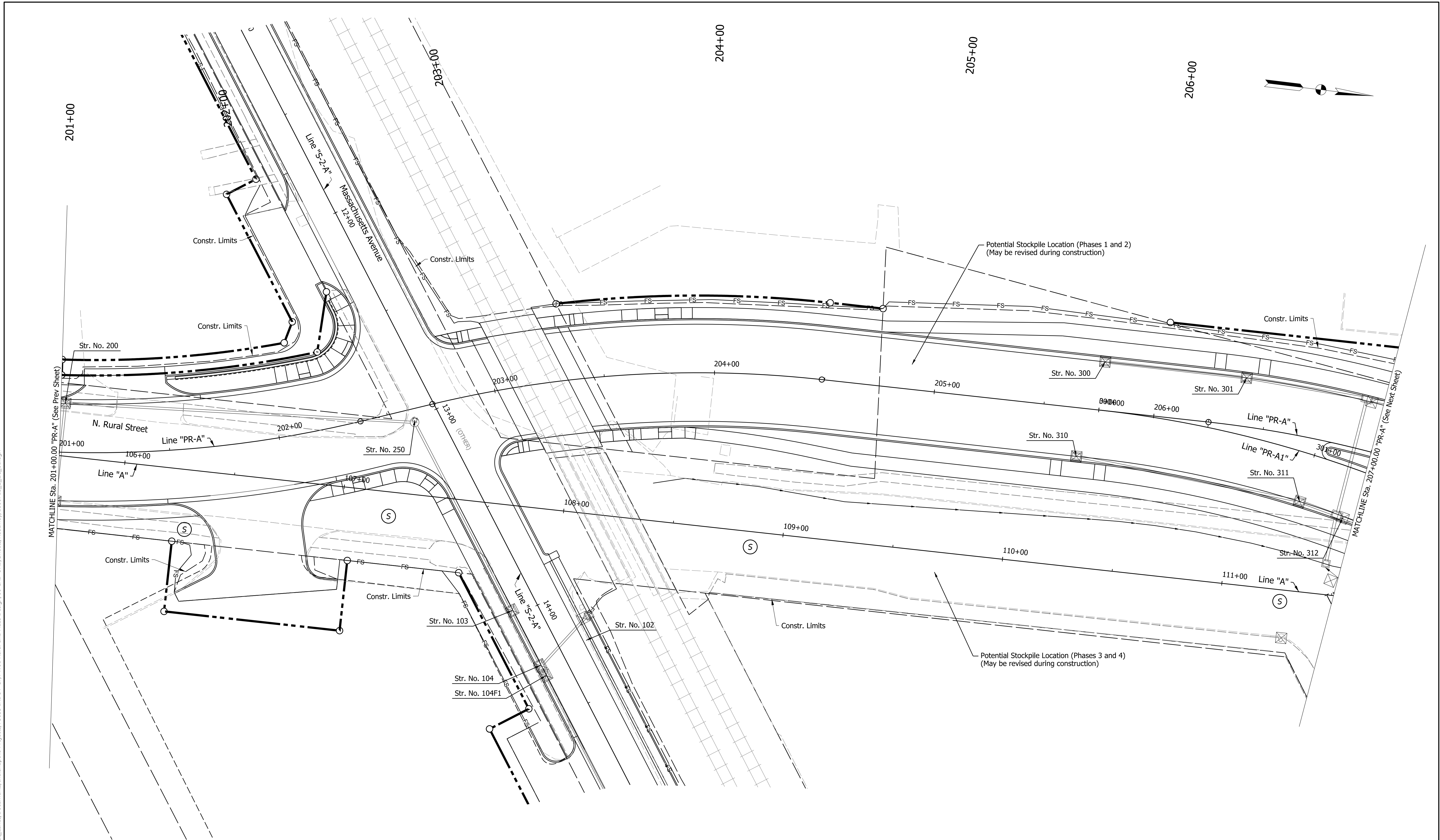
DESIGNATION
1800715

SHEETS
82 of 175

EC-01

CONTRACT
T-40840

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Permanent Riprap

Temporary Check Dam, Traversable

Inlet Protection

Erosion Control Blanket

Area of Crossover for Maintenance of Traffic

Wetlands

EROSION CONTROL LEGEND

FS Filter Sock (6" Dia. Min.)

Offsite Drainage Entering The Site

Water Leaving the Site

Construction Limits

Existing Jurisdictional Stream

Protected Resource Fence

Temporary Seeding

Temporary Check Dam, Modified

DRAFT

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGNED: CFS

CHECKED: DHC

DESIGN ENGINEER

DRAWN: CFS

CHECKED: DHC

DATE

INDIANA DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS

LINE "PR-A"

HORIZONTAL SCALE

1" = 20'

VERTICAL SCALE

N/A

BRIDGE FILE

N/A

DESIGNATION

1800715

SHEETS

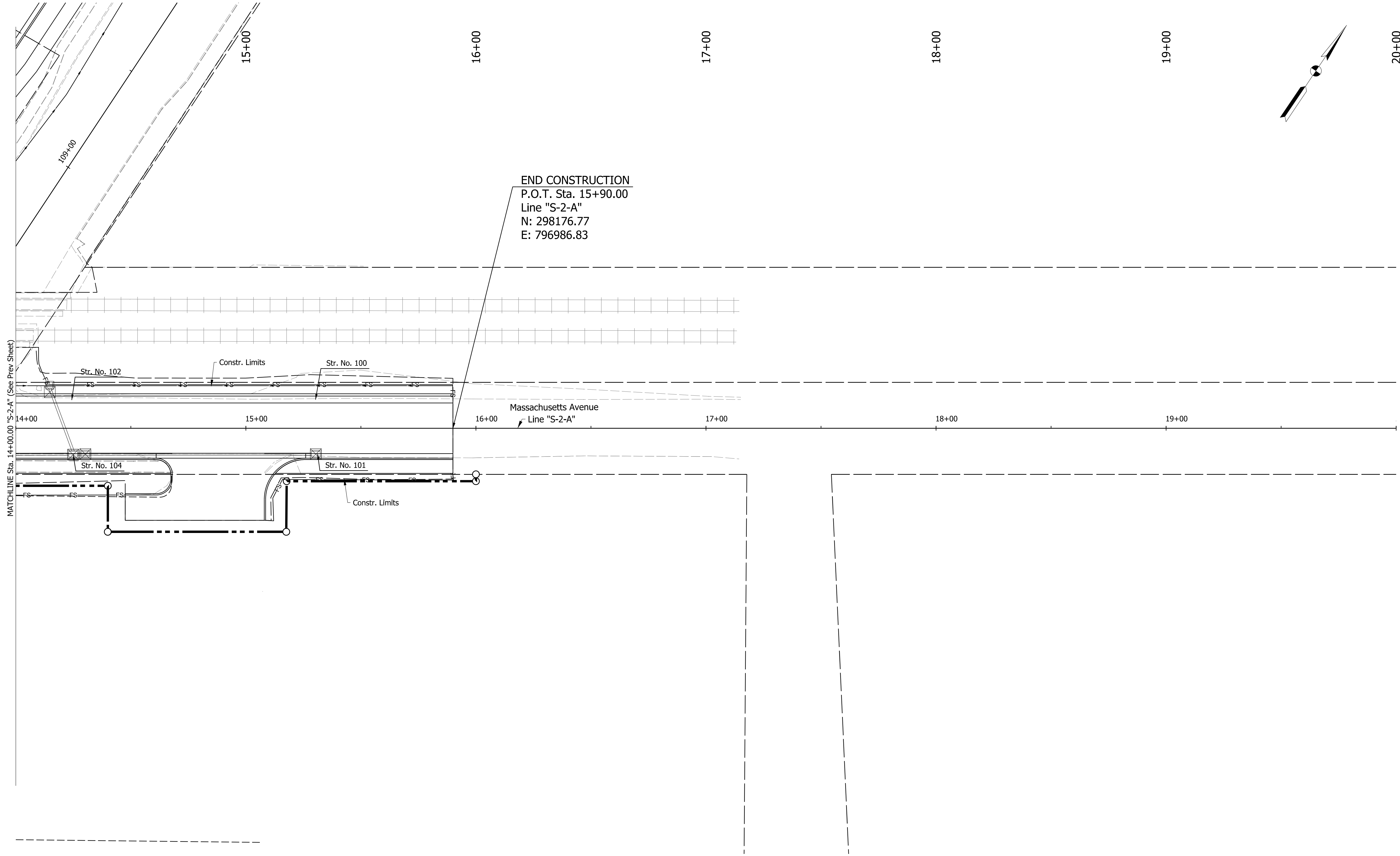
83 of 175

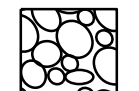
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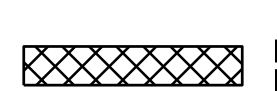
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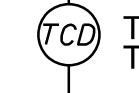
T-40840

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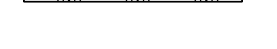
 Permanent Riprap

 Erosion Control Blanket

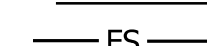
 Temporary Check Dam, Traversable

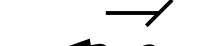
 Area of Crossover for Maintenance of Traffic

 Inlet Protection

 Wetlands

EROSION CONTROL LEGEND

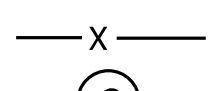
 FS Filter Sock (6" Dia. Min.)

 Offsite Drainage Entering The Site

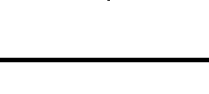
 Water Leaving the Site

 Construction Limits

 Existing Jurisdictional Stream

 X Protected Resource Fence

 S Temporary Seeding

 RRM Temporary Check Dam, Modified

DRAFT
NOT FOR CONSTRUCTION

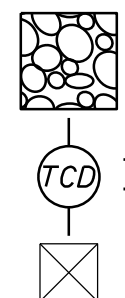
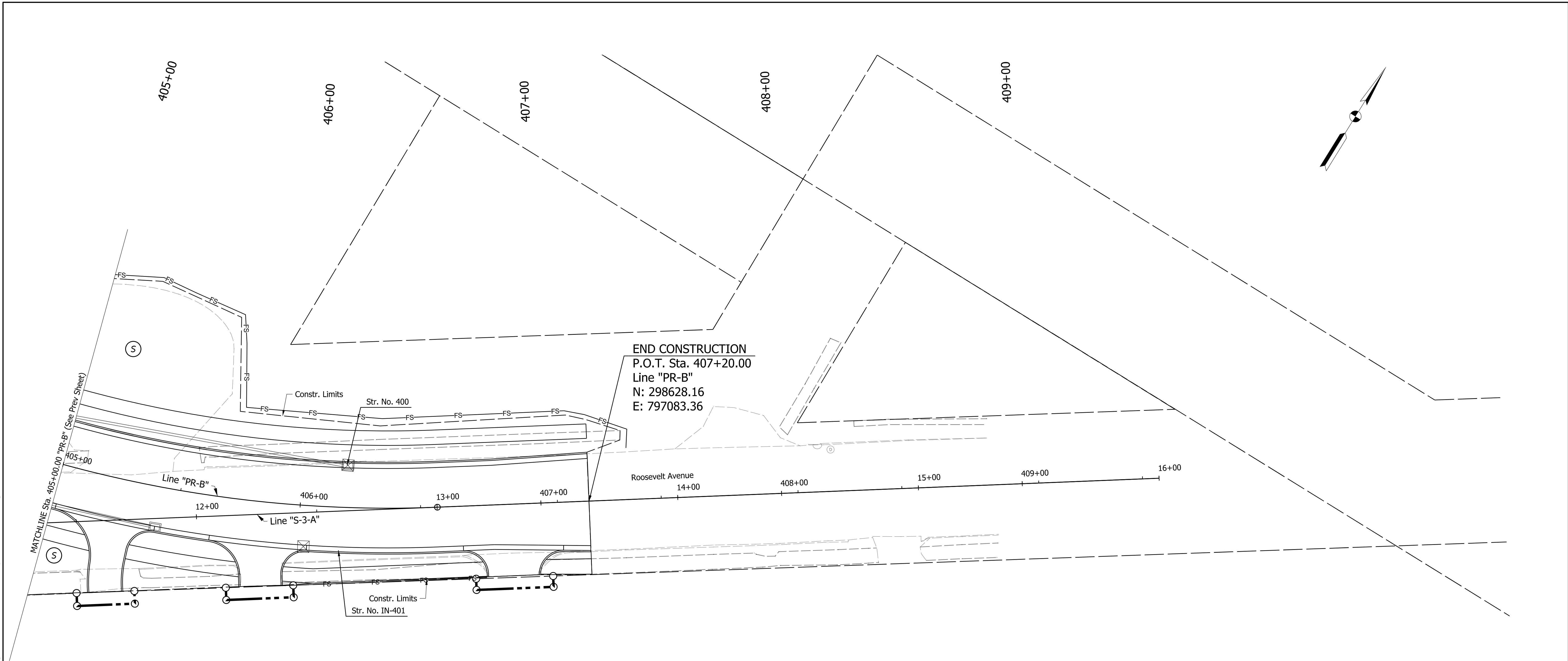
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DESIGNED: _____ CFS	DRAWN: _____ CFS
CHECKED: _____ DHC	CHECKED: _____ DHC

INDIANA
DEPARTMENT OF TRANSPORTATION

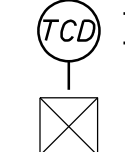
EROSION CONTROL DETAILS
LINE "S-2-A"

HORIZONTAL SCALE 1" = 20'		BRIDGE FILE N/A	
VERTICAL SCALE N/A		DESIGNATION 1800715	
		SHEETS EC-05	
86		of	175
		CONTRACT T-40840	

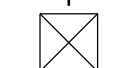
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Permanent Riprap



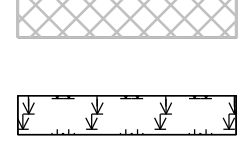
Temporary Check Dam,
Traversable



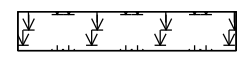
Inlet Protection



Erosion Control
Blanket



Area of Crossover for
Maintenance of Traffic



Wetlands

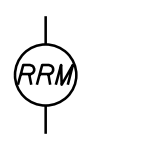
EROSION CONTROL LEGEND

- FS Filter Sock (6" Dia. Min.)
- Offsite Drainage Entering The Site
- Water Leaving the Site
- Construction Limits
- Existing Jurisdictional Stream

— X — Protected Resource Fence



Temporary Seeding



Temporary Check Dam,
Modified

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED
FOR APPROVAL

DESIGNED: JKTH

CHECKED: AHD

DRAWN: JKTH

CHECKED: AHD

DESIGN ENGINEER DATE

INDIANA
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS
LINE "PR-B"

HORIZONTAL SCALE

1" = 20'

VERTICAL SCALE

N/A

BRIDGE FILE

N/A

DESIGNATION

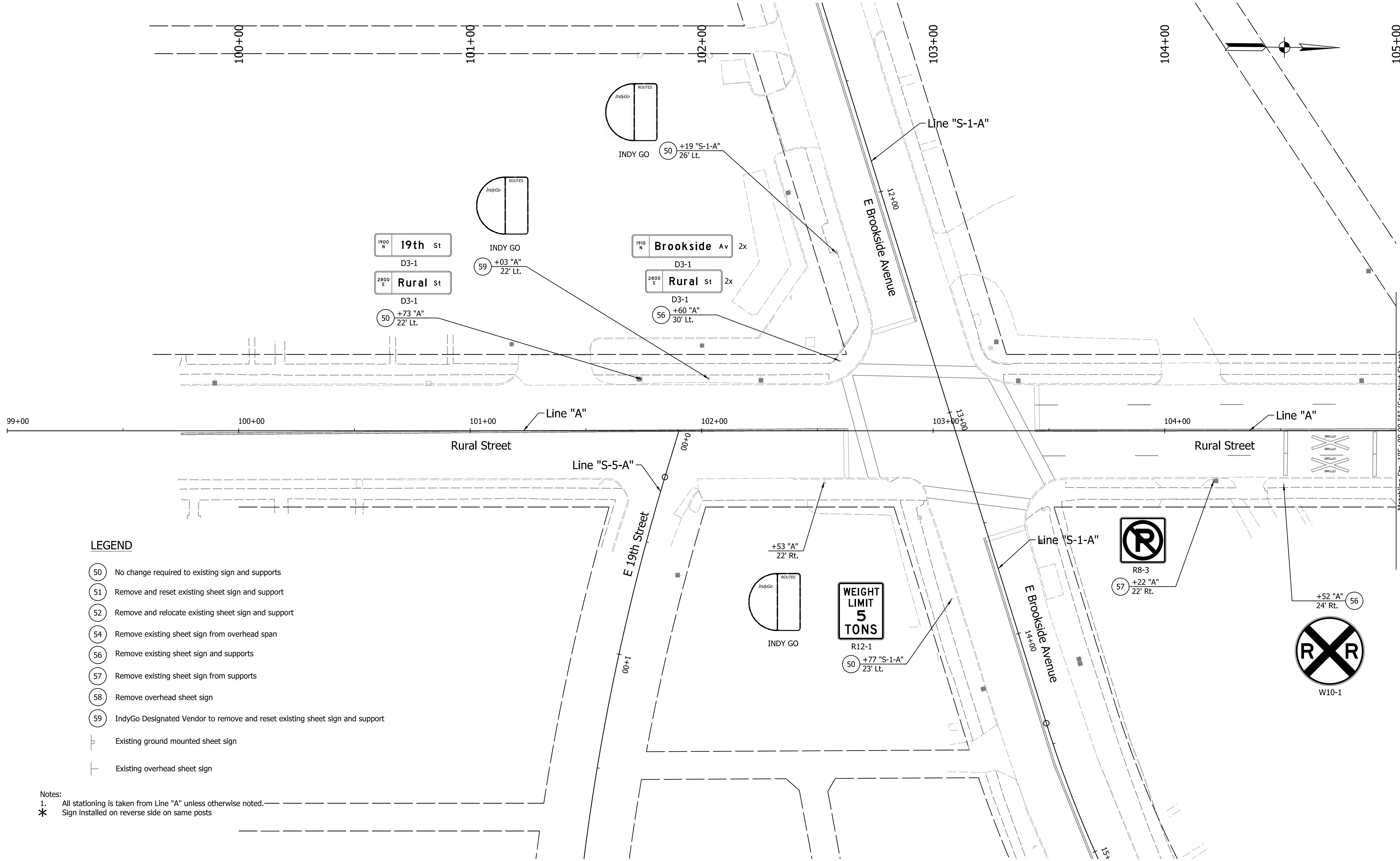
1800715

SHEETS EC-07

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CONTRACT
T-40840

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LEGEND

- 50 No change required to existing sign and supports
- 51 Remove and reset existing sheet sign and support
- 52 Remove and relocate existing sheet sign and support
- 54 Remove existing sheet sign from overhead span
- 56 Remove existing sheet sign and supports
- 57 Remove existing sheet sign from supports
- 58 Remove overhead sheet sign
- 59 IndyGo Designated Vendor to remove and reset existing sheet sign and support

- Existing ground mounted sheet sign
- Existing overhead sheet sign

Notes:
1. All stationing is taken from Line "A" unless otherwise noted.
* Sign installed on reverse side on same posts

DRAFT
NOT FOR CONSTRUCTION

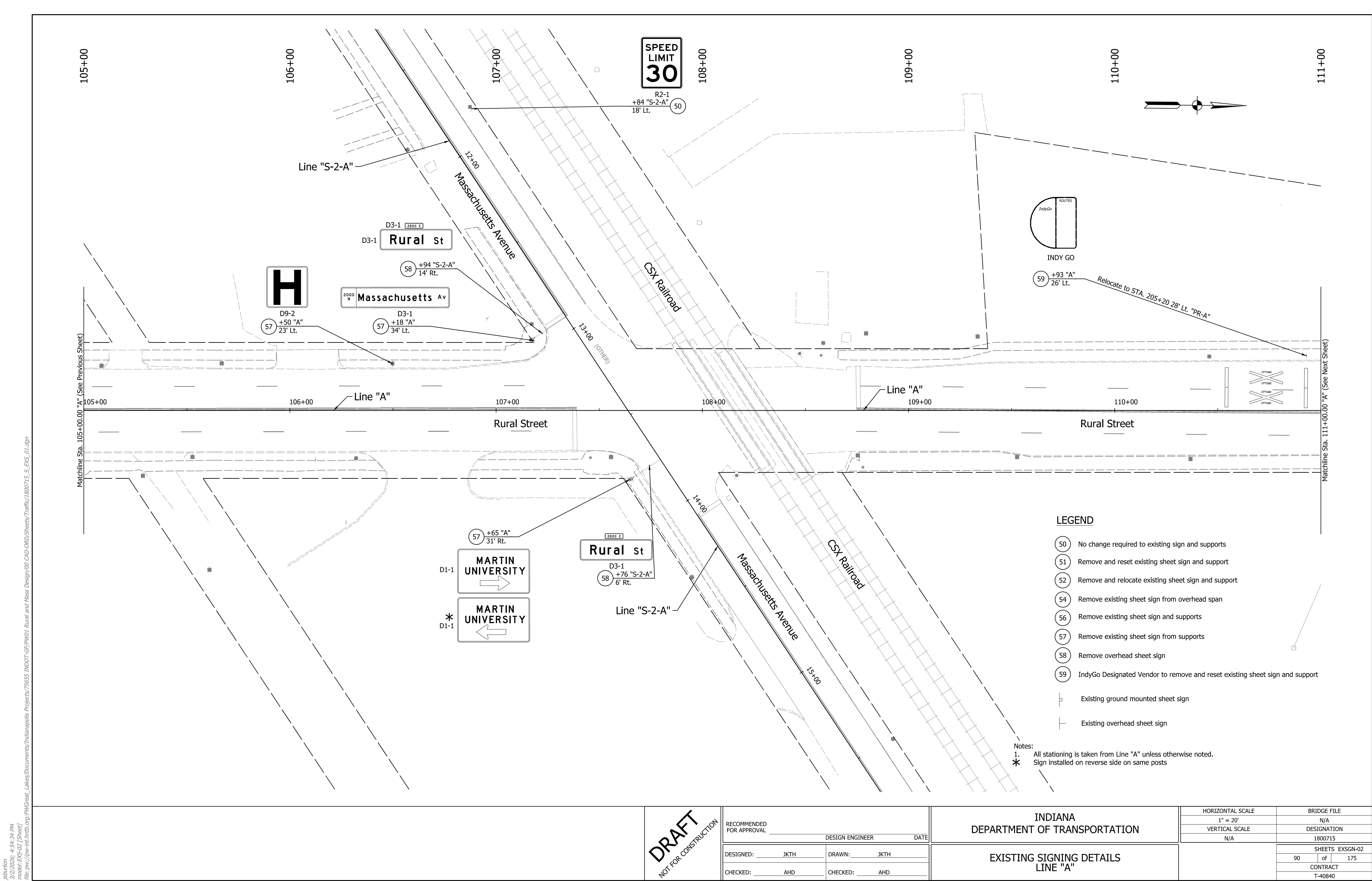
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DESIGNED: _____ JKTH	DRAWN: _____ JKTH		
CHECKED: _____ AHD	CHECKED: _____ AHD		

INDIANA
DEPARTMENT OF TRANSPORTATION

EXISTING SIGNING DETAILS
LINE "A"

HORIZONTAL SCALE		BRIDGE FILE	
1" = 20'		N/A	
VERTICAL SCALE		DESIGNATION	
N/A		1800715	
		SHEETS EXSGN-01	
		89	of 175
		CONTRACT	
		T-40840	

Matchline Sta. 105+00.00 "A" (See Next Sheet)



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DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED:	JKTH	DRAWN:	JKTH
CHECKED:	AHD	CHECKED:	AHD

INDIANA DEPARTMENT OF TRANSPORTATION	
EXISTING SIGNING DETAILS LINE "A"	

HORIZONTAL SCALE		BRIDGE FILE	
1" = 20'		N/A	
VERTICAL SCALE		DESIGNATION	
N/A		1800715	
		SHEETS EXSGN-02	
90		of	175
		CONTRACT	
		T-40840	

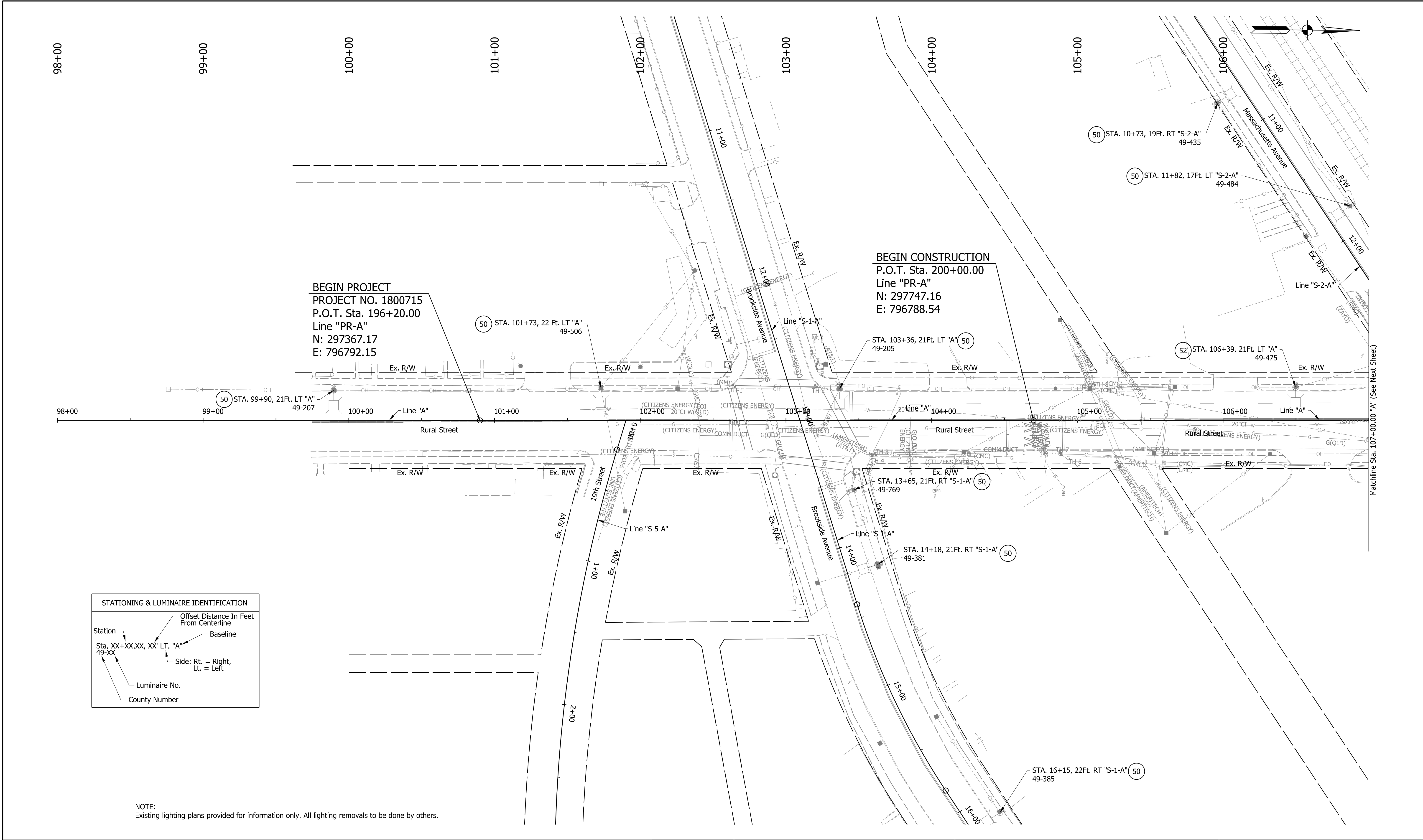


DRAFT
NOT FOR CONSTRUCTION

Notes:

1. All stationing is taken from Line "A" unless otherwise noted.

* Sign installed on reverse side on same posts



STATIONING & LUMINAIRE IDENTIFICATION

Station
Sta. XX+XX.XX, XX' LT. "A"
49-XX

Offset Distance In Feet From Centerline
Baseline
Side: Rt. = Right, Lt. = Left

Luminaire No.
County Number

NOTE:
Existing lighting plans provided for information only. All lighting removals to be done by others.

LIGHTING PLAN LEGEND

- Existing Roadway Luminaire on Non-Breakaway Base (Timber Pole)
- Existing Roadway Luminaire, Remove
- Existing Roadway Luminaire to Remain

DRAFT
NOT FOR CONSTRUCTION

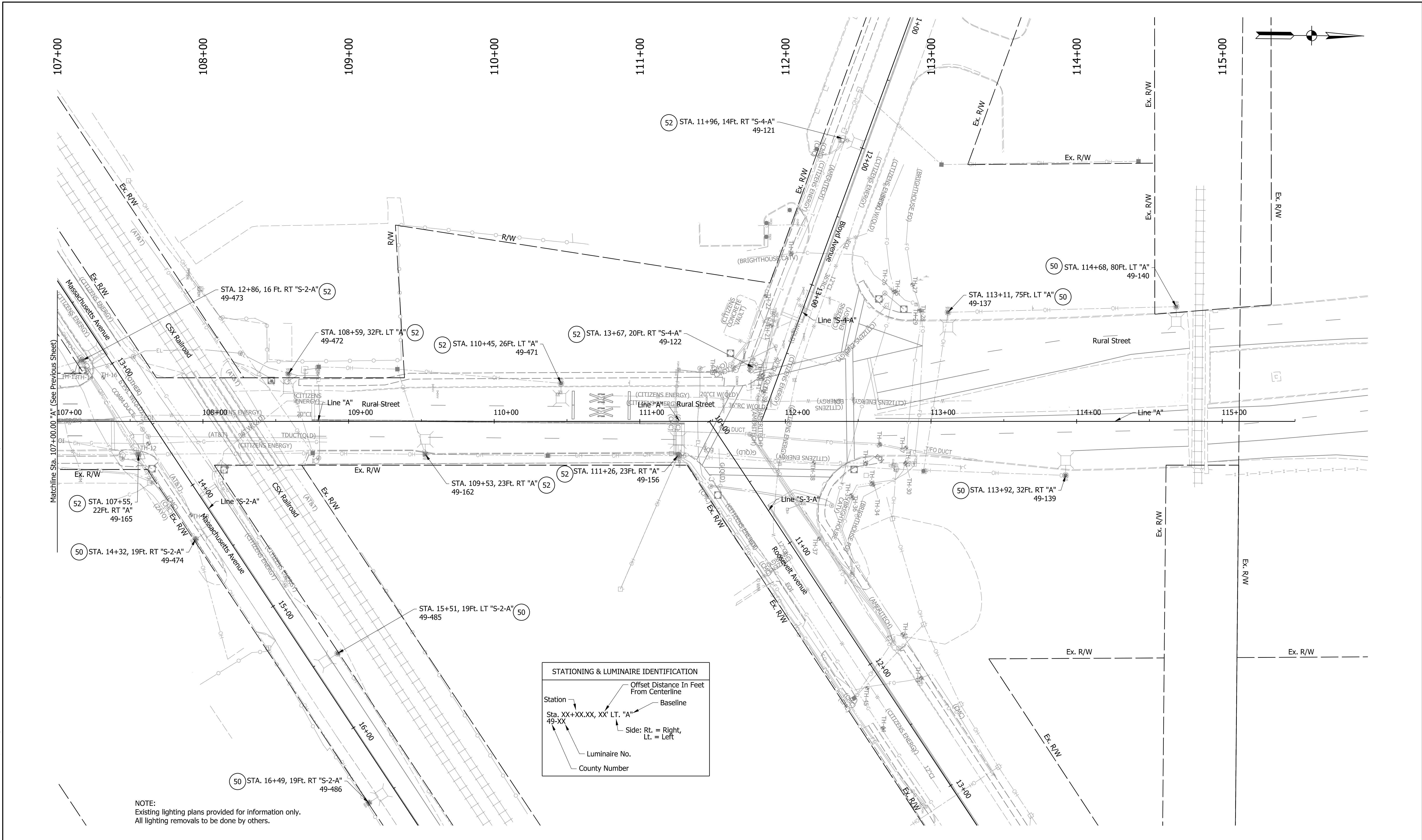
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DESIGNED: _____ JKTH		DRAWN: _____ JKTH	
CHECKED: _____ AHD		CHECKED: _____ AHD	

INDIANA
DEPARTMENT OF TRANSPORTATION

EXISTING LIGHTING DETAILS

HORIZONTAL SCALE 1" = 30'		BRIDGE FILE N/A	
VERTICAL SCALE N/A		DESIGNATION 1800715	
		SHEETS EXLT-01	
		92	of 175
		CONTRACT T-40840	

jsburton
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LIGHTING PLAN LEGEND

- Existing Roadway Luminaire on Non-Breakaway Base (Timber Pole)
- Existing Roadway Luminaire, Remove
- Existing Roadway Luminaire to Remain

DRAFT
NOT FOR CONSTRUCTION

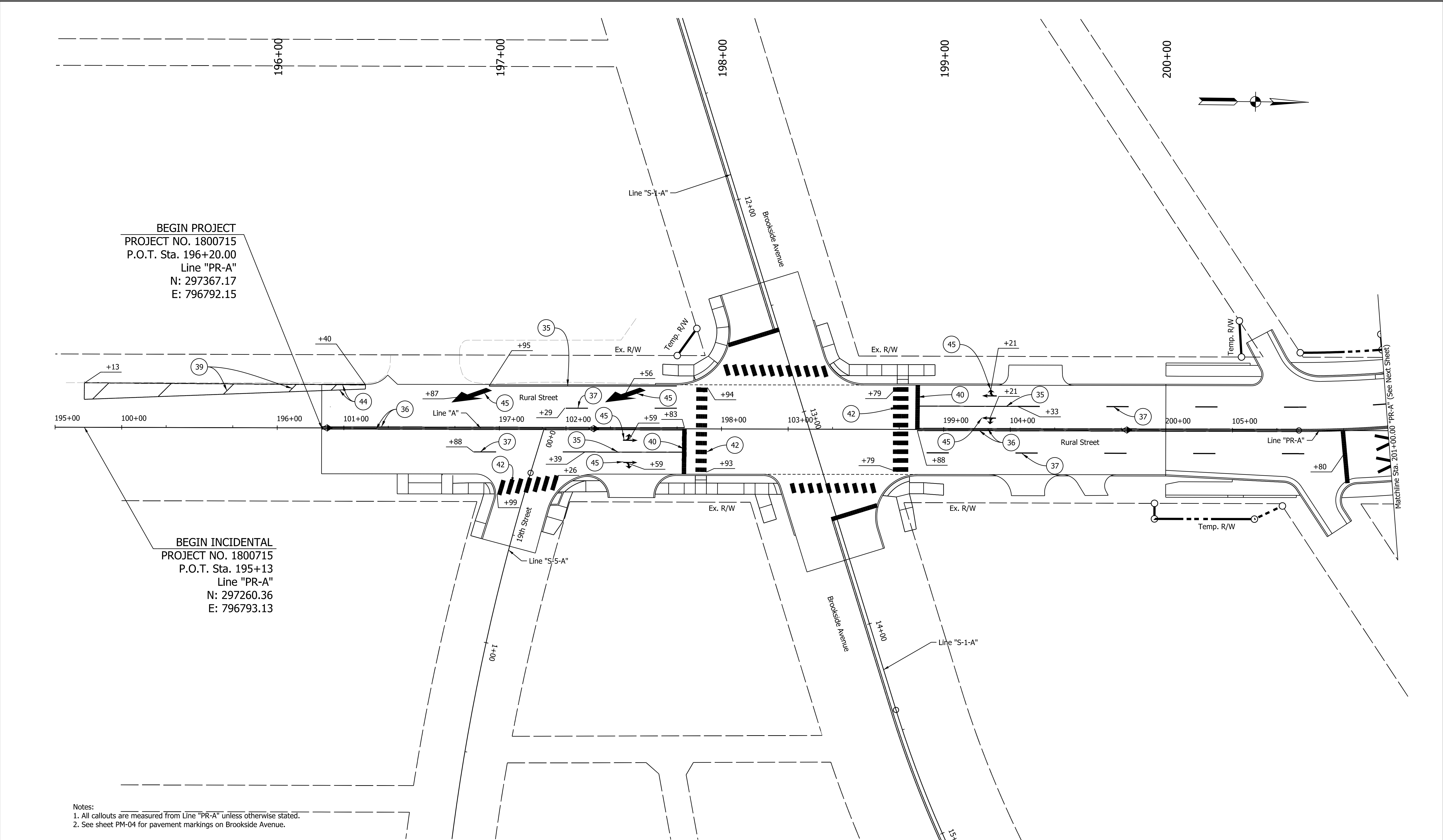
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JKTH	DRAWN: JKTH	
CHECKED: AHD	CHECKED: AHD	

INDIANA
DEPARTMENT OF TRANSPORTATION

EXISTING LIGHTING DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800715
SHEETS	EXLT-02
93 of 175	
CONTRACT	
T-40840	

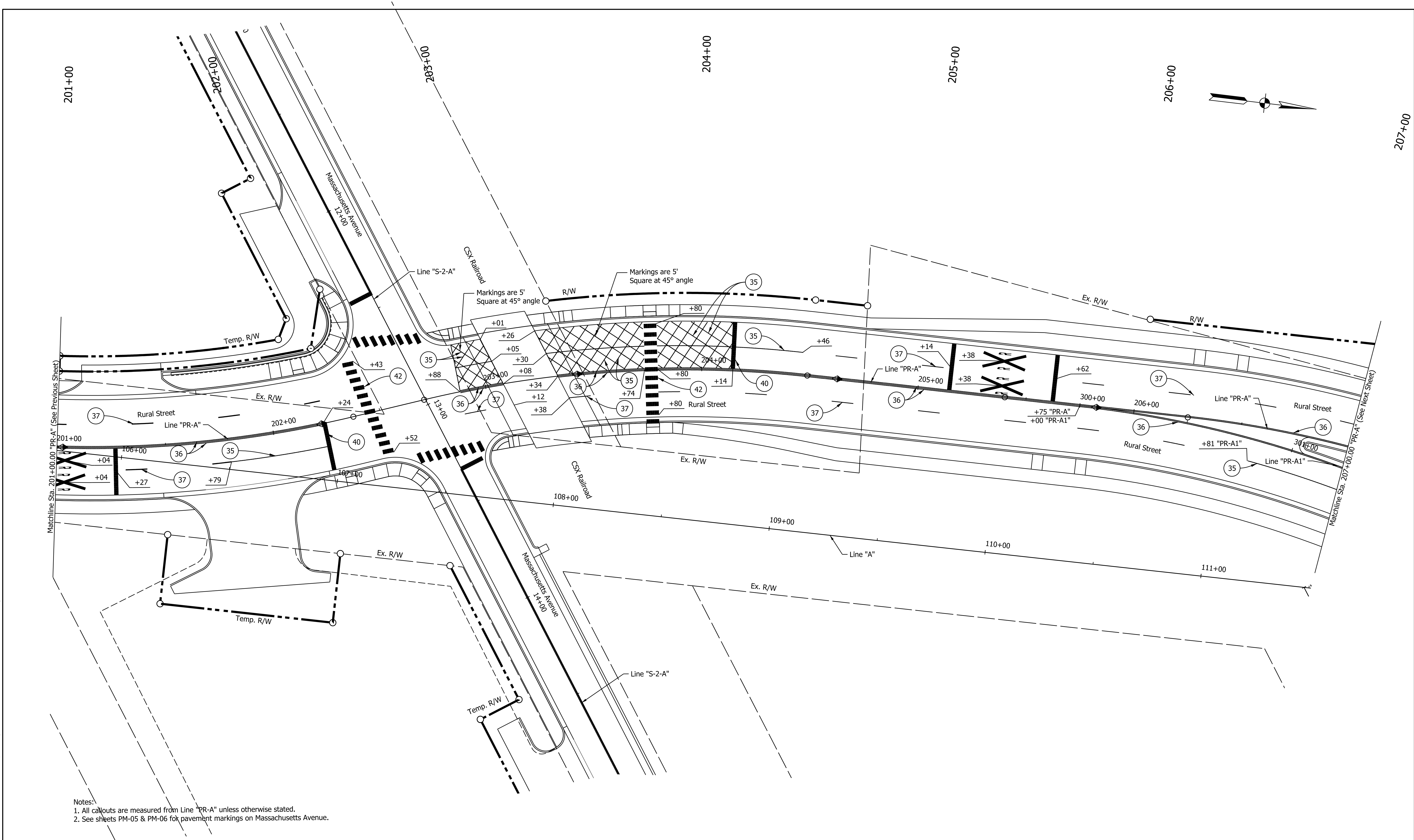
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Notes:
1. All callouts are measured from Line "PR-A" unless otherwise stated.
2. See sheet PM-04 for pavement markings on Brookside Avenue.

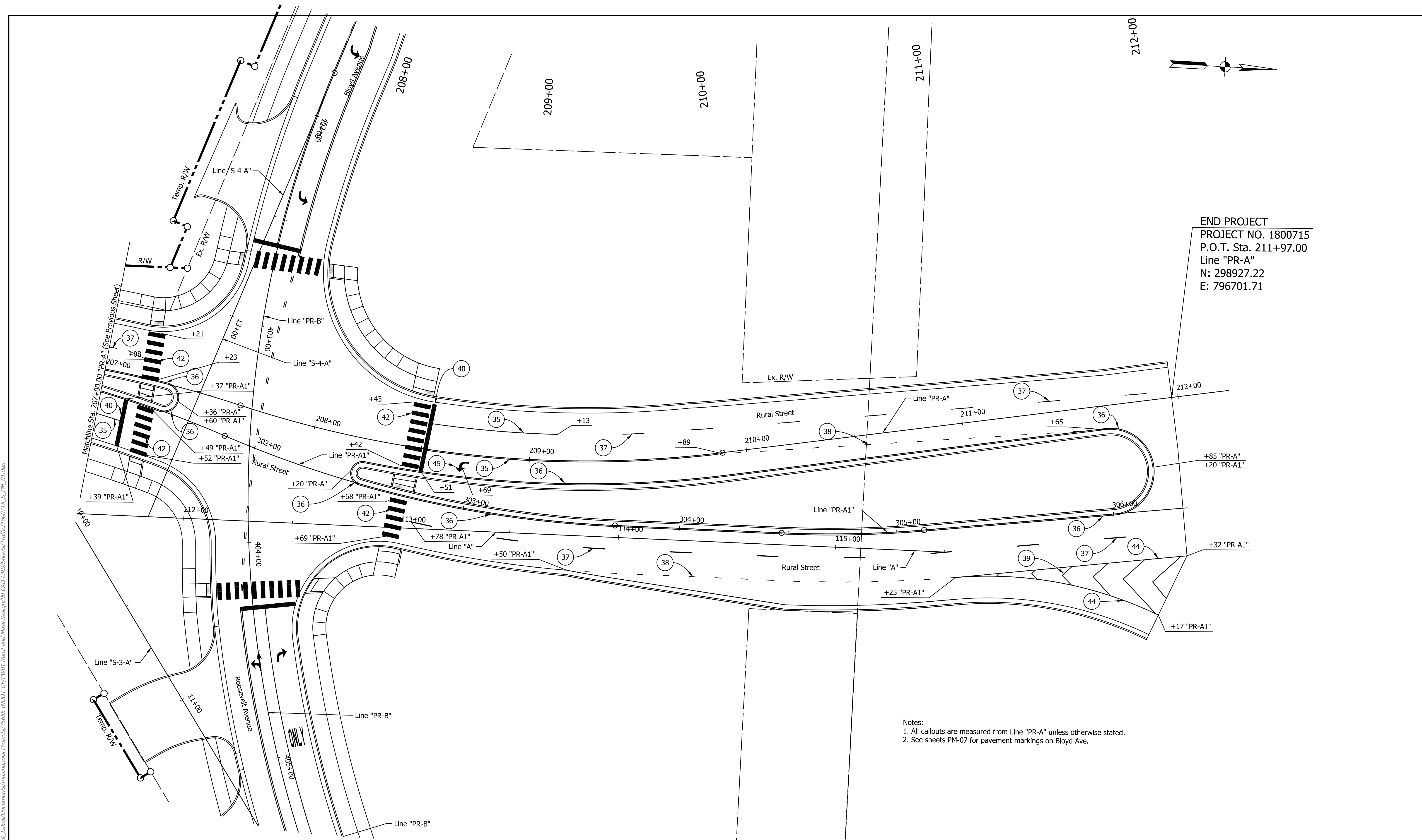
LEGEND				DRAFT NOT FOR CONSTRUCTION	RECOMMENDED FOR APPROVAL DESIGN ENGINEER DATE		INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE		BRIDGE FILE	
35	Line, Thermoplastic, Solid, White, 6 in.	38	Line, Thermoplastic, Dotted, White, 6 in.						1" = 30'		N/A	
N/A		1800715										
36	Line, Thermoplastic, Solid, Yellow, 6 in.	39	Transverse Marking, Thermoplastic, White, 12 In. at 20 ft. O.C.	ONLY	DESIGNED: JKTH		PAVEMENT MARKING DETAILS		SHEETS PM-01			
37	Line, Thermoplastic, Broken, White, 6 in.	40	Transverse Marking, Thermoplastic, Stop Line, White, 24 In.		DRAWN: JKTH				94 of 175			
42	Transverse Marking, Thermoplastic, Crosswalk Line, White, 24 in.	43	Transverse Marking, Thermoplastic, Yellow, 12 In. at 20 ft. O.C.		CHECKED: AHD				CONTRACT			
44	Line, Thermoplastic, Solid, White, 10 In.	44	Line, Thermoplastic, Solid, White, 10 In.	ONLY	CHECKED: AHD				T-40840			
45	Pavement Message Marking, Thermoplastic, Lane Indication Arrow	45	Pavement Message Marking, Thermoplastic, "ONLY"		CHECKED: AHD							
45	Pavement Message Marking, Thermoplastic, "ONLY"	45	Pavement Message Marking, Thermoplastic, "ONLY"		CHECKED: AHD							

jsburton
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- Notes:
- 1. All callouts are measured from Line "PR-A" unless otherwise stated.
 - 2. See sheets PM-05 & PM-06 for pavement markings on Massachusetts Avenue.

LEGEND										INDIANA DEPARTMENT OF TRANSPORTATION										HORIZONTAL SCALE		BRIDGE FILE											
35	Line, Thermoplastic, Solid, White, 6 in.	38	Line, Thermoplastic, Dotted, White, 6 in.	42	Transverse Marking, Thermoplastic, Crosswalk Line, White, 24 in.	45	Pavement Message Marking, Thermoplastic, Lane Indication Arrow	ONLY	Pavement Message Marking, Thermoplastic, "ONLY"											2-Way Yellow Raised Pavement Marker (RPM)	2-Way Blue Raised Pavement Marker (RPM)	Pavement Message Marking, Thermoplastic, "RXR"	DRAFT NOT FOR CONSTRUCTION	RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		DATE		1" = 30'		N/A	
																								VERTICAL SCALE		N/A		1800715		DESIGNATION			
36	Line, Thermoplastic, Solid, Yellow, 6 in.	39	Transverse Marking, Thermoplastic, White, 12 in. at 20 ft. O.C.	43	Transverse Marking, Thermoplastic, Yellow, 12 In. at 20 ft. O.C.									PAVEMENT MARKING DETAILS			SHEETS		PM-02														
37	Line, Thermoplastic, Broken, White, 6 in.	40	Transverse Marking, Thermoplastic, Stop Line, White, 24 In.	44	Line, Thermoplastic, Solid, White, 10 In.													95	of	175													
																	CONTRACT			T-40840													



END PROJECT
PROJECT NO. 1800715
P.O.T. Sta. 211+97.00
Line "PR-A"
N: 298927.22
E: 796701.71

Notes:

1. All callouts are measured from Line "PR-A" unless otherwise stated.
2. See sheets PM-07 for pavement markings on Bloyd Ave.

35

Line, Thermoplastic, Solid, White, 6 in.

36

Line, Thermoplastic, Solid, Yellow, 6 in.

37

Line, Thermoplastic, Broken, White, 6 in.

38

Line, Thermoplastic, Dotted, White, 6 in.

39

Transverse Marking, Thermoplastic, White, 12 In. at 20 ft. O.C.

40

Transverse Marking, Thermoplastic, Stop Line, White, 24 In.

42

Transverse Marking, Thermoplastic, Crosswalk Line, White, 24 in.

43

Transverse Marking, Thermoplastic, Yellow, 12 In. at 20 ft. O.C.

44

Line, Thermoplastic, Solid, White, 10 In.

45

Pavement Message Marking, Thermoplastic, Lane Indication Arrow

ONLY

Pavement Message Marking, Thermoplastic, "ONLY"

◀

2-Way Yellow Raised Pavement Marker (RPM)

◆

2-Way Blue Raised Pavement Marker (RPM)

—

Pavement Message Marking, Thermoplastic, "RXR"

✕

DRAFT

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER

DATE

DESIGNED: JKTH

DRAWN: JKTH

CHECKED: AHD

CHECKED: AHD

INDIANA
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING DETAILS

HORIZONTAL SCALE

1" = 30'

VERTICAL SCALE

N/A

BRIDGE FILE

N/A

DESIGNATION

1800715

SHEETS

PM-03

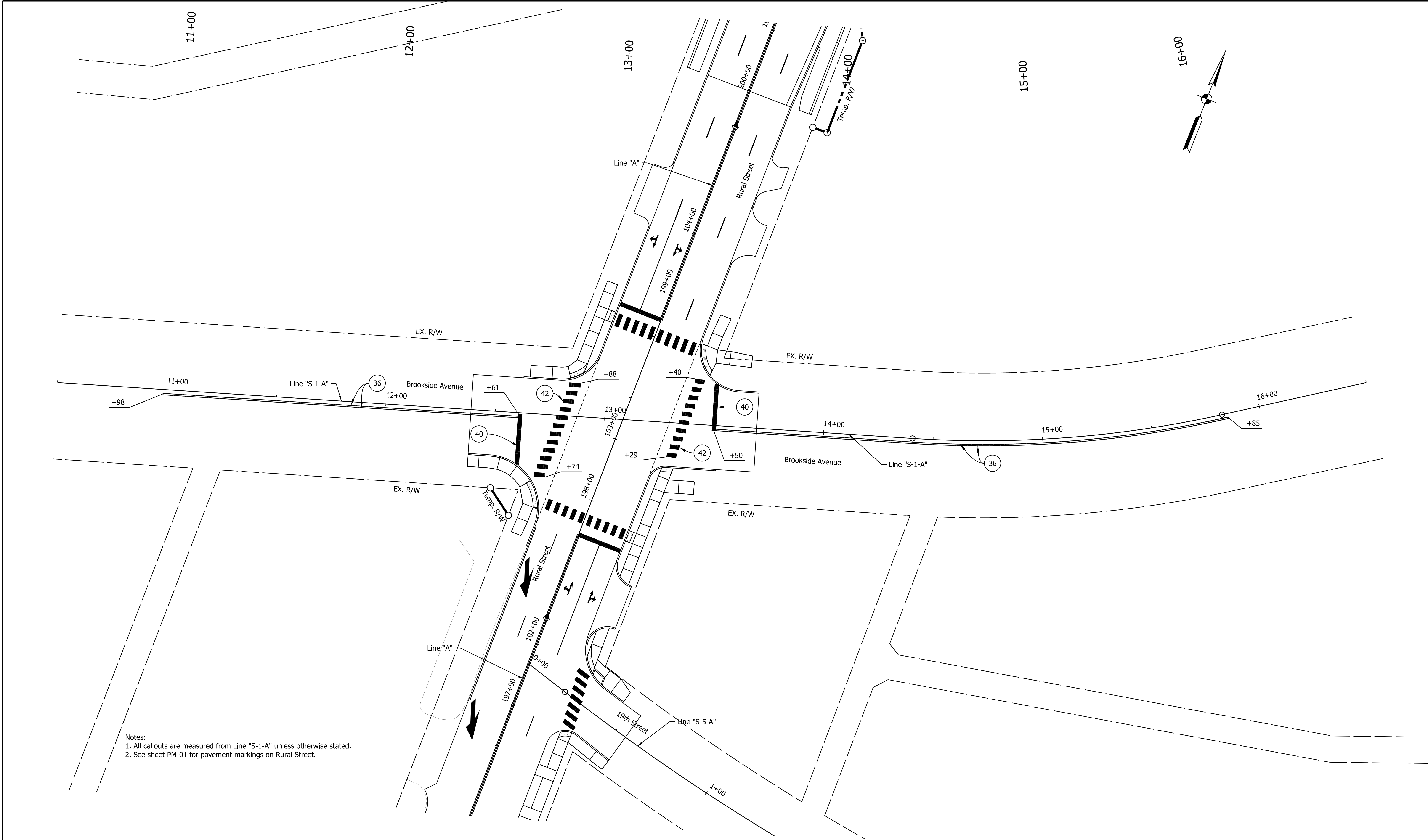
96 of 175

CONTRACT

T-40840

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Notes:
1. All callouts are measured from Line "S-1-A" unless otherwise stated.
2. See sheet PM-01 for pavement markings on Rural Street.

LEGEND				INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE		BRIDGE FILE		
35	Line, Thermoplastic, Solid, White, 6 in.	38	Line, Thermoplastic, Dotted, White, 6 in.			1" = 30'		N/A		
						VERTICAL SCALE		DESIGNATION		
N/A		1800715								
36	Line, Thermoplastic, Solid, Yellow, 6 in.	39	Transverse Marking, Thermoplastic, White, 12 in. at 20 ft. O.C.	ONLY	Pavement Message Marking, Thermoplastic, "ONLY"	SHEETS		PM-04		
37	Line, Thermoplastic, Broken, White, 6 in.	40	Transverse Marking, Thermoplastic, Stop Line, White, 24 In.			97		of		
						CONTRACT		T-40840		
				DRAFT NOT FOR CONSTRUCTION		DESIGNED: JKTH		DRAWN: JKTH		
						CHECKED: AHD		CHECKED: AHD		

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Notes:
1. All callouts are measured from Line "S-2-A" unless otherwise stated.
2. See sheet PM-02 for pavement markings on Rural Street.

LEGEND

- 35

Line, Thermoplastic, Solid, White, 6 in.
- 36

Line, Thermoplastic, Solid, Yellow, 6 in.
- 37

Line, Thermoplastic, Broken, White, 6 in.
- 38

Line, Thermoplastic, Dotted, White, 6 in.
- 39

Transverse Marking, Thermoplastic, White, 12 in. at 20 ft. O.C.
- 40

Transverse Marking, Thermoplastic, Stop Line, White, 24 in.
- 42

Transverse Marking, Thermoplastic, Crosswalk Line, White, 24 in.
- 43

Transverse Marking, Thermoplastic, Yellow, 12 in. at 20 ft. O.C.
- 44

Line, Thermoplastic, Solid, White, 10 in.
- 45

Pavement Message Marking, Thermoplastic, Lane Indication Arrow
- ONLY

Pavement Message Marking, Thermoplastic, "ONLY"
- 2-Way Yellow Raised Pavement Marker (RPM)
- 2-Way Blue Raised Pavement Marker (RPM)
- Pavement Message Marking, Thermoplastic, "RXR"

DRAFT
NOT FOR CONSTRUCTION

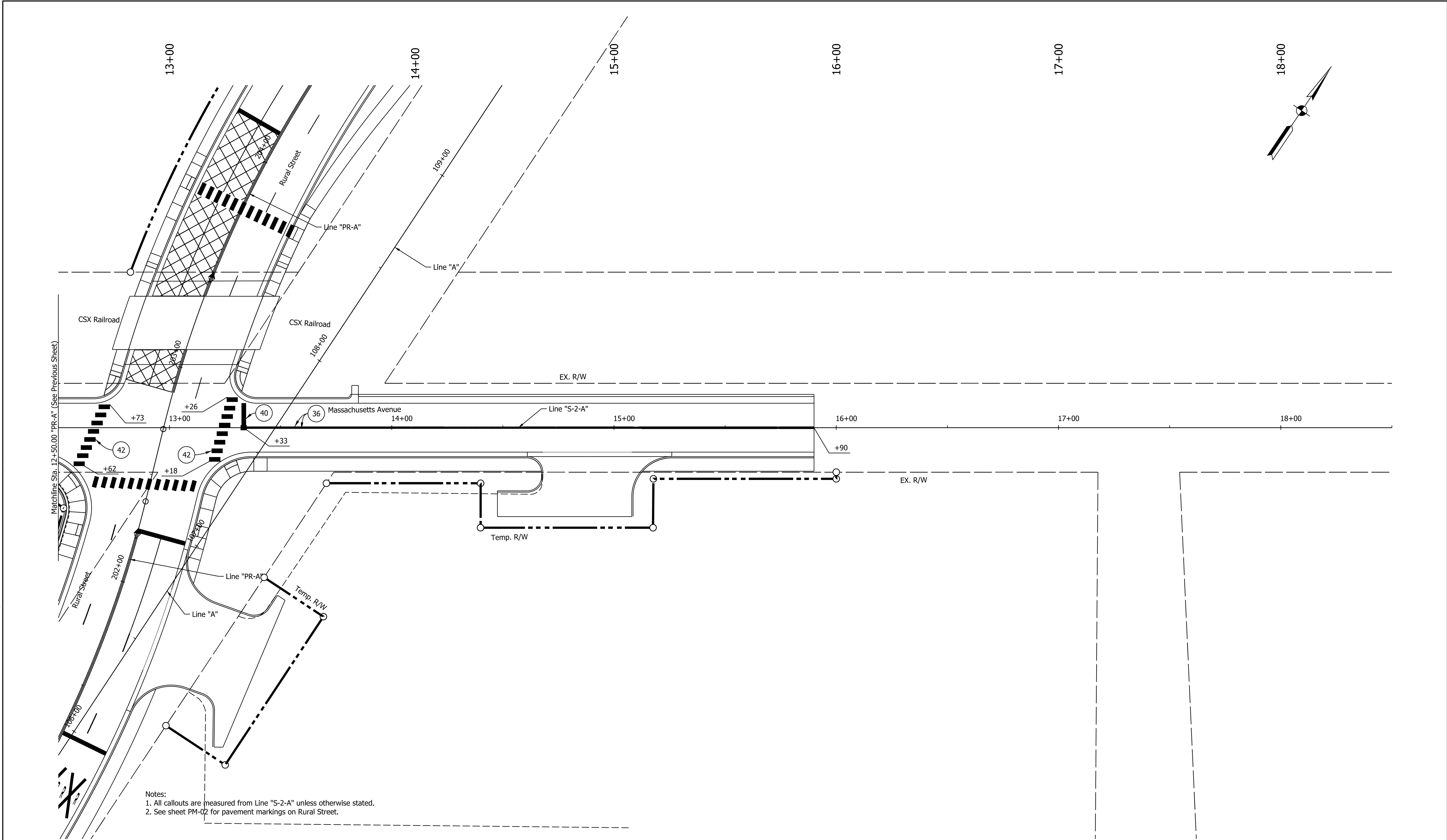
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DESIGNED: _____ JKTH		DRAWN: _____ JKTH			
CHECKED: _____ AHD		CHECKED: _____ AHD			

INDIANA
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING DETAILS

HORIZONTAL SCALE		BRIDGE FILE	
1" = 30'		N/A	
VERTICAL SCALE		DESIGNATION	
N/A		1800715	
		SHEETS PM-05	
98		of	175
		CONTRACT	
		T-40840	

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Notes:
1. All callouts are measured from Line "S-2-A" unless otherwise stated.
2. See sheet PM-02 for pavement markings on Rural Street.

LEGEND				INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE		BRIDGE FILE	
35	Line, Thermoplastic, Solid, White, 6 in.	38	Line, Thermoplastic, Dotted, White, 6 in.		1" = 30'		N/A	
36	Line, Thermoplastic, Solid, Yellow, 6 in.	39	Transverse Marking, Thermoplastic, White, 12 in. at 20 ft. O.C.		VERTICAL SCALE		DESIGNATION	
37	Line, Thermoplastic, Broken, White, 6 in.	40	Transverse Marking, Thermoplastic, Stop Line, White, 24 in.		N/A		1800715	
42	Transverse Marking, Thermoplastic, Crosswalk Line, White, 24 in.	43	Transverse Marking, Thermoplastic, Yellow, 12 in. at 20 ft. O.C.	PAVEMENT MARKING DETAILS	SHEETS		PM-06	
44	Line, Thermoplastic, Solid, White, 10 in.	45	Pavement Message Marking, Thermoplastic, "ONLY"		99		of 175	
ONLY	Pavement Message Marking, Thermoplastic, "ONLY"	ONLY	Pavement Message Marking, Thermoplastic, "ONLY"		CONTRACT		T-40840	
ONLY	Pavement Message Marking, Thermoplastic, "ONLY"	ONLY	Pavement Message Marking, Thermoplastic, "ONLY"					

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		DATE	
DESIGNED: JKTH		DRAWN: JKTH			
CHECKED: AHD		CHECKED: AHD			

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Legend

35

Line, Thermoplastic, Solid, White, 6 in.

36

Line, Thermoplastic, Solid, Yellow, 6 in.

37

Line, Thermoplastic, Broken, White, 6 in.

38

Line, Thermoplastic, Dotted, White, 6 in.

39

Transverse Marking, Thermoplastic, White, 12 in. at 20 ft. O.C.

40

Transverse Marking, Thermoplastic, Stop Line, White, 24 in.

42

Transverse Marking, Thermoplastic, Crosswalk Line, White, 24 in.

43

Transverse Marking, Thermoplastic, Yellow, 12 in. at 20 ft. O.C.

44

Line, Thermoplastic, Solid, White, 10 in.

45

Pavement Message Marking, Thermoplastic, Lane Indication Arrow

ONLY

Pavement Message Marking, Thermoplastic, "ONLY"

2-Way Yellow Raised Pavement Marker (RPM)

2-Way Blue Raised Pavement Marker (RPM)

Pavement Message Marking, Thermoplastic, "RXR"

DRAFT

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL

DESIGNED: J KTH

CHECKED: AHD

DESIGN ENGINEER

DRAWN: J KTH

CHECKED: AHD

DATE

INDIANA DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING DETAILS

HORIZONTAL SCALE

1" = 30'

VERTICAL SCALE

N/A

BRIDGE FILE

N/A

DESIGNATION

1800715

SHEETS

PM-07

100

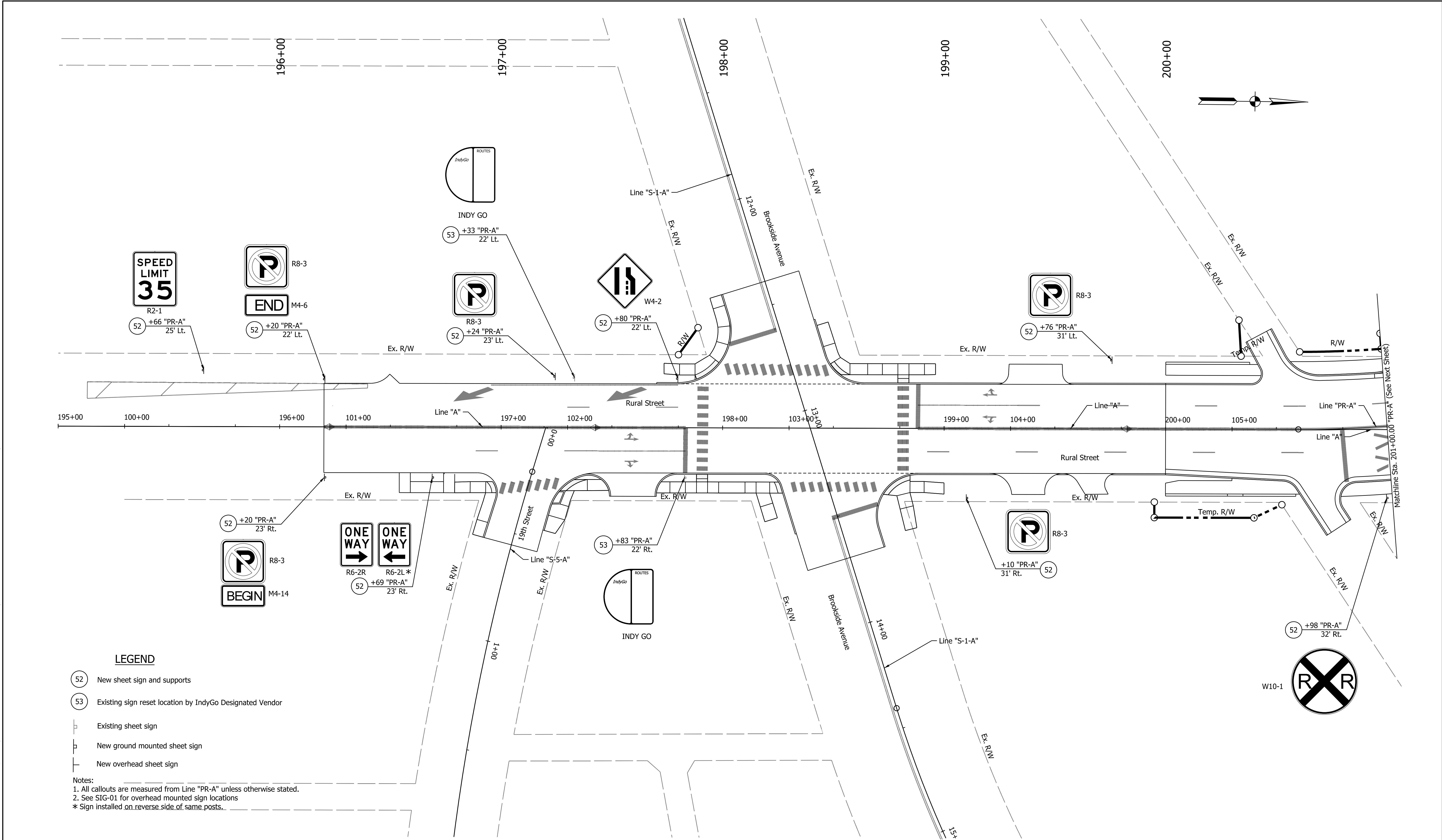
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175

CONTRACT

T-40840

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LEGEND

- 52 New sheet sign and supports
- 53 Existing sign reset location by IndyGo Designated Vendor

- Existing sheet sign
- New ground mounted sheet sign
- New overhead sheet sign

Notes:
1. All callouts are measured from Line "PR-A" unless otherwise stated.
2. See SIG-01 for overhead mounted sign locations
* Sign installed on reverse side of same posts.

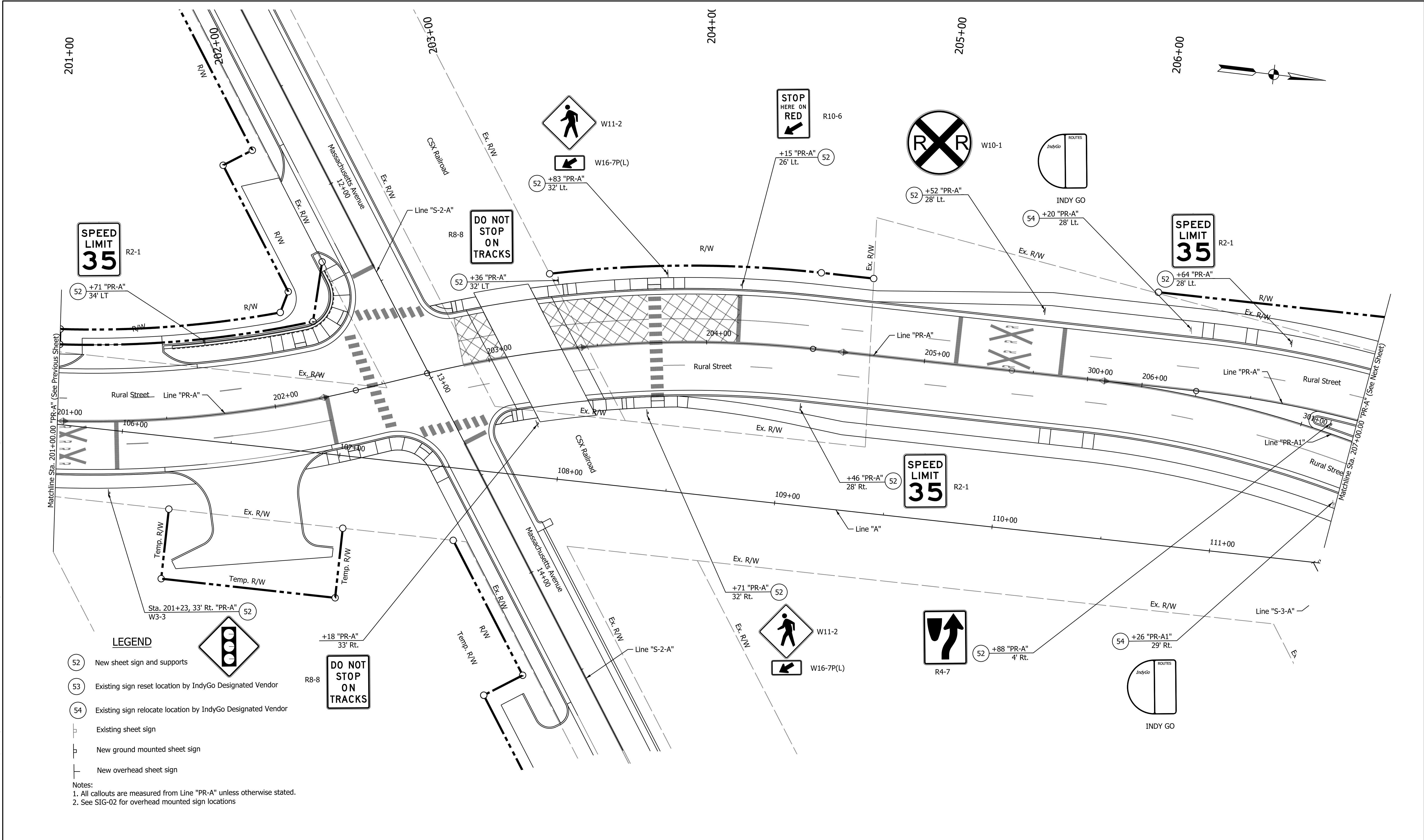
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NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ JKTH	DRAWN: _____ JKTH		
CHECKED: _____ AHD	CHECKED: _____ AHD		

INDIANA DEPARTMENT OF TRANSPORTATION	
PROPOSED SIGNING DETAILS	

HORIZONTAL SCALE		BRIDGE FILE	
1" = 30'		N/A	
VERTICAL SCALE		DESIGNATION	
N/A		1800715	
		SHEETS SGN-01	
		101	of 175
		CONTRACT	
		T-40840	

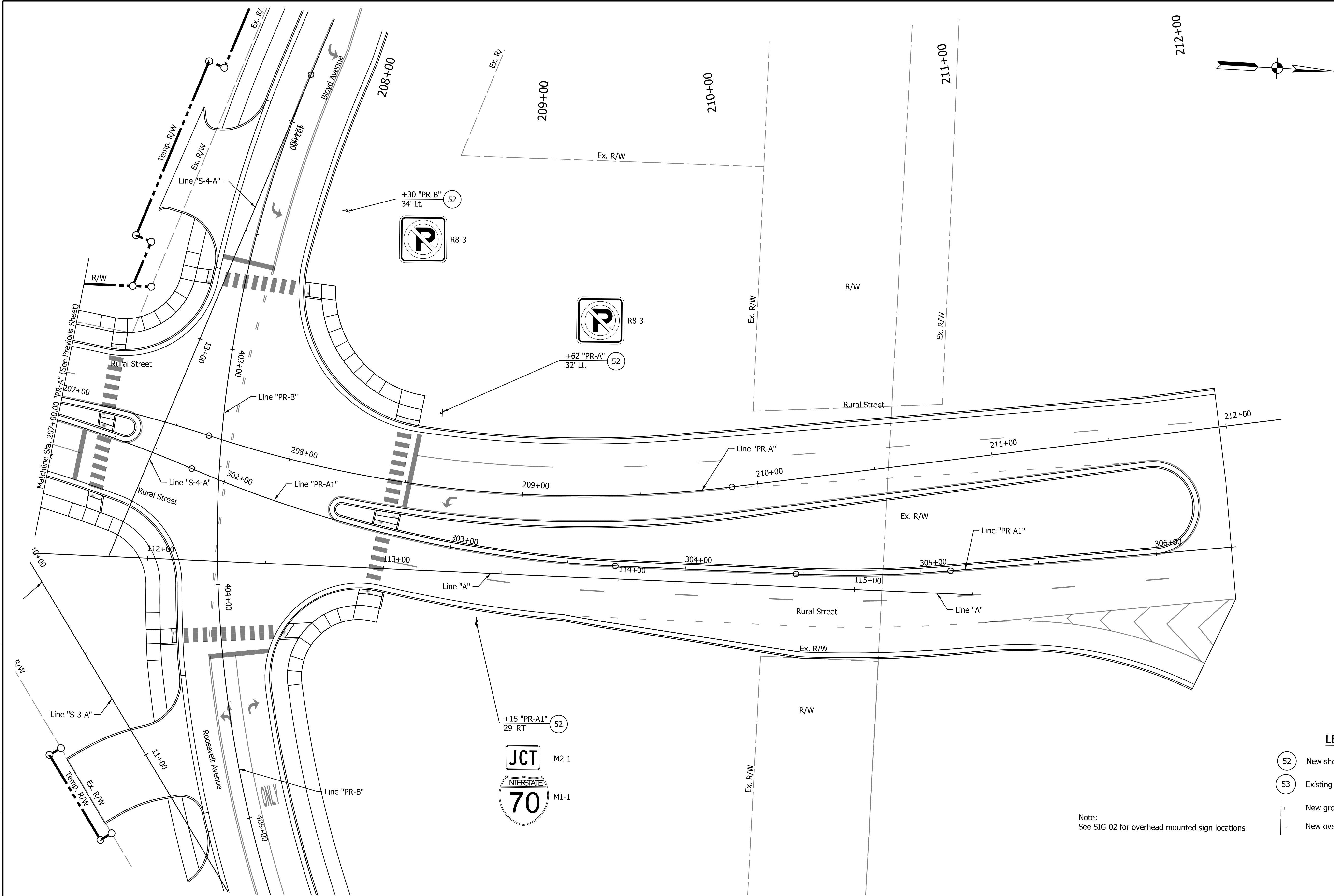
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- LEGEND**
- 52 New sheet sign and supports
 - 53 Existing sign reset location by IndyGo Designated Vendor
 - 54 Existing sign relocate location by IndyGo Designated Vendor
 - Existing sheet sign
 - New ground mounted sheet sign
 - New overhead sheet sign
- Notes:**
- All callouts are measured from Line "PR-A" unless otherwise stated.
 - See SIG-02 for overhead mounted sign locations

DRAFT NOT FOR CONSTRUCTION	RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____ DATE _____		INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE 1" = 30'	BRIDGE FILE N/A
	DESIGNED: _____ JKTH		DRAWN: _____ JKTH		PROPOSED SIGNING DETAILS		VERTICAL SCALE N/A	DESIGNATION 1800715
	CHECKED: _____ AHD		CHECKED: _____ AHD					SHEETS SGN-02 102 of 175
								CONTRACT T-40840

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Note:
See SIG-02 for overhead mounted sign locations

LEGEND

- 52 New sheet sign and supports
- 53 Existing sign reset location by IndyGo Designated Vendor
- New ground mounted sheet sign
- New overhead sheet sign

DRAFT
NOT FOR CONSTRUCTION

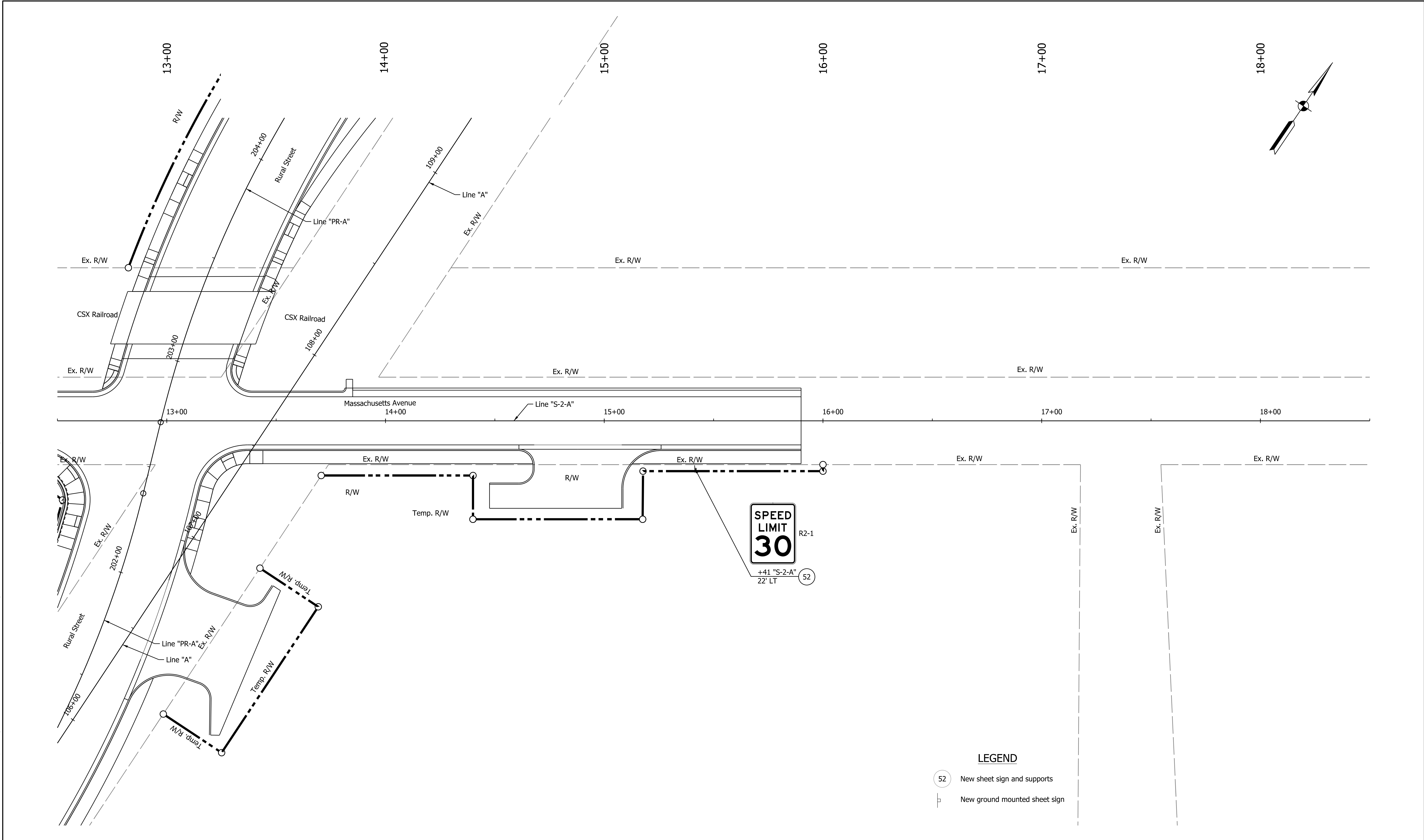
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DESIGNED: _____	JKTH	DRAWN: _____	JKTH
CHECKED: _____	AHD	CHECKED: _____	AHD

INDIANA
DEPARTMENT OF TRANSPORTATION

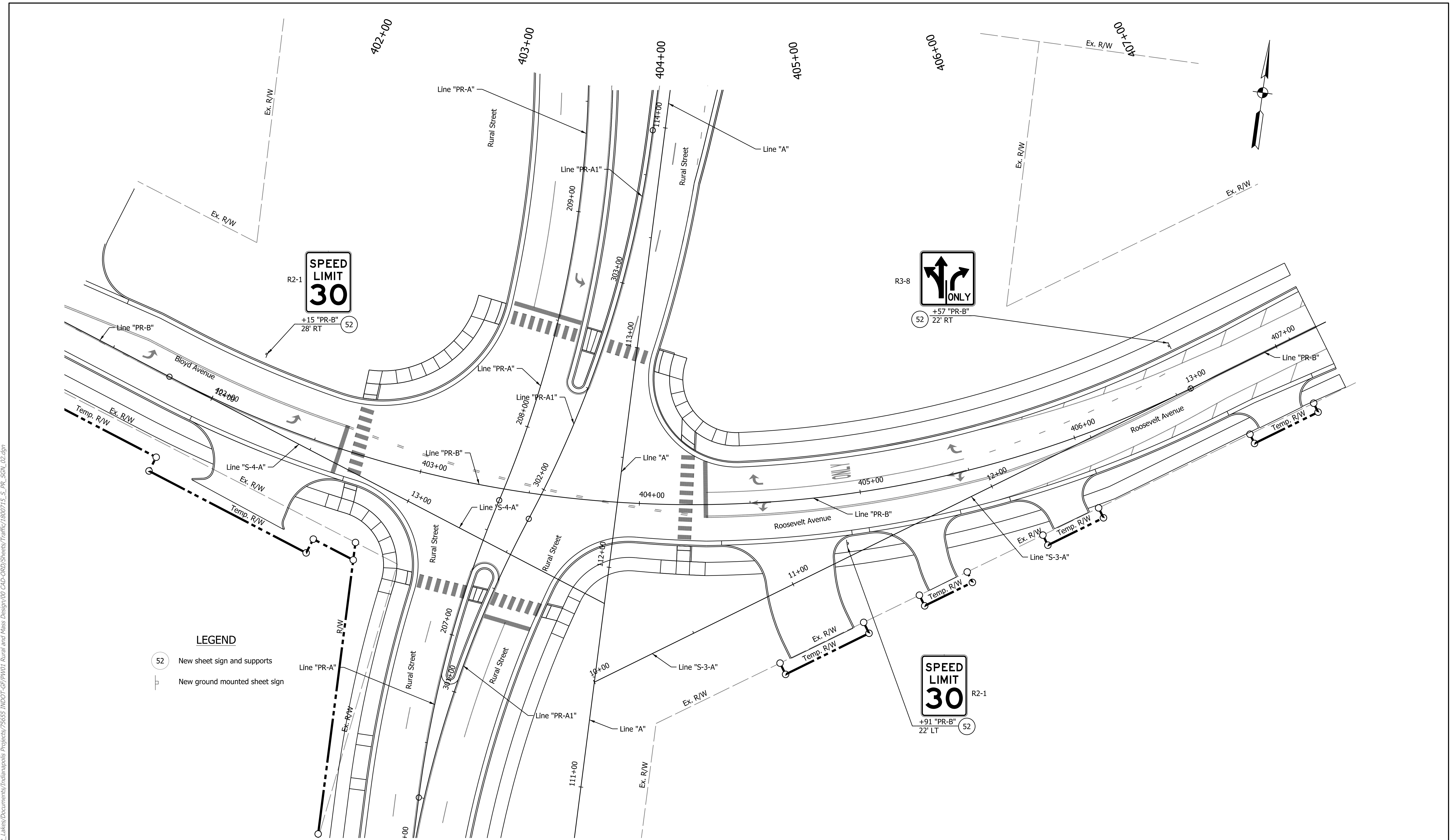
PROPOSED SIGNING DETAILS

HORIZONTAL SCALE		BRIDGE FILE	
1" = 30'		N/A	
VERTICAL SCALE		DESIGNATION	
N/A		1800715	
SHEETS		SGN-03	
103	of	175	
CONTRACT		T-40840	

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DRAFT NOT FOR CONSTRUCTION	RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____		DATE _____		INDIANA DEPARTMENT OF TRANSPORTATION				HORIZONTAL SCALE		BRIDGE FILE			
											1" = 30'		N/A			
											VERTICAL SCALE		DESIGNATION			
											N/A		1800715			
	DESIGNED: _____ JKTH		DRAWN: _____ JKTH				PROPOSED SIGNING DETAILS				SHEETS		SGN-04			
											104		of		175	
	CHECKED: _____ AHD		CHECKED: _____ AHD										CONTRACT			
													T-40840			



DRAFT
NOT FOR CONSTRUCTION

INDIANA
DEPARTMENT OF TRANSPORTATION

1910 N
Brookside Ave

D3-1(a), D3-1(b)

80

Sta. 197+95, 29' Lt.
Sta. 198+75, 27' Rt.

2800 E

Rural st

D3-1(c), D3-1(d)

81

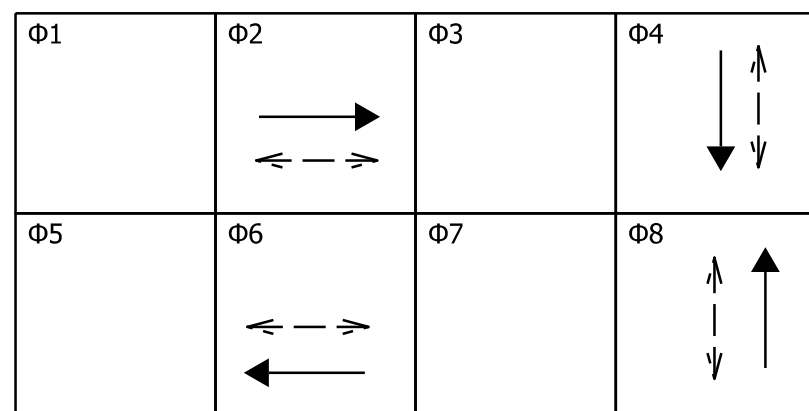
Sta. 198+38, 36' Lt.
Sta. 198+39, 36' Rt.

NOTE

1. Pavement markings shown for information only
2. All existing signal equipment shall be removed unless otherwise noted
3. All stations called out from Line "PR-A" unless noted otherwise

LOOP TAGGING TABLE			
LANE	TAG NUMBER	PHASE CALLED	DETECTOR AMP. DELAY
EA	EBTH	4	5 Seconds
WA	WBTH	8	5 Seconds

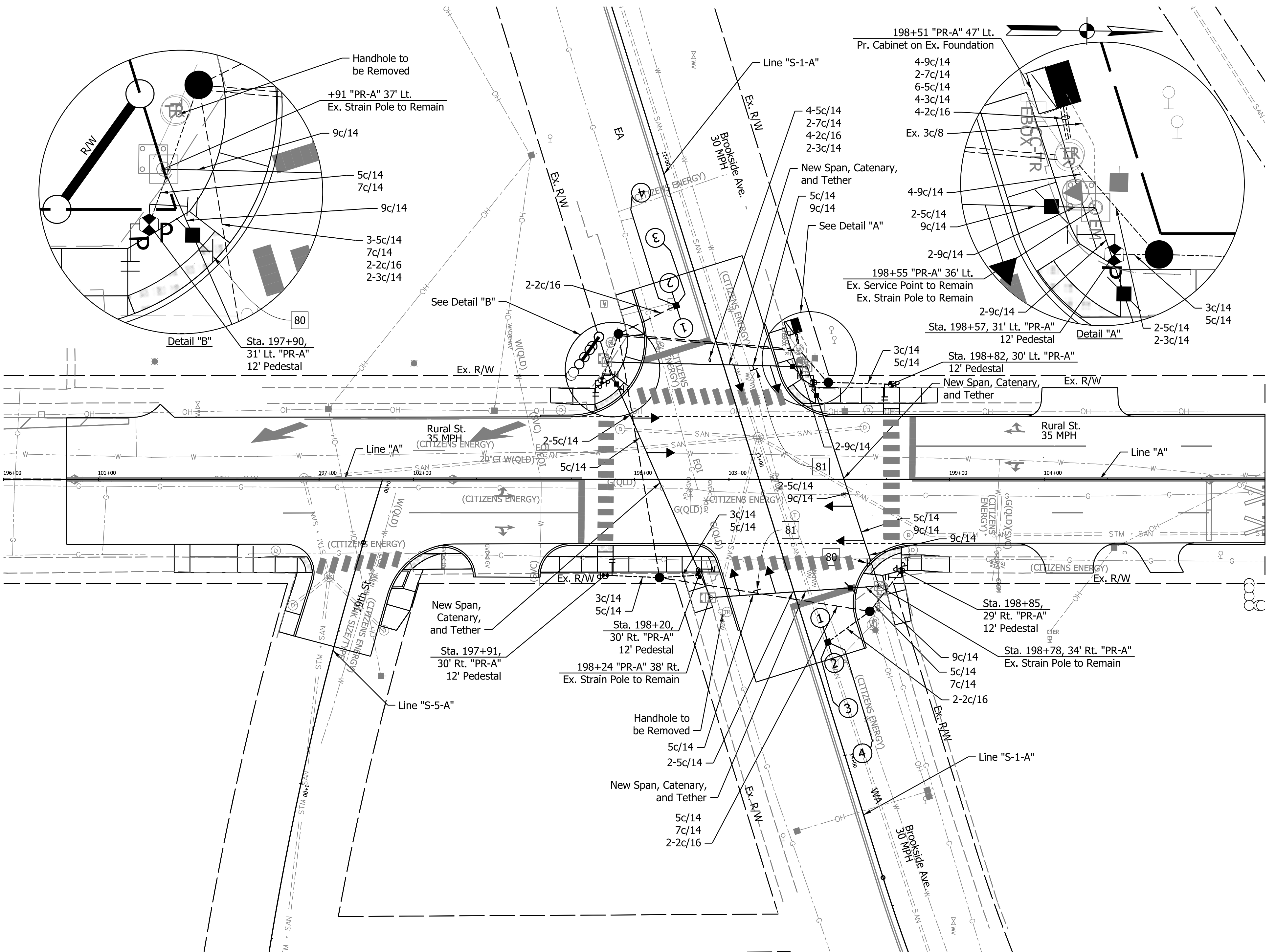
PHASE DIAGRAM



ALL APPROACHES FLASH RED

LEGEND

- TRAFFIC SIGNAL HEAD, 3 FACE, 12 " : RED, AMBER, GREEN
- SIGNAL DETECTOR HOUSING
- DISCONNECT HANGER
- CONDUIT, PVC, 2 IN. SCHEDULE 80
- CONDUIT, HDPE, 2 IN. SCHEDULE 40
- EX. CONDUIT
- SIGNAL HANDHOLE, TYPE 1
- TS2 CONTROLLER AND "P-1" CABINET WITH CELLULAR MODEM ON EX. FOUNDATION
- PEDESTRIAN SIGNAL HEAD, COUNTDOWN, 18"
- PEDESTRIAN PUSH BUTTON & SIGN, APS
- SIGNAL PEDESTAL ON "A" FOUNDATION
- CIRCULAR LOOP, 6' DIAMETER
- EX. SERVICE POINT
- EX. HANDHOLE
- EX. 36' STEEL STRAIN POLE & FOUNDATION



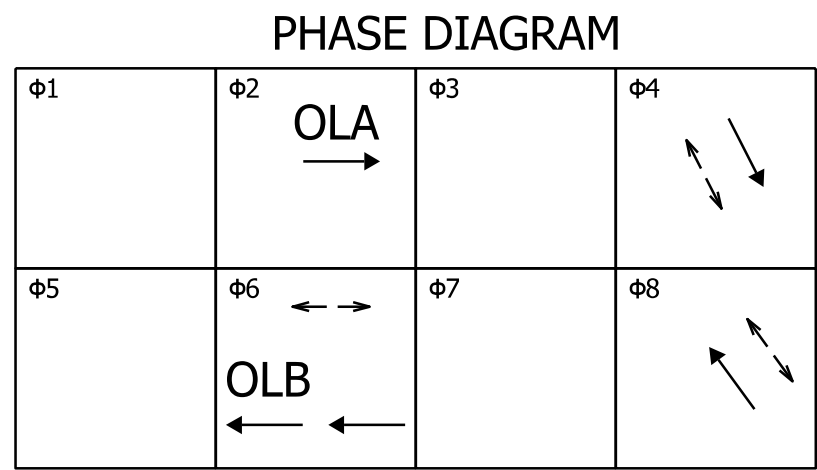
DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		DATE	
DESIGNED:	JKTH	DRAWN:	JKTH		
CHECKED:	AHD	CHECKED:	AHD		

INDIANA
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNAL DETAILS

HORIZONTAL SCALE		BRIDGE FILE	
1" = 20'		N/A	
VERTICAL SCALE		DESIGNATION	
N/A		1800715	
SHEETS		SIG-01	
109	of	175	
CONTRACT		T-40840	



NO PREFERENTIALLY
FLASH ALL RED

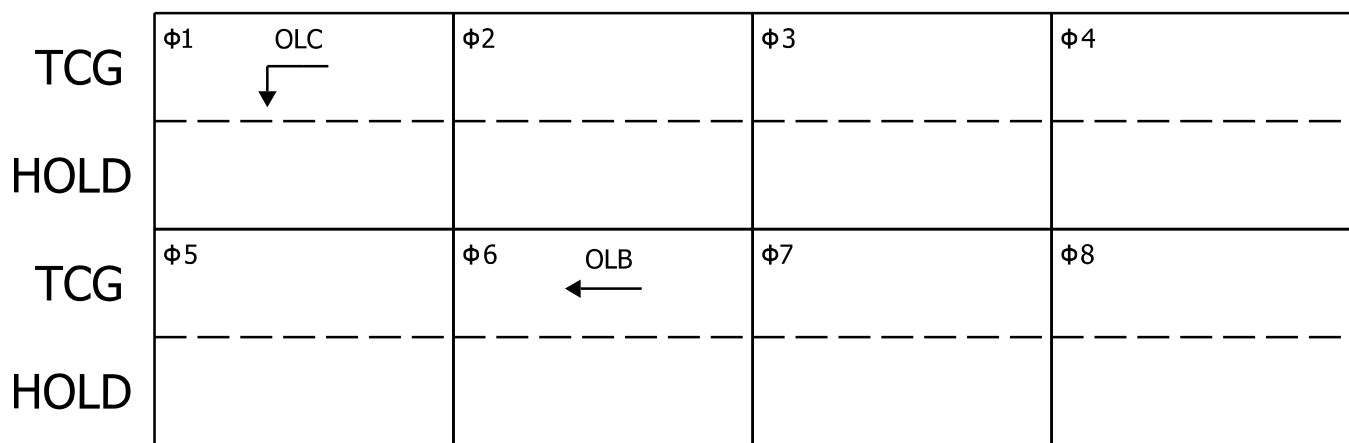
OLA terminates with OLB. OLC terminates with OLB.
OLA and OLC shall not run together.

OLA = Φ2 (NB Heads)

OLB = Φ6 + Φ10 (SBT Programmable Heads)

OLC = Φ10 (SBLT Programmable Head)

RR PREEMPTION DIAGRAM



ALL RED FLASH FOR RR HOLD
LED BLANKOUT SIGNS ILLUMINATED FOR TCG AND RR HOLD

RR PREEMPTION TIMING

RIGHT OF WAY TRANSFER TIME = 14.5 SEC.
TRACK CLEAR GREEN TIME = 31.3 SEC.
ADVANCED PREEMPTION TIME = 29.0 SEC.

LOOP TAGGING TABLE

LANE	TAG NUMBER	PHASE CALLED	DETECTOR AMP. DELAY
EA	EBTH	4	5 Seconds
WA	WBTH	8	5 Seconds

NOTES

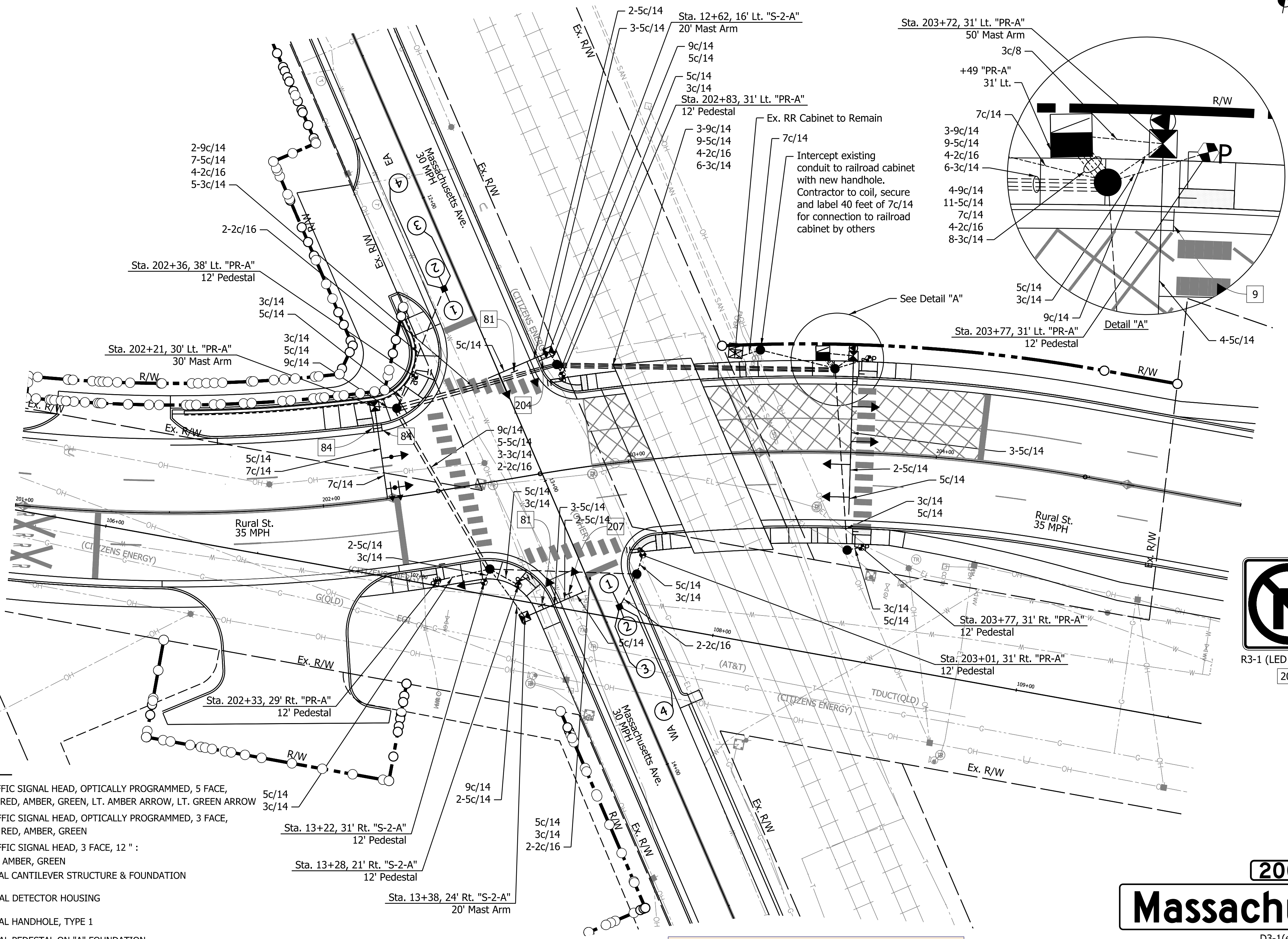
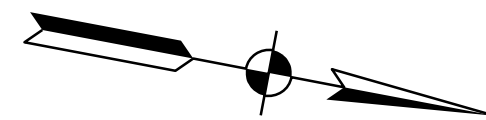
- CONTRACTOR SHALL COORDINATE WITH CSX RAILROAD FOR INSTALLATION OF CONDUIT UNDER THEIR TRACKS, CONNECTION OF PREEMPTION CIRCUIT TO RAILROAD CABINET AND ALL OTHER WORK WITHIN RAILROAD RIGHT OF WAY.
- EXISTING RAILROAD FLASHERS AND GATES TO BE REPLACED BY OTHERS
- CONTRACTOR TO REMOVE EXISTING SIGNAL EQUIPMENT NOT REUSED IN FINAL DESIGN.
- CONTRACTOR TO ABANDON UNUSED CONDUITS UNDER RAILROAD.
- LIMIT OF VISIBILITY OF OPTICALLY PROGRAMMED SIGNAL HEAD FOR SB MOVEMENT AT STA. 204+63 "PR-A"
- PAVEMENT MARKINGS SHOWN FOR INFORMATION ONLY
- ALL STATIONS CALLED OUT FROM LINE "PR-A" UNLESS OTHERWISE NOTED

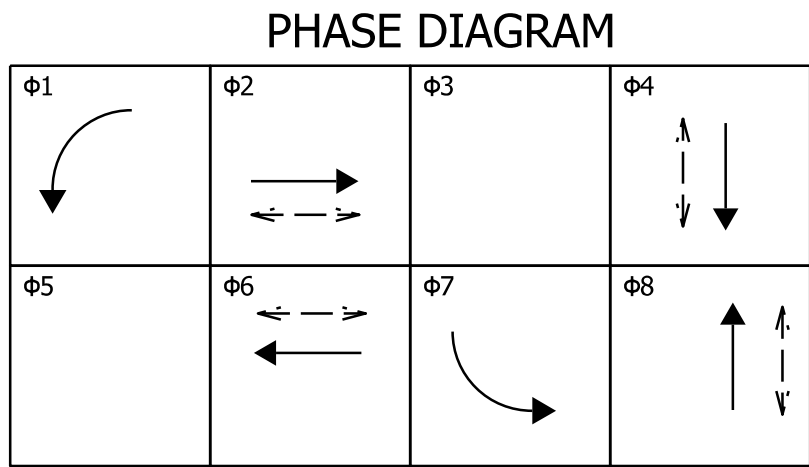
LEGEND

- TRAFFIC SIGNAL HEAD, OPTICALLY PROGRAMMED, 5 FACE, 12" : RED, AMBER, GREEN, LT. AMBER ARROW, LT. GREEN ARROW
- TRAFFIC SIGNAL HEAD, OPTICALLY PROGRAMMED, 3 FACE, 12" : RED, AMBER, GREEN
- TRAFFIC SIGNAL HEAD, 3 FACE, 12" : RED, AMBER, GREEN
- SIGNAL CANTILEVER STRUCTURE & FOUNDATION
- SIGNAL DETECTOR HOUSING
- SIGNAL HANDHOLE, TYPE 1
- SIGNAL PEDESTAL ON "A" FOUNDATION
- CONDUIT, PVC, 2 IN. SCHEDULE 80
- CONDUIT, HDPE, 2 IN. SCHEDULE 40
- PROPOSED SERVICE POINT
- CIRCULAR LOOP, 6' DIAMETER
- TS2 CONTROLLER AND "P-1" CABINET ON "P-1" FOUNDATION WITH BATTERY BACKUP AND CELLULAR MODEM
- PEDESTRIAN SIGNAL HEAD, COUNTDOWN, 18"
- PEDESTRIAN PUSH BUTTON & SIGN, APS

NOTE TO REVIEWER

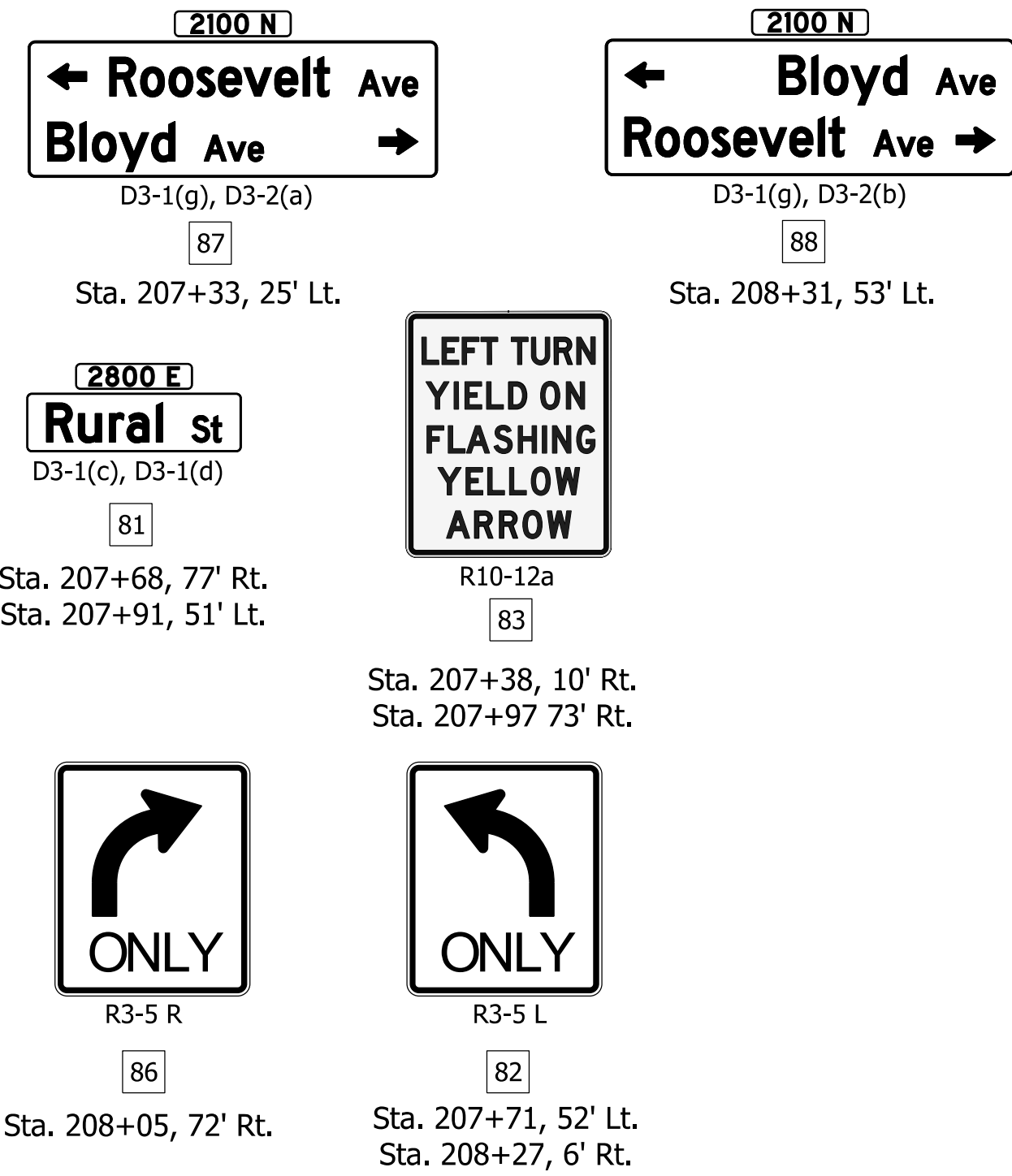
Coordination with CSX Railroad is ongoing.
Proposed location of railroad gates and flashers to be constructed by CSX will be provided in a future submittal.





ALL APPROACHES FLASH RED

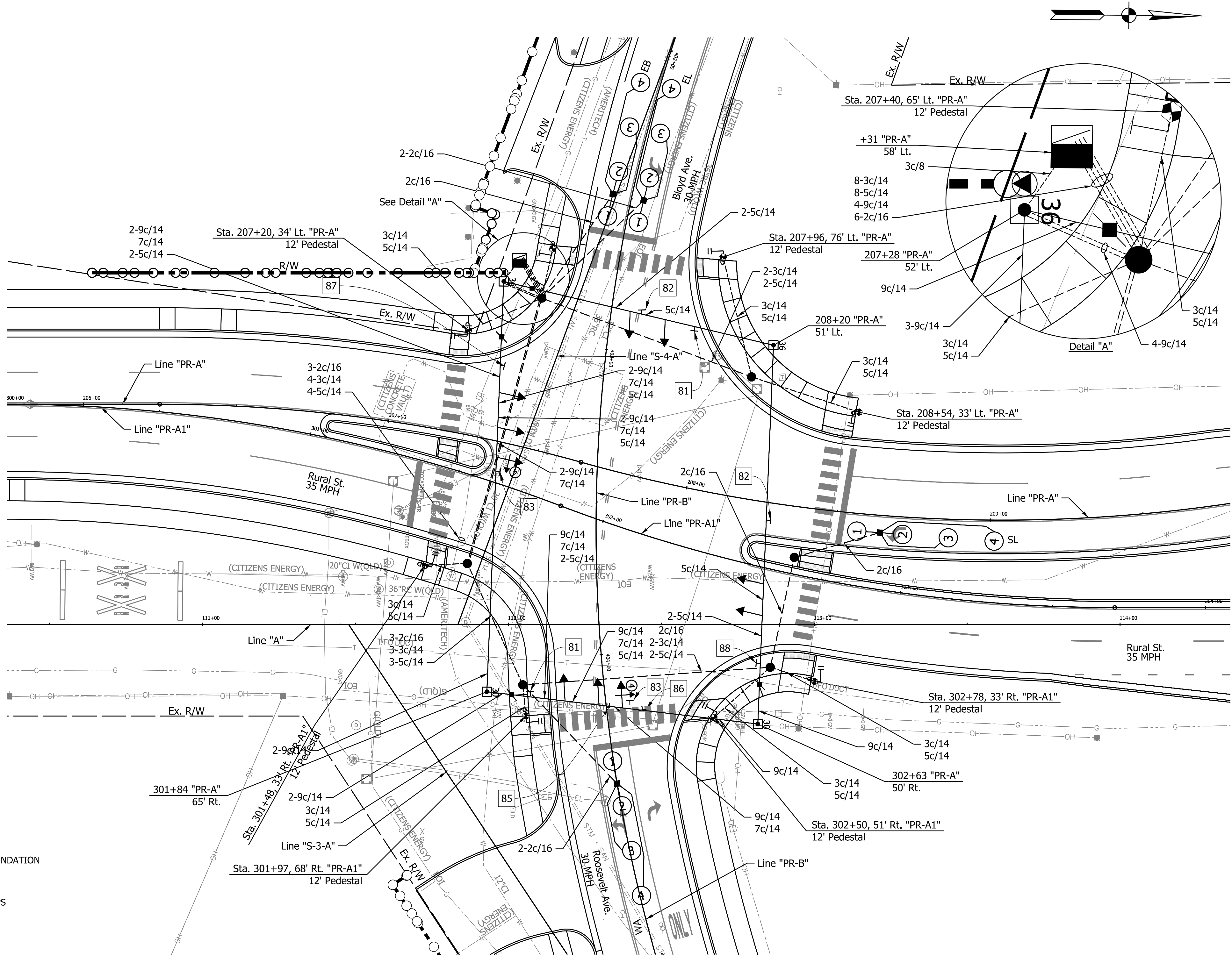
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LANE	TAG NUMBER	PHASE CALLED	DETECTOR AMP. DELAY
SL	SBLT	1	5 Seconds
WA	WBTH	8	5 Seconds
EA	EBTH	4	5 Seconds
EL	EBLT	7	5 Seconds



- NOTES
- All stations called out from line "PR-A" unless otherwise noted.
 - Pavement marking shown for information only.
 - All existing signal equipment shall be removed unless otherwise noted.

LEGEND

- | | | |
|-------|--|--|
| ④ | TRAFFIC SIGNAL HEAD, 4 FACE, 12" : RED, AMBER, FLASHING LT, AMBER ARROW, LT, GREEN ARROW | TS2 CONTROLLER AND "P-1" CABINET WITH CELLULAR MODEM ON "P-1" FOUNDATION |
| ③ | TRAFFIC SIGNAL HEAD, 3 FACE, 12" : RED, AMBER, GREEN | PEDESTRIAN SIGNAL HEAD, COUNTDOWN, 18" |
| ■ | SIGNAL DETECTOR HOUSING | P PEDESTRIAN PUSH BUTTON & SIGN, APS |
| — | DISCONNECT HANGER | ● SIGNAL PEDESTAL ON "A" FOUNDATION |
| — | CONDUIT, PVC, 2 IN. SCHEDULE 80 | 36" STEEL STRAIN POLE & FOUNDATION |
| - - - | CONDUIT, HDPE, 2 IN. SCHEDULE 40 | 30" STEEL STRAIN POLE & FOUNDATION |
| ● | SIGNAL HANDHOLE, TYPE 1 | (X) CIRCULAR LOOP, 6' DIAMETER |
| ● | PROPOSED SERVICE POINT | |



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NOT FOR CONSTRUCTION

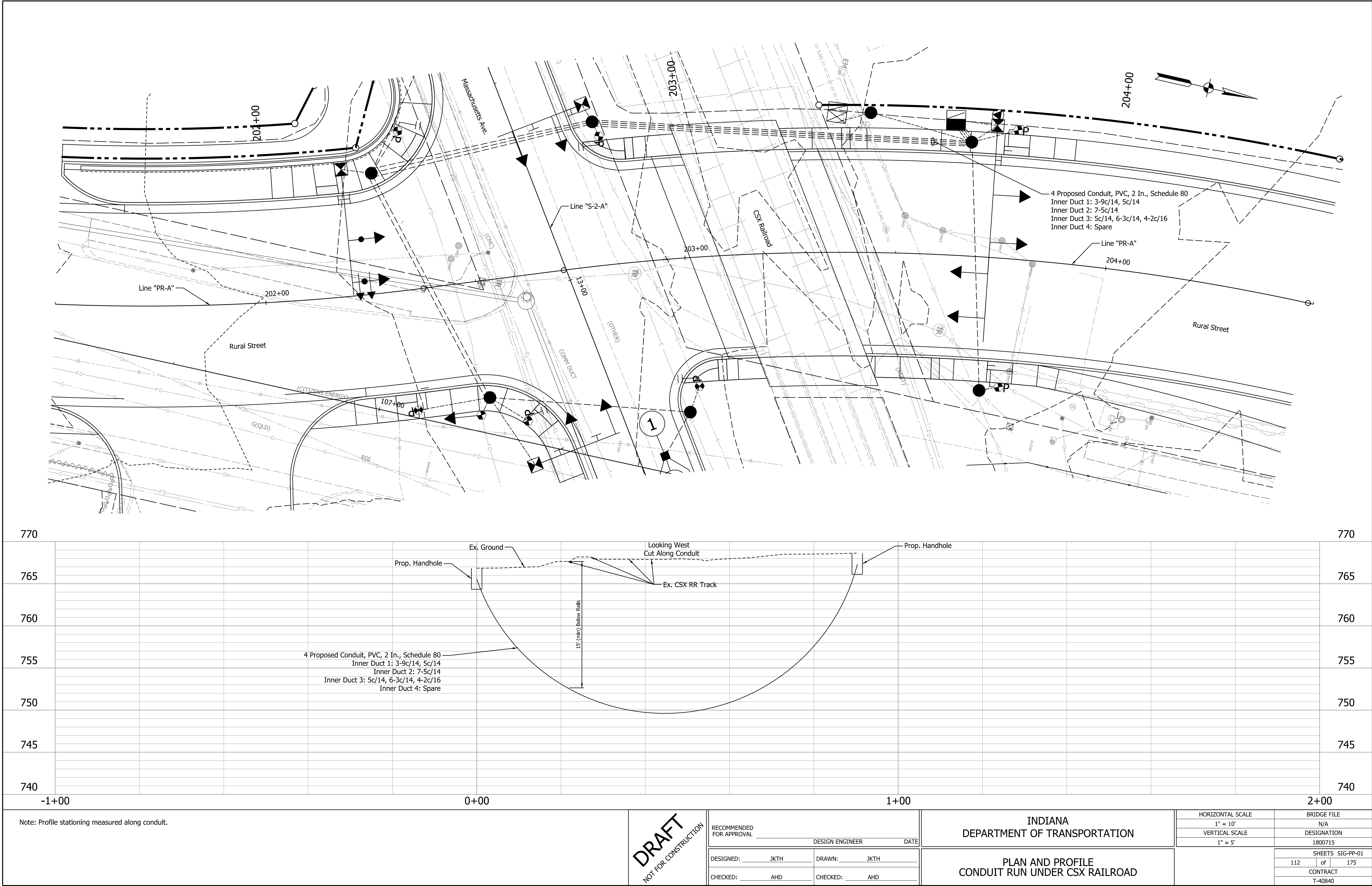
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DESIGNED: JKTH	DRAWN: JKTH	
CHECKED: AHD	CHECKED: AHD	

INDIANA
DEPARTMENT OF TRANSPORTATION

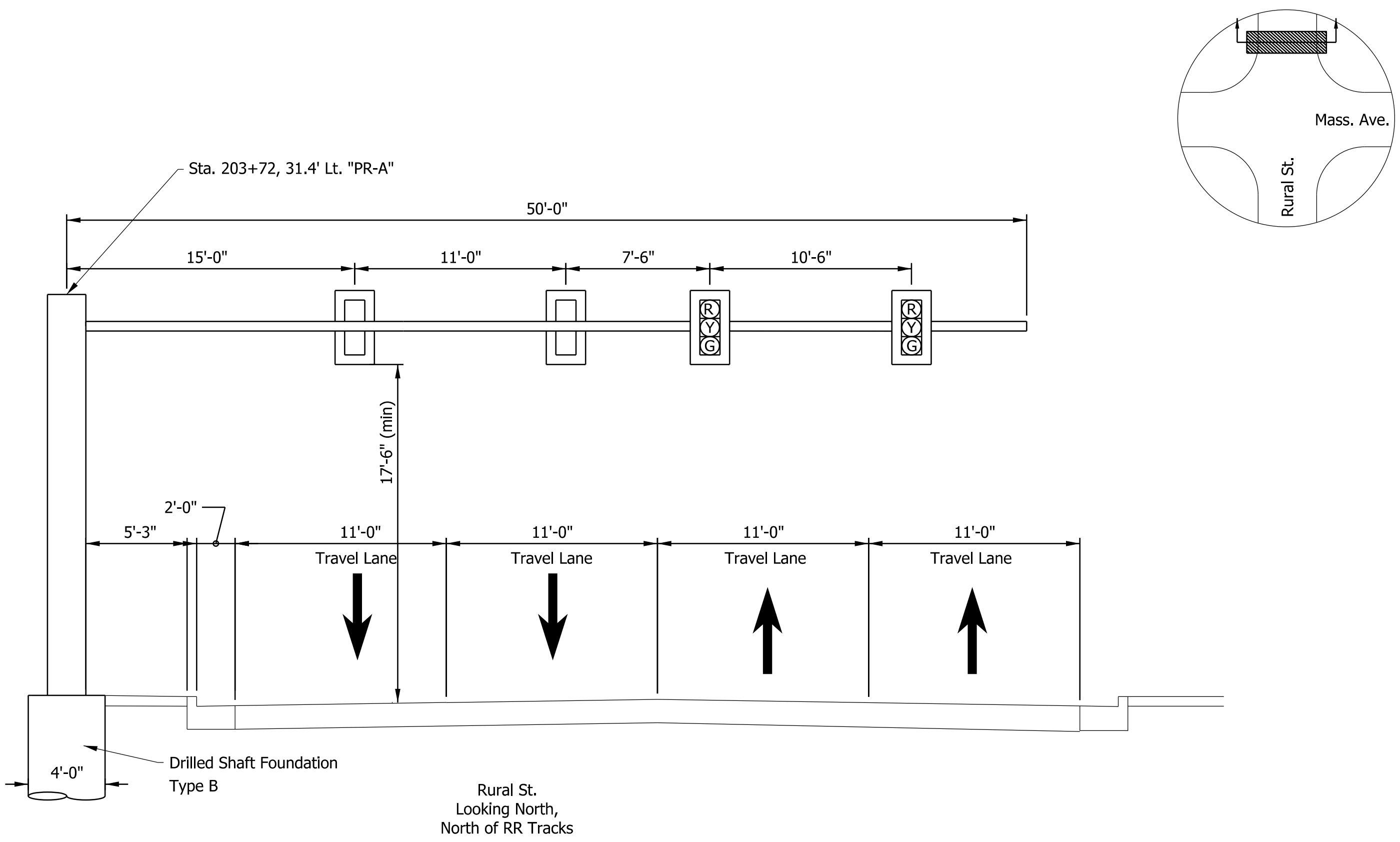
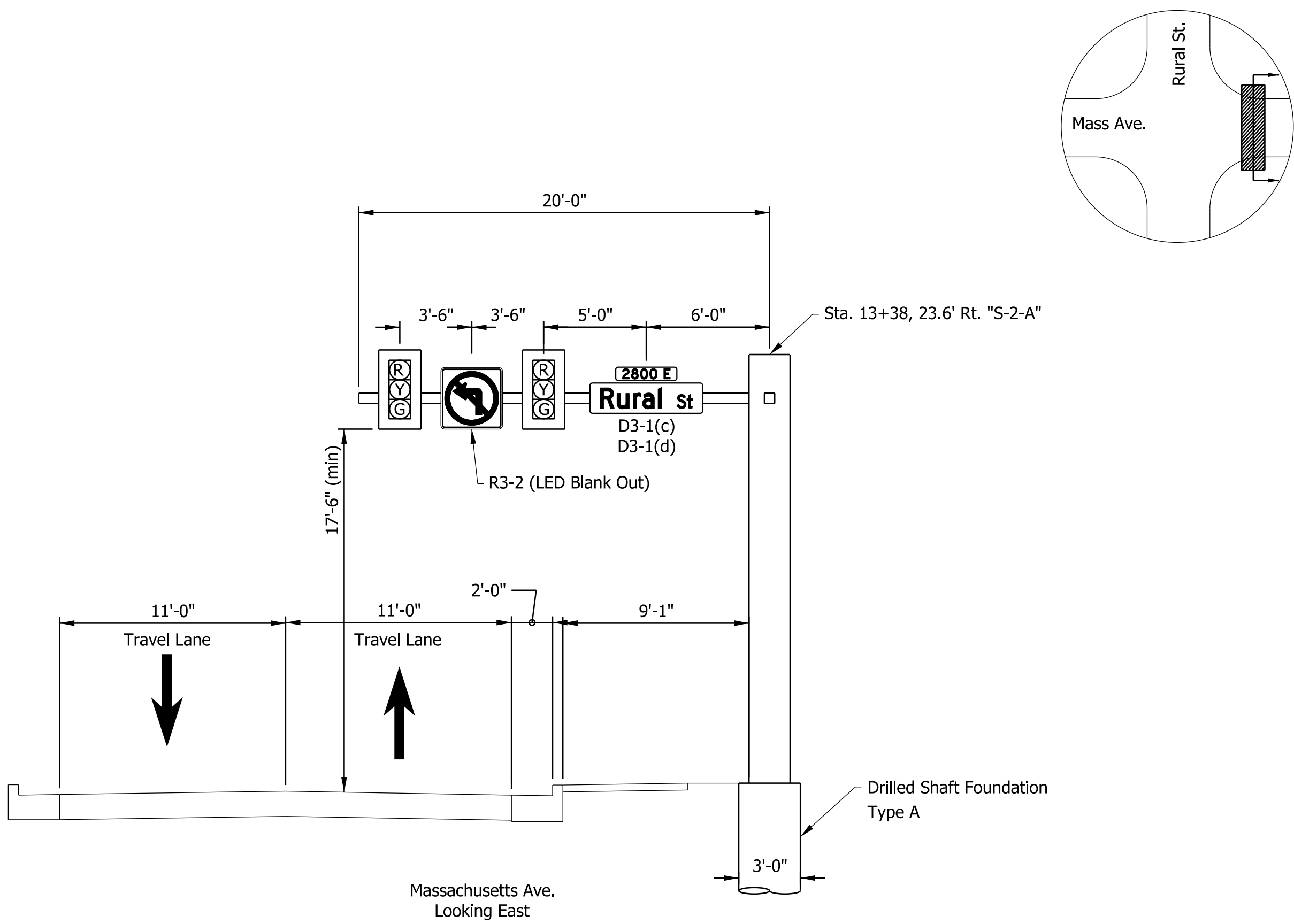
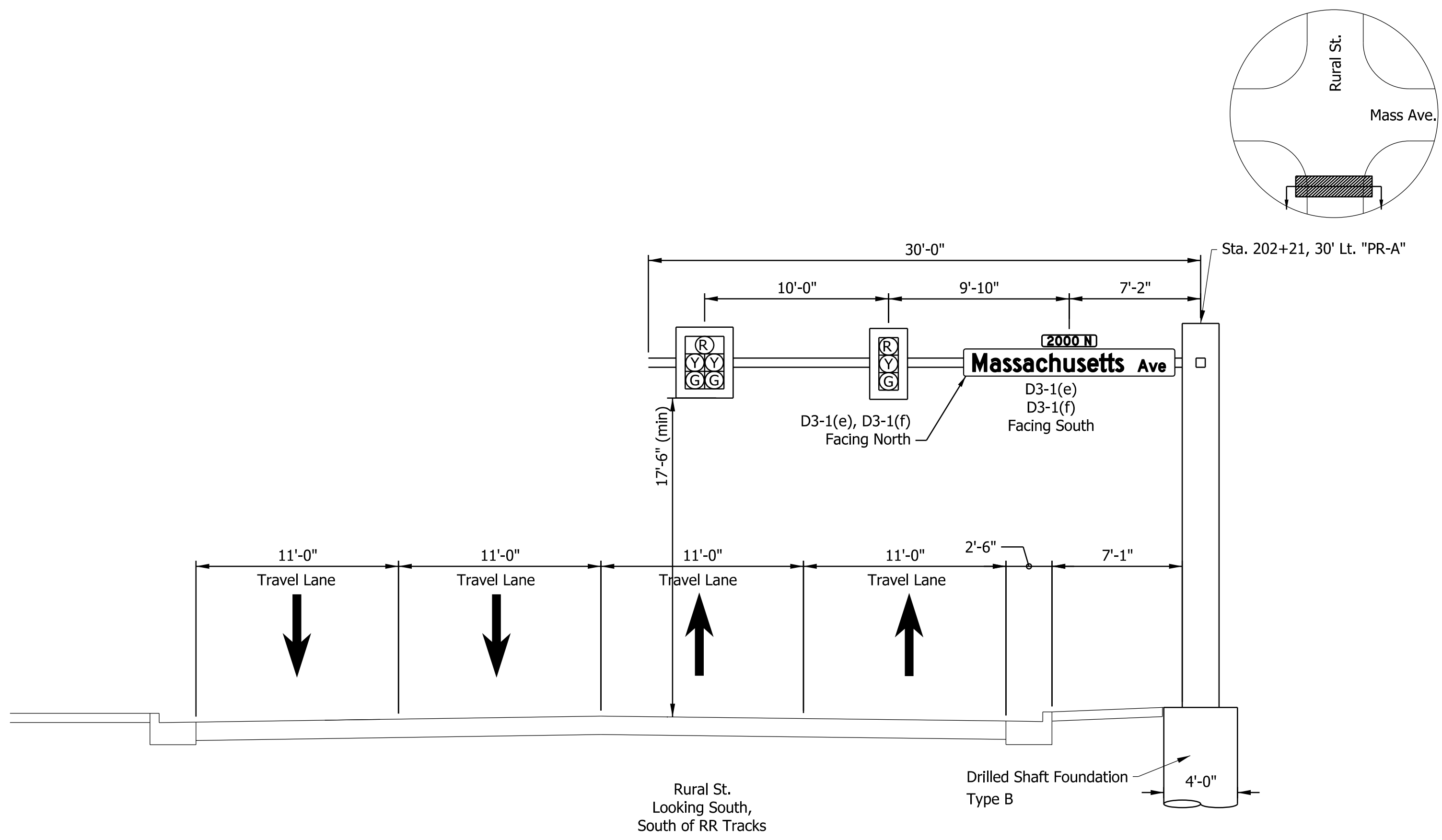
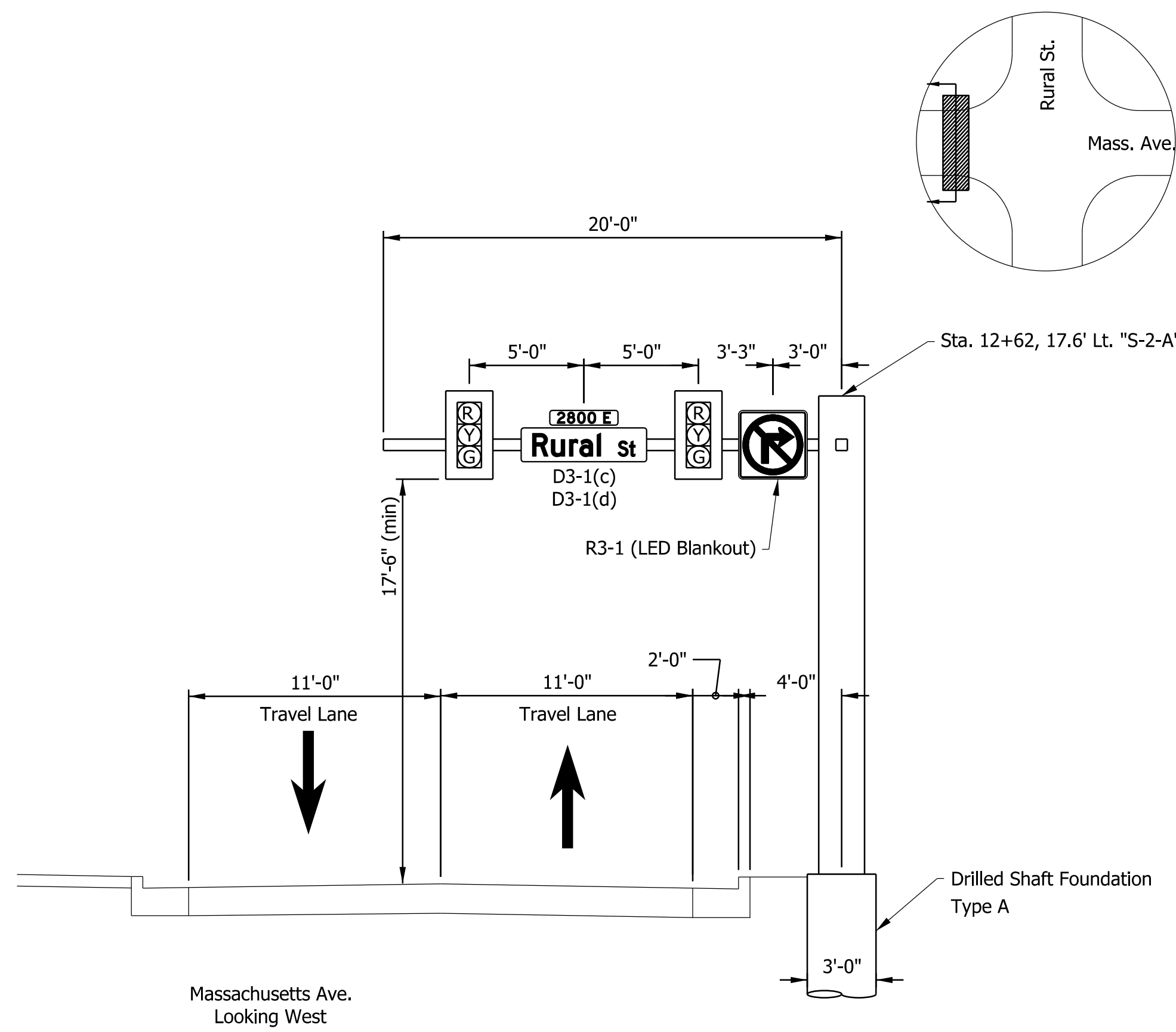
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SHEETS	SIG-03
111 of 175	
CONTRACT	
T-40840	

jsburton
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csantangelo
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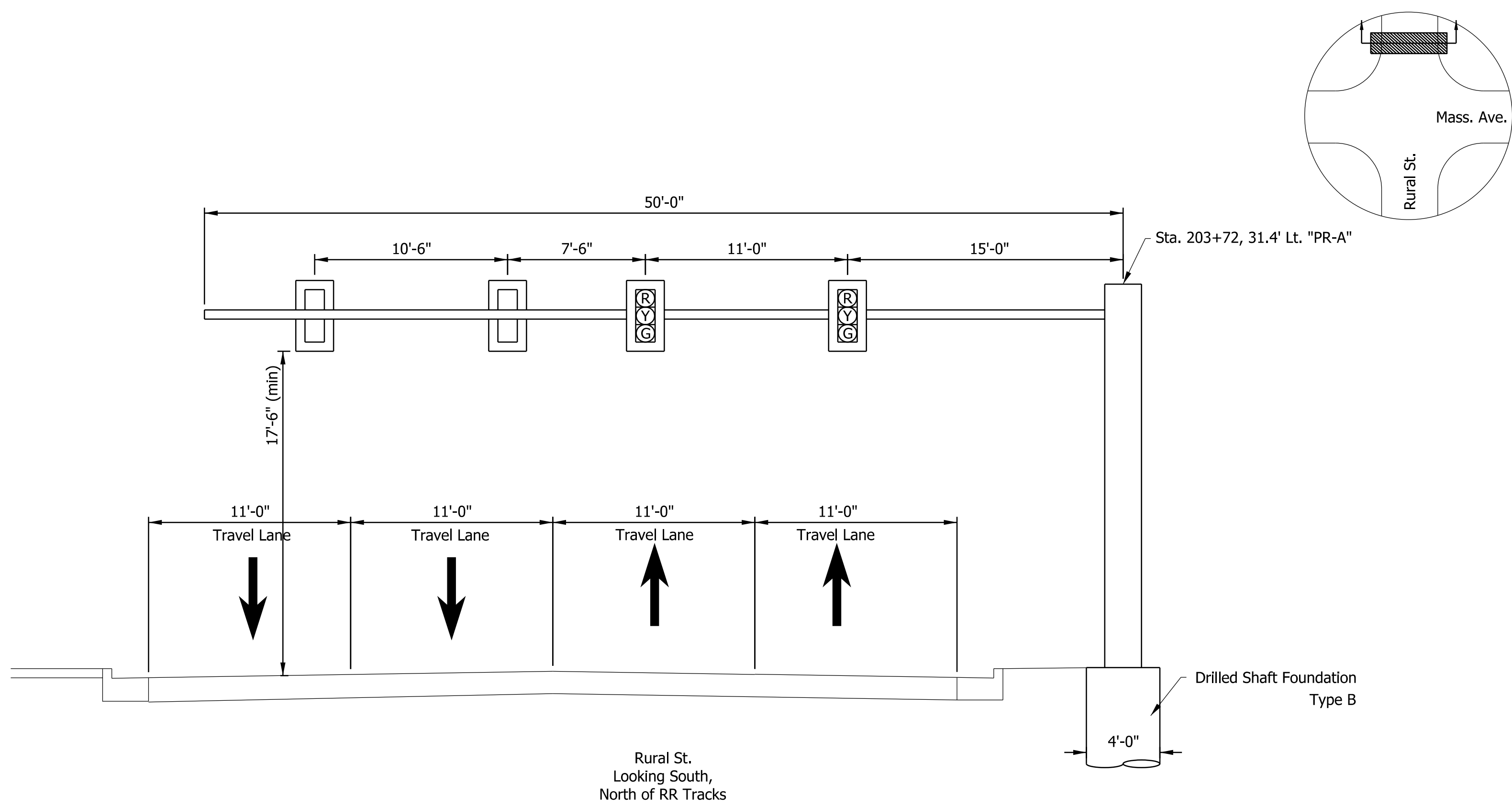
DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ JKTH	DRAWN: _____ JKTH	
CHECKED: _____ AHD	CHECKED: _____ AHD	

INDIANA DEPARTMENT OF TRANSPORTATION
SIGNAL CANTILEVER DETAILS

HORIZONTAL SCALE 1" = 5'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1800715
	SHEETS MAD-01 113 of 175
	CONTRACT T-40840

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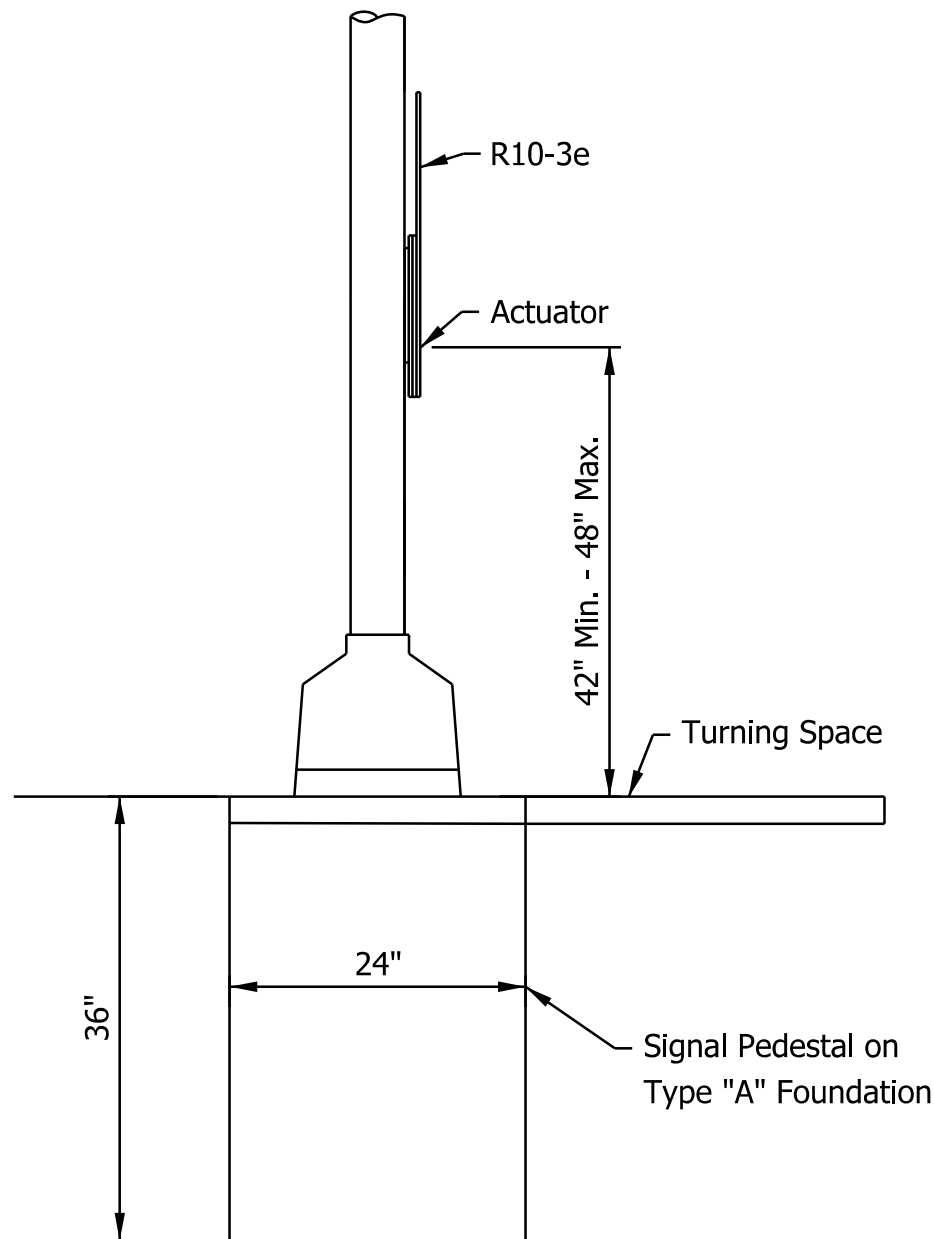
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NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ JKTH	DRAWN: _____ JKTH		
CHECKED: _____ AHD	CHECKED: _____ AHD		

INDIANA DEPARTMENT OF TRANSPORTATION	
SIGNAL CANTILEVER DETAILS	

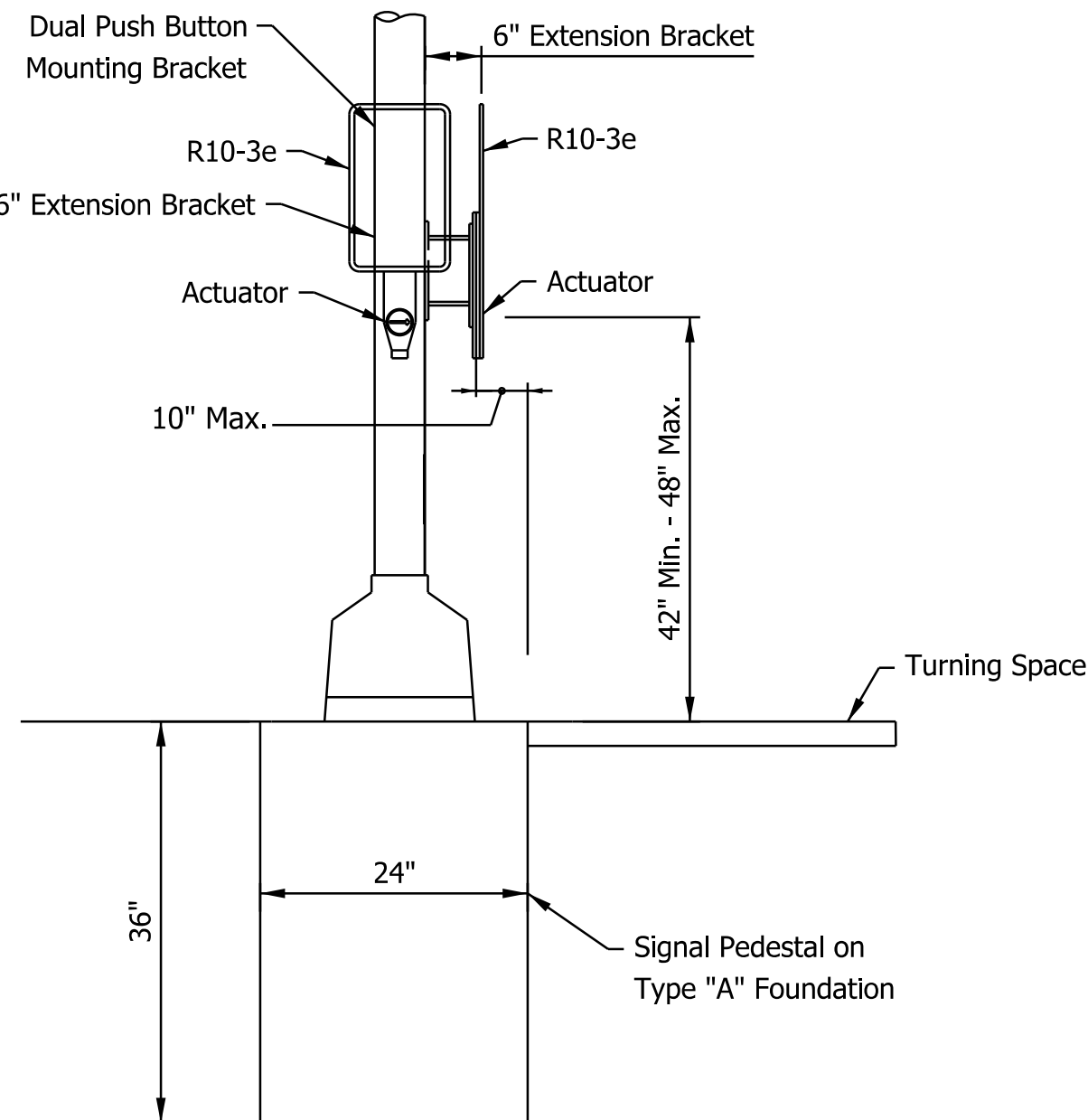
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		114	of 175
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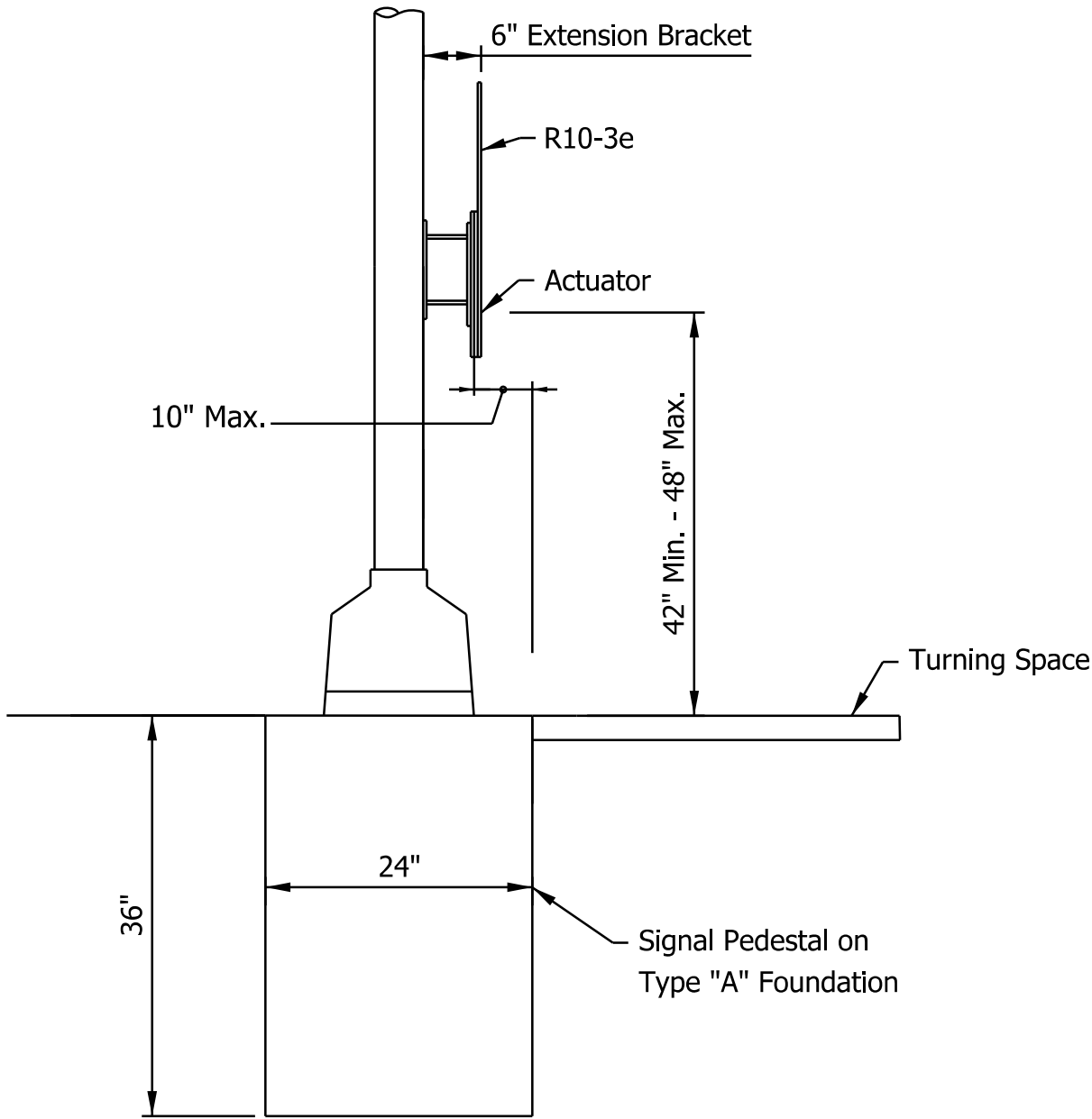
PEDESTRIAN PUSHBUTTON ASSEMBLY ELEVATION "A"

Brookside Ave: Southeast Corner Curb Ramp, NB Direction
Massachusetts Ave: Southwest Corner Curb Ramps, NB & EB Direction
Roosevelt Ave: Southeast Corner Curb Ramps, WB & NB Direction
Roosevelt Ave: Northeast Corner Curb Ramp, NB Direction
Bloyd Ave: Southwest Corner Curb Ramps, NB & EB Direction



PEDESTRIAN PUSHBUTTON ASSEMBLY ELEVATION "B"

Brookside Ave: Southwest Corner Curb Ramps, SB & EB Direction
Brookside Ave: Northeast Corner Curb Ramps, NB & WB Direction
Massachusetts Ave: Southeast Corner Curb Ramps, WB & NB Direction



PEDESTRIAN PUSHBUTTON ASSEMBLY ELEVATION "D"

Massachusetts Ave: Northwest Corner Curb Ramp, NB Direction
Massachusetts Ave: Northwest Corner Curb Ramp North of RR Tracks, EB Direction
Massachusetts Ave: Northeast Corner Curb Ramp, NB Direction
Massachusetts Ave: Northeast Corner Curb Ramp, North of RR Tracks WB Direction
Roosevelt Ave: Northeast Corner Curb Ramp, WB Direction
Bloyd Ave: Northwest Corner Curb Ramps, EB & SB Direction
Brookside Ave: Southeast Corner Curb Ramps, WB Direction
Brookside Ave: Northwest Corner Curb Ramps, NB & EB Direction

DRAFT
NOT FOR CONSTRUCTION

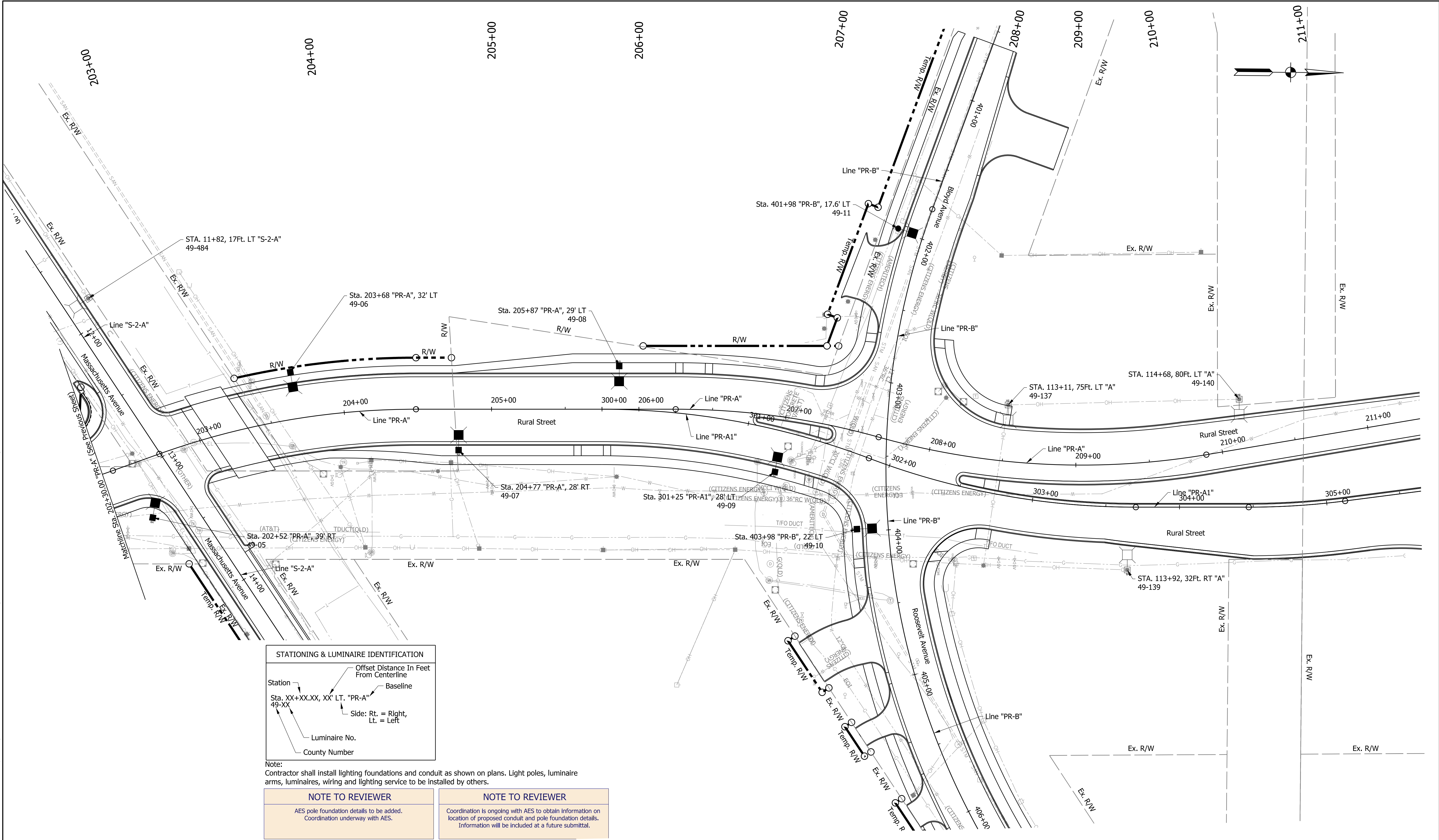
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DESIGNED: _____ JKTH	DRAWN: _____ JKTH
CHECKED: _____ AHD	CHECKED: _____ AHD

INDIANA
DEPARTMENT OF TRANSPORTATION

PEDESTRIAN PUSH BUTTON DETAILS

HORIZONTAL SCALE		BRIDGE FILE	
N/A		N/A	
VERTICAL SCALE		DESIGNATION	
N/A		1800715	
		SHEETS MAD-03	
115		of	175
		CONTRACT	
		T-40840	

jlsburton
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STATIONING & LUMINAIRE IDENTIFICATION

Station
Sta. XX+XX.XX, XX' LT, "PR-A"
49-XX

Offset Distance In Feet From Centerline
Baseline
Side: Rt. = Right, Lt. = Left
Luminaire No.
County Number

Note:
Contractor shall install lighting foundations and conduit as shown on plans. Light poles, luminaire arms, luminaires, wiring and lighting service to be installed by others.

NOTE TO REVIEWER

AES pole foundation details to be added.
Coordination underway with AES.

NOTE TO REVIEWER

Coordination is ongoing with AES to obtain information on location of proposed conduit and pole foundation details.
Information will be included at a future submittal.

LIGHTING PLAN LEGEND

- Proposed 40 FT Aluminum Pole, 12 FT Mast Arm, and Non-Breakaway Base with Luminaire on New AES Foundation
- Existing Luminaire to Remain
- Proposed Luminaire on Existing Utility Pole

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		DATE	
DESIGNED: JKTH		DRAWN: JKTH			
CHECKED: JKTH		CHECKED: JKTH			

INDIANA
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING DETAILS

HORIZONTAL SCALE		BRIDGE FILE	
1" = 30'		N/A	
VERTICAL SCALE		DESIGNATION	
N/A		1800715	
		SHEETS PRLT-02	
		117 of 175	
		CONTRACT	
		T-40840	

Additional Information Document

Appendix C: Early Coordination



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848
(855) INDOT-4U

Eric J. Holcomb, Governor
Michael Smith, Commissioner

Example Re-Coordination Letter

Although letter is dated October 25, 2024, the ECL was mailed on November 1, 2024.

October 25, 2024

Early Coordination List

Re: Early Coordination Letter
Des. No. 1800715
Rural Street and Massachusetts Avenue Intersection Improvement Project
Marion County, Indiana

To Whom it May Concern:

The Indiana Department of Transportation (INDOT) and the Indianapolis Department of Public Works (DPW) with funding from the Federal Highway Administration (FHWA) intend to proceed with an intersection improvement project at the intersection of Rural Street (St) and Massachusetts Avenue (Ave) at the CSX Railroad Crossing DOT# 539242N in the City of Indianapolis, Marion County, Indiana. This project was originally proposed in April of 2020 and the environmental document was approved in January 2021. However, that project was not constructed and the preferred alternative selected in that document has been discarded in favor of the currently proposed alternative. The project studies and design are being updated to reflect the currently recommended alternative.

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 this proposed project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental effects.

Project Location: This project is located along Rural St where it intersects Massachusetts Ave, Brookside Ave, Bloyd Ave/Roosevelt Ave, and 19th St in Marion County. More specifically, the project is located in Sections 29 and 32, Township 16 North, Range 4 East in Center Township, Indianapolis, Indiana.

Existing Conditions: Rural St is a four-lane minor arterial roadway with 10-foot-wide travel lanes, concrete curb, and sidewalks on both sides of the road south of Bloyd Ave/Roosevelt Ave. No sidewalks are present on either side of Rural St north of Bloyd Ave/Roosevelt Ave. The posted speed limit on this section of Rural St is 35 miles per hour (mph). Massachusetts Ave is a two-lane major collector roadway with 12-foot-wide travel lanes that runs parallel to an active CSX railroad crossing. Massachusetts Ave has a posted speed limit of 30 mph, and concrete curb and a sidewalk on the south side of the street only. Brookside Ave is a two-lane local street that has 10-foot-wide travel lanes, as well as 8-foot-wide on-street parking, and concrete curb and sidewalks on both sides of the street. Bloyd Ave, to the west of Rural St, is a two-lane local street with 15-foot-wide travel lanes and concrete curb and sidewalks on the south side of the street. Roosevelt Ave is a two-lane local street east of Rural St with 18-foot-wide travel lanes and concrete curb and sidewalk on both sides of the street.

The Rural St and Massachusetts Ave intersection is controlled by a signal with two phases. No dedicated turn lanes or protected turning signal phases are present at the intersection. The CSX Railroad that crosses Rural St at this intersection can preempt the traffic signal. The intersection of Rural St and Brookside Ave is controlled by a traffic signal. At the intersection, Rural St and Brookside Ave are both one lane in each direction with no designated turn lanes. The intersection of Rural St and Bloyd Ave/Roosevelt Ave is controlled by a traffic signal. Dedicated left and right turn lanes are present on southbound Rural St at the intersection.

Purpose and Need: The need for this project is due to the high number of crashes at the intersection of Rural St and Massachusetts Ave. Right angle crashes are the most common type of crash (38%), and low traffic signal visibility was observed to be a contributing factor. Crashes associated with left turns and sideswipes also represent a high percentage of crash incidents (32%). Additionally, the rate of train/vehicle crashes at the railroad crossing are 3.6 times higher than predicted based on vehicle and train volumes. The purpose of the

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project is to improve safety and reduce the crash severity and frequency at the Rural St and Massachusetts Ave intersection at the CSX railroad crossing.

Proposed Project: The proposed project will realign the portion of Rural St between Interstate 70 (I-70) to approximately 250 feet south of Massachusetts Ave, construct a new crossing over the CSX railroad, and raise the grades of Rural St and Massachusetts Ave south of the railroad crossing. Within the project limits, Rural St will be reduced to one travel lane in each direction, and dedicated left turn lanes will be constructed on Rural St at Bloyd Ave, Massachusetts Ave, and Brookside Ave. Dedicated left turn lanes will also be constructed on Roosevelt Ave, Massachusetts Ave, and Brookside Ave at the Rural St intersection. Other proposed activities include signage updates, signal modifications, mill and resurface, and revised lane alignment and pavement markings that promote safety at the intersections. Sidewalk improvements will occur in each of the four quadrants of the intersection of Rural St with Bloyd Ave/Roosevelt Ave, Massachusetts Ave, and Brookside Ave. One culvert located approximately 420 feet south of the bridge carrying I-70 over Rural St will be lengthened on the west side of Rural St; it will be determined during design if this culvert will require a full replacement or if an extension will be sufficient.

Tree clearing will be required for this project. The trees which will be cleared can be characterized as urban street trees and brush dominated by invasive plant species.

Right-of-Way: Permanent right-of-way acquisition in excess of 0.5 acre is expected for this project. Temporary right-of-way acquisition may be required. Right-of-way acquisition amounts will be determined as design progresses.

Maintenance of Traffic (MOT): Construction is expected to be conducted in phases with two directions of traffic maintained on Rural St, Roosevelt Ave, and Brookside Ave for the duration of construction. Left turns from Rural St will be restricted throughout the project for the duration of construction. A detour for traffic on Massachusetts Ave will be posted; the details of the detour, including which streets will be utilized, will be determined as design progresses. Signage and barriers will be in place to alert motorists of the construction zone and to separate traffic from the construction area. Flaggers will be in place to direct traffic as needed during construction.

Surrounding Resources: Land use in the vicinity of the project is a mix of commercial and residential. A review of the Indiana Department of Environmental Management website has been conducted and the project is not located within a wellhead protection zone or source water area. A waters and wetlands determination and a biological assessment will be completed to identify any ecological resources that may be present. This project qualifies 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 the project on areas which you have jurisdiction or special expertise. Please send your comments to Victoria Veach, of HNTB Corporation, at viveach@hntb.com. Please provide your response within thirty (30) calendar days from the date of this letter. 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 Victoria Veach, viveach@hntb.com, or the INDOT Project Manager, Christie Williams, at chwilliams@indot.in.gov, 574-946-1164. Thank you in advance for your input.

Sincerely,

HNTB CORPORATION

Victoria Veach

Victoria Veach
Environmental Planner III

Attachments: Project Location Map
USGS 7.5 Minute Topographic Quad Map
Project Area Aerial & Photo Location Map
Project Photographs

Attachments have been removed to avoid duplication. Please see Appendix B for project area maps and photos.

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Environmental Consultation List

Federal

Kari Carmany-George, Federal Highway Administration
Erik Sandstedt, US Department of Housing & Urban Development, Chicago Regional Office
John Allen, USDA Natural Resources Conservation Service
Deborah Snyder, US Army Corps of Engineers, Louisville District

State

Indiana Geological and Water Survey (online automated coordination)
Indiana Department of Natural Resources, Division of Fish and Wildlife
Ron Bales, INDOT Greenfield District Environmental Services
Christie Williams, INDOT Greenfield District Project Manager
Sam Anderson, INDOT Utilities and Railroads
Tyler Lewandowski, INDOT Office of Aviation

Local

Marion County Emergency Management
Debra Jenkins, Marion County Surveyor
Joseph O'Connor, Marion County Board of Commissioners President
Vop Osili, Marion County City-County Council President
Ron Gibson, Marion County City-County Council District 8
Jesse Brown, Marion County City-County Council District 13
Kerry Forestal, Marion County Sheriff
Ernest Malone, Indianapolis Fire Department Chief
John Hazlett, Marion County Soil and Water Conservation District
Brittany Crone, Director of Community Outreach, Office of the Mayor
Nathan Sheets, Indianapolis Department of Public Works
Anna Gremling, Indianapolis Metropolitan Planning Organization Executive Director
Kathy Allen, City of Indianapolis MS4 Coordinator
Indianapolis Department of Metropolitan Development
Venita Moore, Indianapolis Public Schools Board, Commissioner, District 2
Aleesia Johnson, Indianapolis Public Schools Superintendent
Kelly Altman, The Oaks Academy Brookside, Head of School
Jennifer Pyrz, IndyGo President
Spades Park Neighborhood Association
Brookside Neighborhood Association
Near Eastside Community Organization
Near East Area Renewal
Keith Berlen, Downtown Heliport, Senior Director of Operation and Public Safety
Matt Lewis, Downtown Heliport, Director of Airport Operations and Maintenance
Mount Moriah Missionary Baptist Church (8.21.2025)

The ECL sent to Mount Moriah Missionary Baptist Church on 8.21.2025 was updated to reflect more current project scope details. This copy of the letter was omitted from the CE document, but it can be made available upon request.

November 4, 2024

Victoria Veach
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204
viveach@HNTB.com

Dear Victoria Veach:

The proposed Intersection Improvement Project, on Rural Street and Massachusetts Ave at the CSX Railroad Crossing DOT# 539242N in the City of Indianapolis, Marion County, Indiana (Des. No. 1800715) as referred to in your letter received October 25, 2024, will not cause a conversion of prime farmland.

If you need additional information, please contact John Allen at 317-295-5859 or john.allen@usda.gov

Sincerely,

JOHN ALLEN

JOHN ALLEN
State Soil Scientist

Digitally signed by JOHN ALLEN
Date: 2024.11.04 13:25:00 -05'00'

Victoria Veach

From: Lewandowski, Tyler <TLewandowski@indot.IN.gov>
Sent: Monday, November 4, 2024 9:12 AM
To: Victoria Veach
Subject: RE: Early Coordination Letter, Des 1800715, Rural St and Massachusetts Ave at CSX Railroad Crossing Intersection Improvement Project

External Email: Use caution when clicking on links, replying, or opening attachments.

Good morning,

After review, no tall structure permit is required for the project if all equipment being used is under 200 feet in height. Please let our office know if you have any further questions.

Thank you,

Tyler Lewandowski
Project Manager
INDOT Office of Aviation
(317) 495-4875
tlewandowski@indot.in.gov
www.aviation.indot.in.gov



From: Victoria Veach <viveach@HNTB.com>
Sent: Friday, November 1, 2024 4:42 PM
To: Lewandowski, Tyler <TLewandowski@indot.IN.gov>
Subject: Early Coordination Letter, Des 1800715, Rural St and Massachusetts Ave at CSX Railroad Crossing Intersection Improvement Project

EXTERNAL EMAIL: This email was sent from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Hello Tyler,

The Indiana Department of Transportation (INDOT) and Indianapolis Department of Public Works (DPW) intend to proceed with a project involving the Rural St and Massachusetts Ave intersection at the CSX Railroad crossing in Marion County, Indiana. The attached 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 this proposed project. Please use the above designation number and description in your reply. We will incorporate your comments into a study of the project's environmental effects. Your response within 30 days is appreciated. We appreciate your participation in this project.

The RFI identified three heliports within 3.8 miles of the project area: The Indianapolis Downtown Heliport, the Department of Highways Landing Pad, and the Indiana Department of Natural Resources heliport. I found some information and contacts for the Indianapolis Downtown Heliport, but I was not able to find anything about the Department of Highways Landing Pad or the IDNR heliport. Do you have any information about these?

Thank you for your time and consideration,

Victoria Veach

From: Mark Spence
Sent: Thursday, August 21, 2025 10:29 AM
To: Victoria Veach; Cody Santangelo
Subject: Re: Early Coordination Letter, Des 1800715, Rural St and Massachusetts Ave at CSX Railroad Crossing Intersection Improvement Project

Victoria,

We will be placing signal poles for the project which will need the tallest equipment. Because of that need we will only need equipment that is less than 200 feet high (likely less than 100').

Best,
Mark Spence, P.E. (he/him)
Section Manager - Development
Tel (317) 636-4682 Cell (317) 514-2993 Email mspence@hntb.com

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From: Victoria Veach <viveach@HNTB.com>
Sent: Wednesday, August 20, 2025 6:55 PM
To: Cody Santangelo <csantangelo@HNTB.com>; Mark Spence <mspence@HNTB.com>
Subject: FW: Early Coordination Letter, Des 1800715, Rural St and Massachusetts Ave at CSX Railroad Crossing Intersection Improvement Project

Hi Cody and Mark,

The Rural & Mass RFI identified 3 heliports that generated a recommendation to coordinate with INDOT Aviation. Their response is below. Can you please confirm if all equipment used will be under 200 feet in height?

I apologize if I asked this before. I usually forward this response soon after receiving it, but it doesn't look like I did that for this one, so I cannot remember if I asked yet.

Thanks for your help!

Victoria Veach
Environmental Planner IV
Environmental Planning
Email viveach@hntb.com

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111 Monument Circle | Indianapolis, IN 46203 | hntb.com

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From: Lewandowski, Tyler <TLewandowski@indot.IN.gov>
Sent: Monday, November 4, 2024 9:12 AM



Organization and Project Information

Organization Name: HNTB

Last Name: Veach

Email: viveach@hntb.com

City: Indianapolis

Zip: 4620

Destination Id: Des 1800715

First Name: Victoria

Phone: (317) 636-4682

Address Line 1: 111 Monument Circle

State: IN

Customer Id: 1800715

Project Title: Rural St & Mass Ave Intersection Improvement Project

Project Description: INDOT and the Indianapolis DPW intend to proceed with an intersection improvement project at Rural St and Massachusetts Ave at the CSX Railroad Crossing DOT# 539242N. The project will realign the portion of Rural St between I-70 and Massachusetts Ave, construct a new crossing over the railroad, and raise the grades of Rural St and Massachusetts Ave south of the railroad crossing.

Environmental Assessment Report

Geological Hazards:

1. Floodway
2. Moderate liquefaction potential

Mineral Resources:

1. Bedrock Resource: High Potential
2. Sand and Gravel Resource: High Potential

Disclaimer:

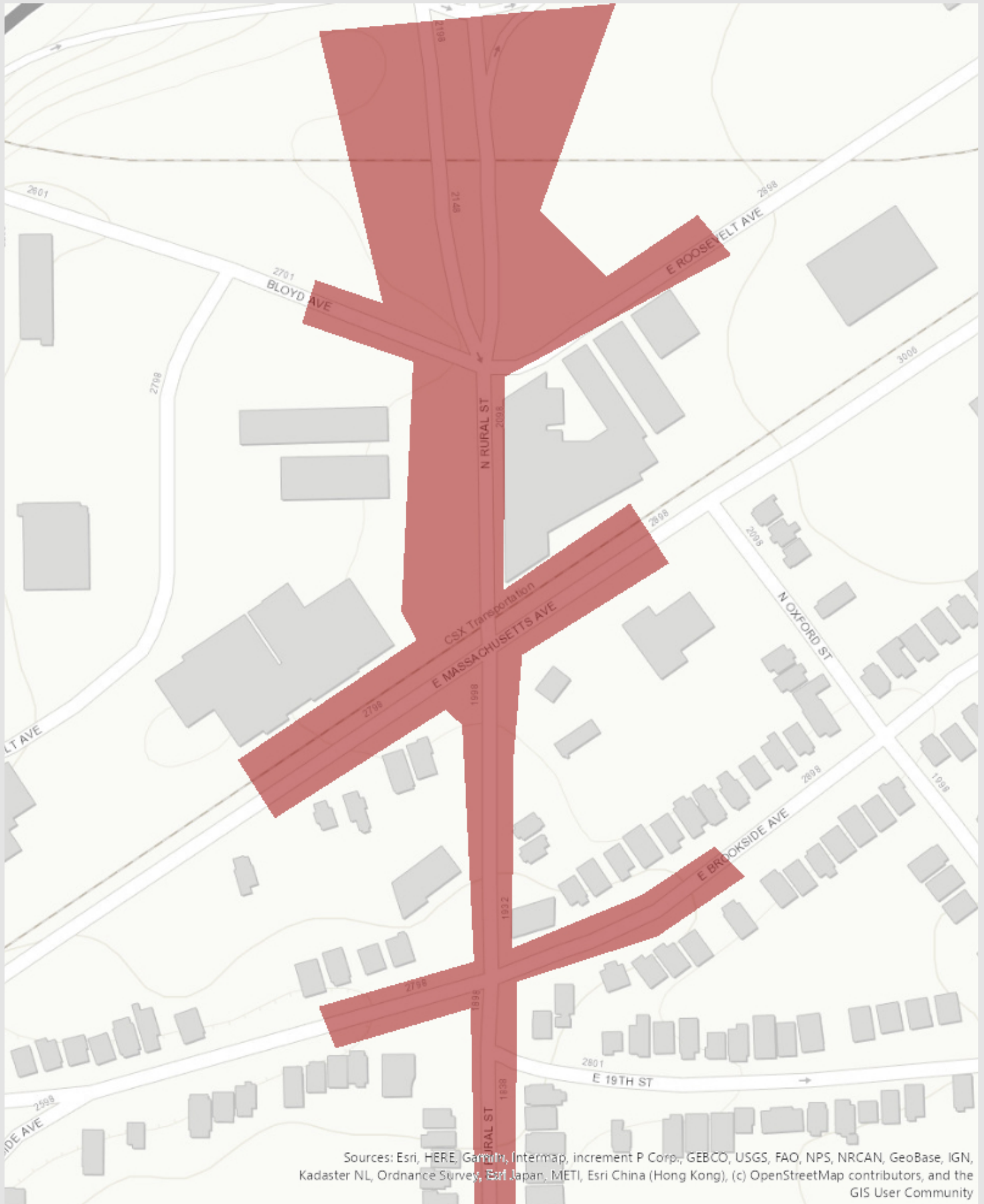
This document was compiled by Indiana University, Indiana Geological Survey, using data believed to be accurate; however, a degree of error is inherent in all data. This product is distributed "AS-IS" without warranties of any kind, either expressed or implied, including but not limited to warranties 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: 1001 E. 10th St., Bloomington, IN 47405

Email: IGSEnvir@indiana.edu

Phone: (812) 855-7428



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

DNR#: ER-22422-1

Request Received: November 1, 2024

Requestor:

Victoria Veach
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, IN 46204

Project:

Rural Street and Massachusetts Avenue intersection improvement, including road realignment and construction of a new crossing over CSX railroad, Indianapolis; Des #1800715

County/Site Info: Marion County

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:

Formal approval by the Department of Natural Resources under the regulatory programs administered by the Division of Water is not required for this project.

Natural Heritage Database:

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

Fish and Wildlife Comments:

Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The following are recommendations that address potential impacts identified in the proposed project area:

A) Culvert Modification or Replacement

Bridges are preferred over culverts, and three-sided culverts are preferred over box or pipe culverts. Multiple culverts or culverts with multiple openings are not recommended for approval. These types of structures are often problematic for fish and wildlife passage as they tend to accumulate debris and become blocked. If box and pipe culverts are used, the culvert bottoms should be sumped a minimum of 6" (or 20% of the culvert height or diameter, whichever is greater up to a maximum of 2') below the stream bed elevation. Sumping is not required for bridges or three-sided culverts. Crossings must span the entire channel width (a minimum of 1.2 times the ordinary high-water mark width). Crossings must maintain the natural stream substrate within the structure (natural stream substrate must be replaced in sumped box and pipe culverts up to the existing flowline). Scour protection at the inlet and outlet must not extend above the existing flowline elevation. Stream depth, channel width and water velocities in the crossing structure during low-flow conditions must approximate those in the natural stream channel.

The new/replacement/rehabilitated crossing structure, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. Upgrading wildlife passage for replacement/rehabilitated structures is recommended whenever possible to improve wildlife/vehicle safety. White-tailed deer passage must be incorporated into all new structures where no structure previously existed. Minimum structure dimensions for white-tailed deer passage are 20 feet of width clearance (overall span of the structure) and 8 feet of height clearance measured from the ordinary high-water mark (OHWM). Bank lines must be maintained or restored within structures to allow for wildlife passage above the OHWM. All wildlife passage designs must include a smooth level pathway preferably 3 feet wide but a minimum of 1-2 feet in width composed of natural substrate (soil, sand, gravel, etc.) or compacted aggregate fill over riprap (#2, #53, #73, etc.) tied into existing elevations both upstream and downstream. The width and location of the wildlife pathway is dependent on the wildlife species using the area.

There are several techniques and materials for incorporating wildlife passage into the design of a crossing structure. Coordination with a Regional Environmental Biologist to address wildlife passage issues before submitting a permit application (if required) is encouraged to avoid delays in the permitting process. The following links are good resources to consider in the design of stream crossing structures to maintain fish and wildlife passage:

<https://www.fs.usda.gov/ccrc/tool/fishxing-fish-passage-learning-systems>

<https://www.fs.usda.gov/wildlifecrossings/library/index.php>

https://www.fhwa.dot.gov/clas/ctip/wildlife_crossing_structures/

<https://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf>

B) Street Trees

The Division of Fish and Wildlife recommends avoiding removing urban trees to the greatest extent possible and replacing trees that must be removed. Street trees are important to fish and wildlife resources in urban areas. Indiana's street trees also provide millions of dollars of tangible benefits to Indiana communities by their presence in the urban environment. Their shade and beauty contribute to the quality of life. They provide significant increases in real estate values, create attractive settings for commercial businesses, and improve community neighborhood appeal. Trees decrease energy consumption by providing shade and acting as windbreaks. They reduce water treatment costs and impede soil erosion by slowing the runoff of stormwater. Trees also cool the air temperature, cleanse pollutants from the air, and produce oxygen while absorbing carbon dioxide. Trees are an integral component of the urban environment. Proactively managing and maintaining a street tree population will ultimately maximize the benefits afforded by their aesthetic and ecological functions. The following links give a good overview of the benefits of a street tree program and how to select the right species to avoid the negative impacts of non-native invasive species such as the common and popular Bradford pear: <https://www.in.gov/dnr/forestry/forestry-publications-and-presentations/> (scroll down to the Community & Urban Forestry section).

C) Pavement Rehabilitation

Pavement rehabilitation projects typically do not have a significant impact on fish, wildlife, and botanical resources as long as best management practices (BMPs) are in place to limit the migration of polycyclic aromatic hydrocarbons (PAHs) into local waterways. PAHs are a byproduct of asphalt and coal tar-based sealants and negatively impact aquatic systems. The use of sealants that are free of petroleum and coal tar-based products is encouraged whenever possible. Contaminated road runoff can significantly impact the aquatic environment through increased turbidity and release of sediment into the stream which can be harmful to fish and other aquatic organisms, their eggs, and their food supply. Where possible, road runoff should be directed to riprap turnouts and sediment filtration prior to entering a stream to reduce impacts to aquatic species. We recommend the use of pollutant trapping technology such as storm drain inserts to reduce the runoff of roadside pollutants where appropriate.

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas that are not currently mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in currently mowed areas only. A native herbaceous seed mixture must include at least 5 species of grasses and sedges and 5 species of wildflowers.
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana Bat or Northern Long-eared Bat roosting (3 inches or greater diameter-at-breast height, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
6. Use minimum average 6-inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
7. Do not use broken concrete as riprap.
8. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
9. Minimize the movement of resuspended bottom sediment from the immediate project area.
10. Do not deposit or allow construction/demolition materials or debris to fall or otherwise enter the waterway. Any incidental fallen material or debris in the waterway must be removed within 24 hours using best management practices, particularly lifting material out of the waterway and not dragging it across the streambed whenever possible.
11. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the waterbody or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
12. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.
13. Plant two trees of 3-gallon stock or larger for each tree which is removed that is 10 inches or greater in diameter-at-breast height.

Contact Staff:

Our agency appreciates this opportunity to be of service. Please contact me at RVanVoorhis@dnr.IN.gov or (317) 232-8163 if we can be of further assistance.

Rachel Van Voorhis
Rachel Van Voorhis
Environmental Coordinator
Division of Fish and Wildlife

Date: November 27, 2024

Victoria Veach

From: Jesse Brown <jesse@jesseforindy.com>
Sent: Monday, November 11, 2024 12:17 PM
To: Victoria Veach
Subject: Re: Early Coordination Letter, Des 1800715, Rural St and Massachusetts Ave at CSX Railroad Crossing Intersection Improvement Project

External Email: Use caution when clicking on links, replying, or opening attachments.

Ms. Veach,

Thanks very much for reaching out. I definitely support any upgrades that provide more safety at at-grade rail crossings in my district. The intersection in question is one of several. I have not heard notes from constituents about this project and thus don't have specific comments at this time. Can you confirm that you have sent this letter to constituent neighborhood groups in the area as well?

Thanks again, and please forgive my delayed response.

In love and solidarity,
Jesse

On Fri, Nov 1, 2024 at 4:35 PM Victoria Veach <viveach@hntb.com> wrote:
To Whom it May Concern:

The Indiana Department of Transportation (INDOT) and Indianapolis Department of Public Works (DPW) intend to proceed with a project involving the Rural St and Massachusetts Ave intersection at the CSX Railroad crossing in Marion County, Indiana. The attached 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 this proposed project. Please use the above designation number and description in your reply. We will incorporate your comments into a study of the project's environmental effects. Your response within 30 days is appreciated. We appreciate your participation in this project.

Thank you for your time and consideration,

Victoria Veach

Environmental Planner III

Environmental Planning

Email viveach@hntb.com

HNTB CORPORATION

111 Monument Circle | Indianapolis, IN 46203 | hntb.com

Victoria Veach

From: Victoria Veach
Sent: Monday, November 11, 2024 1:24 PM
To: Jesse Brown
Subject: RE: Early Coordination Letter, Des 1800715, Rural St and Massachusetts Ave at CSX Railroad Crossing Intersection Improvement Project

Hello,

Thank you for reaching out! This letter was sent to IMPD, the IPS Superintendent and District 2 Board Member, The Oaks Academy at Brookside, the Spades Park Neighborhood Association, the Brookside Neighborhood Association, and the Near Eastside Community Organization.

If you know of other local groups or neighborhood associations that should be included, please do pass those along. Our office is currently preparing a public involvement plan and we intend to host two stakeholder workshops focused on Environmental Justice population concerns and two public information meetings during the project development. A public hearing will also be held about one year from now. We want to be sure we are including all community and neighborhood organizations and reaching as many people as possible!

Thank you again, and please continue to reach out if any questions or concerns arise!

Victoria Veach
Environmental Planner III
Environmental Planning
Email viveach@hntb.com

HNTB CORPORATION
111 Monument Circle | Indianapolis, IN 46203 | hntb.com

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From: Jesse Brown <jesse@jesseforindy.com>
Sent: Monday, November 11, 2024 12:17 PM
To: Victoria Veach <viveach@HNTB.com>
Subject: Re: Early Coordination Letter, Des 1800715, Rural St and Massachusetts Ave at CSX Railroad Crossing Intersection Improvement Project

External Email: Use caution when clicking on links, replying, or opening attachments.

Ms. Veach,

Thanks very much for reaching out. I definitely support any upgrades that provide more safety at at-grade rail crossings in my district. The intersection in question is one of several. I have not heard notes from constituents about this project and thus don't have specific comments at this time. Can you confirm that you have sent this letter to constituent neighborhood groups in the area as well?

Thanks again, and please forgive my delayed response.



TO: *Victoria Veach*
HNTB

DATE: *November 8, 2024*

FROM: *Kathy Allen, PLA, CPESC*
Indianapolis DPW (Contractor)

SUBJECT: *Des 1800715 Rural and Mass Avenue*
Environmental Early Coordination MCSWMD Comments

Dear Victoria Veach,

The Marion County Stormwater Management District (MCSWMD) received the early coordination letter as part of the environmental review process for the above referenced project. Based on the information provided, please consider the following comments:

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.

Known MCSWMD owned separate storm water assets are based on information within the City's GIS system. No field check was conducted to verify accuracy of that information. MCSWMD and the City of Indianapolis make no representations or warranties of any kind about the completeness or accuracy of the information.

If you have any questions about the above-mentioned project, please contact Kathy Allen at (317) 327-8428, Indianapolis DPW 1200 S. Madison Avenue, Suite 200, Indianapolis, IN 46225 or Kathy.allen@indy.gov.

Sincerely,

Kathleen B. Allen, PLA, CPESC, CMS4S
Stormwater Project Manager (Contractor)



Victoria Veach

From: Christian Cambron <christian.cambron@indygo.net>
Sent: Thursday, November 21, 2024 4:26 PM
To: Victoria Veach
Cc: IndyGo Bus Stops; chwilliams@indot.in.gov
Subject: Early Coordination Letter, Des 1800715, Rural St and Massachusetts Ave at CSX Railroad Crossing Intersection Improvement Project

External Email: Use caution when clicking on links, replying, or opening attachments.

Hi Victoria,

Comments from IndyGo about the project in the subject line are below. Thank you and let me know if you have any questions. I'll be your IndyGo contact for this project. 😊

As we have not received (roadway/sidewalk) design coordination for this project yet, please forward the relevant details below to the consultant project manager. I'm happy to jump on a call if that's easier for anyone.

IndyGo has two routes with associated bus stop locations in the project area:

1. Route 26 along Rural St (4 stops)
2. Route 21 along Brookside Ave (1 stop)

Individual Bus Stop Details:

Brookside Ave & Rural St Eastbound / Stop ID: 51610

- *This stop will be retired with future route re-alignments, no improvements needed.*

Rural St & Roosevelt Ave Northbound / Stop ID: 11760

- *This stop is part of the long term IndyGo network, however it is not ADA compliant. We request an ADA-complaint 5'x8' boarding area as part of the project.*
- *This may be challenging without reduction of pavement width.*

Rural St & Bloyd Ave Southbound / Stop ID: 11840

- *This stop is part of the long term IndyGo network, however it is not ADA compliant. We request an ADA-complaint 5'x8' boarding area as part of the project.*
- *The boarding area should be easily achieved with a concrete 'fill in' of the abutting grass strip.*

Rural St & Massachusetts Ave Northbound / Stop ID: 11759

- *This stop is part of the long term IndyGo network, however it is not ADA compliant. We request an ADA-complaint 5'x8' boarding area as part of the project.*
- *The boarding pad should be easily achieved with a concrete 'fill in' of the abutting grass strip.*

Rural St & Brookside Ave Southbound / Stop ID: 11842

- *This stop is part of the long term IndyGo network, however it is not ADA compliant. We request an ADA-complaint 5'x8' boarding area as part of the project.*
- *The boarding pad should be easily achieved with a concrete 'fill in' of the abutting grass strip.*

Outside of possible bus stop improvements, IndyGo is interested in MOT and detour information.



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



In Reply Refer To:

08/25/2025 17:43:39 UTC

Project Code: 2025-0014932

Project Name: Des 1800715 Rural St & Massachusetts Ave Intersection Improvement Project

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

To Whom It May Concern:

To Whom It May Concern:

The purpose of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.), is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

The enclosed species list identifies threatened, endangered, proposed, and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Act.

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. You can complete this verification formally or informally or request an updated list by visiting the IPaC website at regular intervals during project planning and implementation.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at [Midwest Section 7 Technical Assistance | U.S. Fish & Wildlife Service](#). This website contains step-by-step instructions to help you determine if your project will have an adverse effect on listed species and to lead you through the Section 7 process.?

We appreciate your concern for threatened and endangered species. Federal agencies should include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Other Trust Resources and Activities?

Bald and Golden Eagles?- Although the bald eagle has been removed from the endangered species list, this species and the golden eagle are protected by the Bald and Golden Eagle Act and the Migratory Bird Treaty Act. It is the responsibility of the project proponent to survey the area for any migratory bird nests. If there is an eagle nest on-site while work is on-going, eagles may be disturbed. We recommend avoiding and minimizing disturbance to eagles whenever practicable. If you cannot avoid eagle disturbance, you may seek a [permit](#). A [nest take permit](#) is always required for removal, relocation, or obstruction of an eagle nest. For communication and wind energy projects, please refer to additional guidelines below.?

Migratory Birds?- The Migratory Bird Treaty Act (MBTA) prohibits the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when specifically authorized by the Service. The Service has the responsibility under the MBTA to proactively prevent the mortality of migratory birds whenever possible and we encourage implementation of [recommendations that minimize potential impacts to migratory birds](#). Such measures include clearing forested habitat outside the nesting season (generally March 1 to August 31) or conducting nest surveys prior to clearing to avoid injury to eggs or nestlings.?

Communication Towers?- Construction of new communications towers (including radio, television, cellular, and microwave) creates a potentially significant impact on migratory birds, especially some 350 species of night-migrating birds. However, the Service has developed [voluntary guidelines for minimizing impacts](#).?

Transmission Lines?- Migratory birds, especially large species with long wingspans, heavy bodies, and poor maneuverability can also collide with power lines. In addition, mortality can occur when birds, particularly hawks, eagles, kites, falcons, and owls, attempt to perch on uninsulated or unguarded power poles. To minimize these risks, please refer to [guidelines](#) developed by the Avian Power Line Interaction Committee and the Service. Implementation of these measures is especially important along sections of lines adjacent to wetlands or other areas that support large numbers of raptors and migratory birds.?

Wind Energy?- To minimize impacts to migratory birds and bats, wind energy projects should follow the Service's [Wind Energy Guidelines](#). In addition, please refer to the Service's [Eagle Conservation Plan Guidance](#), which provides guidance for conserving bald and golden eagles in the course of siting, constructing, and operating wind energy facilities.

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

Project Code: 2025-0014932

Project Name: Des 1800715 Rural St & Massachusetts Ave Intersection Improvement Project

Project Type: Road/Hwy - Maintenance/Modification

Project Description: The Indiana Department of Transportation (INDOT) and the Indianapolis Department of Public Works (DPW) with funding from the Federal Highway Administration (FHWA) intend to proceed with an intersection improvement project at the intersection of Rural St and Massachusetts Ave at the CSX Railroad Crossing DOT# 539242N in the City of Indianapolis, Marion County, Indiana. This project was originally proposed in April 2020 and the environmental document was approved in January 2021. However, the preferred alternative described there has been discarded in favor of the currently proposed alternative.

This project is located along Rural St where it intersects Bloyd Ave/ Roosevelt Ave, Massachusetts Ave, Brookside Ave, and 19th St in the City of Indianapolis. More specifically, the project is located in Sections 29 and 32, Township 16N, Range 4E in Center Township.

The proposed project will realign the portion of Rural St starting at Bloyd Ave/Roosevelt Ave and extending to approximately 150 feet south of Massachusetts Ave, construct a new crossing over the CSX railroad, and raise the grades of Rural St and Massachusetts Ave south of the railroad crossing. Along Rural St, two travel lanes in each direction will be maintained north of Brookside Ave, and one travel lane in each direction will be maintained south of Brookside Ave. Dedicated left turn lanes will be constructed on Bloyd Ave and Brookside Ave at the Rural St intersection. Other proposed activities include signage updates, signal modifications, mill and resurface, and revised lane alignment and pavement markings to promote safety at the intersections. Sidewalk improvements will occur in each of the four quadrants of the intersection of Rural St with Bloyd Ave/Roosevelt Ave, Massachusetts Ave, and Brookside Ave. One 205-foot-long, 42-inch-diameter reinforced concrete pipe (RCP) culvert is located within the project area approximately 420 feet south of the bridge carrying I-70 over Rural St. This culvert does not have a unique structure number assigned to it. No work will occur on the structure, but riprap will be installed at the outlet on the west side of Rural St.

Land use in the vicinity of the project is a mix of commercial and residential. No suitable summer habitat is present within or adjacent to the project area. However, a residential area containing a relatively high concentration of trees forming a continuous path to the riparian corridor

along Pogue's Run is present adjacent to the southern end of the project area. Between I-70 and the CSX railroad, areas with ornamental street trees dominated by northern catalpa (*Catalpa speciosa*), white ash (*Fraxinus americana*), and American elm (*Ulmus americana*), and a shrub/brush area dominated by the invasive species tree of heaven (*Ailanthus altissima*) and Amur honeysuckle (*Lonicera mackii*) will be cleared by this project. In total, this project will clear approximately 0.6 acre of urban street trees and shrub/brush. No trees which are expected to be cleared are considered to be suitable summer habitat.

An inspection of the 42-inch-diameter RCP on August 19, 2025, by HNTB staff did not identify bats or signs of bats in or on the structure. A review of the USFWS database by INDOT Greenfield District staff on October 9, 2024, did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. Permanent lighting in the form of traffic signals, railroad crossing flashing lights, and street lights is currently present in the project area. This project will make upgrades to existing permanent lighting. Temporary lighting may be used during construction. Letting is currently scheduled for January 2027 and construction is expected to begin during the spring of 2027. Construction is expected to last for approximately two years.

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@39.79473985,-86.11680298833633,14z>



Counties: Marion County, Indiana

ENDANGERED SPECIES ACT SPECIES

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

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

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.

BIRDS

NAME	STATUS
Whooping Crane <i>Grus americana</i> Population: U.S.A. (AL, AR, CO, FL, GA, ID, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, NM, OH, SC, TN, UT, VA, WI, WV, western half of WY) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/758	Experimental Population, Non- Essential

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> There is proposed critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

CRITICAL HABITATS

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

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

IPAC USER CONTACT INFORMATION

Agency: HNTB Corporation
Name: Victoria Veach
Address: 111 Monument Circle
City: Indianapolis
State: IN
Zip: 46204
Email: viveach@hntb.com
Phone: 3176364682

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

Endangered Species Act Review

DETERMINATION KEY

Indiana Endangered Species Determination Key

Release date: August 1, 2025

You completed the latest version of this key, published August 1, 2025, and reached a determination of not applicable for species or critical habitats covered by the key.

This key is intended to streamline review of projects for potential effects to Federally listed threatened and endangered (TE) species and designated critical habitat (CH). This key is a tool to help Federal agencies and other project proponents decide if their proposed action has the potential to adversely affect TE species and CH and covers certain routine and predictable projects for all species in Indiana. Some projects may be outside the scope of this key, such as wind energy development; aerial or other large-scale application of any chemical (e.g., insecticide or herbicide); and approval of long-term permits or plans (e.g., FERC licenses). Activities that fall outside the scope of this key will require additional evaluation and/or consultation outside of the IPaC application. If your project qualifies for use of this DKey, you will be prompted to answer questions about your project to help you evaluate the effects of your action on Federally listed species and designated CH. If your completed review indicates a "No Effect" (NE) determination for all listed species, keep your IPaC output letter for your files to document your compliance with the Endangered Species Act. For Federal projects with a "Not Likely to Adversely Affect" determination, our concurrence becomes valid if you do not hear otherwise after a 30-day review period, as indicated in your letter. If your output letter indicates additional coordination with the Indiana Ecological Services Field Office is necessary, you will be provided additional guidance on contacting the Service to continue ESA coordination outside of this key. ESA compliance cannot be concluded when a "May Affect" determination is reached unless otherwise indicated in your output letter. Please note that only one assisted determination key may be completed per species for each project. Please carefully review the descriptions of all available determination keys to select the most appropriate key for your project. For instance, federal transportation projects with potential effects to listed bats may be advised to complete the determination key entitled, FHWA, FRA, FTA Programmatic Consultation for Transportation Projects affecting NLEB or Indiana Bat; however, since this key covers Indiana bats as well, you may only use one of the keys to reach an effects determination for the Indiana bat. Finally, be advised that this determination key does not authorize any

activities that are otherwise prohibited by the Endangered Species Act (e.g., for wildlife: import/export, interstate or foreign commerce, possession of illegally taken wildlife, etc.; for plants: import/export, reduce to possession, malicious destruction on Federal lands, commercial sale, etc.) or other Federal or state statutes.

[Click on the link below to view the analysis this DKey is based on:](#)

<https://www.fws.gov/media/indiana-d-key-standing-analysis>

Species covered by this key

This key covers the following species, and critical habitat for these species, expected to occur in this project area:

Monarch Butterfly *Danaus plexippus*
Whooping Crane *Grus americana*

The following species, also covered by this key, are not expected to occur in this project area:

Clubshell *Pleurobema clava*
Copperbelly Water Snake *Nerodia erythrogaster neglecta*
Eastern Massasauga (=rattlesnake) *Sistrurus catenatus*
Eastern Prairie Fringed Orchid *Platanthera leucophaea*
Fanshell *Cyprogenia stegaria*
Fat Pocketbook *Potamilus capax*
Gray Bat *Myotis grisescens*
Indiana Bat *Myotis sodalis*
Longsolid *Fusconaia subrotunda*
Mead's Milkweed *Asclepias meadii*
Mitchell's Satyr Butterfly *Neonympha mitchellii mitchellii*
Northern Riffleshell *Epioblasma rangiana*
Pink Mucket (pearlymussel) *Lampsilis abrupta*
Piping Plover *Charadrius melodus*
Pitcher's Thistle *Cirsium pitcheri*
Rabbitsfoot *Quadrula cylindrica cylindrica*
Rayed Bean *Villosa fabalis*
Regal Fritillary *Speyeria idalia*
Rough Pigtoe *Pleurobema plenum*
Round Hickorynut *Obovaria subrotunda*
Rufa Red Knot *Calidris canutus rufa*
Salamander Mussel *Simpsonia ambigua*
Sheepnose Mussel *Plethobasus cyphus*
Short's Bladderpod *Physaria globosa*
Short's Goldenrod *Solidago shortii*

Snuffbox Mussel *Epioblasma triquetra*

Virginia Sneezeweed *Helenium virginicum*

White Catpaw (pearlymussel) *Epioblasma perobliqua*

Critical habitats covered by this key

This key covers the critical habitats for the following species expected to occur in this project area:

None

For more information about this determination key, including a list of all potential questions, refer to the [detailed overview](#).

Qualification interview

1. This determination key is intended to assist the user in evaluating the effects of their actions on most Federally listed species in Indiana. It does not cover northern long-eared bats, tricolored bats, or rusty patched bumble bee. This key does not cover other prohibited activities under the Endangered Species Act (e.g., for wildlife: import/export, Interstate or foreign commerce, possession of illegally taken wildlife, etc.; for plants: import/export, reduce to possession, malicious destruction on Federal lands, commercial sale, etc.) or other statutes. Additionally, this key DOES NOT cover wind or solar development, purposeful take (e.g., for research or surveys), communication towers that have guy wires over 450 feet in height, aerial or other large-scale application of any chemical (such as insecticide or herbicide), and approval of long-term permits or plans (e.g., FERC licenses, HCPs).

Click **yes** to acknowledge that you must consider other prohibitions of the ESA or other statutes outside of this determination key.

☒ Yes

2. Is the action the approval of a long-term (i.e., in effect greater than 10 years) permit, plan, or other action?

☒ No

3. Is the proposed action authorized, permitted, licensed, funded, or being carried out by a Federal agency in whole or in part?

☒ Yes

4. Is the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), or Federal Transit Administration (FTA) the lead Federal Agency for this action?

☒ Yes

5. FHWA, FRA, and FTA have completed a rangewide programmatic biological opinion for transportation projects within the range of the Indiana bat and northern long-eared bat. Does your proposed action fall within the scope of this programmatic consultation?

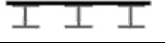
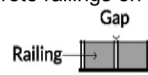
Note: If you are unsure, please select "Yes" and use the FHWA, FRA, FTA Assisted Determination Key to determine if the programmatic biological opinion is applicable to your project.

☐ Yes

FHWA, FRA, or FTA actions should not use this key for Indiana bat determinations. Please complete the FHWA, FRA, FTA Programmatic Consultation for Transportation Projects determination key. The FHWA key is intended for projects funded or authorized by FHWA, FRA, or FTA, that may affect the endangered Indiana bat, the endangered tricolored bat and/or the endangered northern long-eared bat, which requires consultation with the the U.S. Fish and Wildlife Service under Section 7 of the ESA.

If you no longer wish to use this key for your project, you can delete your evaluation.

Bridge/Structure Bat Assessment Form

Date & Time August 19, 2025/ 2:00 of Assessment PM		DOT Project Des 1800715, Number Contract T-40840		Route/Facility Rural Street Carried		County Marion	
Federal Structure ID N/A		Structure Coordinates 39.7962345, (latitude and longitude) -86.1167490		Structure Height 42-inch diameter (approximate)		Structure Length 205 feet	
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material		Beam Material	
☐ Cast-in-place 		☐ Pre-stressed Girder 		☐ Metal		☐ None	
☐ Flat Slab/Box 		☐ Steel I-beam 		☐ Concrete		☐ Concrete	
☐ Truss 		☐ Covered 		☐ Timber		☐ Steel	
☐ Parallel Box Beam 		☐ Other:		☐ Open grid		☐ Timber	
				☐ Other:		☐ Other:	
Culvert Type				Culvert Material		Creosote Evidence	
☐ Box		☐ Other Structure		☐ Metal		☐ Yes ☐ No	
☒ Pipe/Round				☒ Concrete		☐ Unknown	
☐ Other:				☐ Plastic		Notes:	
				☐ Stone/Masonry			
				☐ Other:			
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
☐ Bare ground		☐ Open vegetation		☐ Agricultural		☐ Grassland	
☐ Rip-rap		☐ Closed vegetation		☒ Commercial		☐ Ranching	
☐ Flowing water		☐ Railroad		☐ Residential-urban		☐ Riparian/wetland	
☐ Standing water		☐ Road/trail - Type:		☐ Residential-rural		☐ Mixed use	
☒ Seasonal water		☐ Other:		☐ Woodland/forested		☐ Other:	
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
☐ All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas		☐ Not present		☐ Visual - live # dead #		☐ Audible Species	
☒				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☒ Concrete surfaces (open roosting on concrete)		☐ Not present		☐ Visual - live # dead #		☐ Audible Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ Spaces between concrete end walls and the bridge deck		☒ Not present		☐ Visual - live # dead #		☐ Audible Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ Crack between concrete railings on top of the bridge deck 		☒ Not present		☐ Visual - live # dead #		☐ Audible Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ Vertical surfaces on concrete I-beams		☒ Not present		☐ Visual - live # dead #		☐ Audible Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ Spaces between walls, ceiling joists		☒ Not present		☐ Visual - live # dead #		☐ Audible Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☒ Weep holes, scupper drains, and inlets/pipes		☐ Not present		☐ Visual - live # dead #		☐ Audible Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ All guiderails		☒ Not present		☐ Visual - live # dead #		☐ Audible Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
☐ All expansion joints		☒ Not present		☐ Visual - live # dead #		☐ Audible Species	
				☐ Guano		☐ Odor	
				☐ Staining		☐ Photos	
Name: Landon Little				Signature: 			

Additional Information Document

Appendix D: Section 106 of NHPA

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov

March 5, 2026

Haley Brinker
Architectural Historian
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256

Federal Agency: Indiana Department of Transportation (“INDOT”),
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Indiana Department of Transportation’s finding of “no historic properties affected,” on behalf of
the Federal Highway Administration, for the Rural Street and Massachusetts Avenue Intersection
Improvement Project (Des. No. 1800715; DHPA No. 33287)

Dear Ms. Brinker:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your February 5, 2026, submission, which enclosed INDOT’s finding and supporting documentation, and which was received by our office February 5, 2026, for the above-indicated project, which is proposed for areas located at the City of Indianapolis, in Center Township, Marion County, Indiana.

As we previously stated, the area of potential effects (“APE”) proposed in the HPSR appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur. For the purposes of the Section 106 review of this federal undertaking, we agree with the conclusions in the HPSR that there are no previously recorded National Register of Historic Places (“NRHP”) listed or eligible resources located within the APE. Furthermore, we also agree with the conclusions in the HPSR of the Contributing rated status of the remaining historic-aged resources documented during survey and that there are no resources listed in or eligible for the NRHP within the APE.

In terms of impacts of proposed project-related ground-disturbing activities to archaeological resources, as previously indicated, based on the submitted information and the documentation available to the staff of the Indiana DNR-DHPA, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area; and we concur with the opinion of the archaeologist, as expressed in the Indiana Archaeological Short Report (Wilson and Ellrod, 05/01/2025), that no further archaeological investigations appear necessary at the original portions of the proposed project area.

Accordingly, we concur with INDOT’s January 28, 2026, Section 106 finding of “No Historic Properties Affected,” on behalf of FHWA, for this federal undertaking.

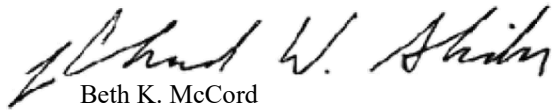
If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana

Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the Rural Street and Massachusetts Avenue Intersection Improvement Project (Des. No. 1800715), which is proposed for areas located at the City of Indianapolis, in Center Township, Marion County, Indiana, please refer to DHPA No. 33287.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:TLG:WTT:wt

emc: Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Haley Brinker, ASC Group, Inc.
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

Victoria Veach

From: Cherica Reynolds <creynolds@delawarenation-nsn.gov>
Sent: Thursday, March 5, 2026 9:30 AM
To: tapayne@indot.in.gov
Cc: Carissa Speck
Subject: FHWA Project: Des. No. 1800715; No Historic Properties Affected Finding, Rural Street and Massachusetts Avenue Intersection Improvement Project, Marion County, Indiana

EXTERNAL EMAIL: This email was sent from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Thank you for contacting the Delaware Nation Historic Preservation Office regarding the proposed project. According to our files there are no historic properties or cultural resources of significance to Delaware Nation within the project location. Our office concurs with the determination of no effect. Please proceed as planned.

Wanishi,

Cherica Reynolds
TCNS Coordinator
Delaware Nation
PO Box 825, Anadarko, OK 73005
(405) 901-1715 x 1304
creynolds@delawarenation-nsn.gov

Public Notice
Des. No. 1800715

The Indiana Department of Transportation (INDOT) and Indianapolis Department of Public Works (DPW) are planning to undertake an intersection improvement project, funded in part by the Federal Highway Administration (FHWA). The project is located in the City of Indianapolis, along Rural Street where it intersects with Massachusetts Avenue, Brookside Avenue, Bloyd Avenue/Roosevelt Avenue, and 19th Street.

Under the preferred alternative, the proposed project will realign a portion of Rural Street starting at Bloyd Avenue/Roosevelt Avenue and extending to approximately 150 feet south of Massachusetts Avenue, construct a new crossing over the CSX Railroad, and raise the grades of Rural Street and Massachusetts Avenue south of the railroad crossing by approximately 2 feet. Along Rural Street, two travel lanes in each direction will be maintained north of Brookside Avenue, and one travel lane in each direction will be maintained south of Brookside Avenue. A median will remain to separate the northbound and southbound traffic on Rural Street between Interstate 70 and Bloyd Avenue/Roosevelt Avenue, but the existing concrete will be removed and replaced with vegetation. Lane striping and pavement markings along Rural Street will indicate shared turn and through lanes on the north and south approaches of all intersections included in this project, with the exception of southbound Rural Street at Bloyd Avenue/Roosevelt Avenue, where an existing dedicated left-turn lane will be maintained for traffic turning from Rural Street to Roosevelt Avenue. The alignment, width, and traffic lane configuration along Massachusetts Avenue will remain the same as existing. No dedicated turn lanes will be added at either approach of Massachusetts Avenue. Slight realignment will be required at the Bloyd Avenue and Roosevelt Avenue approaches to tie into Rural Street. A dedicated left-turn lane will be added on Bloyd Avenue for traffic turning from Bloyd Avenue to northbound Rural Street. A dedicated right-turn lane will be added to Roosevelt Avenue for traffic turning from Roosevelt Avenue to northbound Rural Street. Dedicated left-turn lanes will be added at both approaches of Brookside Avenue. Other proposed activities include signage and lighting updates, signal modifications, and mill and resurface. Sidewalk improvements will occur in each of the four quadrants of the intersection of Rural Street with Bloyd Avenue/Roosevelt Avenue, Massachusetts Avenue, and Brookside Avenue. The proposed permanent right-of-way acquisition is 0.311 acre. The proposed temporary right-of-way acquisition is 0.277 acre.

The proposed action does not impact properties listed in or eligible for the National Register of Historic Places. INDOT, on behalf of the FHWA, has issued a “No Historic Properties Affected” finding for the project due to the fact that no historic properties are present within the Area of Potential Effects (APE). In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(1), the documentation specified in 36 CFR 800.11(d) is available for inspection in ASC Group, Inc.’s Indianapolis office. Additionally, this documentation can be viewed electronically by accessing INDOT’s Section 106 document posting website IN SCOPE at <http://erms12c.indot.in.gov/Section106Documents>. This documentation serves as the basis for the “No Historic Properties Affected” finding. The views of the public on this effect finding are being sought. Please reply with any comments to Haley Brinker; 9376 Castlegate Drive, Indianapolis, Indiana 46256; 317.708.7371; hbrinker@ascgroup.net no later than March 10, 2026.

In accordance with the “Americans with Disabilities Act,” if you have a disability for which the DPW needs to provide accessibility to the documents such as interpreters or readers, please contact Chris Radford, cradford@hntb.com, 317-391-0780.

Victoria Veach

From: Indianapolis Legals <PublicNotices@indystar.com>
Sent: Friday, February 6, 2026 8:19 AM
To: Haley Brinker
Subject: Thank you for placing your order with us.
Attachments: ATT00002.jpg

THANK YOU for your ad submission!

This is your confirmation that your order has been submitted. Below are the details of your transaction. Please save this confirmation for your records.

We appreciate you using our online self-service ads portal, available 24/7. Please continue to visit Indianapolis Star's online Classifieds [HERE](#) to place your legal notices in the future.

Deadlines vary by publication, changes and/or cancellations may not be honored due to deadline restrictions.

Job Details

Order Number:
LSBN0455653
Classification:
[Govt Public Notices](#)
Package:
[General Package](#)
Additional Options:
1 Affidavit \$0.00
Base amount:
\$81.09
Service fee:
\$3.24
Cash/Check/ACH
☐
Discount:
-\$0.00
Total payment:
\$84.33

As an incentive for customers, we provide a discount off the total order cost equal to the 3.99% service fee if you pay with Cash/Check/ACH. Pay by Cash/Check/ACH and save! In no event are service fees refundable.
Payment Type:
[visa](#)

Account Details

Asc Group Inc
9376 Castlegate DR
Indianapolis, IN □ 46256-1001
317-915-9300
hbrinker@ascgroup.net
Asc Group Inc
Credit Card - visa *****8421

Schedule for ad number LSBN04556530

Tue Feb 10, 2026
Indianapolis Star
All Zones

Victoria Veach

From: Haley Brinker <hbrinker@ascgroup.net>
Sent: Thursday, February 5, 2026 10:11 AM
To: 'DHPARReview@dnr.IN.gov'
Cc: 'Bales, Ronald'; 'Williams, Christine'; Cameron Berry; Jennifer Rhodes; Dominica DeFelice; Tina Davis; Shámpayne Jeffries; Kaylee Ellrod; dterpstra; 'Branigin, Susan'; 'Alexander, Kelyn'; Victoria Veach; Mark Spence; Cody Santangelo; Christine Meador
Subject: FHWA Project: Des. No. 1800715; No Historic Properties Affected Finding, Rural Steet and Massachusetts Avenue Intersection Improvement Project, Marion County, Indiana
Attachments: Review Request Submittal_1800715_2026-02-05.pdf; NHPA 800.11_1800715_part 1.pdf

External Email: Use caution when clicking on links, replying, or opening attachments.

Good morning,

Please see the attached documentation and review request submittal form for the above-referenced project.

Please note that due the size of the file for the finding/800.11 documentation, it will be submitted in two parts. Part 1 is attached.

Thanks!

Haley Brinker
Architectural Historian

ASC Group, Inc.

9376 Castlegate Drive
Indianapolis, IN 46256
317.915.9300 (office)
317.708.7371 (direct)

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CULTURAL • ENVIRONMENTAL • HAZARDOUS
EVALUATION & CONSULTING

Celebrating 40 Years!

From: Haley Brinker
Sent: Thursday, February 5, 2026 9:49 AM
To: 'bmccord@dnr.IN.gov' <bmccord@dnr.IN.gov>; 'cnguyen@indianalandmarks.org' <cnguyen@indianalandmarks.org>
Cc: Bales, Ronald <rbales@indot.IN.gov>; Williams, Christine <ChWilliams@indot.IN.gov>; Cameron Berry

<cberry@ascgroup.net>; Jennifer Rhodes <jrhodes@ascgroup.net>; Dominica DeFelice <ddefelice@ascgroup.net>; Tina Davis <thartman@ascgroup.net>; Shámpayne Jeffries <sjeffries@ascgroup.net>; Kaylee Ellrod <kellrod@ascgroup.net>; Doug Terpstra <dterpstra@ascgroup.net>; Branigin, Susan <SBranigin@indot.IN.gov>; 'Alexander, Kelyn' <KAlexander3@indot.IN.gov>; 'viveach@hntb.com' <viveach@hntb.com>; 'Mark Spence' <mspence@HNTB.com>; 'Cody Santangelo' <csantangelo@HNTB.com>; Christine Meador <CMeador@HNTB.com>
Subject: FHWA Project: Des. No. 1800715; No Historic Properties Affected Finding, Rural Steet and Massachusetts Avenue Intersection Improvement Project, Marion County, Indiana

Des. No.: 1800715

Project Description: Intersection Improvement Project

Location: City of Indianapolis

The Indiana Department of Transportation (INDOT) and the Indianapolis Department of Public Works, with funding from the Federal Highway Administration (FHWA), proposes to proceed with the Rural Street and Massachusetts Avenue Intersection Improvement Project, Des. No. 1800715.

INDOT, on behalf of FHWA, has signed a determination of “No Historic Properties Affected” for this Section 106 undertaking. In accordance with 36 CFR 800.4(d), you and the other Section 106 consulting parties are being provided the documentation for this finding. You can view the determination of “No Historic Properties Affected” electronically by accessing INDOT’s Section 106 document posting website IN SCOPE at <http://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment.

Tribal Nation representatives please respond to INDOT’s Tribal Liaison, Taylor Payne, at tapayne@indot.in.gov (317-779-5775) with any responses pertaining to this project, including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Erica Tait at erica.tait@dot.gov (317-226-7481).

Thank you in advance for your input,

Haley Brinker
Architectural Historian

ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, IN 46256
317.915.9300 (office)
317.708.7371 (direct)

[Facebook](#) | [LinkedIn](#) | [Web](#)

Victoria Veach

From: Haley Brinker <hbrinker@ascgroup.net>
Sent: Thursday, February 5, 2026 9:49 AM
To: 'bmccord@dnr.IN.gov'; 'cnguyen@indianalandmarks.org'
Cc: Bales, Ronald; Williams, Christine; Cameron Berry; Jennifer Rhodes; Dominica DeFelice; Tina Davis; Shámpayne Jeffries; Kaylee Ellrod; dterpstra; Branigin, Susan; 'Alexander, Kelyn'; Victoria Veach; Mark Spence; Cody Santangelo; Christine Meador
Subject: FHWA Project: Des. No. 1800715; No Historic Properties Affected Finding, Rural Steet and Massachusetts Avenue Intersection Improvement Project, Marion County, Indiana

External Email: Use caution when clicking on links, replying, or opening attachments.

Des. No.: 1800715

Project Description: Intersection Improvement Project

Location: City of Indianapolis

The Indiana Department of Transportation (INDOT) and the Indianapolis Department of Public Works, with funding from the Federal Highway Administration (FHWA), proposes to proceed with the Rural Street and Massachusetts Avenue Intersection Improvement Project, Des. No. 1800715.

INDOT, on behalf of FHWA, has signed a determination of “No Historic Properties Affected” for this Section 106 undertaking. In accordance with 36 CFR 800.4(d), you and the other Section 106 consulting parties are being provided the documentation for this finding. You can view the determination of “No Historic Properties Affected” electronically by accessing INDOT’s Section 106 document posting website IN SCOPE at <http://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

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Thank you in advance for your input,

Haley Brinker
Architectural Historian

ASC Group, Inc.
9376 Castlegate Drive

Victoria Veach

From: Alexander, Kelyn <KAlexander3@indot.IN.gov>
Sent: Thursday, February 5, 2026 10:47 AM
To: section106@shawnee-tribe.com; Larus Longie; Carissa Speck
Cc: Payne, Taylor; Haley Brinker; Tait, Erica (FHWA)
Subject: FHWA Project: Des. No. 1800715; No Historic Properties Affected Finding, Rural Street and Massachusetts Avenue Intersection Improvement Project, Marion County, Indiana
Attachments: RuralSt-MassAveIntersection_DesNo1800715_800.11 RDL_2026-02-05.pdf

Des. No.: 1800715

Project Description: Intersection Improvement Project

Location: City of Indianapolis

The Indiana Department of Transportation (INDOT) and the Indianapolis Department of Public Works, with funding from the Federal Highway Administration (FHWA), proposes to proceed with the Rural Street and Massachusetts Avenue Intersection Improvement Project, Des. No. 1800715.

INDOT, on behalf of FHWA, has signed a determination of “No Historic Properties Affected” for this Section 106 undertaking. In accordance with 36 CFR 800.4(d), you and the other Section 106 consulting parties are being provided the documentation for this finding. You can view the determination of “No Historic Properties Affected” electronically by accessing INDOT’s Section 106 document posting website IN SCOPE at <http://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days. A copy of the 800.11 is also available here: <https://acrobat.adobe.com/id/urn:aaid:sc:VA6C2:a2210b19-c8b2-4013-b5e9-7f7355293c33>.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment.

Tribal Nation representatives please respond to INDOT’s Tribal Liaison, Taylor Payne, at tapayne@indot.in.gov (317-779-5775) with any responses pertaining to this project, including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Erica Tait at erica.tait@dot.gov (317-226-7481).

Thank you in advance for your input,

Kelyn Alexander

**Historic Bridge Program Administrator
Cultural Resources Office**

Indiana Department of Transportation
100 N. Senate Ave., N758-Environmental Services
Indianapolis, IN 46204

Office: (317) 519-7759

Email: kalexander3@indot.in.gov

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INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

February 5, 2026

This letter was sent to the listed parties.

RE: Rural Street and Massachusetts Avenue Intersection Improvement Project, INDOT Des. No. 1800715 (DPW Project No. ST-25-525; DHPA No. 33287), City of Indianapolis, Marion County, Indiana

Dear Consulting Party,

The Indiana Department of Transportation (INDOT) and the Indianapolis Department of Public Works (DPW), with funding from the Federal Highway Administration (FHWA), intend to proceed with an intersection improvement project at the intersection of Rural Street and Massachusetts Avenue at the CSX Railroad Crossing in the City of Indianapolis, Marion County, Indiana (INDOT Des. No. 1800715; Division of Historic Preservation and Archaeology [DHPA] No. 33287; DPW Project No. ST-25-525). This project was originally proposed in April 2020. A Minor Projects Programmatic Agreement (MPPA) Category B was approved in July 2020, and the environmental document was approved in January 2021. However, that project was not constructed, and the preferred alternative selected in that document has been discarded in favor of the currently proposed alternative. The project studies and design have been updated to reflect the current recommended alternative.

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on January 17, 2025. The archaeological short report (ASR) was sent to the State Historic Preservation Office (SHPO) on May 7, 2025. In addition, the Historic Property Short Report (HPSR) was distributed to Tribal and non-Tribal consulting parties on August 7, 2025. Due to an oversight, the ASR was not sent to Tribes until this distribution.

The proposed undertaking is located along Rural Street where it intersects Massachusetts Avenue, Brookside Avenue, Bloyd Avenue/Roosevelt Avenue, and 19th Street in Marion County, Indiana. It is within Center Township, Indianapolis East quadrangle (USGS 7.5' Topographic Map), in Sections 29 and 32, Township 16 North, Range 4 East. The project area can be viewed online at <https://arcg.is/jqueP> (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

The need for this project is due to the high number of crashes at the intersection of Rural Street and Massachusetts Avenue. Crash data for the 2016–2018 time period indicated a total of 72 crashes occurred at the intersection

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during those years. Of the total crashes, 16 resulted in injuries and 56 resulted in property damage only. Right-angle crashes were the most common type of crash, accounting for 38 percent of all crashes, and low traffic signal visibility was observed to be a contributing factor. Crashes associated with left turns and sideswipes also represented a high percentage of crash incidents, accounting for 32 percent of all crashes. An analysis of the crash data using the Road Hazard Analysis Tool (RoadHAT) revealed an Index of Crash Frequency (ICF) of 2.40 and an Index of Crash Cost (ICC) of 1.85. ICF is a metric that measures the difference between the expected and reported number of crashes and is used to assess the safety of a roadway compared to similar roadways. ICC is a metric that measures the difference between expected and reported crash costs and is used to consider the severity of crashes. ICF and ICC values close to 0 indicate that the number and severity of crashes is close to what is expected for comparable roadways. An ICF of 2.40 and an ICC of 1.85 indicate that the Rural Street and Massachusetts Avenue intersection has a higher-than-expected crash rate and that the severity of crashes is slightly higher than what would be expected from similar intersections. The purpose of this project is to reduce the ICF and ICC of the Rural Street and Massachusetts Avenue intersection to 1.0 or lower.

The project design has been refined and more details determined since the distribution of the HPSR. Previously, the proposed project would have realigned a portion of Rural Street from Interstate 70 (I-70) extended to approximately 250 feet south of Massachusetts Avenue. The proposed project will now realign a portion of Rural Street starting at Bloyd Avenue/Roosevelt Avenue and extending to approximately 150 feet south of Massachusetts Avenue. The proposed project will construct a new crossing over the CSX Railroad and raise the grades of Rural Street and Massachusetts Avenue south of the railroad crossing by approximately 2 feet. Along Rural Street, two travel lanes in each direction will be maintained north of Brookside Avenue, and one travel lane in each direction will be maintained south of Brookside Avenue. A median will remain to separate the northbound and southbound traffic on Rural Street between I-70 and Bloyd Avenue/Roosevelt Avenue, but the existing concrete will be removed and replaced with vegetation. Lane striping and pavement markings along Rural Street will indicate shared turn and through lanes on the north and south approaches of all intersections included in this project, with the exception of southbound Rural Street at Bloyd Avenue/Roosevelt Avenue, where an existing dedicated left-turn lane will be maintained for traffic turning from Rural Street to Roosevelt Avenue. The alignment, width, and traffic lane configuration along Massachusetts Avenue will remain the same as existing. No dedicated turn lanes will be added at either approach of Massachusetts Avenue.

Slight realignment and widening will be required at the Bloyd Avenue and Roosevelt Avenue approaches to tie into Rural Street. A dedicated left-turn lane will be added on Bloyd Avenue for traffic turning from Bloyd Avenue to northbound Rural Street. A dedicated right-turn lane will be added to Roosevelt Avenue for traffic turning from Roosevelt Avenue to northbound Rural Street. Dedicated left-turn lanes will be added at both approaches of Brookside Avenue. Areas of existing pavement along Rural Street, Bloyd Avenue, and Roosevelt Avenue that will no longer be needed after roadway realignment will be removed and sod will be installed in its place.

Other proposed activities include signage and lighting updates, signal modifications, and mill and resurface. Sidewalk improvements will occur in each of the four quadrants of the intersection of Rural Street with Bloyd Avenue/Roosevelt Avenue, Massachusetts Avenue, and Brookside Avenue. One culvert, a 206-foot-long, 42-inch-diameter reinforced concrete pipe, is located approximately 420 feet south of the bridge carrying I-70 over Rural Street. No work is planned for this culvert. Since the distribution of the HPSR and ASR, right-of-way acquisition amounts have been refined. The proposed permanent right-of-way acquisition is 0.311 acre. The proposed temporary right-of-way acquisition is 0.277 acre.

Construction will occur in phases, and the Maintenance of Traffic (MOT) plan will involve a combination of lane restrictions, road closures, and detours. Phase 1 of construction will construct temporary pavement at the northern portion of the project area and along the east side of Rural Street between Massachusetts Avenue and Brookside Avenue to accommodate the MOT plan employed in later phrases of construction. Northbound Rural Street will

be reduced to one lane of traffic; no other traffic restrictions will be in place during Phase 1. Phase 2 of construction will construct the realigned portion of Rural Street and raise the grade of Massachusetts Avenue west of Rural Street. Massachusetts Avenue west of Rural Street and Bloyd Avenue will be closed during Phase 2. Phase 3 of construction will raise the grade of Massachusetts Avenue east of Rural Street and will reconstruct the northbound lanes of Rural Street north of Roosevelt Avenue. Massachusetts Avenue east of Rural Street and Roosevelt Avenue will be closed during Phase 3 of construction. Phase 4 of construction will reconstruct access drives and sidewalks on the west side of Rural Street between Massachusetts Avenue and Brookside Avenue. Phase 5 of construction will reconstruct curb ramps throughout the project area. During the Phase 2 and Phase 3 road closures, traffic on Massachusetts Avenue will be detoured along Commerce Avenue, Nowland Avenue, Brookside Parkway South Drive, and Sherman Drive. Previous correspondence included East 21st Street, but that has since been removed from the MOT plan. Portions of this detour will direct traffic through the National Register of Historic Places (NRHP)-listed Indianapolis Park & Boulevard System Historic District. A temporary increase in traffic will not affect the character of the historic district, and the detour route has not been included in the Area of Potential Effects (APE). Traffic on Bloyd Avenue will be detoured along Hillside Avenue, East 25th Street, and Keystone Way. Traffic on Roosevelt Avenue will be detoured along Rural Street, Brookside Avenue, and Dearborn Street. The detour routes will be in place for approximately one year. A permanent route for semi-trucks traveling from westbound Massachusetts Avenue to I-70 will be posted along Dearborn Street and Roosevelt Avenue.

HNTB Corporation is under contract with INDOT to advance the environmental documentation for the referenced project. ASC Group, Inc. has been subcontracted to complete the Section 106 documentation for the project.

In accordance with 36 CFR 800.2(c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status—as well as additional entities that are currently being invited to become consulting parties—are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

The APE is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains no resources listed in the NRHP.

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated aboveground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, no aboveground resources are recommended as eligible for listing in the NRHP.

An archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified no sites within the project area. As a result of these efforts, no sites were recommended as eligible for listing in the NRHP and no further work is recommended.

On August 8, 2025, the Turtle Mountain Band of Chippewa Indians responded to the HPSR and ASR: "TMBCI THPO office concur no adverse effect to historic or cultural properties during this upgrade project."

On September 2, 2025, SHPO responded that the APE in the HPSR was "of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur." Additionally, they concurred with the conclusions of the HPSR.

The No Historic Properties Affected finding and associated 800.11 documentation is available for review in IN SCOPE at <https://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any cultural resource impacts incurred as a result of this project. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

All future responses regarding the proposed project, including questions concerning specific project details, should be forwarded to:

Haley Brinker
Architectural Historian, Principal Investigator
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
hbrinker@ascgroup.net
(317) 708-7371

Tribal Nation representatives please respond to INDOT's Tribal Liaison, Taylor Payne, at tapayne@indot.in.gov (317-779-5775) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Erica Tait at erica.tait@dot.gov (317-226-7481).

Sincerely,



Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

Distribution List:
Indiana State Historic Preservation Office
Calvin Nguyen, Indiana Landmarks
Shawnee Tribe
Delaware Nation of Oklahoma
Turtle Mountain Band of Chippewa Indians

**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING
RURAL STREET AND MASSACHUSETTS AVENUE INTERSECTION IMPROVEMENT PROJECT
DES. NO.: 1800715, DHPA NO.: 33287**

AREA OF POTENTIAL EFFECTS

(Pursuant to 36 CFR Section 800.4(a)(1))

The Area of Potential Effects (APE) for this project was influenced by the scale and nature of the undertaking. The APE is a polygon surrounding the project area and is based on sight lines to and from the proposed project location. The archaeological APE is the survey area which consists of the project footprint. A map of the APE is located in Appendix A.

ELIGIBILITY DETERMINATIONS

(Pursuant to 36 CFR 800.4(c)(2))

The APE contains no properties listed, or eligible for listing, in the National Register of Historic Places (NRHP).

EFFECT FINDING

INDOT, acting on FHWA's behalf, has determined a "No Historic Properties Affected" finding is appropriate for this undertaking. INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)

This undertaking will not convert property from any Section 4(f) historic property to a transportation use; the INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Historic Properties Affected"; therefore no Section 4(f) evaluation is required.



Matthew S. Coon, for FHWA
Manager
INDOT Cultural Resources

January 28, 2026

Approved Date

**FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO HISTORIC PROPERTIES AFFECTED
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.4(d)(1)
RURAL STEET AND MASSACHUSETTS AVENUE INTERSECTION IMPROVEMENT PROJECT
DES. NO.: 1800715, DHPA NO.: 33287**

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT) and the Indianapolis Department of Public Works (DPW), with funding from the Federal Highway Administration (FHWA), intend to proceed with an intersection improvement project at the intersection of Rural Street and Massachusetts Avenue at the CSX Railroad Crossing in the City of Indianapolis, Marion County, Indiana (DPW Project No. ST-25-525). This project was originally proposed in April 2020 and was approved in July 2020 under Category B of the Minor Projects Programmatic Agreement (MPPA). The environmental document was approved in January 2021. However, the project was not constructed, and the preferred alternative selected in that document has been discarded in favor of the currently proposed alternative. The project studies and design have been updated to reflect the current recommended alternative.

The proposed undertaking is located along Rural Street where it intersects with Massachusetts Avenue, Brookside Avenue, Bloyd Avenue/Roosevelt Avenue, and 19th Street in Marion County, Indiana. It is within Center Township, Indianapolis East quadrangle (USGS 7.5' Topographic Map), in Sections 29 and 32, Township 16 North, Range 4 East.

The need for this project is due to the high number of crashes at the intersection of Rural Street and Massachusetts Avenue. Crash data for the 2016-2018 time period indicated a total of 72 crashes occurred at the intersection. Of the total crashes, 16 resulted in injuries and 56 resulted in property damage only. Right-angle crashes were the most common type of crash, accounting for 38 percent of all crashes, and low traffic signal visibility was observed to be a contributing factor. Crashes associated with left turns and sideswipes also represented a high percentage of crash incidents, accounting for 32 percent of all crashes. An analysis of the crash data using the Road Hazard Analysis Tool (RoadHAT) revealed an Index of Crash Frequency (ICF) of 2.40 and an Index of Crash Cost (ICC) of 1.85. ICF is a metric that measures the difference between the expected and reported number of crashes and is used to assess the safety of a roadway compared to similar roadways. ICC is a metric that measures the difference between expected and reported crash costs and is used to consider the severity of crashes. ICF and ICC values close to 0 indicate that the number and severity of crashes is close to what is expected for comparable roadways. An ICF of 2.40 and an ICC of 1.85 indicate that the Rural Street and Massachusetts Avenue intersection has a higher-than-expected crash rate and that the severity of crashes is slightly higher than what would be expected from similar intersections. The purpose of this project is to reduce the ICF and ICC of the Rural Street and Massachusetts Avenue intersection to 1.0 or lower.

The proposed project will realign a portion of Rural Street starting at Bloyd Avenue/Roosevelt Avenue and extending to approximately 150 feet south of Massachusetts Avenue, construct a new crossing over the CSX Railroad, and raise the grades of Rural Street and Massachusetts Avenue south of the railroad crossing by approximately 2 feet. Along Rural Street, two travel lanes in each direction will be maintained north of Brookside Avenue, and one travel lane in each direction will be maintained south of Brookside Avenue. A median will remain to separate the northbound and southbound traffic on Rural Street between Interstate 70 (I-70) and Bloyd Avenue/Roosevelt Avenue, but the existing concrete will be removed and replaced with vegetation. Lane striping and pavement markings along Rural Street will indicate shared turn and through lanes on the north and south approaches of all intersections included in this project, with the exception of southbound Rural Street at Bloyd Avenue/Roosevelt Avenue, where an existing dedicated left-turn lane will be maintained for traffic turning from Rural Street to Roosevelt Avenue. The

alignment, width, and traffic lane configuration along Massachusetts Avenue will remain the same as existing. No dedicated turn lanes will be added at either approach of Massachusetts Avenue.

Slight realignment and widening will be required at the Bloyd Avenue and Roosevelt Avenue approaches to tie into Rural Street. A dedicated left-turn lane will be added on Bloyd Avenue for traffic turning from Bloyd Avenue to northbound Rural Street. A dedicated right-turn lane will be added to Roosevelt Avenue for traffic turning from Roosevelt Avenue to northbound Rural Street. Dedicated left-turn lanes will be added at both approaches of Brookside Avenue. Areas of existing pavement along Rural Street, Bloyd Avenue, and Roosevelt Avenue that will no longer be needed after roadway realignment will be removed and sod will be installed in its place.

Other proposed activities include signage and lighting updates, signal modifications and mill and resurface. Sidewalk improvements will occur in each of the four quadrants of the intersection of Rural Street with Bloyd Avenue/Roosevelt Avenue, Massachusetts Avenue, and Brookside Avenue. One culvert, a 206-foot-long, 42-inch-diameter reinforced concrete pipe, is located approximately 420 feet south of the bridge carrying I-70 over Rural Street. This culvert does not have a unique structure number assigned to it. No work is planned for this culvert. Proposed permanent right-of-way acquisition is 0.311 acre. Proposed temporary right-of-way acquisition is 0.277 acre.

According to 36 CFR 800.16(d), the Area of Potential Effects (APE) is defined as the “geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist” and is “influenced by the scale and nature of an undertaking.”

The APE is urban in character with a mix of commercial and industrial properties along Rural Street and Massachusetts Avenue and residential neighborhoods from the early twentieth century on either side of Rural Street South of Massachusetts Avenue (Appendix B). The above-ground APE for this project is a polygon surrounding the project area and is based on sight lines to and from the proposed project location. The archaeological APE is the survey area which consists of the project footprint. A map illustrating the project area and APE can be found in Appendix A.

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

The State Historic Preservation Office (SHPO) is entitled to participate in the Section 106 process as a consulting party. The following other individuals and organizations were invited by letter or email dated January 17, 2025 (Appendix C: C-2 to C-11).

Mayor Joe Hogsett
Joseph O'Connor, Marion County Board of Commissioners
Barbara Lawrence, Marion County Board of Commissioners
Myla Eldridge, Marion County Board of Commissioners
Nathan Sheets, Indianapolis Department of Public Works
Meg Busch, Indianapolis Historic Preservation Commission
Anna Gremling, Indianapolis Metropolitan Planning Organization
Sean Northup, Indianapolis Metropolitan Planning Organization
Mark Dollase, Indiana Landmarks
Alex Brooks, Indiana Landmarks
Steven Barnett, Marion County Historian
William L. McNiece, Marion County Historical Society
Historic Urban Neighborhoods of Indianapolis (HUNI)
Spades Park Neighborhood Association
Brookside Neighborhood Association
Near East Area Renewal
Near East Side Community Organization
Eastern Shawnee Tribe of Oklahoma

Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
Turtle Mountain Band of Chippewa Indians
Delaware Nation of Oklahoma

On January 22, 2025, Calvin Nguyen, Indianapolis Preservation Coordinator with Indiana Landmarks, responded to the ECL and requested to be a consulting party for the project (Appendix C: C-12).

On February 6, 2025, the Delaware Nation of Oklahoma responded to the ECL that there “are no known cultural resources or historic properties associated with Delaware Nation within or near the APE of the proposed project” (Appendix C: C-13 to C-15).

In a letter dated February 13, 2025, the SHPO responded to the ECL stating that they were not aware of any additional parties who needed to be invited to consult on the project (Appendix C: C-16).

On February 18, 2025, the Shawnee Tribe responded, stating that “no known historic properties will be negatively impacted by this project. However, there is still potential for the discovery of unknown resources.” They accepted the invitation for consultation (Appendix C: C-17).

No additional responses to the ECL were received.

An archaeological field investigation occurred on December 7, 2024. An Archaeological Short Report (ASR) was prepared showing that no sites were recommended eligible and no further work was recommended. A summary of that report can be found in Appendix D. The ASR was submitted to SHPO on May 7, 2025. Due to an oversight, the ASR was not sent to Tribes until this distribution. A copy of the abstract and summary of the ASR can be found in Appendix D.

In a letter dated June 6, 2025, SHPO responded to the ASR and concurred that they have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area. They also concurred that no further archaeological investigations appeared to be necessary within the proposed project area (Appendix C: C-18 to C-19).

To determine the presence of historic properties within the proposed project’s APE, above-ground investigations were undertaken by a Qualified Professional (QP) historian from ASC Group, Inc. A literature review was conducted in December 2024 and the following sources were examined:

- Indiana Historic Buildings, Bridges and Cemeteries Map (IHBBM);
- State Historic Architectural and Archaeological Research Database (SHAARD);
- INDOT Cultural Resources Office (CRO)-Public Web Map;
- *Marion County-Center Township Interim Report* (Historic Landmarks Foundation of Indiana 1991) of the Indiana Historic Sites and Structures Inventory (IHSSI);
- *Indiana Historic Bridge Inventory* (M&H Architecture 2009);
- National Historic Landmark List;
- National Register of Historic Places (NRHP); and
- Indiana Register of Historic Sites and Structures (State Register).

Fieldwork was undertaken by an ASC Group, Inc. QP historian in December 2024 and a historic property short report (HPSR) was prepared. As a result of identification and evaluation efforts, no properties were recommended as eligible for listing in the NRHP. A copy of the abstract and summary of the HPSR can be found in Appendix D.

The HPSR was distributed to Tribal and non-Tribal consulting parties on August 7, 2025 (Appendix C: C-20 to C-22).

On August 8, 2025, the Turtle Mountain Band of Chippewa Indians responded and stated: “TMBCI THPO office concur no adverse effect to historic or cultural properties during this upgrade project” (Appendix C: C-23 to C-24).

On September 2, 2025, SHPO responded to the HPSR and agreed that the APE in the HPSR was of “adequate size” and concurred with the conclusion in the HPSR that there are no NRHP listed or eligible resources located within the APE. They also agreed with the “Contributing rated status of the remaining historic-aged resources documented during survey” (Appendix C: C-25 to C-26).

No additional responses to the HPSR or ASR were received.

This finding and associated 800.11(d) documentation are being provided to SHPO and consulting parties for a 30-day review and comment period. Views of the public will be sought via a public notice, which will be published in the *Indianapolis Star*. If any public comment warrants it, this document will be revised if necessary.

3. BASIS FOR FINDING

No historic properties are present within the APE, therefore a finding of “No Historic Properties Affected” is appropriate for this undertaking.

APPENDIX

Appendix A: Figures

Appendix B: Photographs

Appendix C: Consulting Parties List and Correspondence

Appendix D: Abstracts and Summaries for Historic Property Short Report and Archaeology Report

Appendix E: Project Plans

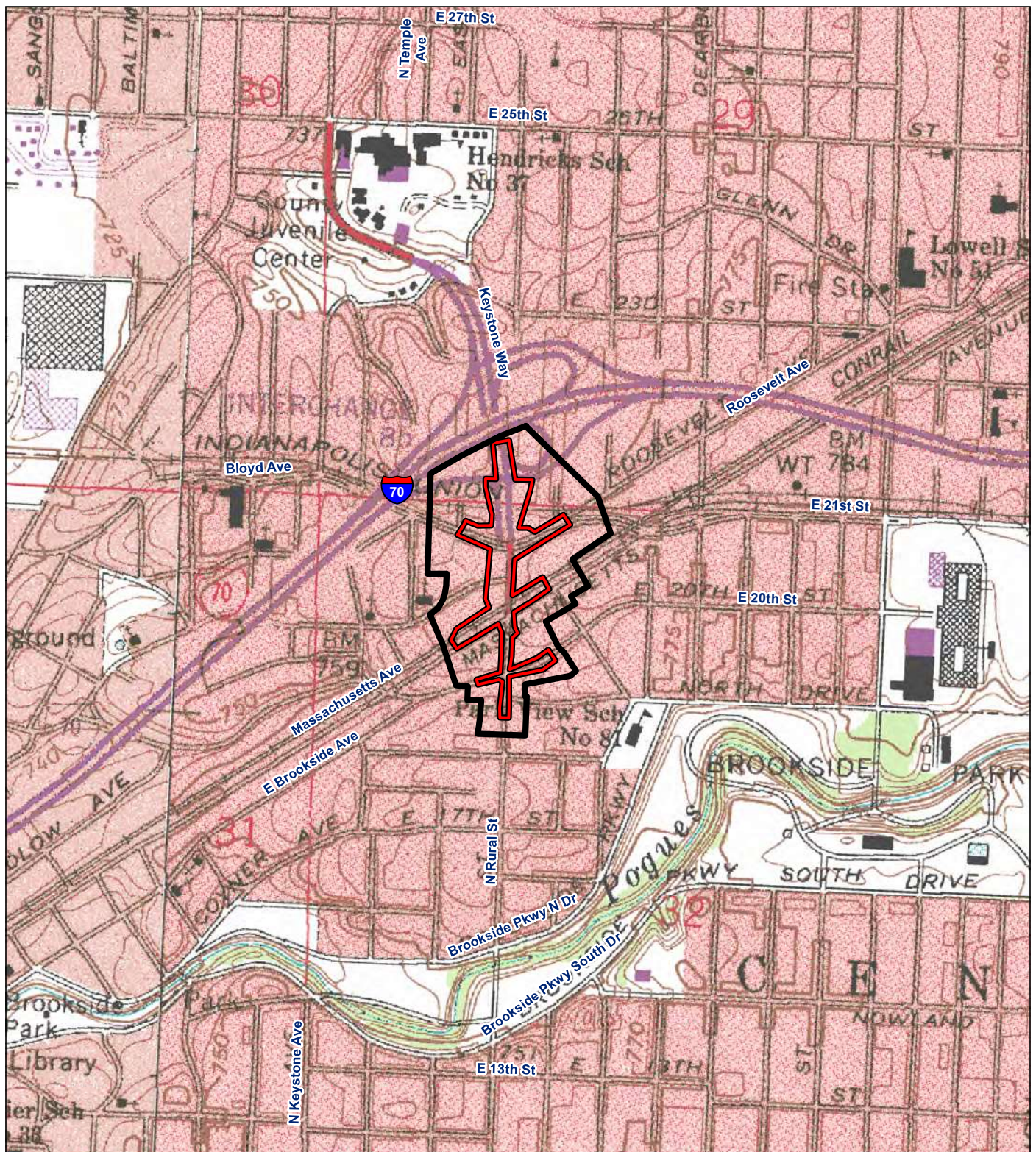
APPENDIX A: FIGURES



Figure 1

Portion of the ESRI World Street Map showing the vicinity of the project area for the Rural Street and Massachusetts Avenue Intersection Improvement Project (INDOT Des. No. 1800715).

Appendix D, Page 20 of 65



- APE
- Project area

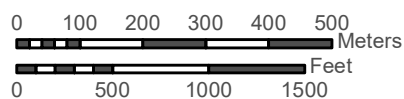


Figure 2

Portions of the 2001 Indianapolis East and 2002 Indianapolis West, Indiana quadrangles (USGS 7.5' topographic maps) showing the project area and APE for the Rural Street and Massachusetts Avenue Intersection Improvement Project (INDOT Des. No. 1800715).

Base: USGS Indianapolis East and Indianapolis West, Indiana, 7.5' series quadrangles

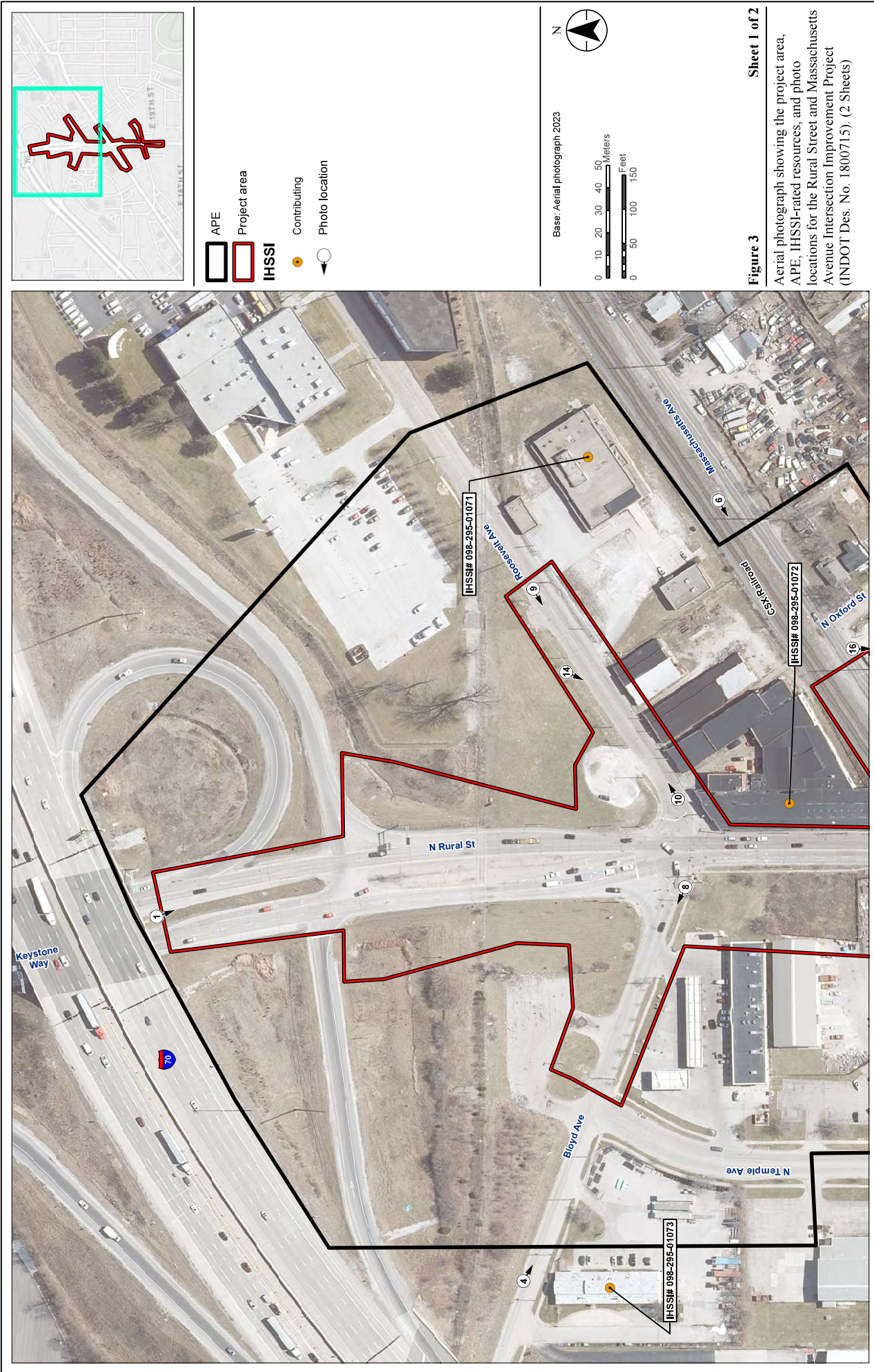
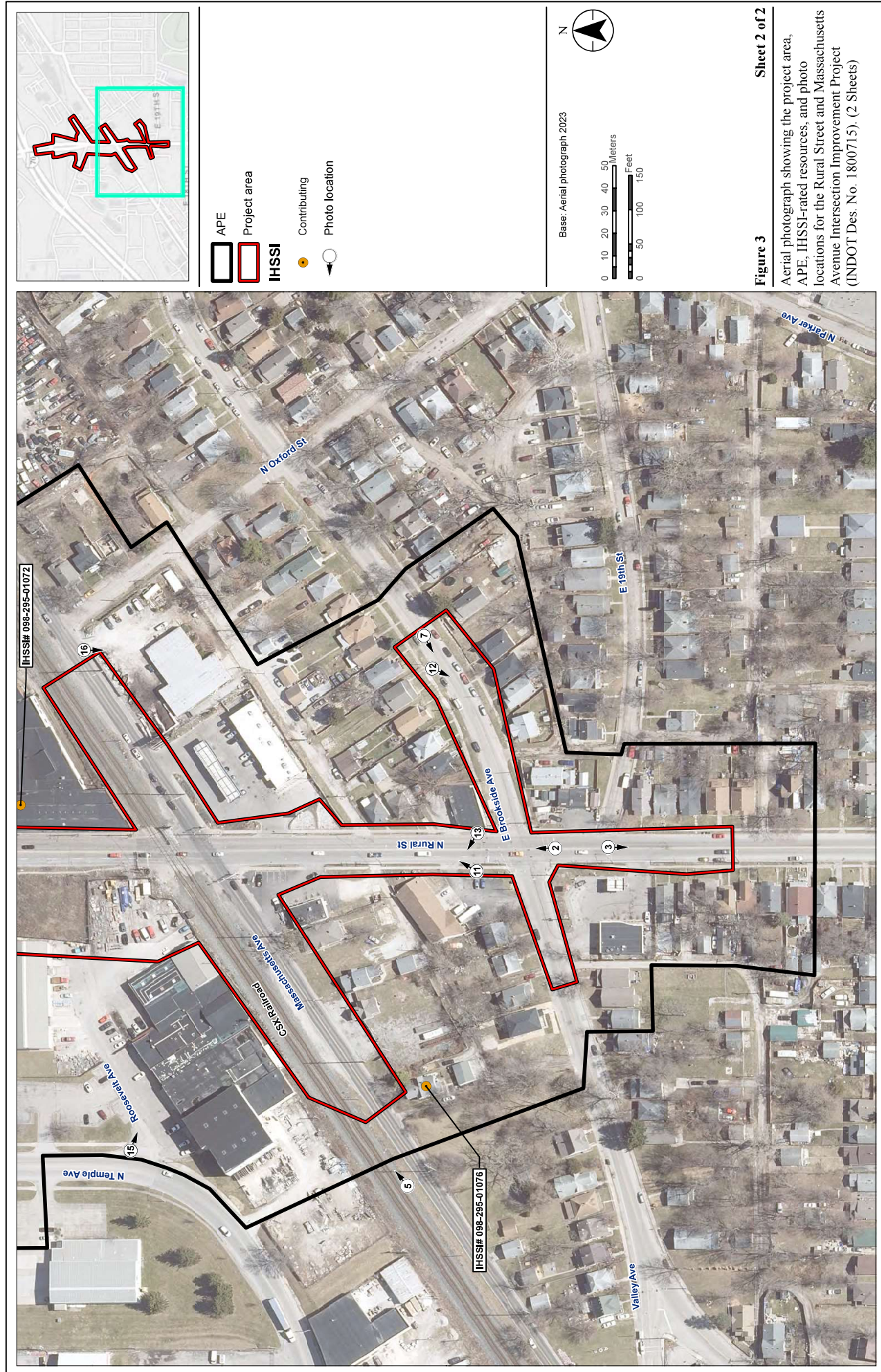


Figure 3 Sheet 1 of 2
 Aerial photograph showing the project area, APE, IHSSI-rated resources, and photo locations for the Rural Street and Massachusetts Avenue Intersection Improvement Project (INDOT Des. No. 1800715). (2 Sheets)



APPENDIX B: PHOTOGRAPHS



Photograph 1. View along Rural Street from I-70, looking southeast.



Photograph 2. View along Rural Street from E. Brookside Avenue, looking north.



Photograph 3. View along Rural Street from E. 19th Street, looking south.



Photograph 4. View along Bloyd Avenue from the western edge of the APE, looking southeast.



Photograph 5. View along Massachusetts Avenue from the western edge of the APE, looking northeast.



Photograph 6. View along Massachusetts Avenue from the eastern edge of the APE, looking southwest.



Photograph 7. View along E. Brookside Avenue from the eastern edge of the project area, looking southwest.



Photograph 8. View along Bloyd Avenue from Rural Street, looking northwest.



Photograph 9. View along Roosevelt Avenue from 2917 Roosevelt Avenue (IHSSI # 098-295-10171), looking southwest.



Photograph 10. View along Roosevelt Avenue from Rural Street, looking northeast.



Photograph 11. View along Rural Street north of Brookside Avenue, looking northeast and showing Non-Contributing houses.



Photograph 12. View along Brookside Avenue, looking southwest and showing Non-Contributing houses.



Photograph 13. View along Rural Street north of Brookside Avenue, looking northwest and showing a Non-Contributing day care building.



Photograph 14. View along Roosevelt Avenue, looking southwest and showing Non-Contributing industrial buildings.



Photograph 15. View along Roosevelt Avenue west of Rural Street, looking southeast and showing a Non-Contributing industrial building.



Photograph 16. View along Massachusetts Avenue, looking south and showing a Non-Contributing warehouse/office building.

APPENDIX C: CONSULTING PARTIES LIST AND CORRESPONDENCE

Invited Consulting Parties	Status
Indiana State Historic Preservation Office (SHPO)	Accepted
Mayor Joe Hogsett	No Response
Joseph O'Connor, Marion County Board of Commissioners	No Response
Barbara Lawrence, Marion County Board of Commissioners	No Response
Myla Eldridge, Marion County Board of Commissioners	No Response
Nathan Sheets, Indianapolis Department of Public Works	No Response
Meg Busch, Indianapolis Historic Preservation Commission	No Response
Anna Gremling, Indianapolis Metropolitan Planning Organization	No Response
Sean Northup, Indianapolis Metropolitan Planning Organization	No Response
Mark Dollase, Indiana Landmarks	Accepted via Calvin Nguyen
Alex Brooks, Indiana Landmarks	Accepted via Calvin Nguyen
Steven Barnett, Marion County Historian	No Response
William L. McNiece, Marion County Historical Society	No Response
Historic Urban Neighborhoods of Indianapolis (HUNI)	No Response
Spades Park Neighborhood Association	No Response
Brookside Neighborhood Association	No Response
Near East Area Renewal	No Response
Near East Side Community Organization	No Response
Eastern Shawnee Tribe of Oklahoma	No Response
Miami Tribe of Oklahoma	No Response
Peoria Tribe of Indians of Oklahoma	No Response
Pokagon Band of Potawatomi Indians	No Response
Shawnee Tribe	Accepted
Turtle Mountain Band of Chippewa Indians	Accepted
Delaware Nation of Oklahoma	Accepted

From: [Amy Coombs](#)
To: ["bmccord@dnr.in.gov"](#); ["assessor@indy.gov"](#); ["mytaxes@indy.gov"](#); ["AuditorCustomerService@indy.gov"](#); ["nathan.sheets@indy.gov"](#); ["Meg.busch@indy.gov"](#); ["anna.gremling@indympo.org"](#); ["Sean.northup@indympo.org"](#); ["mdollase@indianalandmarks.org"](#); ["abrooks@indianalandmarks.org"](#); ["Srbarnett44@yahoo.com"](#); ["membership@mchsindy.org"](#); ["Indy.hu.news@gmail.com"](#); ["SpadesParkIndy@gmail.com"](#); ["Brooksideneighborsindy@gmail.com"](#); ["susan@nearindy.com"](#); ["Nescopresident@gmail.com"](#)
Cc: ["mspence@HNTB.com"](#); ["CMeador@HNTB.com"](#); ["amhastings@HNTB.com"](#); ["75655_Rural-Mass@hntb.com"](#); [Doug Terpstra](#); [Cameron Berry](#); [Blum, Kaylee](#); [Branigin, Susan](#); [Coon, Matthew](#); ["viveach@HNTB.com"](#); ["CSlider@dnr.IN.gov"](#)
Subject: FHWA Project: Des. No. 1800715; Section 106 Early Coordination, Rural Street and Massachusetts Avenue Intersection Improvement Project, Marion County, Indiana
Date: Friday, January 17, 2025 12:25:27 PM

Des. No.: 1800715

Project Description: Rural Street and Massachusetts Avenue Intersection Improvement Project

Location: City of Indianapolis

The Indiana Department of Transportation (INDOT) and the Indianapolis Department of Public Works, with funding from the Federal Highway Administration (FHWA), intend to proceed with the Rural Street and Massachusetts Avenue Intersection Improvement Project (INDOT Des. No. 1800715).

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

Indiana State Historic Preservation Office
Mayor Joe Hogsett
Joseph O'Connor, Marion County Board of Commissioners
Barbara Lawrence, Marion County Board of Commissioners
Myla Eldridge, Marion County Board of Commissioners
Nathan Sheets, Indianapolis Department of Public Works
Meg Busch, Indianapolis Historic Preservation Commission
Anna Gremling, Indianapolis Metropolitan Planning Organization
Sean Northup, Indianapolis Metropolitan Planning Organization
Mark Dollase, Indiana Landmarks
Alex Brooks, Indiana Landmarks
Steven Barnett, Marion County Historian
William L. McNiece, Marion County Historical Society
Historic Urban Neighborhoods of Indianapolis (HUNI)
Spades Park Neighborhood Association
Brookside Neighborhood Association
Near East Area Renewal
Near East Side Community Organization
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
Turtle Mountain Band of Chippewa Indians
Delaware Nation of Oklahoma

This letter is part of the early coordination phase of the Section 106 review process and we are requesting comments regarding any possible effects to cultural resources associated with this

project. Please use the above INDOT Designation Number (Des. No.) and project description in your reply and your comments will be incorporated into the Section 106 documentation for this project.

Please review the attached letter, which is also located in IN SCOPE at <http://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.

Tribal Nation representatives please respond to INDOT's Acting Tribal Liaison, Matt Coon at mcoon@indot.in.gov (317-697-9752) with any responses pertaining to this project, including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Thank you in advance for your input,

Amy R. Coombs, Ph. D.

Architectural Historian

Principal Investigator

ASC Group, Inc.

9376 Castlegate Dr.

Indianapolis, Indiana 46256

317.915.9300 (office)

317.708.7371 (direct)

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From: [Alexander, Kelyn](#)
To: [thpo](#); [thpo](#); [bfletcher](#); [matthew.bussler](#); [section106](#); [Larus Longie](#); [cspeck](#)
Cc: [Coon, Matthew](#); [Blum, Kaylee](#); [Carmany-George, Karstin \(FHWA\)](#); [Amy Coombs](#)
Subject: FHWA Project: Des. No. 1800715; Section 106 Early Coordination, Rural Street and Massachusetts Avenue Intersection Improvement Project, Marion County, Indiana
Attachments: [image001.jpg](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.png](#)
[image005.jpg](#)
[image008.png](#)
[image009.jpg](#)
[RuralStreet-MassAvenue Intersection Improvement Des1800715 ECL 2025-01-17.pdf](#)

Des. No.: 1800715

Project Description: Rural Street and Massachusetts Avenue Intersection Improvement Project

Location: City of Indianapolis

The Indiana Department of Transportation (INDOT) and the Indianapolis Department of Public Works, with funding from the Federal Highway Administration (FHWA), intend to proceed with the Rural Street and Massachusetts Avenue Intersection Improvement Project (INDOT Des. No. 1800715).

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

Indiana State Historic Preservation Office
Mayor Joe Hogsett
Joseph O'Connor, Marion County Board of Commissioners
Barbara Lawrence, Marion County Board of Commissioners
Myla Eldridge, Marion County Board of Commissioners
Nathan Sheets, Indianapolis Department of Public Works
Meg Busch, Indianapolis Historic Preservation Commission
Anna Gremling, Indianapolis Metropolitan Planning Organization
Sean Northup, Indianapolis Metropolitan Planning Organization
Mark Dollase, Indiana Landmarks
Alex Brooks, Indiana Landmarks
Steven Barnett, Marion County Historian
William L. McNiece, Marion County Historical Society
Historic Urban Neighborhoods of Indianapolis (HUNI)
Spades Park Neighborhood Association
Brookside Neighborhood Association
Near East Area Renewal
Near East Side Community Organization
Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
Turtle Mountain Band of Chippewa Indians
Delaware Nation of Oklahoma

This letter is part of the early coordination phase of the Section 106 review process and we are

requesting comments regarding any possible effects to cultural resources associated with this project. Please use the above INDOT Designation Number (Des. No.) and project description in your reply and your comments will be incorporated into the Section 106 documentation for this project.

Please review the attached letter, which is also located in IN SCOPE at <http://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.

Tribal Nation representatives please respond to INDOT's Acting Tribal Liaison, Matt Coon at mcoon@indot.in.gov (317-697-9752) with any responses pertaining to this project, including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Thank you in advance for your input,

Kelyn Alexander

Major Projects/LPA Review Liaison

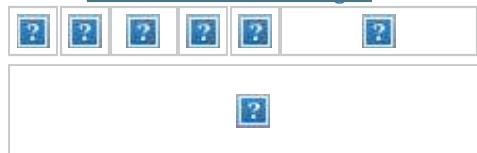
Cultural Resources Office

100 N. Senate Ave., Room N758-Environmental Services

Indianapolis, IN 46204

Office: (317) 519-7759

Email: kalexander3@indot.in.gov





INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Mike Braun, Governor
Kent Abernathy, Commissioner

January 17, 2025

This letter was sent to the listed parties.

RE: Rural Street and Massachusetts Avenue Intersection Improvement Project, INDOT Des. No. 1800715, City of Indianapolis, Marion County, Indiana

Dear Consulting Party (see attached list),

The Indiana Department of Transportation (INDOT) and the Indianapolis Department of Public Works (DPW), with funding from the Federal Highway Administration (FHWA), intend to proceed with an intersection improvement project at the intersection of Rural Street and Massachusetts Avenue at the CSX Railroad Crossing in the City of Indianapolis, Marion County, Indiana (INDOT Des. No. 1800715). This project was originally proposed in April 2020. A Minor Projects Programmatic Agreement (MPPA) Category B was approved in July 2020, and the environmental document was approved in January 2021. However, that project was not constructed, and the preferred alternative selected in that document has been discarded in favor of the currently proposed alternative. The project studies and design are being updated to reflect the current recommended alternative.

HNTB Corporation is under contract with INDOT to advance the environmental documentation for the referenced project. ASC Group, Inc., has been subcontracted to complete the Section 106 documentation for the project.

This letter is part of the early coordination phase of the Section 106 review process and we are requesting comments regarding any possible effects to cultural resources associated with this project. Please use the above INDOT Designation Number (Des. No.) and project description in your reply and your comments will be incorporated into the Section 106 documentation for this project.

The proposed undertaking is located along Rural Street where it intersects Massachusetts Avenue, Brookside Avenue, Bloyd Avenue/Roosevelt Avenue and 19th Street in Marion County, Indiana. It is within Center Township, Indianapolis East quadrangle (USGS 7.5' Topographic Map), in Sections 29 and 32, Township 16 North, Range 4 East. The project area can be viewed online at <https://arcg.is/jqueP> (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

The need for this project is due to the high number of crashes at the intersection of Rural Street and Massachusetts Avenue. Right angle crashes are the most common type of crash (38 percent) [*Engineering Assessment* 2019: 3], and low traffic signal visibility was observed to be a contributing factor. Crashes associated with left turns and sideswipes also represent a high percentage of crash incidents (32 percent) [*Engineering Assessment* 2019: 3]. Additionally, the rate of train/vehicle crashes at the railroad crossing are 3.6 times higher than predicted based on vehicle and train volumes [*Engineering Assessment* 2019: 4]. The purpose of the project is to improve safety and reduce the crash severity and frequency at the Rural Street and Massachusetts Avenue intersection at the CSX Railroad Crossing.

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The proposed project will realign the portion of Rural Street between Interstate 70 (I-70) to approximately 250 feet south of Massachusetts Avenue, construct a new crossing over the CSX Railroad, and raise the grades of Rural Street and Massachusetts Avenue south of the railroad crossing. Within the project limits, Rural Street will be reduced to one travel lane in each direction, and dedicated left turn lanes will be constructed on Rural Street at Bloyd Avenue, Massachusetts Avenue, and Brookside Avenue. Dedicated left turn lanes will also be constructed on Roosevelt Avenue, Massachusetts Avenue, and Brookside Avenue at the intersections with Rural Street.

Other proposed activities include signage and lighting updates, signal modifications, mill and resurface, and revised lane alignment and pavement markings that promote safety at the intersections. Sidewalk improvements will occur in each of the four quadrants of the intersection of Rural Street with Bloyd Avenue/Roosevelt Avenue, Massachusetts Avenue, and Brookside Avenue. One culvert, a 206-foot-long, 42-inch-diameter reinforced concrete pipe (RCP), located approximately 420 feet south of the bridge carrying I-70 over Rural Street, will be lengthened on the west side of Rural Street; it will be determined during design if this culvert will require a full replacement or if an extension will be sufficient. This culvert does not have a unique structure number assigned to it. Permanent right-of-way acquisition in excess of 0.5 acre is expected for this project. Temporary right-of-way acquisition may be required. Right-of-way acquisition amounts will be determined as design progresses.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. In accordance with 36 CFR 800.2(c), you are hereby invited to become a consulting party to participate in the Section 106 process. Entities that have been invited to participate in the Section 106 consultation process for this project are identified in the attached list. Per 36 CFR 800.3(f), we hereby request that the Indiana State Historic Preservation Officer (SHPO) notify this office if the SHPO staff is aware of any other parties that may be entitled to be consulting parties or who should be contacted as potential consulting parties for the project.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess its effects, and to seek ways to avoid, minimize or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. At this time, no cultural resource investigations have occurred; however, the results of cultural resource identification and evaluation efforts, both above-ground and archaeological, will be forthcoming. Consulting parties will receive notification when these reports are completed.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party, or if you do not respond, you will not be included on the list of consulting parties for this project. If we do not receive your response in the time allotted, the project will proceed consistent with the proposed design and you will not receive further information about the project unless the design changes.

All future responses regarding the proposed project, including questions concerning specific project details, should be forwarded to:

Amy R. Coombs, PhD
Architectural Historian, Principal Investigator
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
acoombs@ascgroup.net

Tribal Nation representatives please respond to INDOT's Acting Tribal Liaison, Matt Coon mcoon@indot.in.gov; (317-697-9752) with any responses pertaining to this project, including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Sincerely,



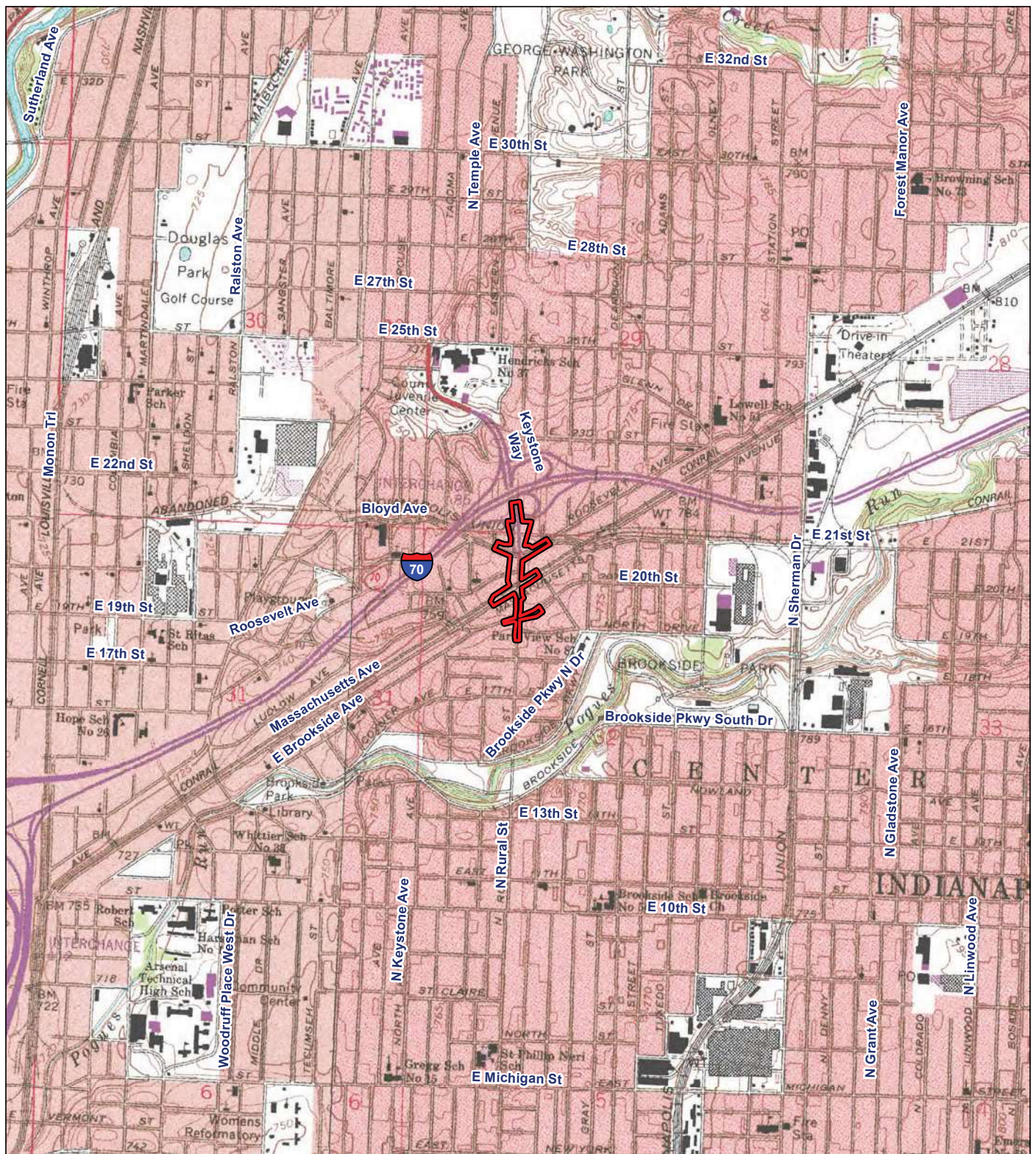
Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

Enclosures: Topographic map

Distribution List:

Indiana State Historic Preservation Office
Mayor Joe Hogsett
Joseph O'Connor, Marion County Board of Commissioners
Barbara Lawrence, Marion County Board of Commissioners
Myla Eldridge, Marion County Board of Commissioners
Nathan Sheets, Indianapolis Department of Public Works
Meg Busch, Indianapolis Historic Preservation Commission
Anna Gremling, Indianapolis Metropolitan Planning Organization
Sean Northup, Indianapolis Metropolitan Planning Organization
Mark Dollase, Indiana Landmarks
Alex Brooks, Indiana Landmarks
Steven Barnett, Marion County Historian
William L. McNiece, Marion County Historical Society
Historic Urban Neighborhoods of Indianapolis (HUNI)
Spades Park Neighborhood Association
Brookside Neighborhood Association
Near East Area Renewal
Near East Side Community Organization
Eastern Shawnee Tribe of Oklahoma

Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Shawnee Tribe
Turtle Mountain Band of Chippewa Indians
Delaware Nation of Oklahoma



Project area

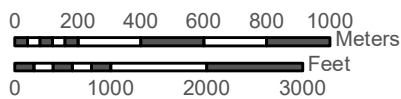


Figure 1

Portions of the Indianapolis East and Indianapolis West, Indiana quadrangles (USGS 7.5' topographic maps) showing the project area for the Rural Street and Massachusetts Avenue Intersection Improvement Project (INDOT Des. No. 1800715).

Base: USGS Indianapolis East and Indianapolis West, Indiana, 7.5' series quadrangles

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Re: Des. No. 1800715 Section 106 Consultation

**Amy Coombs**

Today, 6:13 PM

Calvin Nguyen <cnguyen@indianalandmarks.org> [✉](#)[↻ Reply all](#) | [▼](#)

Sent Items

Dear Calvin,

Many thanks for your e-mail. I have added you to the Consulting Party List.

Very best,

Amy

From: Calvin Nguyen <cnguyen@indianalandmarks.org>**Sent:** Wednesday, January 22, 2025 2:35 PM**To:** Amy Coombs**Subject:** Des. No. 1800715 Section 106 Consultation

Hi Amy,

My name is Calvin Nguyen and I am the Indianapolis Preservation Coordinator at Indiana Landmarks. I was forwarded the notification about Section 106 consultation for Des. No. 1800715, and I was wondering if I could be added to all future correspondence in the Section 106 process. Thank you!

Best,
Calvin

Calvin Nguyen

Indianapolis Preservation Coordinator

Indiana Landmarks

Central Regional Office

1201 Central Avenue Indianapolis, IN 46202

Ph. 317-639-4534 / 800-450-4534

Direct: 317-822-7909

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RE: FHWA Project: Des. No. 1800715; Section 106 Early Coordination, Rural Street and Massachusetts Avenue Intersection Improvement Project, Marion County, Indiana



Carissa Speck <cspeck@delawarenation-nsn.gov>

Thu 2/6, 5:40 PM

Coon, Matthew <mcoon@indot.IN.gov> 

 Reply all | 

EXTERNAL EMAIL: This email was sent from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

There are no known cultural resources or historic properties associated with Delaware Nation within or near the APE of the proposed project. No further comments or concerns at this time, thank you.

Wanishi,

Carissa Speck, M.A.

[Director of Historic Preservation](#)

[Delaware Nation](#)

PO Box 825, Anadarko, OK 73005

(405) 901-1715 x 1301

cspeck@delawarenation-nsn.gov

From: Alexander, Kelyn <KAlexander3@indot.IN.gov>

Sent: Friday, January 17, 2025 1:56 PM

To: thpo@estoo.net; THPO@MiamiNation.com; bfletcher@peoriatribes.com; Matthew Bussler <Matthew.Bussler@pokagonband-nsn.gov>; Section106 <Section106@shawnee-tribe.com>; larius.longie <larius.longie@tmbci.org>; Carissa Speck <cspeck@delawarenation-nsn.gov>

Cc: Coon, Matthew <mcoon@indot.IN.gov>; Blum, Kaylee <KBlum@indot.IN.gov>; Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>; Amy Coombs <acoombs@ascgroup.net>

Subject: FHWA Project: Des. No. 1800715; Section 106 Early Coordination, Rural Street and Massachusetts Avenue Intersection Improvement Project, Marion County, Indiana

Des. No.: 1800715

Project Description: Rural Street and Massachusetts Avenue Intersection Improvement Project

Location: City of Indianapolis

The Indiana Department of Transportation (INDOT) and the Indianapolis Department of Public Works, with funding from the Federal Highway Administration (FHWA), intend to proceed with the Rural Street and Massachusetts Avenue Intersection Improvement Project (INDOT Des. No. 1800715).



become consulting parties:

Indiana State Historic Preservation Office
 Mayor Joe Hogsett
 Joseph O'Connor, Marion County Board of Commissioners
 Barbara Lawrence, Marion County Board of Commissioners
 Myla Eldridge, Marion County Board of Commissioners
 Nathan Sheets, Indianapolis Department of Public Works
 Meg Busch, Indianapolis Historic Preservation Commission
 Anna Gremling, Indianapolis Metropolitan Planning Organization
 Sean Northup, Indianapolis Metropolitan Planning Organization
 Mark Dollase, Indiana Landmarks
 Alex Brooks, Indiana Landmarks
 Steven Barnett, Marion County Historian
 William L. McNiece, Marion County Historical Society
 Historic Urban Neighborhoods of Indianapolis (HUNI)
 Spades Park Neighborhood Association
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 Eastern Shawnee Tribe of Oklahoma
 Miami Tribe of Oklahoma
 Peoria Tribe of Indians of Oklahoma
 Pokagon Band of Potawatomi Indians
 Shawnee Tribe
 Turtle Mountain Band of Chippewa Indians
 Delaware Nation of Oklahoma

This letter is part of the early coordination phase of the Section 106 review process and we are requesting comments regarding any possible effects to cultural resources associated with this project. Please use the above INDOT Designation Number (Des. No.) and project description in your reply and your comments will be incorporated into the Section 106 documentation for this project.

Please review the attached letter, which is also located in IN SCOPE at <http://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days. Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.

Tribal Nation representatives please respond to INDOT's Acting Tribal Liaison, Matt Coon at mcoon@indot.in.gov (317-697-9752) with any responses pertaining to this project, including to provide



K.CarmanyGeorge@dot.gov (317-226-5629).

Thank you in advance for your input,

Kelyn Alexander

Major Projects/LPA Review Liaison

Cultural Resources Office

100 N. Senate Ave., Room N758-Environmental Services

Indianapolis, IN 46204

Office: (317) 519-7759

Email: kalexander3@indot.in.gov



Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov ·

February 13, 2025

Amy R. Coombs, PhD
Architectural Historian, Principal Investigator
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256

Federal Agency: Indiana Department of Transportation (“INDOT”),
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Early coordination letter for the Rural Street and Massachusetts Avenue Intersection Improvement Project
(Des. No. 1800715; DHPA No. 33287)

Dear Dr. Coombs:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your January 17, 2025, submission which enclosed INDOT’s early coordination letter, received by our office the same day for this project in City of Indianapolis, Center Township, Marion County, Indiana.

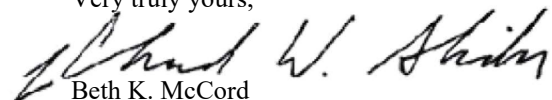
We are not aware of any parties who should be invited to participate in the Section 106 consultation on this federal undertaking, beyond those whom INDOT already has invited. ***However, if right-of-way is likely to be taken from a potentially historic property, it might be advisable to invite the owner of that property as soon as possible.*** In your next regular correspondence on this project, please advise us as to which of the invited consulting parties has accepted the invitation.

We look forward to reviewing the proposed area of potential effects and the reports on investigations of above-ground cultural resources and archaeological resources that the early coordination letter indicated will be forthcoming.

The Indiana SHPO staff’s archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the Rural Street and Massachusetts Avenue Intersection Improvement project in City of Indianapolis, Center Township, Marion County, Indiana (Des. No. 1800715), please refer to DHPA No. 33287.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:TLG:

emc: Matt Coon, INDOT
Susan Branigin, INDOT
Clint Kelly, INDOT
Amy R. Coombs, ASC Group, Inc.
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

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From: [Laserfiche Notification](#)
To: [Coon, Matthew](#)
Subject: Section 106 Consultation - 1800715
Date: Tuesday, February 18, 2025 11:15:29 AM

EXTERNAL EMAIL: This email was sent from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

This email is in response to 1800715.

The Shawnee Tribe's Tribal Historic Preservation Department concurs that no known historic properties will be negatively impacted by this project. However, there is still potential for the discovery of unknown resources. We would like to accept your invitation for consultation.

We have no issues or concerns at this time, but in the event archaeological materials are encountered during construction, use, or maintenance of this location, please re-notify us at that time as we would like to resume immediate consultation under such a circumstance.

If you have any questions, you may contact me via email at Section106@shawnee-tribe.com



Erin Paden

TRIBAL HISTORIC PRESERVATION
SPECIALIST

Office: (918) 542-2441, x140

Email: epaden@shawnee-tribe.com

29 S Hwy 69A

Miami, OK 74354

shawnee-tribe.com

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov

June 06, 2025

Andrea D. Crider, MA, RPA
Principal Investigator-Archaeologist
ASC Group, Inc.
7310 Turfway Road, Suite 550
Florence, Kentucky 41042

Federal Agency: Indiana Department of Transportation (“INDOT”),
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Indiana Archaeological Short Report (Wilson and Ellrod, 05/01/2025) for the Rural Street and
Massachusetts Avenue Intersection (at the CSX Railroad Crossing DOT No. 539242N)
Improvement Project (Des. No. 1800715; DHPA No. 33287)

Dear Ms. Crider:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your May 07, 2025, submission, which enclosed Indiana Archaeological Short Report (Wilson and Ellrod, 05/01/2025), and which was received by our office May 07, 2025, for the above-referenced project, which is proposed for areas located at the City of Indianapolis, in Marion County, Indiana.

In terms of impacts of proposed project-related ground-disturbing activities to archaeological resources, based on the submitted information and the documentation available to the staff of the Indiana DNR-DHPA, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places (“NRHP”) within the proposed project area; and we concur with the opinion of the archaeologist, as expressed in the Indiana Archaeological Short Report (Wilson and Ellrod, 05/01/2025), that no further archaeological investigations appear necessary at the original portions of the proposed project area.

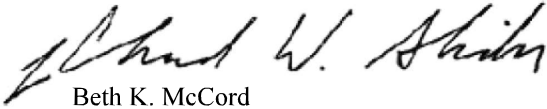
We note that the Indiana Archaeological Short Report (Wilson and Ellrod, 05/01/2025) has been uploaded to the Indiana DNR-DHPA SHAARD system database, and that it has been assigned the identifier *AR-49-01451*. It has been reviewed and approved.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

The Indiana SHPO staff’s archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the Rural Street and Massachusetts Avenue Intersection (at the CSX Railroad Crossing DOT No. 539242N) Improvement Project (Des. No. 1800715; DHPA No. 33287), which is proposed for areas located at the City of Indianapolis, in Marion County, Indiana, please refer to DHPA No. 33287.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:WTT:wt

emc: Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Andrea D. Crider, ASC Group, Inc.
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

From: [Doug Terpstra](#)
To: ["bmccord@dnr.in.gov"; "cnguyen@indianalandmarks.org"](#)
Cc: [Cameron Berry](#); ["Alexander, Kelyn"](#); [Blum, Kaylee](#); [Dominica DeFelice](#); [Jennifer Rhodes](#); [Victoria Veach](#); ["Christine Meador"](#)
Subject: FHWA Project: Des. No. 1800715; Historic Property Short Report and Archaeology Short Report, Rural Street and Massachusetts Avenue Intersection Improvement Project, Marion County, Indiana
Date: Thursday, August 7, 2025 3:19:31 PM
Attachments: [image001.jpg](#)
[Rural and Mass DES1800715 RDL 20250806.pdf](#)

Des. No.: 1800715

Project Description: Rural Street and Massachusetts Avenue Intersection Improvement Project

Location: City of Indianapolis

The Indiana Department of Transportation (INDOT) and the Indianapolis Department of Public Works, with funding from the Federal Highway Administration (FHWA), proposes to proceed with the Rural Street and Massachusetts Avenue Intersection Improvement Project (INDOT Des. No. 1800715; DPW Project No. ST-25-525). The Section 106 Early Coordination Letter for this project was originally distributed on January 17, 2025.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Short Report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

Tribal Nation representatives please respond to INDOT's Tribal Liaison, Taylor Payne at tapayne@indot.in.gov; (317-779-5775) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Erica Tait at erica.tait@dot.gov (317-226-7481).

Thank you in advance for your input,

Douglas Terpstra
Project Manager/Principal Investigator-Architectural History

From: [Alexander, Kelyn](#)
To: [thpo](#); [thpo](#); [thpo@peoriatribe.com](#); [bfletcher](#); [matthew.bussler](#); [section106](#); [larus.longie](#); [Carissa Speck](#)
Cc: [Doug Terpstra](#); [Payne, Taylor](#); [Tait, Erica \(FHWA\)](#); [Blum, Kaylee](#)
Subject: FHWA Project: Des. No. 1800715; Historic Property Short Report and Archaeology Short Report, Rural Street and Massachusetts Avenue Intersection Improvement Project, Marion County, Indiana
Date: Thursday, August 7, 2025 4:03:04 PM
Attachments: [image001.png](#)
[Rural and Mass DES1800715 RDL 20250806.pdf](#)
[Rural-MassAveIntersectionImpv Des1800715 Phase1a 2025-5-1 signed.pdf](#)
[Rural and Mass DES1800715 HPSR 20250806.pdf](#)

Des. No.: 1800715

Project Description: Rural Street and Massachusetts Avenue Intersection

Improvement Project

Location: City of Indianapolis

The Indiana Department of Transportation (INDOT) and the Indianapolis Department of Public Works, with funding from the Federal Highway Administration (FHWA), proposes to proceed with the Rural Street and Massachusetts Avenue Intersection Improvement Project (INDOT Des. No. 1800715; DPW Project No. ST-25-525). The Section 106 Early Coordination Letter for this project was originally distributed on January 17, 2025.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Short Report and Archaeology Short Report has been prepared and is ready for review and comment by consulting parties. Please note that the SHPO was sent the Archaeology Short Report on May 7, 2025.

Please review this documentation located in IN SCOPE at <http://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

Tribal Nation representatives please respond to INDOT's Tribal Liaison, Taylor Payne at tapayne@indot.in.gov; (317-779-5775) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA

point of contact is Erica Tait at erica.tait@dot.gov (317-226-7481).

Thank you in advance for your input,

Kelyn Alexander

Major Projects/LPA Review Liaison

Cultural Resources Office

Indiana Department of Transportation

100 N. Senate Ave., N758-Environmental Services

Indianapolis, IN 46204

Office: (317) 519-7759

Email: kalexander3@indot.in.gov

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From: [larus.longie](#)
To: [Alexander, Kelyn](#)
Subject: RE: FHWA Project: Des. No. 1800715; Historic Property Short Report and Archaeology Short Report, Rural Street and Massachusetts Avenue Intersection Improvement Project, Marion County, Indiana
Date: Friday, August 8, 2025 10:49:38 AM
Attachments: [image001.png](#)

EXTERNAL EMAIL: This email was sent from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

TMBCI THPO office concur no adverse effect to historic or cultural properties during this upgrade project; DES. No. 1800715. Larus Longie THPO

From: Alexander, Kelyn <KAlexander3@indot.IN.gov>
Sent: Thursday, August 7, 2025 2:59 PM
To: thpo <thpo@estoo.net>; thpo <thpo@miamination.com>; thpo@peoriatribe.com; bfletcher <bfletcher@peoriatribe.com>; matthew.bussler <matthew.bussler@pokagonband-nsn.gov>; section106 <section106@shawnee-tribe.com>; Larus Longie <larus.longie@tmbci.org>; Carissa Speck <cspeck@delawarenation-nsn.gov>
Cc: Doug Terpstra <dterpstra@ascgroup.net>; Payne, Taylor <TaPayne@indot.IN.gov>; Tait, Erica (FHWA) <erica.tait@dot.gov>; Blum, Kaylee <KBlum@indot.IN.gov>
Subject: FHWA Project: Des. No. 1800715; Historic Property Short Report and Archaeology Short Report, Rural Street and Massachusetts Avenue Intersection Improvement Project, Marion County, Indiana

Des. No.: 1800715

Project Description: Rural Street and Massachusetts Avenue Intersection Improvement Project

Location: City of Indianapolis

The Indiana Department of Transportation (INDOT) and the Indianapolis Department of Public Works, with funding from the Federal Highway Administration (FHWA), proposes to proceed with the Rural Street and Massachusetts Avenue Intersection Improvement Project (INDOT Des. No. 1800715; DPW Project No. ST-25-525). The Section 106 Early Coordination Letter for this project was originally distributed on January 17, 2025.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Short Report and Archaeology Short Report has been prepared and is ready for review and comment by consulting parties. Please note that the SHPO was sent the Archaeology Short Report on May 7, 2025.

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<http://erms12c.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

Tribal Nation representatives please respond to INDOT's Tribal Liaison, Taylor Payne at tapayne@indot.in.gov; (317-779-5775) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Erica Tait at erica.tait@dot.gov (317-226-7481).

Thank you in advance for your input,

Kelyn Alexander

Major Projects/LPA Review Liaison

Cultural Resources Office

Indiana Department of Transportation

100 N. Senate Ave., N758-Environmental Services

Indianapolis, IN 46204

Office: (317) 519-7759

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Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov ·

September 02, 2025

Douglas Terpstra
Architectural Historian, Principal Investigator
ASC Group, Inc.
800 Freeway Drive North, Suite 101
Columbus, Ohio 43229

Federal Agency: Indiana Department of Transportation (“INDOT”),
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Historic property short report (Terpstra, 8/6/25) for the Rural Street and Massachusetts Avenue
Intersection Improvement Project (Des. No. 1800715; DHPA No. 33287).

Dear Mr. Terpstra:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your August 6, 2025, submission which enclosed the historic property short report (“HPSR”; Terpstra, 8/6/25) received by our office the same day for this project in the City of Indianapolis, Center Township, Marion County, Indiana.

The area of potential effects (“APE”) proposed in the HPSR appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur.

For the purposes of the Section 106 review of this federal undertaking, we agree with the conclusions in the HPSR that there are no previously recorded National Register of Historic Places (“NRHP”) listed or eligible resources located within the APE. Furthermore, we also agree with the conclusions in the HPSR of the Contributing rated status of the remaining historic-aged resources documented during survey and that there are no resources listed in or eligible for the NRHP within the APE.

We request that on future submissions that a “black” dashed line not be used to define the APE on the maps provided. Please use a solid line in a color that is easily distinguishable from the other elements on the map.

As previously stated, in terms of impacts of proposed project-related ground-disturbing activities to archaeological resources, based on the submitted information and the documentation available to the staff of the Indiana DNR-DHPA, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places (“NRHP”) within the proposed project area; and we concur with the opinion of the archaeologist, as expressed in the Indiana Archaeological Short Report (Wilson and Ellrod, 05/01/2025), that no further archaeological investigations appear necessary at the original portions of the proposed project area.

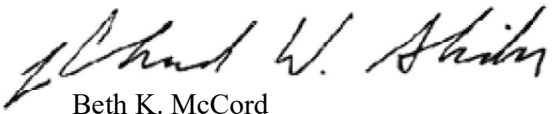
We note that the Indiana Archaeological Short Report (Wilson and Ellrod, 05/01/2025) has been uploaded to the Indiana DNR-DHPA SHAARD system database, and that it has been assigned the identifier AR-49-01451. It has been reviewed and approved.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the Rural Street and Massachusetts Avenue Intersection Improvement Project (Des. No. 1800715) which is located in the City of Indianapolis, Center Township, Marion County, Indiana, please refer to DHPA No. 33287.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:TLG:tlg

emc: Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Douglas Terpstra, ASC Group, Inc.
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

**APPENDIX D: ABSTRACTS AND SUMMARIES FOR HISTORIC PROPERTY SHORT
REPORT AND ARCHAEOLOGY REPORT**

**Historic Property Short Report for the
Rural Street and Massachusetts Avenue Intersection Improvement Project, in
City of Indianapolis, Marion County, Indiana
(INDOT Des. No. 1800715; DPW Project No. ST-25-525; DHPA No. 33287)**

By

Douglas S. Terpstra, MS

**Submitted By:
Cameron Berry
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300
cberry@ascgroup.net**

**Submitted To:
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204
317.636.4682**

Lead Agency: Indiana Department of Transportation



Douglas S. Terpstra, Principal Investigator

August 6, 2025



CULTURAL • ENVIRONMENTAL • HAZARDOUS
EVALUATION & CONSULTING

MANAGEMENT SUMMARY

This report documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for the proposed Rural Street and Massachusetts Avenue Intersection Improvement Project (Indiana Department of Transportation [INDOT] Des. No. 1800715; Indianapolis Department of Public Works [DPW] Project No. ST-25-525; Division of Historic Preservation and Archaeology [DHPA] No. 33287) in the City of Indianapolis, Marion County. Above-ground resources located within the project APE were identified and evaluated in accordance with Section 106, National Historic Preservation Act (NHPA) of 1966, as amended, and the regulations implementing Section 106 (36 CFR Part 800).

As a result of the NHPA, as amended, and CFR Part 800, federal agencies are required to take into account the impact of federal undertakings upon historic properties in the area of the undertaking. Historic properties include buildings, structures, sites, objects, and/or districts that are eligible for or listed in the National Register of Historic Places (NRHP). As this project is receiving funding from the Federal Highway Administration, it is subject to a Section 106 review.

The APE contains no properties listed in the NRHP, and it contains no properties that are recommended eligible for listing in the NRHP.

CONCLUSIONS

The APE contains no properties listed in the NRHP. As a result of identification and evaluation efforts for this project, no properties are recommended eligible for listing in the NRHP.

INDIANA SHORT REPORT

**A Phase Ia Archaeological Reconnaissance for the
Proposed Rural Street and Massachusetts Avenue Intersection Improvement Project,
at the CSX Railroad Crossing DOT # 539242N,
in the City of Indianapolis, Marion County, Indiana
(INDOT Des. No. 1800715)**

By

Michael Wilson, MA, RPA and Kaylee Ellrod, MS, RPA

**Submitted By:
Andrea Crider, MA, RPA
Principal Investigator Archaeologist
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300
acrider@ascgroup.net**

**Submitted To:
Christine Meador
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204
317.917.5321
cmeador@HNTB.com**

Lead Agency: Indiana Department of Transportation

May 1, 2025



Andrea D. Crider, MA, RPA, Principal Investigator



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EVALUATION & CONSULTING



INDIANA ARCHAEOLOGICAL SHORT REPORT

State Form 54566 (R3 / 3-22)

INDIANA DEPARTMENT OF NATURAL RESOURCES DIVISION OF HISTORIC PRESERVATION AND ARCHAEOLOGY

402 West Washington Street, Room W274

Indianapolis, Indiana 46204-2739

Telephone Number: (317) 232-1646

Fax Number: (317) 232-0693

E-mail: dhpa@dnr.IN.gov

Where applicable, the use of this form is recommended but not required by the Division of Historic Preservation and Archaeology (DHPA).

Name(s) of author(s) Michael Wilson, MA, RPA, and Kaylee Ellrod, MS, RPA		Date (month, day, year) May 1, 2025
Title of project A Phase Ia Archaeological Reconnaissance for the Proposed Rural Street and Massachusetts Avenue Intersection Improvement Project, at the CSX Railroad Crossing DOT # 539242N, in the City of Indianapolis, Marion County, Indiana (INDOT Des. No. 1800715)		
This document is being used to report on the results of: ☐ Records check only ☒ Records check and Phase 1a archaeological reconnaissance ☐ An addendum to a previous archaeological report. For an addendum, provide the following information.		
Name(s) of author(s) of previous report N/A		
Title of previous report N/A		
Date of previous report (month, day, year) N/A	DHPA number N/A	

PROJECT OVERVIEW

Description of project

The Indiana Department of Transportation (INDOT) and the Indianapolis Department of Public Works (DPW), with funding from the Federal Highway Administration (FHWA), propose an intersection improvement project at the intersection of Rural Street (St) and Massachusetts Avenue (Ave) at the CSX Railroad Crossing DOT# 539242N in the City of Indianapolis, Marion County, Indiana (Figures 1 and 2). Currently, Rural St is a four-lane minor arterial roadway with 3-meter (m) [10-foot (ft)] wide travel lanes, concrete curb, and sidewalks on both sides of the road south of Bloyd Ave/Roosevelt Ave. No sidewalks are present on either side of Rural St north of Bloyd Ave/Roosevelt Ave. Massachusetts Ave is a two-lane major collector roadway with 3.71-m (12-ft) wide travel lanes that runs parallel to an active CSX railroad crossing. Brookside Ave is a two-lane local street that has 3-m (10-ft) wide travel lanes, as well as 2.5-m (8-ft) wide on-street parking, and concrete curb and sidewalks on both sides of the street. Bloyd Ave, to the west of Rural St, is a two-lane local street with 4.6-m (15-ft) wide travel lanes and concrete curb and sidewalks on the south side of the street. Roosevelt Ave is a two-lane local street east of Rural St with 5.5-m (18-ft) wide travel lanes and concrete curb and sidewalk on both sides of the street.

The need for this project is due to the high number of crashes at the intersection of Rural St and Massachusetts Ave. The purpose of this project is to improve safety and reduce the crash severity and frequency at the Rural St and Massachusetts Ave intersection at the CSX railroad crossing.

The proposed project will realign the portion of Rural St between Interstate 70 (I-70) to approximately 76.2 m (250 ft) south of Massachusetts Ave, construct a new crossing over the CSX railroad, and raise the grades of Rural St and Massachusetts Ave south of the railroad crossing. Within the project limits, Rural St will be reduced to one travel lane in each direction, and dedicated left-turn lanes will be constructed on Rural St at Bloyd Ave, Massachusetts Ave, and Brookside Ave. Dedicated left-turn lanes will also be constructed on Roosevelt Ave, Massachusetts Ave, and Brookside Ave at the Rural St intersection. Other proposed activities include signage updates, signal modifications, mill and resurface, and revised lane alignment and pavement markings that promote safety at the intersections. Sidewalk improvements will occur in each of the four quadrants of the intersection of Rural St with Bloyd Ave/Roosevelt Ave, Massachusetts Ave, and Brookside Ave.

More than 0.2 hectare (ha) [0.5 acre (ac)] of permanent right-of-way (ROW) acquisition is expected for this project. Temporary ROW acquisition has yet to be determined.

INDOT designation number(s) 1800715	Project number ASC IN968	DHPA number	DHPA plan number
Prepared for: (Company / Institution / Agency) HNTB Corporation			
Name of contact Christine Meador			
Address (number and street, city, state, and ZIP code) 111 Monument Circle, Suite 1200, Indianapolis, Indiana 46204			
Telephone number (317) 917-5321		E-mail address cmeador@hntb.com	

Describe landforms.	
Number of shovel probes excavated 42	Number of cores / auger probes 0
Describe disturbances. Attach photographs documenting disturbances. Disturbances within the survey area include paved roads, driveways, gravel patches, and ground disturbance associated with landscaping and the construction of nearby driveways, roads, and buildings.	
Actual area surveyed (hectares) 4.37	Actual area surveyed (acres) 10.8
Explain results of fieldwork. The survey area for the proposed undertaking was broken into three smaller areas (Areas 1–3) [Figure 3, Sheets 1–3; Photographs 1–27]. Area 1, at its north end, is bounded at its north end by the I-70 overpass, where it crosses over Rural St. The southern extent of Area 1 is represented by the center of the streets of Bloyd Ave on the west side of Rural St and Roosevelt Ave, to the east of Rural St (Figure 3, Sheets 1 and 2). Twenty shovel probes were conducted in Area 1. As the Sanborn maps show older, now razed, structures were in the survey area, radial shovel probes were excavated around the positive shovel probes to ascertain the presence of any artifact patterning, evidence for intact deposits or features such as building foundations, and the extent of disturbance. Of those 20, 10 of them were positive (including radial shovel probes) and 10 were negative. The artifact assemblage produced from the positive shovel probes in Area 1 was consistently comingled with early twentieth century and modern material. In addition to comingled artifacts, all of the shovel probes in Area 1 presented heavily disturbed soil stratigraphy. The comingled artifact context and heavily disturbed soil stratigraphy strongly suggests that the materials recovered in Area 1 are most likely representative of secondary, or even tertiary depositions. To that end, no temporal associations or significant ties to any structure, razed or extant, can be conclusively made, thus no site designation(s) were assigned. Area 2, in the central portion of the survey area has its northern extent represented by its shared boundary with Area 1's southern extent. The southern extent of Area 2 is marked by the center of Massachusetts Ave (Figure 3, Sheets 2 and 3). Twenty-one shovel probes were conducted in Area 2; nine of those shovel probes (including radial shovel probes) produced positive results. Twelve of the shovel probes in Area 2 produced negative results. All of the shovel probes that were conducted in Area 2 displayed extremely heavy soil mixing. The artifacts recovered from the positive shovel probes, as in Area 1, displayed comingled representation. Although there were concentrations, the comingled nature of the deposits suggested that they (the artifacts) were secondary or even tertiary deposits, with no reliable temporal associations, very much like the findings in Area 1. Area 3, at the southern end of the survey area shares its northern boundary with Area 2's southern boundary, the center of the Massachusetts Ave easement. Area 3 continues south along Rural St, continuing to a point, 91.2 m (299.2 ft) south of the southeastern corner of its intersection with East Brookside Ave (Figure 3, Sheets 2 and 3). The majority of this area was untestable due to extensive paving and other disturbances associated with the urbanization of the area. One, negative shovel probe was conducted in Area 3. The soil profile in that shovel probe was heavily disturbed. Although the excavations in Areas 1 and 2 encountered concentrations of cultural material, these artifacts generally lacked diagnostic characteristics. Those that did have diagnostic characteristics have date ranges from the 1930s to the present. Although a minority of artifacts had terminus post quem from the 1800s, the majority of these artifacts have been manufactured and utilized to the present day leaving the possibility that they are contemporary with the mid-twentieth century to modern artifacts that were also recovered from these levels. While it is possible that some of that material is debris from older, razed structures (Figure 4 [Sanborn 1915]) that once occupied the locale, the comingled nature of the assemblages, coupled with the heavily disturbed soil stratigraphy is consistent with a general redistribution of soil during construction/demolition in the vicinity of obvious urban development throughout the survey area over the last 100+ years. Because of this, no site designation(s) have been assigned to these findings. No new archaeological sites were recorded within the survey area. No further archaeological assessment is recommended.	

RECOMMENDATIONS
Records check (<i>Check all that apply</i>) ☐ No archaeological investigation is recommended before the project is allowed to proceed because the records check has determined that the project area does not have the potential to contain archaeological resources. ☐ A Phase 1a archaeological reconnaissance is recommended. ☒ Based upon the records check results, a Phase 1a archaeological reconnaissance was recommended and has been conducted. ☐ A cemetery development plan may be required under Indiana Code 14-21-1-26.5 because project ground disturbance will be within 100 feet of a cemetery.
Phase 1a archaeological reconnaissance (<i>Check all that apply</i>) ☒ It is recommended that the project be allowed to proceed as planned because the Phase 1a archaeological reconnaissance has located no archaeological sites within the project area and/or previously recorded sites that were investigated warrant no additional investigation. ☐ It is recommended that Phase 1c archaeological subsurface reconnaissance be conducted before the project is allowed to proceed. The Phase 1a archaeological reconnaissance has determined that the project area includes landforms which have the potential to contain buried archaeological deposits.
Other recommendations / commitments

Pursuant to IC-14-21-1, if any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646.

REQUIRED ATTACHMENTS
☒ Figure showing project location within Indiana ☒ USGS topographic map showing the project area (<i>1:24,000 scale</i>) ☒ Aerial photograph showing the project area, land use and survey methods ☒ Photographs of the project area, including, if applicable, photographs documenting disturbances ☐ Project plans (<i>if available</i>)
Other attachments Appendix A: Table 1
References cited (<i>See short report instructions for required references to be consulted</i>) Aukeman, Eric, and Kevin Schwarz 2020 Second Addendum to the Phase Ia Archaeological Records Check and Recon Survey for the Proposed I-65/I-70 North Split Des. Nos. 1592385 and 1600808 (AR-49-01007). Submitted to HNBT. Copies on File at IDNR, DHPA, Indianapolis. Barnhart, John D., and Dorothy L. Riker 2016 Indiana to 1816: The Colonial Period. The History of Indiana Vol. 1. Indiana Historical Society Press, Indianapolis. Baskin, Forster & Company 1876 Map of Marion County, Indiana. Baskin, Forster, Chicago. Electronic document, https://www.oldmapsonline.org/en/maps/bf057fef-488d-59a4-979e-fe83b84f3c92?year=1876&gid=a2df5323-baec-536b-9484-fb2fe75eb4ab#position=13.0613/39.78563/-86.12531/0.46, accessed October 30, 2024 Baudendistel, R. E. 2002 A History of Indianapolis and Marion County, Indiana. Indiana Historical Society. Chalfant, W. C. 1907 Indianapolis, the City of Indianapolis and Marion County, Indiana. Bowen-Merrill Company. Cochran, Donald R., Kris D. Richey, and Lisa A. Maust 1990 Early Paleoindian Economics in the Glaciated Regions of Indiana. Research in Economic Anthropology Supplement 5: pp. 143–159. JAI Press, Greenwich, Connection Hicks, Ronald, ed. 1992 Native American Cultures in Indiana: Proceedings of the First Minnetrista Council for Great Lakes Native American Studies. Edited by Ronald Hicks. Minnetrista Cultural Center and Ball State University, Muncie, Indiana. Historic Landmarks Foundation of Indiana (HLFI) 1991 Marion County, Center Township: Interim Report. Indiana Historic Sites and Structures Inventory, Indianapolis.

Additional Information Document

Appendix E: Red Flag and Hazardous Materials



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848
(855) INDOT4U

Mike Braun, Governor
Lyndsay Quist, Commissioner

Date: April 7, 2025

To: Site Assessment & Management (SAM)
Environmental Policy Office – Environmental Services Division (ESD)
Indiana Department of Transportation (INDOT)
100 N Senate Avenue, Room N758-ES
Indianapolis, IN 46204

From: Victoria Veach
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204
viveach@hntb.com

Re: RED FLAG INVESTIGATION
DES #1800715, State Project
Intersection Improvement Project
Rural Street & Massachusetts Avenue at CSX Crossing DOT# 539242N
Marion County, Indiana

PROJECT DETAILS

The Indiana Department of Transportation (INDOT), the Indianapolis Department of Public Works (DPW), and the Federal Highway Administration (FHWA) intend to proceed with an intersection improvement project at the intersection of Rural Street (St), Massachusetts Avenue (Ave), and the CSX Railroad Crossing DOT# 539242N. Project limits extend from approximately 0.06 mile south to approximately 0.38 mile south of the bridge carrying Interstate 70 (I-70) over Rural St and include the intersections of Rural St and Bloyd Ave/Roosevelt Ave and Rural St and Brookside Ave.

The project proposes to realign the portion of Rural St between I-70 to approximately 250 feet south of Massachusetts Ave, construct a new crossing over the CSX railroad, and to raise the grades of Rural St and Massachusetts Ave south of the railroad crossing. Within the project limits, Rural St will be reduced to one travel lane in each direction, and dedicated left turn lanes will be constructed on Rural St at Bloyd Ave, Massachusetts Ave, and Brookside Ave. Dedicated left turn lanes will also be constructed on Roosevelt Ave, Massachusetts Ave, and Brookside Ave at the Rural St intersection. One culvert located approximately 420 feet south of the bridge carrying I-70 over Rural St will be lengthened on the west side of Rural St; it will be determined during design if this culvert will require a full replacement or if an extension can be constructed on the west side of the structure. Riprap will be installed at both ends of the replaced and/or extended culvert. Other proposed activities include:

- Signage updates and signal modifications
- Pavement mill and resurface
- Revised lane alignment and pavement markings that promote safety at the intersections

- Sidewalk improvements along Rural St, Massachusetts Ave, and Bloyd Ave/Roosevelt Ave
- Curb ramp improvements in each of the four quadrants of the intersection of Rural St with Bloyd Ave/Roosevelt Ave, Massachusetts Ave, and Brookside Ave
- Drainage improvements along Rural St.

Bridge Work Included in Project: Yes ☐ No ☒ Structure #(s) N/A

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

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

Culvert Work Included in Project: Yes ☒ No ☐ Structure #(s) N/A

Proposed right of way: Temporary ☒ # Acres >0.5 Permanent ☒ # Acres >0.5, Not Applicable ☐

Type and proposed depth of excavation: The maximum depth of excavation for roadway work will be approximately five (5) feet below ground surface (bgs). Excavation up to 25 feet bgs will be needed to install new signal foundations, and excavation between 25 and 30 feet bgs will be needed for the extension and/or replacement of the culvert near the northern terminus of the project area.

Maintenance of traffic (MOT): Construction is expected to be conducted in two phases with two directions of traffic maintained on Rural St, Bloyd Ave, Roosevelt Ave, and Brookside Ave for the duration of construction. Left turns from Rural St will be restricted for the duration of construction. A detour for traffic on Massachusetts Ave, Bloyd Ave, and Roosevelt Ave will be posted; the details of the detour, including which streets will be utilized, will be determined as design progresses. Signage and barriers will be in place to alert motorists of the construction zone and to separate traffic from the construction area. Flaggers will be in place to direct traffic as needed during construction.

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

Anticipated NEPA document level: Additional Information document to CE-1 approved on January 22, 2021

Any other factors influencing recommendations: Right-of-way acquisition will be determined as design progresses, but it is expected that over 0.5 acres of new, permanent right-of-way will be acquired. The culvert under Rural St which is included in this project does not appear to have an assigned asset number. An asset number for this structure will be assigned as part of this project.

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	8	Recreational Facilities	5*
Airports ¹	3	Pipelines	N/A
Cemeteries	N/A	Railroads	4
Hospitals	N/A	Trails	7
Schools	3*	Managed Lands	3

¹In order to complete the required airport review, a review of public-use airports within 3.8 miles (20,000 feet) is required.

Explanation:

Religious Facilities: Eight (8) religious facilities are located within the 0.5-mile search radius. One (1) religious facility, Changing Lives Through Jesus Christ Ministries, 1928 N Rural St, Indianapolis, IN, is mapped within the project area. Based on a desktop review, this facility does not appear to be an active religious facility. The nearest religious facility, Mount Moriah Missionary Baptist Church, 2349 Keystone Way #51, is located 0.26 mile north of the project area. Due to potential MOT, coordination with Mount Moriah Missionary Baptist Church will occur.

Airports: Although not located within the 0.5-mile search radius, three (3) public-use heliports are located within 3.8 miles (20,000 feet) of the project area. The Indianapolis Downtown Heliport is located 2.47 miles southwest of the project area, the Department of Highways Landing Pad is located 3.15 miles southwest of the project area, and the Indiana Department of Natural Resources heliport is located 3.19 miles southwest of the project area. Early coordination with INDOT Aviation will occur.

Schools: Three (3*) schools were identified within the 0.5-mile search radius. The nearest school, The Oaks Academy – Brookside, 3092 Brookside Parkway North Drive, Indianapolis, IN, is located 0.14 mile southeast of the project area. The Marion County Juvenile Division, 2401 E 25th St (labeled as New Directions in GIS data), is located 0.34 mile northwest of the project area. Due to potential MOT, coordination with The Oaks Academy – Brookside and the Marion County Juvenile Division will occur.

Recreational Facilities: Five (5*) recreational facilities are located within the 0.5-mile search radius. The nearest recreational facility, Parkview School 81 (a.k.a. The Oaks Academy – Brookside), 3092 Brookside Parkway North Drive, Indianapolis, IN, is located 0.14 mile southeast of the project area. Due to potential MOT, coordination with The Oaks Academy – Brookside will occur.

Railroads: Four (4) railroad segments are located within the 0.5-mile search radius. Two (2) active railroad segments associated with CSX RR and one (1) abandoned railroad segment associated with CSX RR are located within the project area. Standard coordination will occur with the INDOT Utilities and Railroads by the Project Management Team or their consultant no later than the Ready for Contracts (RFC) date.

Trails: Seven (7) trail segments are located within the 0.5-mile search radius. One (1) potential trail segment, the Brookside Park to Monon Trail connection, is located within the project area. Coordination with the Indianapolis Department of Metropolitan Development will occur.

Managed Lands: Three (3) managed land polygons are located within the 0.5-mile search radius. Brookside Park is located 0.16 mile southeast of the project area. No impact is expected.

WATER RESOURCES TABLE AND SUMMARY

Water Resources			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Karst Springs	N/A	NWI - Wetlands	1
Canal Structures – Historic	N/A	Lakes	1
NPS NRI Listed	N/A	Floodplain - DFIRM	1
IDEM 303d Listed Streams and Lakes (Impaired)	1	Cave Entrance Density	N/A

Rivers and Streams	13	Sinkhole Areas	N/A
Canal Routes - Historic	N/A	Sinking-Stream Basins	N/A

If unmapped water features are identified that might impact the project area, direct coordination with INDOT Ecology, Waterway Permitting, and Stormwater Office will occur.

Explanation:

IDEM 303d Listed Streams and Lakes (Impaired): One (1) 303d listed stream segment is located within the 0.5-mile search radius. Pogue's Run is located 0.24 mile southeast of the project area. No impact is expected.

Rivers and Streams: Thirteen (13) river and stream segments are located within the 0.5-mile search radius. The nearest segment, Pogue's Run, is located 0.24 mile southeast of the project area. No impact is expected.

NWI – Wetlands: One (1) NWI-wetland polygon is located within the 0.5-mile search radius. The wetland is located 0.42 mile northwest of the project area. No impact is expected.

Lakes: One (1) lake is located within the 0.5-mile search radius. The lake is located 0.42 mile northwest of the project area. No impact is expected.

Floodplain – DFIRM: One (1) floodplain polygon is located within the 0.5-mile search radius. The floodplain polygon is located 0.18 mile southeast of the project area. No impact is expected.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

Mining/Mineral Exploration			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Petroleum Wells	N/A	Mineral Resources	N/A
Mines – Surface	N/A	Mines – Underground	N/A

Explanation: No mining and mineral exploration resources were identified within the 0.5-mile search radius.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	N/A	Open Dump Waste Sites	N/A
RCRA Generator/ TSD	4	Restricted Waste Sites	N/A
RCRA Corrective Action Sites	N/A	Waste Transfer Stations	N/A
State Cleanup Sites	2	Tire Waste Sites	N/A
Septage Waste Sites	N/A	Landfill Boundaries	N/A
Underground Storage Tank (UST) Sites	10	Confined Feeding Operations (CFO)	N/A
Voluntary Remediation Program	2	Brownfields	3
Construction Demolition Waste	N/A	Notice of Contamination Sites	N/A

Solid Waste Landfill	N/A	Institutional Controls	19
Infectious/Medical Waste Sites	N/A	NPDES Facilities	7
Leaking Underground Storage (LUST) Sites	11	NPDES Pipe Locations	5
Manufactured Gas Plant Sites	N/A		

Unless otherwise noted, site specific details presented in this section were obtained from documents reviewed on the Indiana Department of Environmental Management (IDEM) Virtual File Cabinet (VFC).

Explanation:

Resource Conservation and Recovery Act (RCRA) Generator/Treatment, Storage, and Disposal (TSD) Sites: Four (4) RCRA Generator/TSD sites are located within the 0.5-mile search radius. The nearest RCRA Generator/TSD Site, GGI Recycling LLC, 2107 N Adams St, E-Waste Registration # 49-02 EW, Agency Interest (AI) ID # 25085, is located 0.38 mile northeast of the project area. Site cleanup activities took place in 2014, and IDEM conducted an Enforcement Follow-Up Inspection on April 21, 2014. No violations were discovered; therefore, no impact is expected.

State Cleanup Sites: Two (2) State Cleanup sites are located within the 0.5-mile search radius. The nearest State Cleanup site, Gilliate Family Realty Trust, 2510 Roosevelt Ave, AI ID # 25171, is located 0.07 mile northwest of the project area. IDEM issued a No Further Action determination on March 19, 2014. No impact is expected.

UST sites: Ten (10) UST sites are located within the 0.5-mile search radius. Two (2) UST sites are located within the project area.

- Klincher Locknut Corporation, 2817 Massachusetts Ave, AI ID # 19147, was the site of a machine shop and is located within the project area along the south side of Massachusetts Ave just east of Rural St. According to a UST notification form dated February 22, 1990, a steel UST was removed in October of 1989. Sampling was performed, and results found that total petroleum hydrocarbon (TPH) levels were less than the 100 parts per million (ppm) limit in effect at the time. No impact is expected.
- Marathon Unit 1141, 2801 Massachusetts Ave, AI ID # 19279, is located in the southeast quadrant of the intersection of Rural St and Massachusetts Ave. This site is also a LUST site under the name Rowe Brothers, Inc. and an Institutional Control under the name Indy Fuel Mart (AI ID # 19199). Please see the LUST and Institutional Control sections below for further discussion of this site. IDEM conducted an UST Inspection of AI ID # 19279 on November 16, 2022, and the facility was found to be out of compliance with the equipment, operating, and maintenance requirements set forth in Indiana's UST Rule 329 IAC 9; however, documentation reviewed does not indicate that a release occurred.

Voluntary Remediation Sites: Two (2) Voluntary Remediation sites are located within the 0.5-mile search radius. The nearest Voluntary Remediation site, Mid-State Chemical & Supply Corporation, 2020 Darwin St, AI ID # 11505, is located 0.36 mile northwest of the project area. IDEM issued a Covenant Not to Sue on November 10, 2020. No impact is expected.

LUST sites: Eleven (11) LUST sites are located within the 0.5-mile search radius. Four (4) LUST sites are located within the project area.

- Capital Machine, Inc., 2801 Roosevelt Ave, AI ID # 21744, is located within the project area in the southeast quadrant of the intersection of Rural St and Roosevelt Ave. A No Further Action (NFA) Determination Letter dated March 6, 2001, indicated that three 2,000-gallon USTs were removed from the site in 1995. Sampling results indicated that 50 parts per million (ppm) of total petroleum hydrocarbons (TPH) in the soil remained on site, which was below the IDEM closure level in effect at the time. No impact is expected.

- Rowe Brothers, Inc., 2801 Massachusetts Ave, AI ID # 19199, is located in the southeast quadrant of the intersection of Rural St and Massachusetts Ave. This site is also listed as an Institutional Control site under the name Indy Fuel (AI ID # 19199) and as an UST site under the name Marathon Unit 1141 (AI ID # 19279). A discussion of this site is included in the UST section above.

A release was reported under AI ID # 19199 in 2003, the investigation of which resulted in a corrective action plan (CAP) and remediation efforts between 2003 and 2011. Subsequent soil and groundwater analysis found that while Contaminants of Concern (COC) concentration levels were below Industrial Default Closure Levels (IDCLs) and most were below Residential Default Closure Levels (RDCLs), some contamination remained on site in specific affected areas. An Environmental Restrictive Covenant (ERC) restricting the use or extraction of groundwater except when in conjunction with environmental investigation and/or remediation activities was recorded on the property on January 23, 2014. IDEM issued a NFA Determination Approval Pursuant to RISC Guidance on February 28, 2014. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls Section (institutionalcontrols@idem.IN.gov) before Stage 3 and prior to submittal of the Environmental Consultation Form (ECF). Refer to Appendix G of the SAM Manual for the recommended procedures to manage and report contamination.

- M&L Liquors, 1950 N Rural St, AI ID # 21741, is located in the southwest quadrant of the intersection of Rural St and Massachusetts Ave. The site is also listed as an Institutional Control under the same name. The site operated as a gas station from approximately 1925 to 1972. Correspondence to IDEM dated February 15, 2011, indicated that a letter was sent to the City of Indianapolis on January 27, 2011, informing the city that contamination is present in soil and groundwater near and possibly under the intersection of Rural St and Massachusetts Ave. Remaining soil contamination is deeper than 12 feet below ground surface (bgs) and contaminant levels are as high as 7,500 ppm TPH. An ERC for the site was recorded on October 3, 2011. The ERC restricts residential use, extraction of groundwater, and requires compliance with a soil management plan. An NFA Determination Approval Pursuant to Risk Integrated System of Closure (RISC) Guidance was issued for the site on October 25, 2011. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls Section (institutionalcontrols@idem.IN.gov) before Stage 3 and prior to submittal of the ECF. Refer to Appendix G of the SAM Manual for the recommended procedures to manage and report contamination.
- Marsh Village Pantry 542, 1856 N Rural St, AI ID # 18871, is located in the southwest quadrant of the intersection of Rural St and Brookside Ave. This site is also listed as an Institutional Control site under the name Rural Pantry. A 4,000-gallon gasoline tank was removed from this property in 1993. Petroleum contamination was documented, a CAP was recommended, and monitoring and remediation efforts commenced. The IDEM approved the CAP in 1996. In 1997, two 6,000-gallon gasoline tanks were removed from the site, and further petroleum contamination was observed. An ERC was recorded on December 12, 2006, indicating that contamination in the groundwater at the site exceeded IDEM industrial closure levels. An NFA Determination Pursuant to RISC Guidance was issued on February 15, 2007. The NFA Determination indicated that residual contamination is present in the groundwater. If excavation occurs in this area, is it possible that petroleum contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls Section (institutionalcontrols@idem.IN.gov) before Stage 3 and prior to submittal of the ECF. Refer to Appendix G of the SAM Manual for the recommended procedures to manage and report contamination.

Brownfields: Three (3) Brownfield sites are located within the 0.5-mile search radius. One (1) Brownfield site, Hoosier Carpets, 2030 N Oxford St, AI ID # 111244, is located within the project area in the southeast quadrant of the

intersection of Rural St and Massachusetts Ave. The site has historically been occupied by machine shops and automobile-related businesses, and specific information on past use is not readily available. A 2015 Phase I Environmental Site Assessment (ESA) noted that a 1,000-gallon UST containing “back up fuel” was removed from the site in 1989. A comfort letter was issued on July 15, 2016, indicating that a Phase II ESA conducted in February 2016 found that levels of arsenic in soil at 0 to 2 feet bgs were above applicable IDEM closure levels. An ERC for the property was recorded on September 23, 2016. The ERC requires compliance with a soil management plan for any work requiring soil disturbance at the site. The arsenic sample results documented in the ERC show that the contamination is limited to the eastern portion of the site. No impact is expected; however, coordination will be conducted with the IDEM Institutional Controls Section (institutionalcontrols@idem.IN.gov) before Stage 3 and prior to submittal of the ECF. Refer to Appendix G of the SAM Manual for the recommended procedures to manage and report contamination.

Institutional Control Sites: Nineteen (19) Institutional Control sites are located within the 0.5-mile search radius. Four (4) Institutional Control sites are located within the project area.

- M&L Liquors, 1950 N Rural St, AI ID # 21741, is located in the southwest quadrant of the intersection of Rural St and Massachusetts Ave. This site is also listed as a LUST site; please find the discussion of this site in the LUST section above.
- Indy Fuel Mart, 2801 Massachusetts Ave, AI ID # 19199, is located in the southeast quadrant of the intersection of Rural St and Massachusetts Ave. This site is also listed as a LUST site under the name Rowe Brothers, Inc (AI ID # 19199) and as a UST site under the name Marathon Unit 1141 (AI ID # 19279). Please find the discussion of this site in the UST and LUST sections above.
- Hoosier Carpets, 2030 N Oxford St, AI ID # 111244, is located in the southeast quadrant of the intersection of Rural St and Massachusetts Ave. This site is also listed as a Brownfield site; please find the discussion of this site in the Brownfield section above.
- Marsh Village Pantry 542, 1856 N Rural St, AI ID # 18871, is located in the southwest quadrant of the intersection of Rural St and Brookside Ave. This site is also listed as a LUST site; please find the discussion of this site in the LUST section above.

National Pollutant Discharge Elimination System (NPDES) Facilities: Seven (7) NPDES Facilities are located within the 0.5-mile search radius. The nearest NPDES facility, Markey’s Phase III, Permit Number INRA03324, is located 0.10 mile northwest of the project area. No impact is expected.

NPDES Pipe Locations: Five (5) NPDES pipes are located within the 0.5-mile search radius. The nearest NPDES pipe is located 0.42 mile south of the project area. No impact is expected.

ECOLOGICAL INFORMATION SUMMARY

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

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5-mile of the project area. The project area is located in an urban area. The northern portion of the project area is surrounded by commercial and/or industrial properties. The southern portion of the project area is located in a residential area. One culvert carrying drainage under Rural St near the northern terminus of the project area will be lengthened, and potentially replaced, as part of this project. The structure does not have a unique structure number and it is not included in the iTAMS structure database. Additional investigation to confirm the presence or absence of bats in the culvert will be necessary. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat

will be completed according to the most recent “Using the USFWS’s IPaC System for Listed Bat Consultation for INDOT Projects.”

Evidence of Birds in Bridge Report: Yes ☐ No ☐ N/A ☒

*If yes, further coordination with INDOT Ecology, Waterway Permitting, & Stormwater Office may be necessary.

RECOMMENDATIONS SECTION

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

INFRASTRUCTURE:

Religious Facilities: Mount Moriah Missionary Baptist Church, 2349 Keystone Way #51, is located 0.26 mile north of the project area. Due to potential MOT, coordination with Mount Moriah Missionary Baptist Church will occur.

Airports: The Indianapolis Downtown Heliport is located 2.47 miles southwest of the project area, the Department of Highways Landing Pad is located 3.15 miles southwest of the project area, and the Indiana Department of Natural Resources Heliport is located 3.19 miles southwest of the project area. Early coordination with INDOT Aviation will occur.

Schools: The Oaks Academy – Brookside, 3092 Brookside Parkway North Drive, is located 0.14 mile southeast of the project area. The Marion County Juvenile Division, 2401 E 25th St (labeled as New Directions in GIS data), is located 0.34 mile northwest of the project area. Due to potential MOT, coordination with The Oaks Academy – Brookside and the Marion County Juvenile Division will occur.

Recreational Facilities: Parkview School 81 (a.k.a. The Oaks Academy – Brookside), 3092 Brookside Parkway North Drive, Indianapolis, IN, is located 0.14 mile southeast of the project area. Due to potential MOT, coordination with The Oaks Academy – Brookside will occur.

Railroads: Two (2) active railroad segments associated with CSX RR and one (1) abandoned railroad segment associated with CSX RR are located within the project area. Standard coordination will occur with the INDOT Utilities and Railroads by the Project Management Team or their consultant no later than the Ready for Contracts (RFC) date.

Trails: One (1) potential trail segment, the Brookside Park to Monon Trail connection, is located within the project area. Coordination with the Indianapolis Department of Metropolitan Development will occur.

HAZARDOUS MATERIAL CONCERNS:

UST Sites:

Marathon Unit 1141, 2801 Massachusetts Ave, AI ID # 19279, is located in the southeast quadrant of the intersection of Rural Ave and Massachusetts Ave. This site is also listed as a LUST site under the name Rowe Brothers and an Institutional Control under the name Indy Fuel (AI ID # 19199). IDEM conducted an UST Inspection of AI ID # 19279 on November 16, 2022, and the facility was found to be out of compliance with the equipment, operating, and maintenance requirements set forth in Indiana’s UST Rule 329 IAC 9; however, documentation reviewed does not indicate that a release occurred.

LUST Sites:

Rowe Brothers, Inc., 2801 Massachusetts Ave, AI ID # 19199, is located in the southeast quadrant of the intersection of Rural St and Massachusetts Ave. This site is also listed as an Institutional Control site under the name Indy Fuel (AI ID # 19199) and as an UST site under the name Marathon Unit 1141 (AI ID # 19279). A release was reported under AI ID # 19199 in 2003, the investigation of which resulted in a CAP and remediation efforts between 2003 and 2011. Subsequent soil and groundwater analysis found that while COC concentration levels were below IDCLs and most were

below RDCLs, some contamination remained on site in specific affected areas. An ERC restricting the use or extraction of groundwater except when in conjunction with environmental investigation and/or remediation activities was recorded on the property on January 23, 2014. IDEM issued a NFA Determination Approval Pursuant to RISC Guidance on February 28, 2014. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls Section (institutionalcontrols@idem.IN.gov) before Stage 3 and prior to submittal of the ECF. Refer to Appendix G of the SAM Manual for the recommended procedures to manage and report contamination.

M&L Liquors, 1950 N Rural St, AI ID# 21741, is located in the southwest quadrant of the intersection of Rural Ave and Massachusetts Ave. The site is also listed as an Institutional Control under the same name. The site operated as a gas station from approximately 1925 to 1972. Correspondence to IDEM dated February 15, 2011, indicated that a letter was sent to the City of Indianapolis on January 27, 2011, informing the city that contamination is present in soil and groundwater near and possibly under the intersection of Rural St and Massachusetts Ave. Remaining soil contamination is deeper than 12 feet bgs and contaminant levels are as high as 7,500 ppm TPH. An ERC for the site was recorded on October 3, 2011. The ERC restricts residential use, extraction of groundwater, and requires compliance with a soil management plan. An NFA Determination Approval Pursuant to RISC Guidance was issued for the site on October 25, 2011. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls Section (institutionalcontrols@idem.IN.gov) before Stage 3 and prior to submittal of the ECF. Refer to Appendix G of the SAM Manual for the recommended procedures to manage and report contamination.

Marsh Village Pantry 542, 1856 N Rural St, AI ID # 18871, is located in the southwest quadrant of the intersection of Rural St and Brookside Ave. This site is also listed as an Institutional Control site under the name Rural Pantry. A 4,000-gallon gasoline tank was removed from this property in 1993. Petroleum contamination was documented, a CAP was recommended, and monitoring and remediation efforts commenced. The IDEM approved the CAP in 1996. In 1997, two 6,000-gallon gasoline tanks were removed from the site, and further petroleum contamination was observed. An ERC was recorded on December 12, 2006, indicating that contamination in the groundwater at the site exceeded IDEM industrial closure levels. An NFA Determination Pursuant to RISC Guidance was issued on February 15, 2007. The NFA Determination indicated that residual contamination is present in the groundwater. If excavation occurs in this area, it is possible that petroleum contamination may be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls Section (institutionalcontrols@idem.IN.gov) before Stage 3 and prior to submittal of the ECF. Refer to Appendix G of the SAM Manual for the recommended procedures to manage and report contamination.

Brownfields:

Hoosier Carpets, 2030 N Oxford St, AI ID # 111244, is located within the project area in the southeast quadrant of the intersection of Rural St and Massachusetts Ave. The site has historically been occupied by machine shops and automobile-related businesses, and specific information on past use is not readily available. A 2015 Phase I ESA noted that a 1,000-gallon UST containing “back up fuel” was removed from the site in 1989. A comfort letter was issued on July 15, 2016, indicating that a Phase II ESA conducted in February 2016 found that levels of arsenic in soil at 0 to 2 feet bgs were above applicable IDEM closure levels. An ERC for the property was recorded on September 23, 2016. The ERC requires compliance with a soil management plan for any work requiring soil disturbance at the site. The arsenic sample results documented in the ERC show that the contamination is limited to the eastern portion of the site. No impact is expected; however, coordination will be conducted with the IDEM Institutional Controls Section (institutionalcontrols@idem.IN.gov) before Stage 3 and prior to submittal of the ECF. Refer to Appendix G of the SAM Manual for the recommended procedures to manage and report contamination.

ECOLOGICAL INFORMATION:

Additional investigation to confirm the presence or absence of bats in a culvert carrying drainage under Rural St near the northern terminus of the project area will be necessary. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects". Due to the nature of project activities, this project will fall under the guidelines set forth under the USFWS Interim Policy for the Review of Highway Transportation Projects in Indiana dated May 29, 2013.

Prepared by: Victoria Veach (Signature)

Victoria Veach
Environmental Planner III
HNTB Corporation

QA/QC Completed by: Sharon Anton (Signature)
Sharon Anton
Environmental Planner IV
HNTB Corporation

INDOT ESD concurrence: **Darlane Davis**  (Signature)
Digitally signed by Darlane Davis
Date: 2025.04.07 13:10:26 -04'00'

Graphics:

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

SITE LOCATION: YES

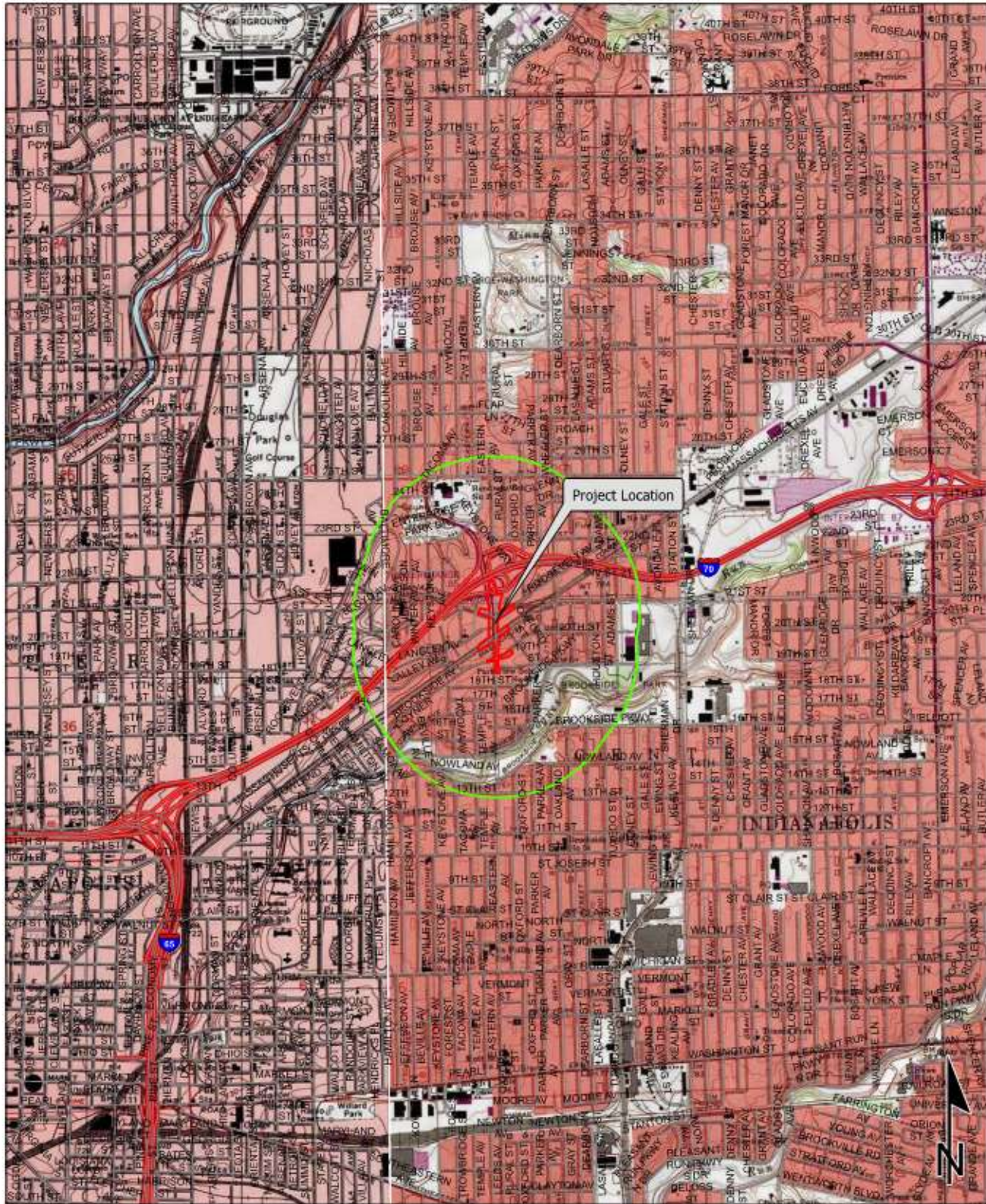
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Site Location
Rural St & Massachusetts Ave at CSX Crossing DOT #539242N
Des. No. 1800715, Intersection Improvement
Marion County, Indiana



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

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

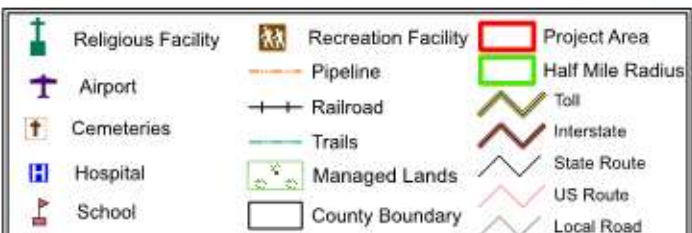
**INDIANAPOLIS EAST,
 INDIANAPOLIS WEST
 QUADRANGLES INDIANA
 7.5 MINUTE SERIES
 (TOPOGRAPHIC)**

Red Flag Investigation - Infrastructure
Rural St & Massachusetts Ave at CSX Crossing DOT #539242N
Des. No. 1800715, Intersection Improvement
Marion County, Indiana



Proposed
Brookside Park to
Monon Trail
Connection

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

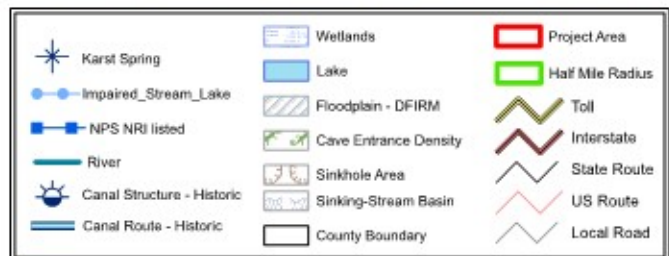


Red Flag Investigation - Water Resources
Rural St & Massachusetts Ave at CSX Crossing DOT #539242N
Des. No. 1800715, Intersection Improvement
Marion County, Indiana



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

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

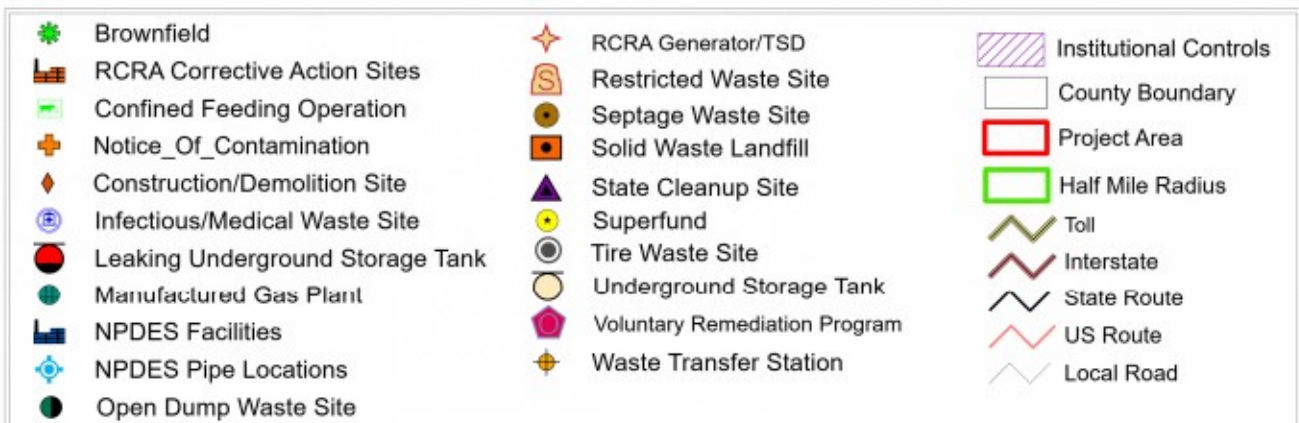
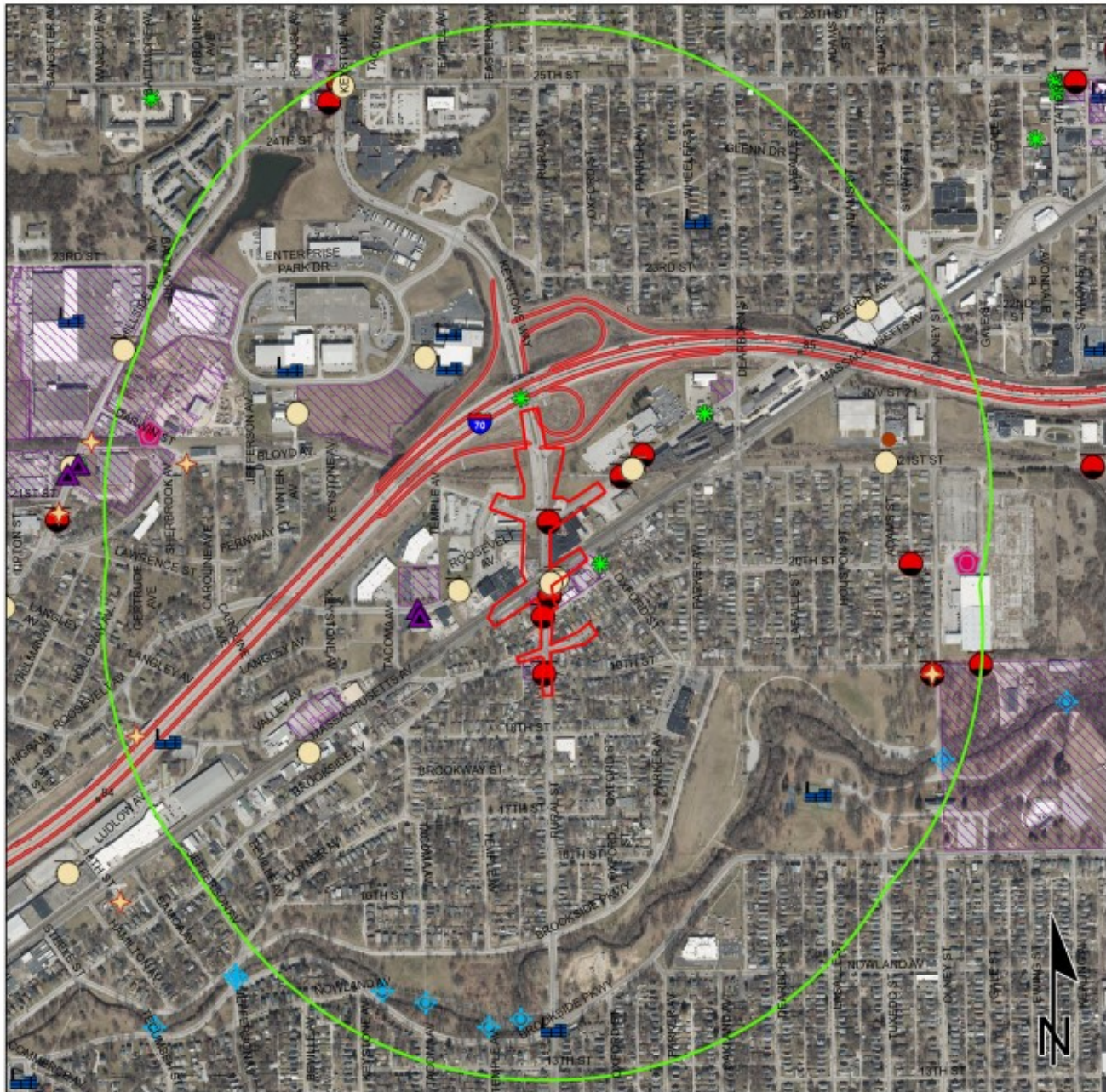


Red Flag Investigation - Hazardous Material Concerns

Rural St & Massachusetts Ave at CSX Crossing DOT #539242N

Des. No. 1800715, Intersection Improvement

Marion County, Indiana



0.15 0.07 0 0.15
Miles

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

Sources:

Non Orthophotography

Data - Obtained from the State of Indiana Geographical Information Office Library

Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

Map Projection: UTM Zone 16 N Map Datum: NAD83



August 12, 2025

Indiana Department of Environmental Management
Institutional Controls Section
Indianapolis, IN 46204

Via Email: institutionalcontrols@idem.in.gov

Re: Des. No. 1800715
Rural Street and Massachusetts Avenue Intersection Improvement
Marion County, Indiana

To Whom It May Concern:

The Indiana Department of Transportation (INDOT) and the Indianapolis Department of Public Works (DPW) with funding from the Federal Highway Administration (FHWA) intend to proceed with an intersection improvement project at the intersection of Rural Street and Massachusetts Avenue at the CSX Railroad Crossing DOT# 539242N in Indianapolis, Marion County, Indiana.

The proposed project will realign the portion of Rural Street between Interstate 70 (I-70) to approximately 250 feet south of Massachusetts Avenue, construct a new crossing over the CSX railroad, and raise the grades of Rural Street and Massachusetts Avenue south of the railroad crossing. Two travel lanes in each direction will be maintained on Rural Street. Dedicated left turn lanes will be constructed on southbound Rural Street at Roosevelt Avenue/Bloyd Avenue. Dedicated left turns will also be constructed on the eastbound and westbound approaches of Brookside Avenue and on Bloyd Avenue at the Rural Street intersection. Other proposed activities include signage updates, signal modifications, mill and resurface, and revised lane alignments and pavement markings that promote safety at the intersections. Sidewalk and curb ramp improvements will occur in each of the four quadrants of the intersection of Rural Street with Bloyd Avenue/Roosevelt Avenue, Massachusetts Avenue, and Brookside Avenue. Project location maps are included in attachment pages 1-3.

A Red Flag Investigation (RFI) was prepared for this project to address excavation related to proposed project activities. Please see attachment page 4 for the hazardous material concerns map from the approved RFI. Recommendations regarding hazardous materials were noted within this document. Based on the recommendations in the RFI, coordination with the Indiana Department of Environmental Management (IDEM) is required due to Environmental Restrictive Covenants (ERC) which exist on the following sites:

Site Name: M&L Liquors Agency ID #: 21741 Location: 1950 N Rural Street Program: LUST Program	Site Name: Rowe Brothers, Inc. Agency ID #: 19199 Location: 2801 Massachusetts Avenue Program: LUST Program
Site Name: Hoosier Carpets Agency ID #: 111244 Location: 2030 N Oxford Street Program: Brownfields Program	Site Name: Marsh Village Pantry Agency ID #: 18871 Location: 1856 N Rural Street Program: LUST Program

Site Name: M&L Liquors
Agency ID #: 21741
Location: 1950 N Rural Street
Program: LUST Program

This site is located in the southwest quadrant of the Rural Street and Massachusetts Avenue intersection. Right-of-way acquisition and excavation at this site will be required to tie the realigned segment of Rural Street into the existing Rural Street alignment and to raise the grades of Rural Street and Massachusetts Avenue at the intersection. Excavation will also be required to reconstruct sidewalks and curb ramps bordering the perimeter of the site. This project will disturb existing pavement and the underlying soil in the northeast corner of the site. See attachment page 5 for a preliminary plan sheet showing the site boundary for M&L Liquors and the soil disturbance boundary at the site. According to the ERC which was recorded on the property on October 3, 2011, residual soil and groundwater contamination exists 15 feet or more below ground surface on the eastern side of the site. The ERC also notes that a letter was submitted to the City of Indianapolis advising of the possibility of contamination under the Massachusetts Avenue and Rural Street rights-of-way. See attachment page 6 for the residual site contamination map from the final quarterly monitoring report.

Excavation up to three feet below ground surface is expected at this site for roadway realignment and sidewalk and curb ramp construction. A dual signal pole foundation will be installed on the site and will require an approximately 25-foot-deep drilled shaft.

Any hazardous materials encountered would be handled in accordance with 104.06 of the INDOT Standard Specifications (2026), which states the removal, testing, transportation, and disposal of regulated materials shall be in accordance with the requirements outlined and in accordance with the applicable Federal, State, and Local laws, regulations, and rules.

Site Name: Rowe Brothers, Inc.
Agency ID #: 19199
Location: 2801 Massachusetts Avenue
Program: LUST Program

This site is located in the southeast quadrant of the Rural Street and Massachusetts Avenue intersection. Right-of-way acquisition and excavation at this site will be required to tie the intersection of Rural Street and Massachusetts Avenue into the realigned segment of Rural Street and to raise the grades of Rural Street and Massachusetts Avenue at the intersection. Excavation will also be required to reconstruct sidewalks and curb ramps bordering the perimeter of the site and to reconstruct entrance drives from Rural Street and Massachusetts Avenue. This project will disturb existing pavement and the underlying soil along the northern and western boundaries of the site. See attachment page 5 for a preliminary plan sheet showing the site boundary for Rowe Brothers, Inc. and the soil disturbance boundary at the site. According to the ERC which was recorded on the property on January 23, 2014, residual soil and groundwater contamination exists at the site and is concentrated in an area between the fuel pump island and the site building. See attachment pages 7-8 for the residual site contamination map and table include with the ERC.

Excavation up to three feet below ground surface is expected at this site for roadway realignment and sidewalk and curb ramp construction. A dual signal pole foundation will be installed on the site and will require an approximately 25-foot-deep drilled shaft.

Any hazardous materials encountered would be handled in accordance with 104.06 of the INDOT Standard Specifications (2026), which states the removal, testing, transportation, and disposal of

regulated materials shall be in accordance with the requirements outlined and in accordance with the applicable Federal, State, and Local laws, regulations, and rules.

Site Name: Hoosier Carpets
Agency ID #: 111244
Location: 2030 N Oxford Street
Program: Brownfields Program

This site is located in the southwest quadrant of the Massachusetts Avenue and Oxford Street intersection. Right-of-way acquisition and excavation at this site will be required to reconstruct a section of sidewalk and to replace existing fence posts along the northern property boundary. Right-of-way will be acquired along the northern boundary of the property, and the area of excavation will be restricted to the northwest quadrant of the property. See attachment page 5 for a preliminary plan sheet showing the site boundary for Hoosier Carpets and the soil disturbance boundary at the site. According to the ERC, which was recorded on the property on September 23, 2016, residual arsenic contamination is present in the soil at the site between 0 and 2 feet below ground surface and is concentrated in the eastern portion of the site. Please see the attached site map in attachment page 9 showing the sampling locations where arsenic was detected. The ERC requires compliance with a soil management plan for any work requiring soil disturbance at the site.

Excavation at this site is not expected to exceed 10 feet below ground surface. All planned work at this site will take place within 10 feet of the existing Massachusetts Avenue alignment and will be approximately 150 feet northwest of the area of residual arsenic contamination.

Any hazardous materials encountered would be handled in accordance with 104.06 of the INDOT Standard Specifications (2026), which states the removal, testing, transportation, and disposal of regulated materials shall be in accordance with the requirements outlined and in accordance with the applicable Federal, State, and Local laws, regulations, and rules.

Site Name: Marsh Village Pantry
Agency ID #: 18871
Location: 1856 N Rural Street
Program: LUST Program

This site is located in the southwest quadrant of the Rural Street and Brookside Avenue intersection. A small amount of temporary right-of-way acquisition and excavation will be required to reconstruct the existing curb ramp and sections of sidewalk in the southwest quadrant of Rural Street and Brookside Avenue. The new curb ramp and sidewalk will be constructed on the same footprint as the existing curb ramp and sidewalk. See attachment page 5 for a preliminary plan sheet showing the site boundary for Marsh Village Pantry and the soil disturbance boundary at the site. According to the ERC, which was recorded on the property on December 12, 2006, residual petroleum contamination is present in the groundwater. The residual contamination is located in the central portion of the site, as shown on the attached "Affected Areas" map in attachment page 10.

All planned work at this site will take place within the footprint of the existing curb ramp and sidewalk in the southwest quadrant of the Rural Street and Brookside Avenue intersection. The project will not disturb any pavement or underlying soil at the site. No impact is expected; however, any hazardous materials encountered would be handled in accordance with 104.06 of the INDOT Standard Specifications (2026), which states the removal, testing, transportation, and disposal of regulated materials shall be in accordance with the requirements outlined and in accordance with the applicable Federal, State, and Local laws, regulations, and rules.

If you have any recommendations specific to these sites, please send them to me at the email address included below so that they can be incorporated into the environmental document.

Should you have any questions about the proposed project, please feel free to contact me at viveach@hntb.com.

Sincerely,

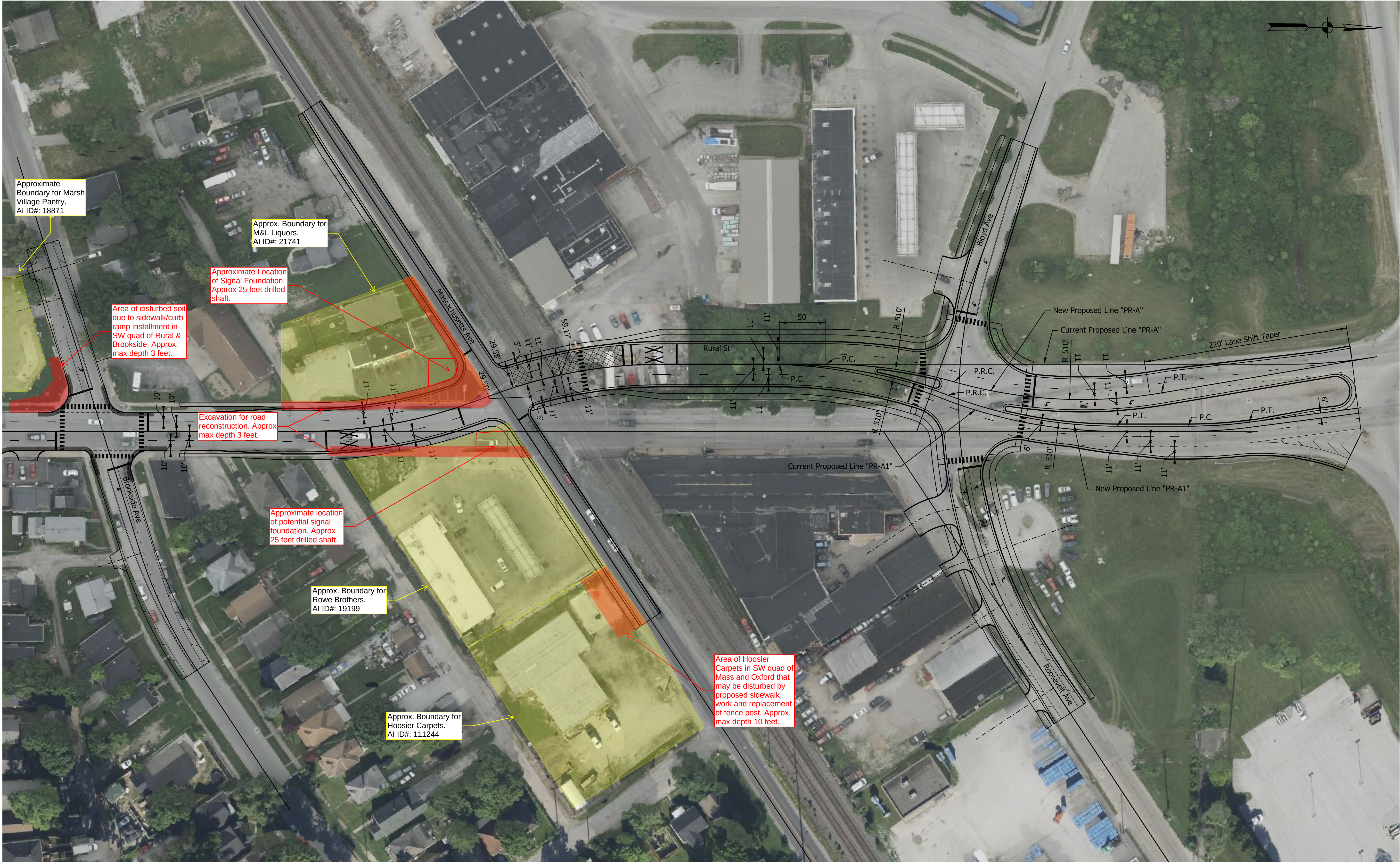


Victoria Veach, Environmental Planner
HNTB Corporation

Attachments: Figure 1: Project Location Map
Figure 2: Project Area Aerial
Figure 3: USGS 7.5 Minute Topographic Quad Map
Figure 4: Limited RFI Hazardous Material Concerns Map
Figure 5: Preliminary Project Plans with Hazardous Material site boundaries and excavation boundaries
Figure 6: Excerpt, M&L Liquors Final Quarterly Monitoring
Figure 7: Excerpt, ROW Brothers, Inc. ERC
Figure 8: Excerpt, Hoosider Carpets ERC
Figure 9: Excerpt, Marsh Village Pantry ERC

Cc: Chris Meador, HNTB
Austin Hastings, HNTB
Mark Spence, HTNB
Christine Williams, INDOT

Figures 1-4 have been removed to avoid duplication.
Please see Appendix B for Figures 1-3 and page 14
of this Appendix for Figure 4.



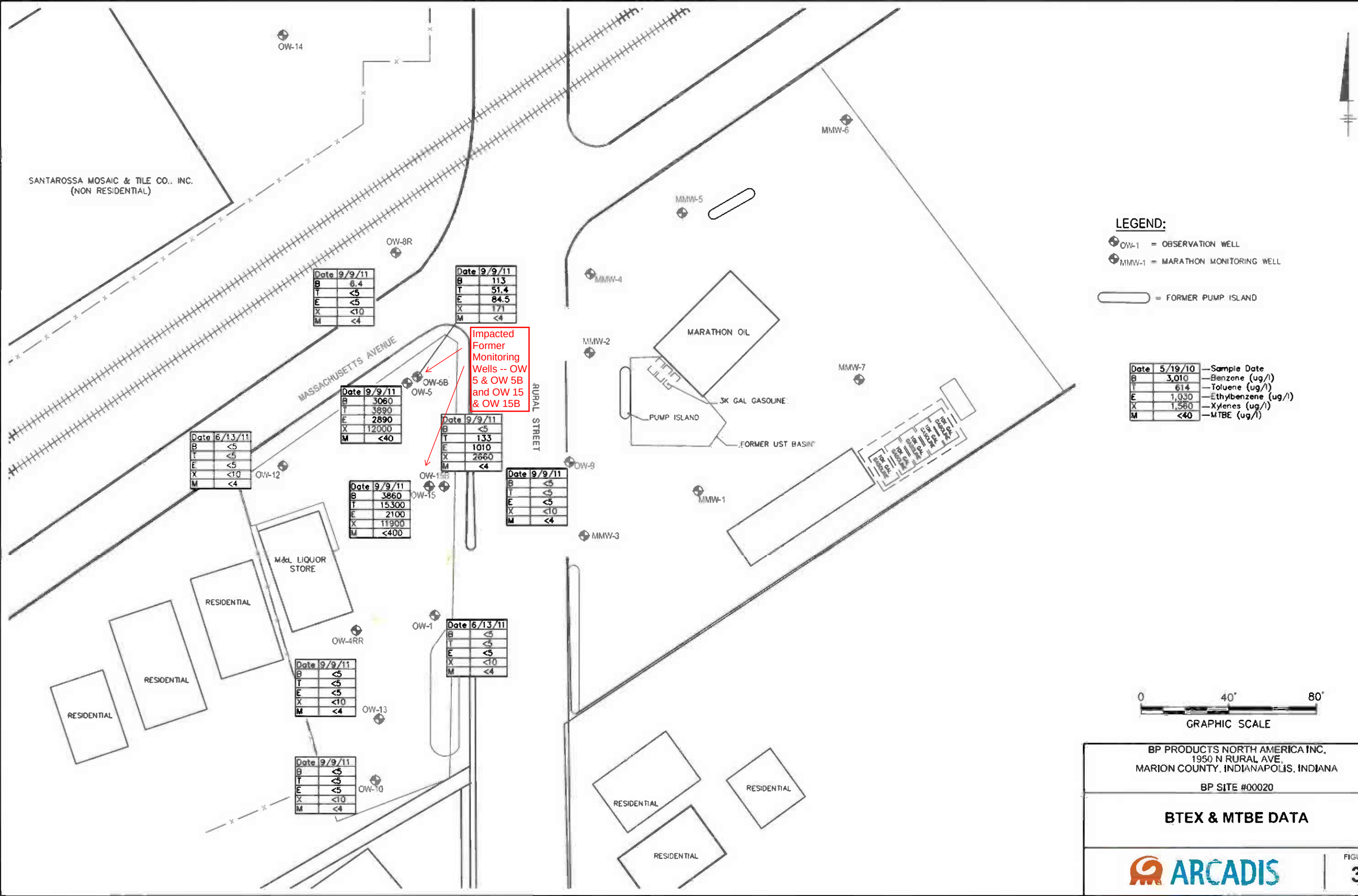
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6/5/2025, 8:11:34 AM
model-A - Plan 1 [Sheet]
file:pw:/pw-int/mb.org/PWGreat_Lakes/Documents/Indianapolis Projects/75655 INDOT-G7/PW01 Rural and Mass Design/00 CAD-ORD/ENG/Working_CFS/New Lane Layouts/4-Lane SB Shift Layout.dgn

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED:		DRAWN:	
CHECKED:		CHECKED:	

INDIANA
DEPARTMENT OF TRANSPORTATION

FOUR LANE LAYOUT
FULL CORRIDOR

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	DESIGNATION
VERTICAL SCALE	
SURVEY BOOK	SHEETS
CONTRACT	of
	PROJECT



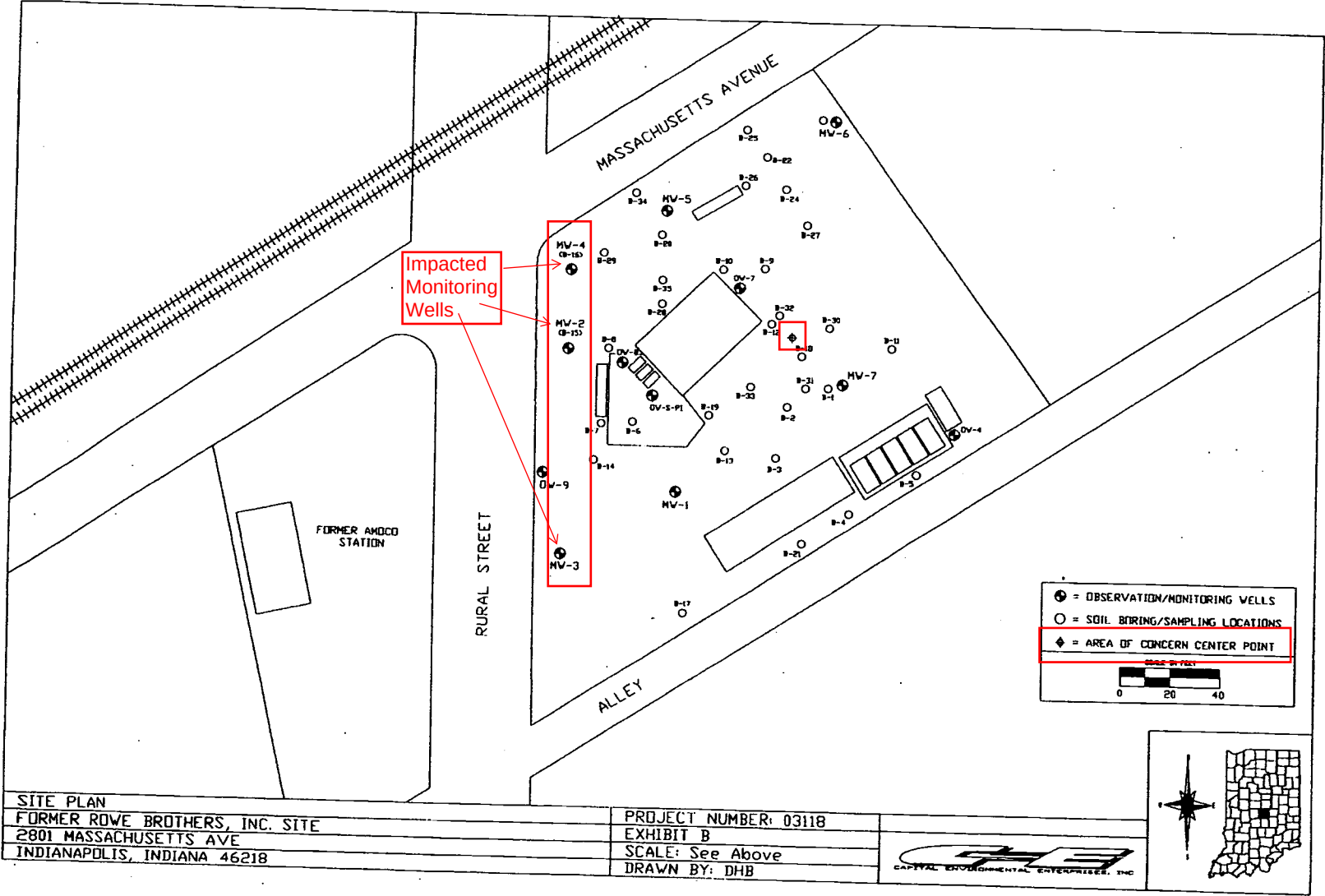
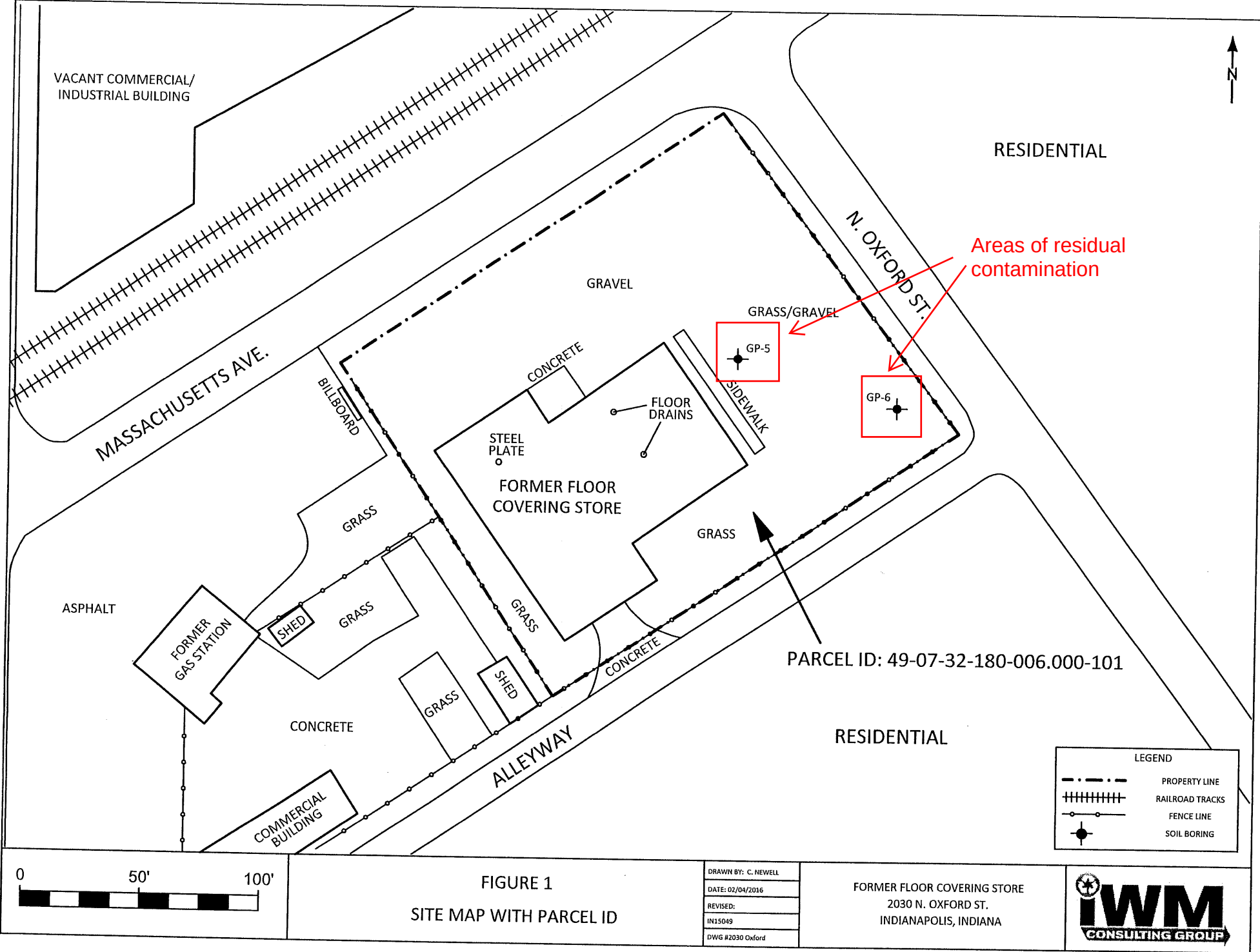


Table 1. Soil Analytical Data 8-11-12									
Boring Sample ID	Sample Depth (ft)	Contaminants of Concern (COC), all units are in mg/kg							
		Benzene	Toluene	Ethyl- benzene	Total Xylenes	MTBE	Naph	TPH- GRO	TPH- DRO
IDCLs	---	0.35	240	160	170	3.9	170	1,500	2,300
RDCLs	---	0.034	12	13	170	0.18	0.7	120	230
Date: 8-11-10.									
AS10-1	15-17	<0.006	<0.006	<0.006	<0.011	<0.006	<0.38	<17.2	<11
AS10-2	13-15	<0.034	<0.272	0.607	0.655	<0.180	<0.36	140	80
AS10-3	14-16	<0.034	<0.136	<0.136	0.151	<0.180	0.49	66	1,140
AS10-4	14.5- 16.5	<0.006	<0.006	<0.006	<0.011	<0.006	<0.38	236	544
Dup(@ #2)		<0.034	<0.272	0.874	3.650	<0.180	<0.36	196	46
Bold = COC concentration greater than the RISC Industrial Default Cleanup Level (IDCL). Italics = COC concentration greater than the RISC Residential Default Cleanup Level (RDCL). Note: some entries for the 2009 soil sampling have been corrected to read in ppm, previously they were entered as ppb.									

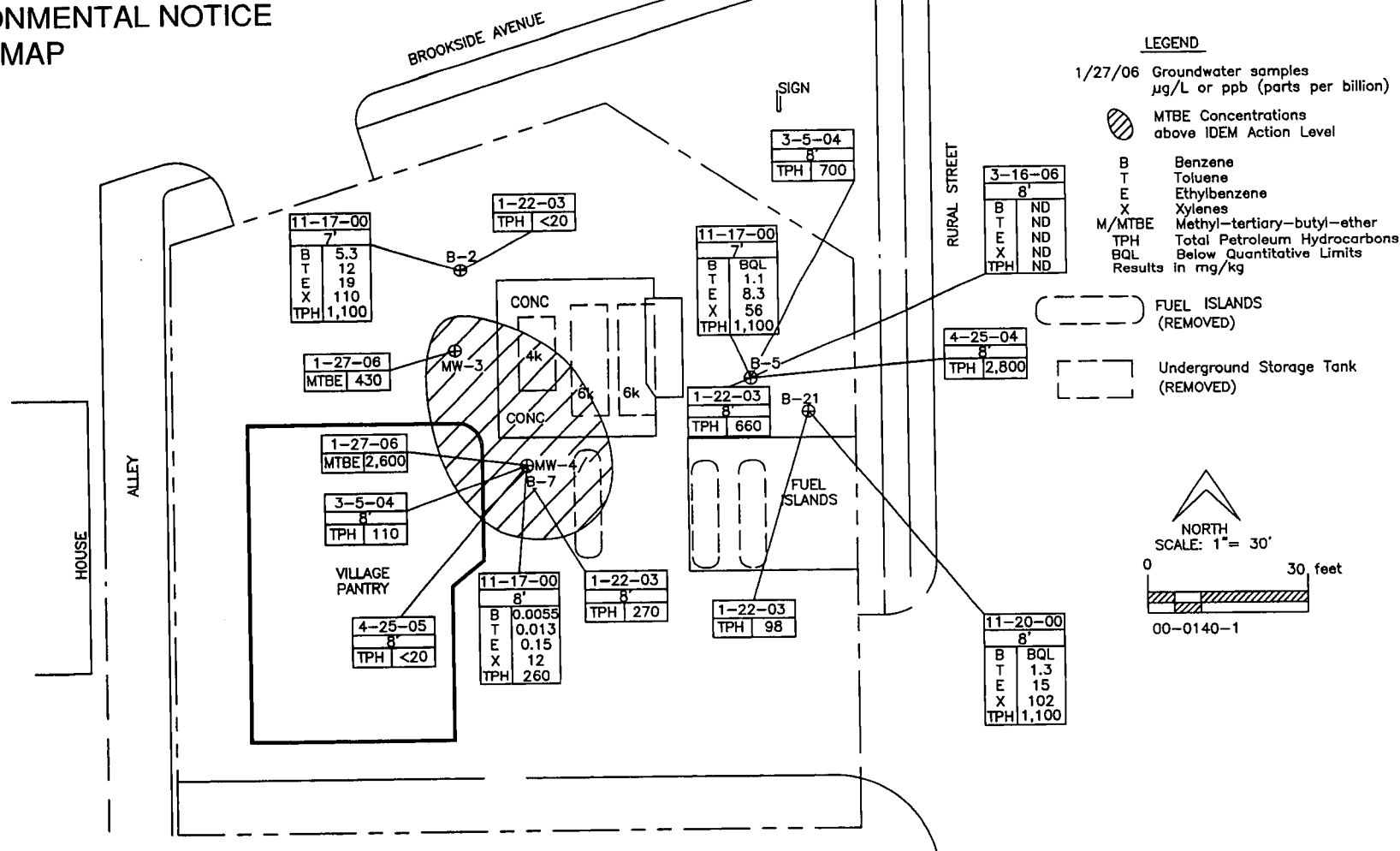
Table 2. Groundwater Analytical Results (results are in ug/L, or parts per billion) For the last quarterly groundwater sampling (11-28-11)					
Sample ID	Benzene	Toluene	Ethyl-benzene	Total Xylenes	MTBE
MW-1	<5	<5	<5	<10	<5
MW-2	<5	<5	<5	<10	42.1
MW-3	<5	<5	<5	<10	<5
MW-4	<5	<5	<5	<10	<5
MW-5	<5	<5	<5	<10	6.4
MW-6	<5	<5	<5	<10	<5
MW-7	9.28	<5	<5	<10	<5
RDCL	5	700	1,000	10,000	40
IDCL	52	10,000	20,000	20,000	870

Italics = COC concentration greater than the Residential Closure Level.

Impacted
Monitoring
Wells



ENVIRONMENTAL NOTICE AREAS MAP



Note

B-2 is also B-102
B-21 is also B-121 and SVE-2
B-7 is also B-107, B-207 and B-307
B-5 is also B-105, B-205, B-305, and B-405

PREPARED FOR
Mar Properties

PROJECT NAME MVP #542



PREPARED BY
Alt & Witzig Engineering, Inc.

PROJECT NO.
00-0140-1

DATE 05/06

Victoria Veach

From: Haulter, Crystal <CHaulter@idem.IN.gov>
Sent: Monday, August 18, 2025 11:02 AM
To: Victoria Veach
Cc: Christine Meador; Mark Spence; Austin Hastings; Williams, Christine; 75655_Rural-Mass; Andershock, Dawn
Subject: FW: Des 1800715, Rural Street and Massachusetts Avenue Intersection Improvement Project, Hazardous Materials
Attachments: Des 1800715 Rural_Mass IDEM HazMat Coordination.pdf

External Email: Use caution when clicking on links, replying, or opening attachments.

Good morning Victoria,

Thank you for the Red Flag Investigation regarding Des. No. 1800715, Rural Street and Massachusetts Avenue Intersection Improvement Project, Indianapolis, Marion County, Indiana.

IDEM's Institutional Controls Group has reviewed the Environmental Restrictive Covenants (ERCs) that were identified in the message below and have the following comments:

M&L Liquors (1950 N Rural Street, AI ID # 21741)

The ERC requires that the asphalt cover be maintained and that a work plan be submitted at least 30-days prior to any excavation within the Affected Areas, which are vaguely depicted in Exhibits B-2 and B-3 of the ERC. The proposed road reconstruction and placement of a signal foundation appears to overlap with the Affected Areas; therefore, a work plan should be submitted to the Institutional Controls Group at InstitutionalControls@idem.in.gov, at least 30-days prior to the start of work. The work plan should detail how excavated soils will be managed and what measures will be taken to prevent contaminant migration should the asphalt barrier be temporarily disturbed (refer to IDEM's [Soil Management Plan](#) non-rule policy document). The ERC is available in IDEM Virtual File Cabinet (VFC) as Document #[19139670](#).

Rowe Brothers, Inc. (2801 Massachusetts Avenue, AI ID # 19199)

The ERC restricts residential use and groundwater use at the property. No further coordination is required for this location.

Hoosier Carpets (2030 N Oxford Street, AI ID # 111244)

The ERC requires that a work plan be submitted at least 60-days prior to any excavation at the property. The proposed sidewalk improvements and fence-post replacement will require soil disturbance and excavation on the property; therefore, a work plan should be submitted to the Brownfields Project Manager, Dawn Andershock (copied) at least 60-days prior to the start of work. (VFC #[82582533](#))

Marsh Village Pantry (1856 N Rural Street, AI ID # 18871)

The ERC restricts residential use and groundwater use at the property, prohibits monitoring interference, and requires that IDEM be notified of any zoning changes. No further coordination is required for this location.

As stated, proper handling, removal, and disposal of potentially contaminated soil and/or groundwater should be conducted in accordance with applicable laws for each of the above referenced properties, when and where appropriate.

Feel free to contact me directly if you have any questions.

Thank you,
Crystal Haulter



Crystal Haulter
(She/Her/Hers)
Technical Environmental Specialist
Institutional Controls Group, Remediation Services Branch

(317) 234-1957 • chaulter@idem.IN.gov



www.idem.IN.gov

Scan the QR code to leave your feedback.

We appreciate your input!



From: Victoria Veach <viveach@HNTB.com>

Sent: Tuesday, August 12, 2025 2:42 PM

To: IDEM Institutional Controls <InstitutionalControls@idem.IN.gov>

Cc: Christine Meador <CMeador@HNTB.com>; Mark Spence <mspence@HNTB.com>; Austin Hastings <amhastings@HNTB.com>; Williams, Christine <ChWilliams@indot.IN.gov>; 75655_Rural-Mass <75655_Rural-Mass@hntb.com>

Subject: Des 1800715, Rural Street and Massachusetts Avenue Intersection Improvement Project, Hazardous Materials

EXTERNAL EMAIL: This email was sent from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Hello,

An intersection improvement project is planned for the intersection of Rural Street and Massachusetts Avenue in Indianapolis, Indiana. The proposed project will realign a portion of Rural Street between Interstate 70 (I-70) to approximately 250 feet south of Massachusetts Avenue, construct a new crossing over the CSX railroad, and raise the grades of Rural Street and Massachusetts Avenue south of the railroad crossing. Two travel lanes in each direction will be maintained on Rural Street. Dedicated left turn lanes will be constructed on southbound Rural Street at Roosevelt Avenue/Bloyd Avenue. Dedicated left turn lanes will also be constructed on the eastbound and westbound approaches of Brookside Avenue and on Bloyd Avenue at the Rural Street intersection. Other proposed activities include signage updates, signal modifications, mill and resurface, and revised lane alignments and pavement markings that promote safety at the intersections. Sidewalk and curb ramp improvements will occur in each of the four quadrants of the intersection of Rural Street with Bloyd Avenue/Roosevelt Avenue, Massachusetts Avenue, and Brookside Avenue. Project location maps are included in the attached document.

Additional Information Document

Appendix F: Waters Report

Waters of the U.S. Report

RURAL STREET (ST) AND MASSACHUSETTS AVENUE (AVE) AT CSX CROSSING
INTERSECTION IMPROVEMENT PROJECT
DES. NO. 1800715
MARION COUNTY, INDIANA
Date of Report: December 19, 2024

Excerpt

Photos, data sheets, and some graphics have been removed to reduce the overall file size. These materials can be made available upon request.

Prepared by: HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204
Yumin Kim, yokim@hntb.com, 317-917-5335

1. PROJECT INFORMATION

Dates of Field Reconnaissance: October 1, 2024 and October 3, 2024

1.1 LOCATION

The project is located along Rural St where it intersects Massachusetts Ave, Brookside Ave, and Bloyd Ave/Roosevelt Ave in Marion County, Indiana.

- Section 29 & 32, Township 16 North, Range 4 East
- Indianapolis East Indiana, 7.5 Minute United State Geological Survey (USGS) Quadrangle
- 39.794446, -86.116668 – North American Datum (NAD) 1983
- 12-digit Hydrologic Unit Code (HUC) 051202011201 – Pogue's Run-White River

1.2 PROJECT DESCRIPTION

The Indiana Department of Transportation (INDOT), the Indianapolis Department of Public Works (DPW), and the Federal Highway Administration (FHWA) intend to proceed with an intersection improvement project at the intersection of Rural St and Massachusetts Ave and the CSX Crossing DOT# 539242N in Marion County, Indiana (Attachment Pages 1-2). Project limits extend from 0.06 mile south to 0.38 mile south of the bridge carrying Interstate 70 (I-70) over Rural St and include the intersections of Rural St and Bloyd Ave/Roosevelt Ave and Rural St and Brookside Ave. The project proposes to realign the portion of Rural St between I-70 and Massachusetts Ave, construct a new crossing over the CSX railroad, and to raise the grade of Rural St north of Brookside Ave. Within the project limits, Rural St will be reduced to one travel lane in each direction, and dedicated left turn lanes will be constructed on Rural St at Bloyd Ave, Massachusetts Ave, and Brookside Ave. Other proposed activities include signage updates, signal modifications, mill and resurface, and a revised lane alignment and pavement markings that promote safety at the intersections. Sidewalk improvements will occur

along Rural St, Massachusetts Ave, and Bloyd Ave/Roosevelt Ave, and curb ramp improvements will occur in each of the four quadrants of the intersection of Rural St with Bloyd Ave/Roosevelt Ave, Massachusetts Ave, and Brookside Ave. One culvert located near the northern terminus of the project area will be lengthened on the west side of Rural St. During design it will be evaluated if this culvert will require a full replacement or if an extension can be constructed on the west side of the structure. This culvert does not have a unique structure number and it is not included in the iTAMS structure database. The investigated area is sufficient to complete the project, including work on the roadway and construction access.

2. DESKTOP RECONNAISSANCE

Desktop reconnaissance was conducted to assess the investigated area for potential Waters of the United States. This research included a review of historic and recent aerial imagery for any areas with a water signature or sharp change in vegetation. Current and historic USGS topographic mapping, Natural Resources Conservation Service (NRCS) soil maps, United States Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) mapping tool, USGS Hydrography data, and Federal Emergency Management Agency (FEMA) Floodplain mapping were also reviewed during desktop research. Areas that exhibit a water signature or indication of water resources or wetlands during the desktop review were investigated in the field.

2.1 SOIL ASSOCIATIONS AND SERIES TYPES

According to the Soil Survey Geographic Database (SSURGO) for Marion County, Indiana, the following mapped soils series are within the Rural St and Massachusetts Ave at CSX Crossing investigated area (Attachment Pages 4-5).

TABLE 1: SOIL CLASSIFICATIONS

Map Unit Symbol	Map Unit Name	Percent Hydric	Hydric Category
UfnA	Urban land-Crosby-Treaty complex, fine loamy subsoil, 0 to 2 percent slopes	15%	Predominantly Non-Hydric
YmaB	Miami-Urban land complex, 0 to 6 percent slopes	0%	Non-Hydric

2.2 NATIONAL WETLANDS INVENTORY

Based on the U.S. Fish and Wildlife National Wetlands Inventory (NWI) data (www.fws.gov/wetlands/Data/State-Downloads.html), there are no mapped wetland polygons within the investigated area (Attachment Page 7). The nearest mapped wetland polygon is approximately located 0.24 mile southeast of the investigated area, which represents the Pogue's Run and is classified as a riverine, upper perennial, unconsolidated bottom, permanently flooded system (R3UBH).

2.3 HYDROLOGY

One (1) StreamStats flowline is mapped within the investigated area. According to the USGS StreamStats (<https://streamstats.usgs.gov/ss>), the drainage area is approximately 0.07 square mile (Attachment Page 8-10).

According to the Indiana Floodplain Information Portal, the project is not within a 100-year floodplain or regulatory floodway ([Indiana Floodplain Information Portal 2.0 \(arcgis.com\)](https://arcgis.com)) (Attachment Page 11).

2.4 NATIONAL HYDROGRAPHY DATASET (NHD) FLOWLINES

Three (3) NHD flowlines are mapped within the investigated area based on the 3D Hydrography Program (3DHP) provided by USGS. One of the NHD flowlines represent canal/ditch with a connector. The other two NHD flowlines represent pipelines (Attachment Page 6).

3. FIELD RECONNAISSANCE

HNTB Indiana staff performed a field review of the investigated area on October 1, 2024 and October 3, 2024. The purpose was to determine the presence of Waters of the U.S. within the investigated area. HNTB Indiana staff collected data during the field review to appropriately characterize the investigated area and determine the presence or absence of jurisdictional waters. The field investigation area encompassed the area required for construction access and completion of the intersection improvement work. HNTB staff photographed select features and areas of interest throughout the investigated area. A photo location map and selected photographs are included as Attachment Pages 12-25.

The proposed investigated area was analyzed using the methods outlined in the Routine Determination, On-site Inspection Necessary procedure in the *Corps of Engineers Wetland Delineation Manual* (Environmental Laboratory, 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual Midwest Region* (US Army Corps of Engineers, 2010). Identification indicator status of plant species utilized the 2020 Midwest Region National Wetland Plant List (NWPL). Field GIS data was collected using an Arrow 100 GNSS GPS device with sub-meter accuracy.

4. WATERS

The October 1, 2024 and October 3, 2024 field reconnaissance for the Rural St and Massachusetts Ave at CSX crossing intersection project identified no wetlands or streams. However, two roadside ditches were identified within the project area. The investigated area surrounding Rural St and Massachusetts Ave at CSX crossing was characterized as mainly residential and industrial with flat stretches of road.

4.1 WETLANDS

No wetlands were identified within the investigated area, which consists of mowed and maintained roadway right-of-way on generally flat terrain. The northern portion of the project area is surrounded by commercial and industrial properties while the southern portion of the project area consist of residential area.

Data Point (DP) 1 was taken in an area with hydrophytic vegetation (*Typha angustifolia*, narrowleaf cattail) and a primary field indicator of wetland hydrology. Although DP 1 exhibits the hydrology and vegetation typical of a wetland, it does not meet the soil criteria, as water drains too quickly to allow the formation of hydric soil properties. The drainage system functions effectively enough to prevent prolonged saturation, thus inhibiting hydric soil development. Consequently, DP 1 was determined to be a roadside ditch (RSD 2), not a wetland. DP 1 is mapped on Attachment Page 4 and 12, and the corresponding data form is included as Attachment Pages 26-27.

RSD 1 consisted of hydrophytic vegetation similar to that found in RSD 2, however, no data point was taken because the vegetation was growing only few inches above the concrete surface of the roadside ditch. The limited soil depth and the presence of concrete prevented the ability to collect a soil sample, as the necessary conditions for wetland classification could not be met in this area.

TABLE 2: WETLAND SUMMARY TABLE

Wetland ID	Type	Acreage	Quality	Photo IDs	Associated structure ID	Likely WOTUS?	Data Point ID (DP)	Lat/Long	Dominant Vegetation	Hydric Soil Indicator(s)	Hydrology Indicator(s)	Within Wetland?	Notes
N/A	N/A	N/A	N/A	See Attachment Page 28	N/A	No	DP 1	39.796439, -86.117148	<i>Typha angustifolia</i> (OBL)	None	Saturation (A3), FAC-Neutral Test (D5)	No	N/A

4.2 STREAMS

Site investigation did not identify any stream features within the investigated area. The nearest stream, Pogue’s Run, is located southeast of the investigated area.

4.3 ROADSIDE DRAINAGE FEATURES

The project area was examined for roadside ditches (RSDs). RSD 1, a concrete-lined ditch was identified on the northeast side of the project area, south of I-70. While *Typha angustifolia* (narrowleaf cattail) was observed along the RSD 1, the cattails were growing in shallow soil, primarily few inches above the concrete. The following table summarizes the RSDs identified during field reconnaissance within the investigated area. As illustrated in the ground-level photographs included as Attachment Pages 22-25, RSD 1 and RSD 2 do not display consistent OHWM characteristics or hydric soils indicating wetland conditions were observed within the roadside drainage.

TABLE 3: ROADSIDE DRAINAGE FEATURE SUMMARY TABLE

Roadside Ditch	Photos	Latitude / Longitude	Length (linear feet)
RSD 1	33, 35, 37, 38	39.796352, -86.116241	131
RSD 2	40, 42, 43, 44, 45	39.796432, -86.117202	108

4.4 OPEN WATERS

Site investigations did not identify any open water features within the investigated area.

4.5 WILDLIFE EVIDENCE AND CONCERNS

There was no wildlife evidence or concerns located within the investigated area. An inspection of the unnumbered culvert did not identify the use of the culvert by bats or migratory birds.

5. CONCLUSION

No potentially jurisdictional water features were identified within the investigated area during the October 2024 field review for the Rural St and Massachusetts Ave at CSX Crossing intersection improvement project. Two roadside ditches has been identified northwest and northeast quadrant of the intersection of Rural St and I-70.

DP 1 was taken in an area with hydrophytic vegetation and primary indicators of wetland hydrology. Following the field assessment, no hydric soil indicators were observed within the project area. Consequently, DP 1 was determined not to be a wetland and has been documented as RSD 2.

Every effort should be taken to avoid and minimize the impacts on potential off-site water resources. If construction exceeds the limits of the investigated review area illustrated in this document, further field investigation will be needed. This report is this office's best judgment of water resources that are likely to be under federal jurisdiction, based on the guidelines set forth by the U.S. Army Corps of Engineers (USACE). The final determination of jurisdictional waters is ultimately the responsibility of the USACE. The INDOT Office of Environmental Services should be contacted immediately if impacts occur.

The following structure within the investigated area was examined on October 3, 2024 for the presence of bats and birds and was found to show no signs of occupation:

- Unnumbered INDOT Structure, a 42-inch reinforced concrete pipe (RCP) with a length of 206 feet

This waters determination has been prepared based on the best available information, interpreted in the light of the investigator's training, experience and professional judgement in conformance with the 1987 *Corps of Engineers Wetlands Delineation Manual*, the appropriate regional supplement, the USACE *Jurisdictional Determination Form Instructional Guidebook*, and other appropriate agency guidelines.



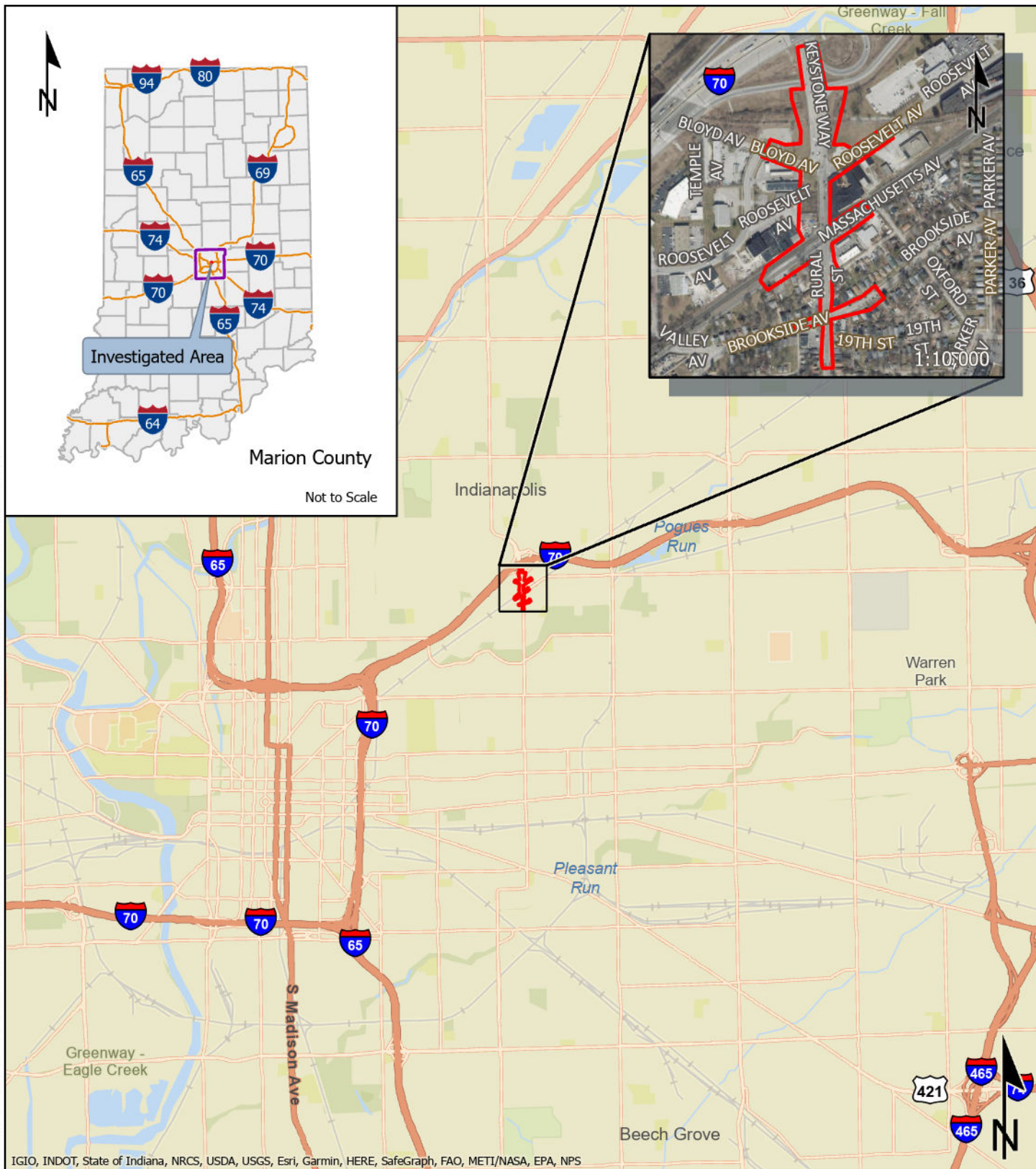
12/19/2024

Yumin Kim, Planner I

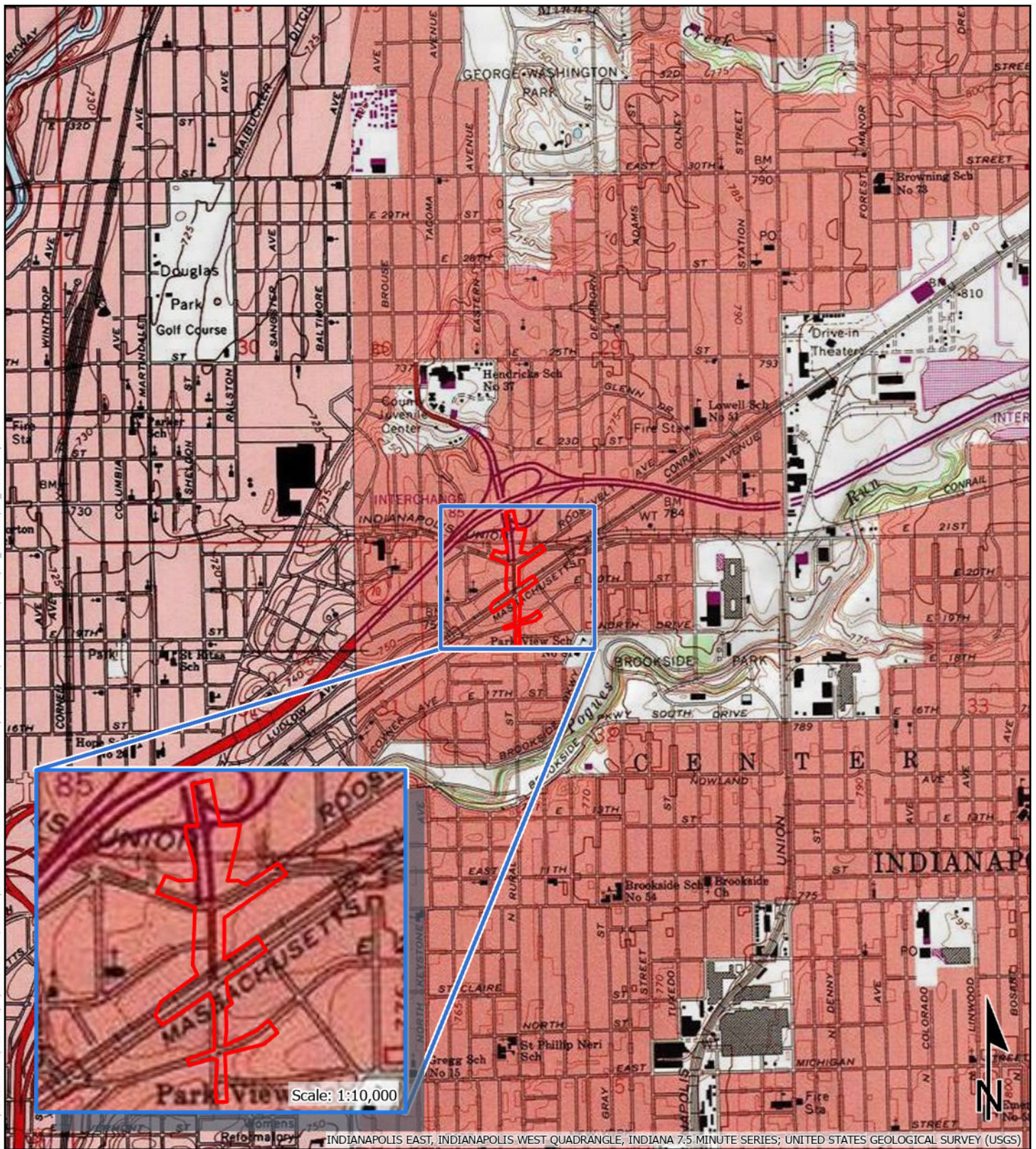
PREPARERS:

HNTB Inc., Staff	Position	Contributing Effort
Christine Meador	Section Project Manager	Project Management Report Quality Review
Landon Little, PWS	Planner III	Field Data Collection Report Preparation
Victoria Veach	Planner III	Field Data Collection
Yumin Kim	Planner I	Field Data Collection Mapping and Report Preparation
Sarah Lightner	Planner I	Field Data Collection

Author: yolkim, Date Exported: 12/19/2024 8:40 AM, File: N:\75655 INDOT-GF Rural & Mass 2240311\03 Discipline\Environmental\B. GIS\WR_1800715\WR_1800715.aprx



 Investigated Area  Marion County  County Boundaries	Project Location Map Rural St & Massachusetts Ave at CSX Crossing Intersection Improvement Project Marion County, Indiana	
	Des. No. 1800715 1 inch = 1 miles	HNTB Graphics created by Yumin Kim (12/19/2024)



 Investigated Area

USGS (1:24,000 scale) Topographic Map
Rural St & Massachusetts Ave at CSX Crossing
Intersection Improvement Project
Marion County, Indiana

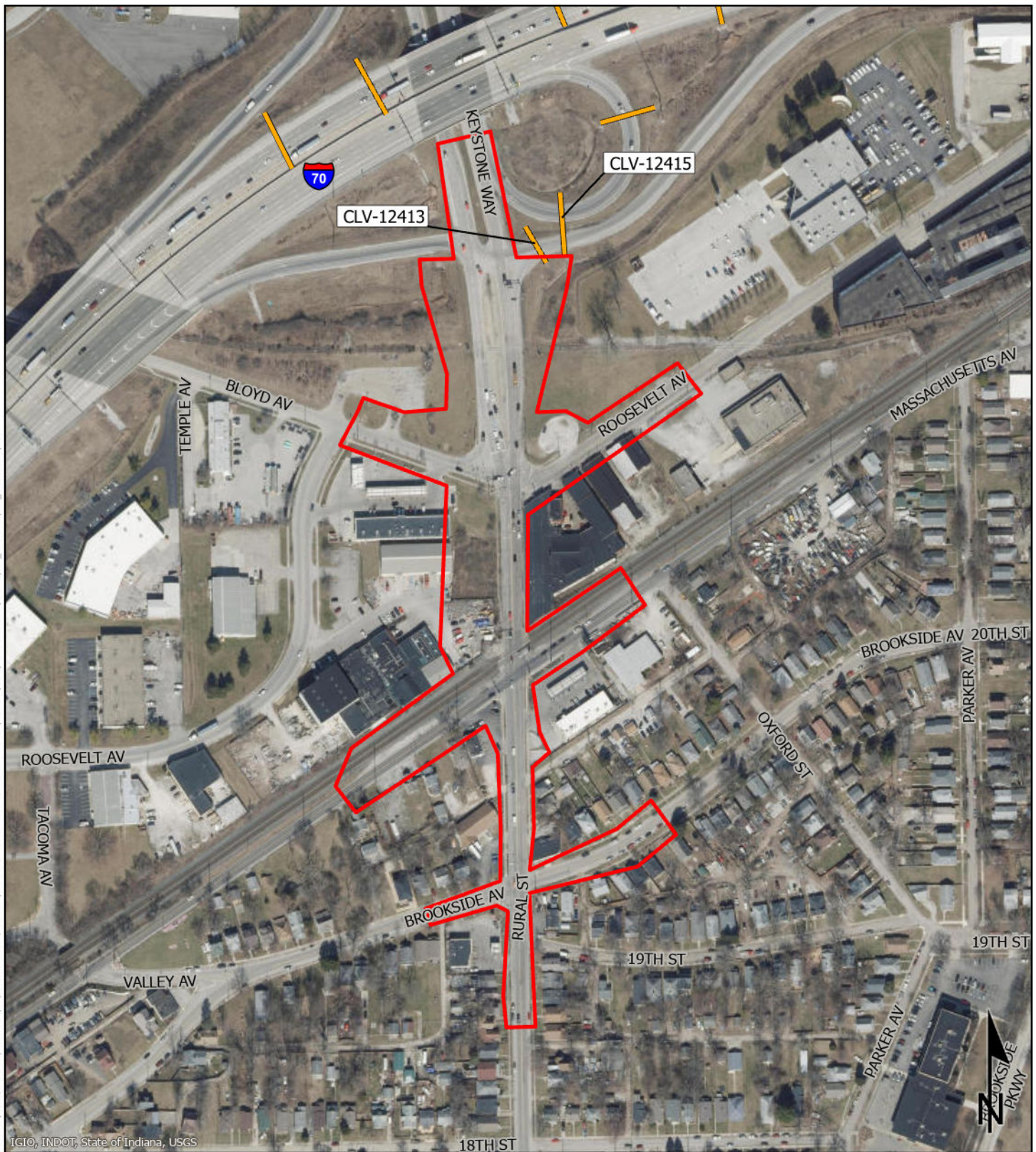
Des. No. 1800715

1 inch = 2,000 ft



Graphics created by Yumin Kim (12/19/2024)

Author: ykim, Date Exported: 12/19/2024 9:59 AM, File: N:\75655 INDOT-GF Rural & Mass P240311\02 Discipline\Environmental\6. GIS\WR_1800715.aprx



- Investigated Area
- Small Culvert

0 150 300
Feet

Delineated Features Map
Rural St & Massachusetts Ave at CSX Crossing
Intersection Improvement Project
Marion County, Indiana

Des. No. 1800715

1 inch = 300 ft

HNTB

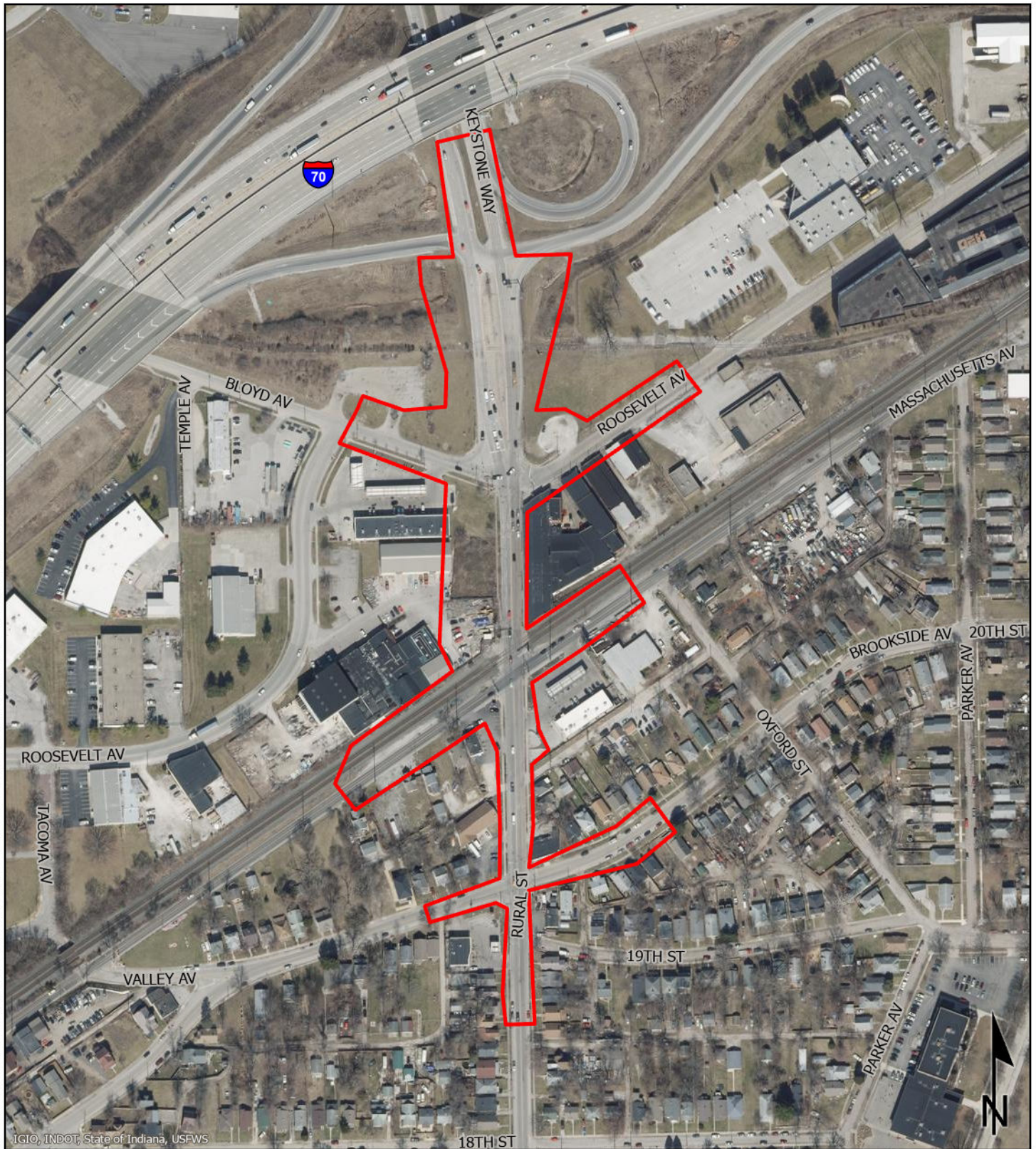
Graphics created by Yumin Kim (12/19/2024)

Author: yokim, Date Exported: 12/19/2024 10:05 AM, File: N:\75655 INDOT-GF Rural & Mass P24031\102 Discipline\Environmental\8. GIS\WR_1800715\WR_1800715.aprx



Investigated Area Canal/Ditch Connector Pipeline	National Hydrography Dataset Flowlines Map Rural St & Massachusetts Ave at CSX Crossing Intersection Improvement Project Marion County, Indiana	
	Des. No. 1800715	HNTB Graphics created by Yumin Kim (12/19/2024)
	0 150 300 Feet	

Author: yelim, Date Exported: 12/19/2024 10:08 AM, File: N:\75655 INDOT-GF Rural & Mass P240311\02 Discipline\Environmental\B. GIS\WR_1800715\WR_1800715.aprx



NWI Mapped Wetlands

- Freshwater Emergent
- Freshwater Forested/Shrub
- Freshwater Pond
- Lake
- Riverine
- Other

Investigated Area

0 150 300
Feet

National Wetlands Inventory Map

Rural St & Massachusetts Ave at CSX Crossing
Intersection Improvement Project
Marion County, Indiana

Des. No. 1800715

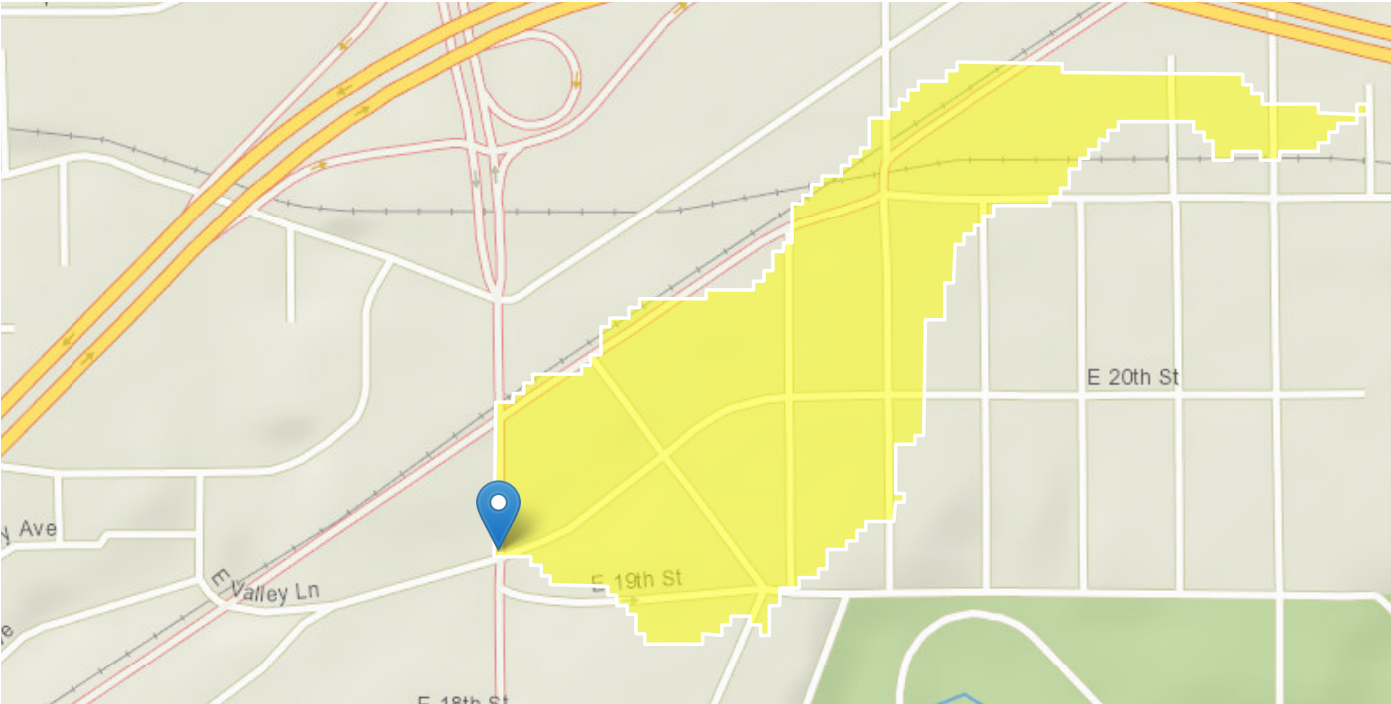
1 inch = 300 ft

HNTB

Graphics created by Yumin Kim (12/19/2024)

StreamStats Report

Region ID: IN
Workspace ID: IN20241218174328857000
Clicked Point (Latitude, Longitude): 39.79271, -86.11659
NHD Stream GNIS Name of Click Point: ? Stream name not found
HUC 8 of Clicked Point: 05120201 (Upper White)
Time: 2024-12-18 12:43:52 -0500



+ Collapse All

Basin Characteristics

Parameter Code	Parameter Description	Value	Unit
DRNAREA	Area that drains to a point on a stream	0.073	square miles

NHD Features of Delineated Basin

NHD Streams Intersecting Basin Delineation Boundary

This functionality attempts to find the stream name at the delineation point. The name of the nearest intersecting National Hydrography Dataset (NHD) stream is selected by default to appear in the report above. NHD streams do not correspond to the StreamStats stream grid and may not be accurate. If you would like a different stream to appear in the above section, please make a selection below.

No NHD streams intersect the delineated basin.

Watershed Boundary Dataset (WBD) HUC 8 Intersecting Basin Delineation Boundary

This functionality attempts to find the intersecting HUC 8 of the delineated watershed. HUC boundaries do not correspond to the StreamStats data and may not be accurate.

HUC 8	Name
05120201	Upper White

NHD Hydrologic Features Citations

**U.S. Geological Survey, 2022, USGS TNM - National Hydrography Dataset, accessed July 21, 2022 at URL <https://hydro.nationalmap.gov/arcgis/rest/services/nhd/MapServer/6>.
(<https://hydro.nationalmap.gov/arcgis/rest/services/nhd/MapServer/6>) U.S. Geological Survey, 2022, USGS TNM - National Hydrography Dataset, accessed July 21, 2022 at URL <https://hydro.nationalmap.gov/arcgis/rest/services/wbd/MapServer/4>.
(<https://hydro.nationalmap.gov/arcgis/rest/services/wbd/MapServer/4>)**

USGS Data Disclaimer: Unless otherwise stated, all data, metadata and related materials are considered to satisfy the quality standards relative to the purpose for which the data were collected. Although these data and associated metadata have been reviewed for accuracy and completeness and approved for release by the U.S. Geological Survey (USGS), no warranty expressed or implied is made regarding the display or utility of the data for other purposes, nor on all computer systems, nor shall the act of distribution constitute any such warranty.

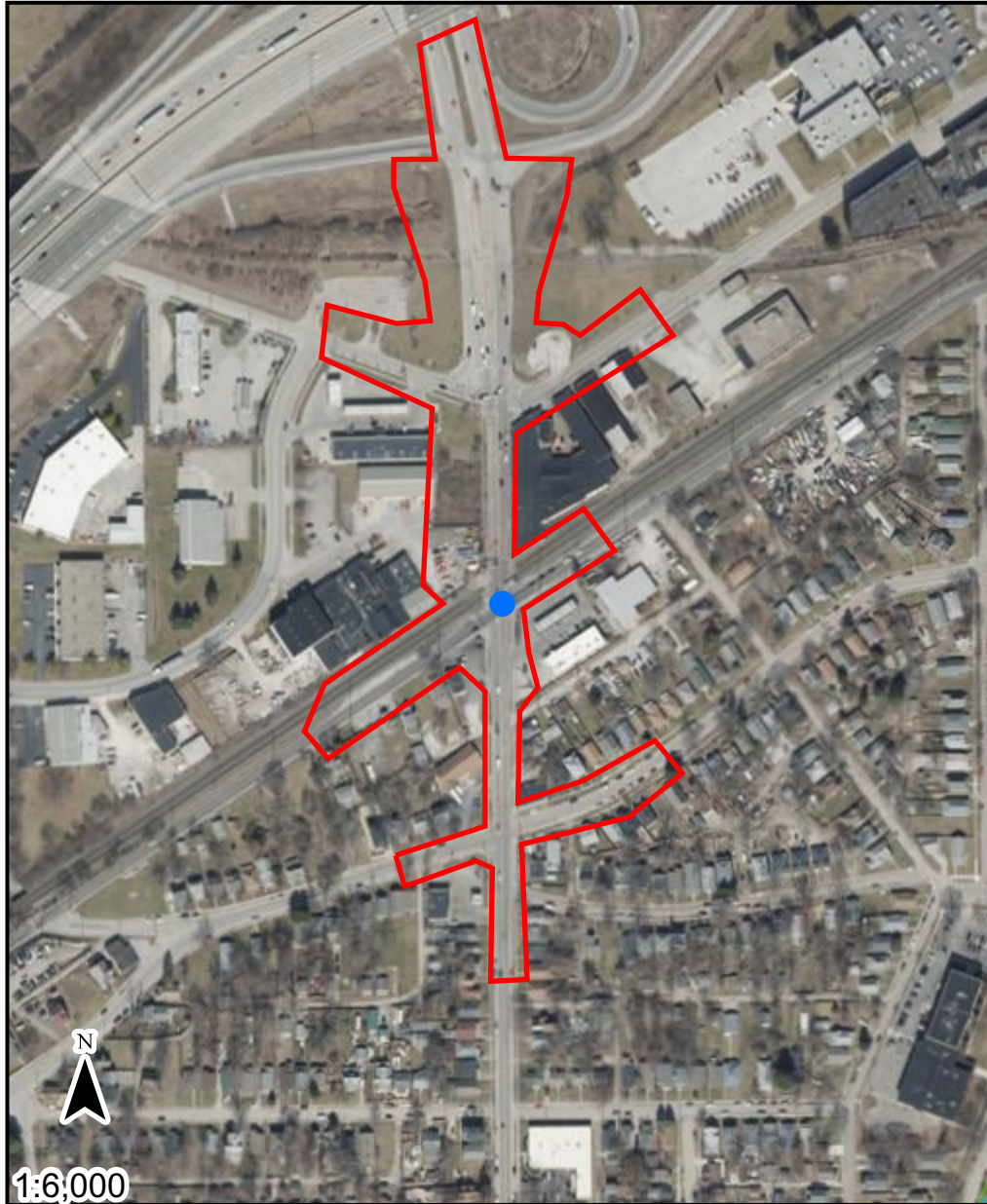
USGS Software Disclaimer: This software has been approved for release by the U.S. Geological Survey (USGS). Although the software has been subjected to rigorous review, the USGS reserves the right to update the software as needed pursuant to further analysis and review. No warranty, expressed or implied, is made by the USGS or the U.S. Government as to the functionality of the software and related material nor shall the fact of release constitute any such warranty. Furthermore, the software is released on condition that neither the USGS nor the U.S. Government shall be held liable for any damages resulting from its authorized or unauthorized use.

USGS Product Names Disclaimer: Any use of trade, firm, or product names is for descriptive purposes only and does not imply endorsement by the U.S. Government.

Application Version: 4.25.0

StreamStats Services Version: 1.2.22

NSS Services Version: 2.2.1



- Point of Interest
- Base Flood Elevation Point
- POI
- FEMA Zone AE Floodway; FEMA Administrative Floodway
- Not Mapped

Long: -86.11657892911965

Lat: 39.79398094163003

The information provided below is based on the point of interest shown in the map above.

County: **Marion**
Stream Name: **Pogues Run**
Approximate Ground Elevation: **767.2 feet (NAVD88)**
Base Flood Elevation: **753.8 Feet (NAVD88)**
Drainage Area: **Not Available**

Best Available Flood Hazard Zone: **Not Mapped**
National Flood Hazard Zone: **Not Mapped**

Is a Flood Control Act permit from the DNR needed for this location? **See following pages**
Is a local floodplain permit needed for this location? **Contact your local Floodplain Administrator-**
Floodplain Administrator: **Alena Jones, Administrator – Stormwater & Infrastructure**

Community Jurisdiction: **City Of Indianapolis, City proper**
Phone: **(317) 327-7294**
Email: **Alena.Jones@Indy.Gov**

US Army Corps of Engineers District: **Louisville**

Additional Information Document

Appendix G: Public Involvement

July 31, 2024

Example Notice of Survey Letter

[REDACTED]
[REDACTED]
[REDACTED]

Re: Marion County Tax Parcel [REDACTED]

NOTICE OF SURVEY

Dear Property Owner:

HNTB, on behalf of The Indiana Department of Transportation (INDOT), will perform a survey to improve the intersection of Rural Street at Massachusetts Avenue in Marion County, Greenfield District, Indiana, Des. No. 1800715. A portion of this survey work may be performed on your property in order to provide design engineers information for project design. The survey work will include mapping the location of features such as trees, buildings, fences, drives, ground elevations, etc. The survey is needed for the proper planning and design of this highway project. **Environmental studies will also be completed including an evaluation of streams, wetlands, drainageways, wooded areas, and below and above ground cultural resources. Evaluation of wetlands and below ground cultural resources may require excavation of small post hole size pits which will be filled and restored.**

At this stage we generally do not know what effect, if any, our project may eventually have on your property. If we determine later that your property is involved, we will contact you with additional information.

Indiana Code 8-23-7-26 allows HNTB, as the authorized employees of INDOT, *Right of Entry* to the project site (including private property) upon proper notification. A copy of a Notice of Survey discussion sheet, as found on INDOT's website (<http://www.in.gov/indot/2888.htm>), is attached to this letter. Pursuant to Indiana Code 8-23-7-27, this letter serves as written notification that we will be performing the above noted survey in the vicinity of your property on or after August 5, 2024.

HNTB employees will show you their identification, if you are available, before coming onto your property.

If you own but are not the tenant of this property (i.e. rental, sharecrop), please inform us so that we may also contact the actual tenant of the property prior to commencement of our work. If you have any questions or concerns regarding our proposed survey work or schedule, please contact the HNTB Project Manager. This contact information is as follows:

Michael Conley
111 Monument Circle, Suite 1200
Indianapolis, IN 46204
(463) 206-1577

Under Indiana Code 8-23-7-28, you have a right to compensation for any damage that occurs to your land or water as a result of the entry or work performed during the entry. To obtain such compensation, you should contact the INDOT Central Office; contact information is below. The INDOT Central Office can provide you with a form to request compensation for damages. Once you fill out this form, you can return it to the INDOT Central Office for consideration. If you are not satisfied with the compensation that INDOT determines is owed to you, Indiana Code 8-23-7-28 provides the following:

The amount of damages shall be assessed by the county agricultural extension educator of the county in which the land or water is located and two (2) disinterested residents of the county, one (1) appointed by the aggrieved party and one (1) appointed by the department. A written report of the assessment of damages shall be mailed to the aggrieved party and the department by first class United States mail. If either the department or the aggrieved party is not satisfied with the assessment of damages, either or both may file a petition, not later than fifteen (15) days after receiving the report, in the circuit or superior court of the county in which the land or water is located.

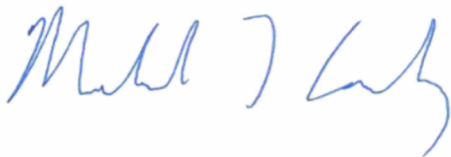
If you have questions regarding the rights and procedures outlined in this letter, please contact the Indiana Department of Transportation Central Office. This contact information is as follows:

1-855-INDOT4U (463-6848)
www.INDOT4U.com

Thank you in advance for your cooperation in this matter.

Sincerely,

HNTB Corporation



Mike Conley
Land Surveying Section Manager

Intersection Improvement Project at Rural Street and Massachusetts Avenue at the CSX Railroad Crossing Des. No. 1800715

PUBLIC INVOLVEMENT PLAN

Updated August 29, 2025



HNTB

0.0 PUBLIC INFORMATION PLAN UPDATES

This Public Involvement Plan (PIP) was prepared and sent to the Indiana Department of Transportation (INDOT) Project Manager prior to the January 2025 issuance of Executive Orders (EO) 14154, EO 14148, and EO 14173, which rescinded EO 12898 and consideration of Environmental Justice concerns in project development. The text in the January 21, 2025, PIP refers to Environmental Justice. However, all marketing and materials related to planned community outreach activities refer to Community Stakeholder outreach. On August 29, 2025, this PIP was updated to reflect current regulations regarding community outreach.

1.0 INTRODUCTION

This PIP has been developed for improvements to the intersection of Rural Street and Massachusetts Avenue in Indianapolis, Indiana. The project's purpose is to improve safety and reduce the crash severity and frequency at the Rural Street and Massachusetts Avenue intersection at the CSX railroad crossing. This intersection has experienced a high crash rate, including five vehicle/train crashes since 2014.

Proposed improvements include:

- Realigning Rural Street between I-70 to approximately 250 feet south of Massachusetts Avenue.
- Constructing a new crossing over the CSX railroad and raising the grades of Rural Street and Massachusetts Avenue south of the crossing.
- Updating traffic signals and constructing dedicated turn lanes on all approaches to the Rural Street at Massachusetts Avenue, Brookside Avenue, and Bloyd Avenue/Roosevelt Avenue intersections.
- Replacing signals at Massachusetts Avenue and the CSX railroad crossing and making signal timing updates to allow for more efficient traffic flow and to discourage drivers from red-light running.
- Addressing pedestrian accessibility to increase safety. All curb ramps within the project area will be replaced to be compliant with the Americans with Disabilities Act (ADA).
- Reinstalling standard curbs and gutters to contain roadway water and promote efficient drainage.
- Replacing or adding inlets, focusing on the Brookside Avenue and Bloyd Avenue/Roosevelt Avenue intersections since both are located at low points in the corridor.

The INDOT and the Indianapolis Department of Public Works (DPW) recognize that any transportation project's success depends on many factors, but none is more essential than engaging local community members and stakeholders. The public engagement procedures outlined in this plan provide opportunities for early and continuing engagement with the public in developing this project, and they include methods to provide information to the public, including timely notices and public access to key documents and decisions.

Public engagement is a two-way communication aimed at providing information to the public and incorporating its views, concerns, and issues in the decision-making process. The public provides input on transportation needs, community concerns, and environmental considerations. Public engagement also provides an opportunity for INDOT and DPW to highlight how public feedback has informed the project.

An open line of communication between local officials, the public, and the Project Management Team is key in developing a transportation plan that best addresses community concerns. The project team includes representatives from INDOT's Greenfield District, the City of Indianapolis, and the consulting firm HNTB. This team will manage the overall project relative to interpretations of scope and products, achieving the project schedule milestones, resolving project issues, implementing agency and public engagement activities, and coordinating with local municipalities and other team members.

The public engagement process begins with gathering information from local officials, stakeholders, and community members who will be involved with the project. The process continues by providing them with information about the project's progress and direction. This information exchange is dynamic and continues throughout the project. Goals of the PIP include:

- Identifying potential project stakeholders, such as local officials and community members who will be impacted.
- Developing partnerships that assist with gathering stakeholder information.
- Fostering a positive relationship with stakeholders and keeping them informed on project progress.
- Adequately evaluating potential levels of controversy to address specific concerns and develop context-sensitive plans.
- Working together to develop a transportation solution that has broad public support.

Public engagement elements include:

- Community Stakeholder Workshops (Spring 2025 and Spring 2026)
- Public Information Meeting (Spring 2025)
- Public Hearing (Fall 2025)
- Educational videos to explain project benefits and what to expect during the work, including Maintenance of Traffic (MOT) implications.

HNTB will fully document all meetings, correspondence, and efforts to correspond with stakeholders, committee members, and the public as they occur.

2.0 COMMUNITY STAKEHOLDER WORKSHOPS

The Project Management Team will complete two Community Stakeholder workshops:

- One Community Stakeholder workshop will be held during spring of 2025 in conjunction with preliminary design. Deliverables include invitations, meeting graphics and presentation, coordination with INDOT, and documentation of comments and concerns.
- One Community Stakeholder workshop will be held during spring of 2026 in conjunction with the final design. Deliverables include invitations, meeting graphics and presentation, coordination with INDOT, and documentation of comments and concerns.

Target Timeline: Spring 2025 and Spring 2026

3.0 PUBLIC INFORMATION MEETINGS

Following the first Community Stakeholder workshop, up to two public information meetings will be held. A public information meeting has two primary objectives:

- To educate the public about the purpose and benefits of the planned improvements.
- To collect feedback from residents related to unique features in the project area and to receive comments and project-related concerns.

The public information meetings will be at a place and time generally convenient for persons impacted by or interested in the proposed improvements. The meetings will be held in an ADA-accessible location to accommodate those with limited mobility. Project Management Team members will be available to answer questions and receive public feedback regarding challenges that need to be addressed and the conceptual solutions considered. The meetings will be advertised in the local newspaper, including *The Indianapolis Star*. Information also will be distributed via the INDOT Greenfield District website and social media channels to encourage public attendance. Notice of the meeting also will be included on the official project website hosted by INDOT. All meeting notices will specify the meeting's date, time, location, and purpose and will contain a brief project description. In addition, the notices will provide contact information for requesting assistance for persons with accessibility or translation needs.

HNTB will provide an overview video explaining project benefits and a public information meeting summary video for use on digital platforms, including social media and the website.

Target Timeline: Summer 2025

4.0 PUBLIC HEARING

A public hearing will be held following the Community Stakeholder workshop, public information meetings, the release of the environmental document for public involvement, and other public engagement. A hearing provides an opportunity for the public to formally state its views on the project immediately before project decision-making. It is viewed as a specific, observable administrative benchmark for public engagement. The public hearing will be held once preliminary plans have been developed and a draft environmental document has been released for public involvement by the INDOT Environmental Services Division. The public hearing will be advertised via a public notice that will be published twice in the legal notice section of the local newspaper(s), including *The Indianapolis Star* and *Indianapolis Recorder*. The first notice will be published at least 15 days before the hearing, and the second will be published seven days before the hearing. Notice also will be made on the INDOT Greenfield District website, and it will be mailed to property owners within and adjacent to the project area and to project stakeholders on INDOT's statewide and project mailing lists. The notice will specify the hearing's date, time, location, and purpose; contain a brief project description; and specify where pertinent project documentation is available for review. In addition, the notice will provide contact information for requesting assistance for persons with accessibility or translation needs. The public hearing will be at a place and time generally convenient for persons affected by or interested in the proposed improvements. The hearing will be held in an ADA-accessible location to accommodate those with limited mobility.

Representatives of the Project Management Team will explain:

- The project's purpose and need, and consistency with the goals and objectives of the local transportation plan.
- The project's major design features.
- The project's social, economic, environmental, and other impacts.
- The right-of-way acquisition process.
- The availability of the appropriate environmental document.
- Procedures for receiving both oral and written comments from the public.

At the hearing, the Project Management Team will provide a description of the scope and location of the project, preliminary locations of new right-of-way acquisition, maintenance of traffic schemes, and a preliminary opinion of probable construction costs. A set of preliminary design plans and the environmental document will be available for public review and comment. The Project Management Team will make a PowerPoint presentation to help describe the project.

INDOT is committed to providing a public hearing format that allows full public participation. Therefore, the Project Management Team will provide the opportunity for attendees to choose from at least three methods to provide comment, including:

- Public statements before an audience of concerned citizens, with a transcript made of these statements.
- Verbal comments made privately during the meeting to a tape recorder, which the Project Management Team will include in the hearing transcript.
- Written comments, which will be accepted in person at the public hearing, by mail, or by email.

The transcript of verbal comments made at the public hearing will be accompanied by copies of all written statements from the public, both submitted at the hearing and during an announced period after the hearing (typically two to four weeks). A summary of public hearing proceedings as well as responses to all substantive comments will be included in the final environmental document.

Target Timeline: Fall 2025



Example Business Outreach Meeting Invitation

March 17, 2025

RE: State Parcel # [REDACTED]

Dear Property Owner,

HNTB Corporation is working with the Indiana Department of Transportation (INDOT) and the Indianapolis Department of Public Works (DPW) on an intersection improvement project at Rural Street and Massachusetts Avenue.

Project development and planning is ongoing; however, as an affected business owner, I am reaching out to schedule a meeting with you and our project team to share more information about this upcoming project.

As an affected business owner, your feedback is an important part of the planning process, and we would appreciate the opportunity to discuss the project with you in greater detail. To arrange a meeting for this purpose, please contact Christopher Radford at cradford@hntb.com or 317-391-0780 at your earliest convenience.

We look forward to meeting with you soon. Thank you.

Regards,

Austin Hastings, PE, VP, DBIA
HNTB Transportation Group Director
Tel (317) 917-5308
Email: amhastings@hntb.com

From: Lander Eicholzer <leicholzer@HNTB.com>
Sent: Thursday, May 8, 2025 2:54 PM
To: ashley.gurvitz@anuimpact.org
Cc: Christopher Radford <cradford@HNTB.com>
Subject: INDOT Community Stakeholder Meeting Invitation

Dear Ms. Gurvitz,

On behalf of the Indiana Department of Transportation (INDOT), we would like to invite you to attend a Community Stakeholder Meeting in advance of a construction project to redesign and improve the intersection at Rural Street and Massachusetts Avenue (at the CSX railroad crossing).

The project's purpose is to improve safety and reduce the crash severity and frequency at the intersection, which has experienced a high crash rate for many years.

You and your organization are an important stakeholder in the near Eastside community. At this meeting, the project team will share more information about the preliminary design of the project and provide attendees with the opportunity to share feedback.

We want your engagement. INDOT would benefit from your involvement and input as we finalize design options that improve safety and best serve the community where the project will happen. **We would like to invite you to attend a meeting with fellow stakeholders on Tuesday, May 20, from 6 to 7 p.m. at the John H. Boner Community Center, 2236 E. 10th St.**

Please respond to this email by Monday, May 19, to RSVP. If you have questions, you may contact Chris Radford with HNTB at cradford@hntb.com.

We encourage you to join us and stay engaged on this important infrastructure improvement project. Please feel free to forward this invite to anyone in your organization who may be interested in attending. We look forward to hearing from you.

Thank you,
The INDOT and HNTB Project Team

Lander Eicholzer
Public Engagement & Communications Specialist
Planning Group
Tel (317)-518-4950 Email leicholzer@hntb.com

Community Stakeholder Meeting Presentation Slides

WELCOME!

Intersection Improvement Project at Rural Street and
Massachusetts Avenue at the CSX Railroad Crossing

INDOT Des. No. 1800715
DPW Project No. ST-25-525

Community Stakeholder Meeting
May 20, 2025



HNTB

1

AGENDA

- ✓ Purpose of the Meeting
- ✓ Project Location
- ✓ Purpose & Need
- ✓ Proposed Improvements
- ✓ Project Overview Video

2

Purpose of the Stakeholder Meeting



Provide information so the public can learn
about the proposed project



Allow the opportunity for stakeholder
feedback

3

3

PROJECT LOCATION



4

Purpose, Need, and Improvements:

Safety issues, including a concerning high rate of severe crashes, suggest the current roadway's design needs improvement.

Planned upgrades include:

- Realigning Rural Street between I-70 to just south of Massachusetts Avenue.
- Constructing a new crossing over the CSX railroad line and raising the grades of Rural Street and Massachusetts Avenue on both sides of the crossing.
- Updating traffic signals.



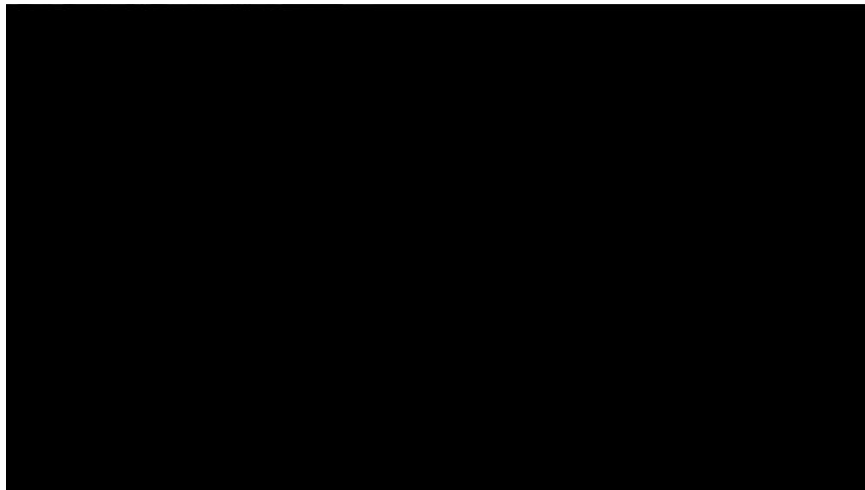
5

Continued

- Replacing signals at Massachusetts Avenue and the CSX railroad crossing and making signal timing updates to discourage drivers from running red lights.
- Reinstalling standard curbs and gutters to contain roadway water and promote efficient drainage.
- Replacing or adding inlets, focusing on the Brookside Avenue and Bloyd/Roosevelt Avenue intersections since both are located at low points in the corridor.



6



7

Next Steps



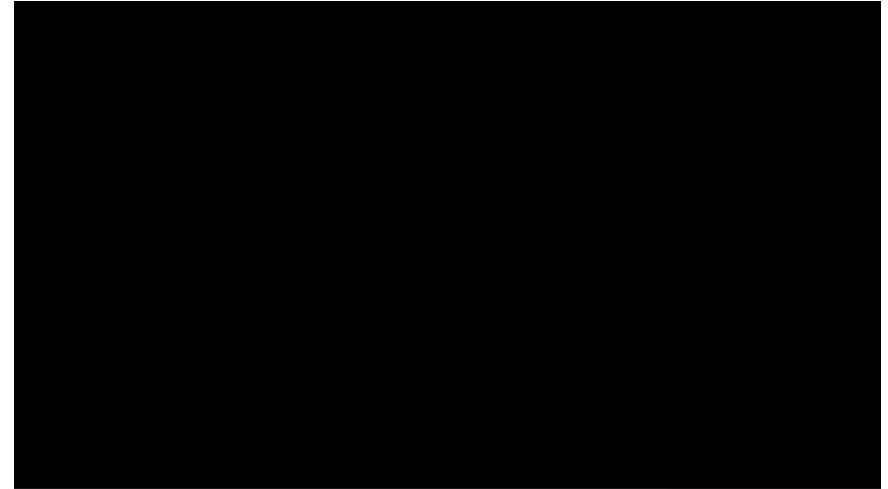
- The project team will stay engaged with the community and local businesses as the design approaches final approval.
- A public meeting on the project will take place this summer.
- Construction is expected between 2027 and 2028.

8

8



9



10

Project overview videos were included in slides 7 and 10.
A link to the videos can be provided upon request.

Rural & Massachusetts

Project Overview

Safety issues, including a concerning high rate of severe crashes, suggest the current roadway's design needs improvement.

This project will include many improvements designed to increase safety, reducing crash severity and frequency. The improvements include:



Realigning Rural Street between I-70 to just south of Massachusetts Avenue



Constructing a new crossing over the CSX railroad and raising the grades of Rural Street and Massachusetts Avenue on both sides of the crossing



Updating traffic signals and adding dedicated turn lanes from Rural Street to Massachusetts Avenue, Brookside Avenue, and Bloyd/Roosevelt Avenue.



Replacing signals at Massachusetts Avenue and the CSX railroad crossing and making signal timing updates to discourage drivers from running red lights.

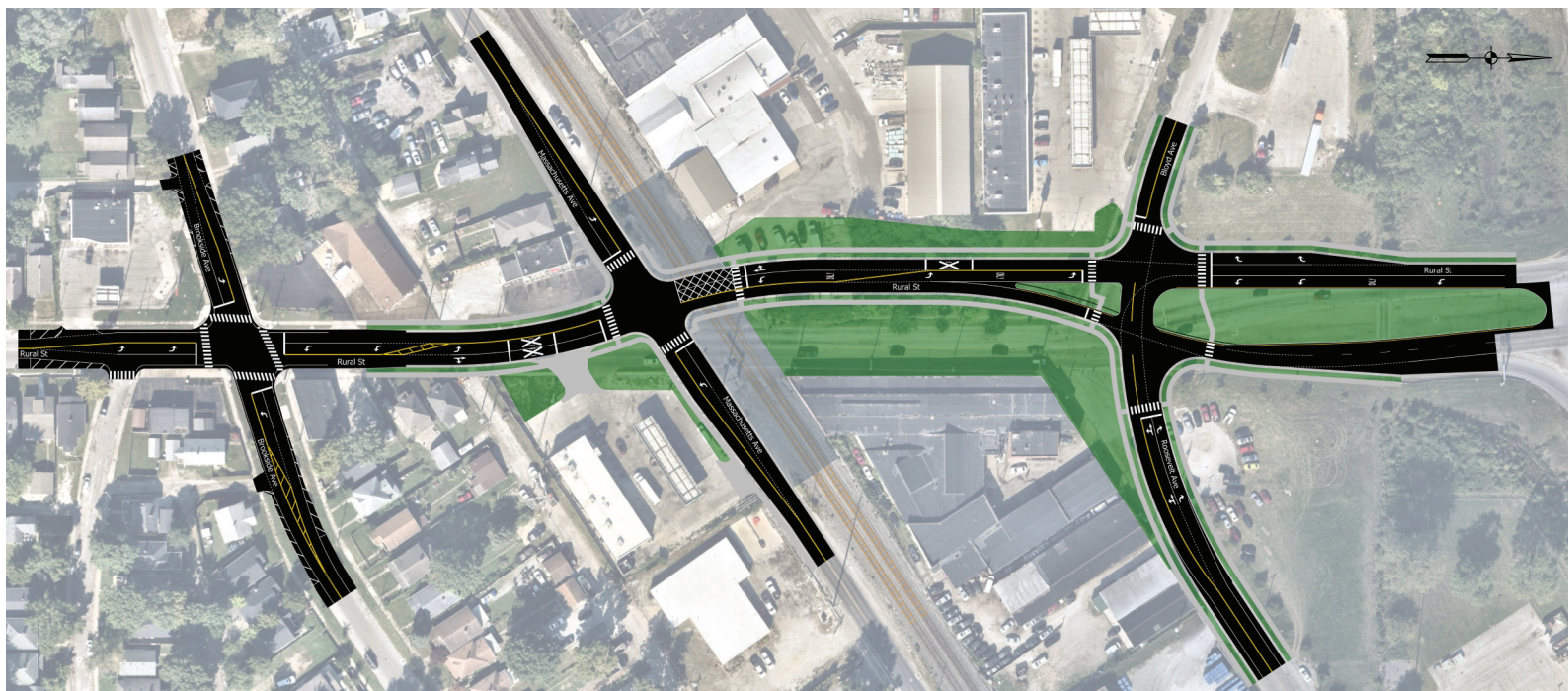


Reinstalling standard curbs and gutters to contain roadway water and promote efficient drainage.



Replacing or adding inlets, focusing on the Brookside Avenue and Bloyd Avenue/Roosevelt Avenue intersections since both are located at low points in the corridor.

Construction is expected between 2027 and 2028

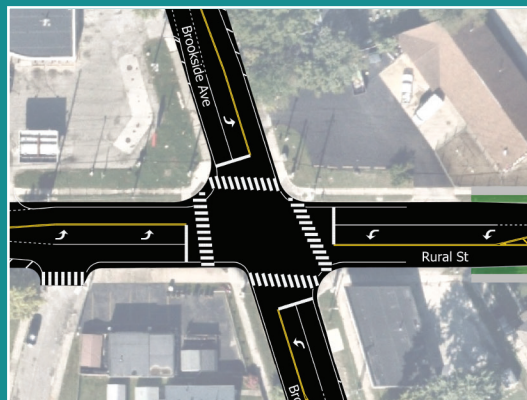


***Design is currently 30% complete some adjustments may occur throughout the process**



Major Intersections

Rural St. & Brookside Ave.



Rural St. & Massachusetts Ave.



Rural St. & Bloyd Ave.



**Rural Street &
Massachusetts Avenue**

Des. No. 1800715

Stay up to date with this project!
Follow INDOT East Central on social media



Indiana Department of Transportation: East Central



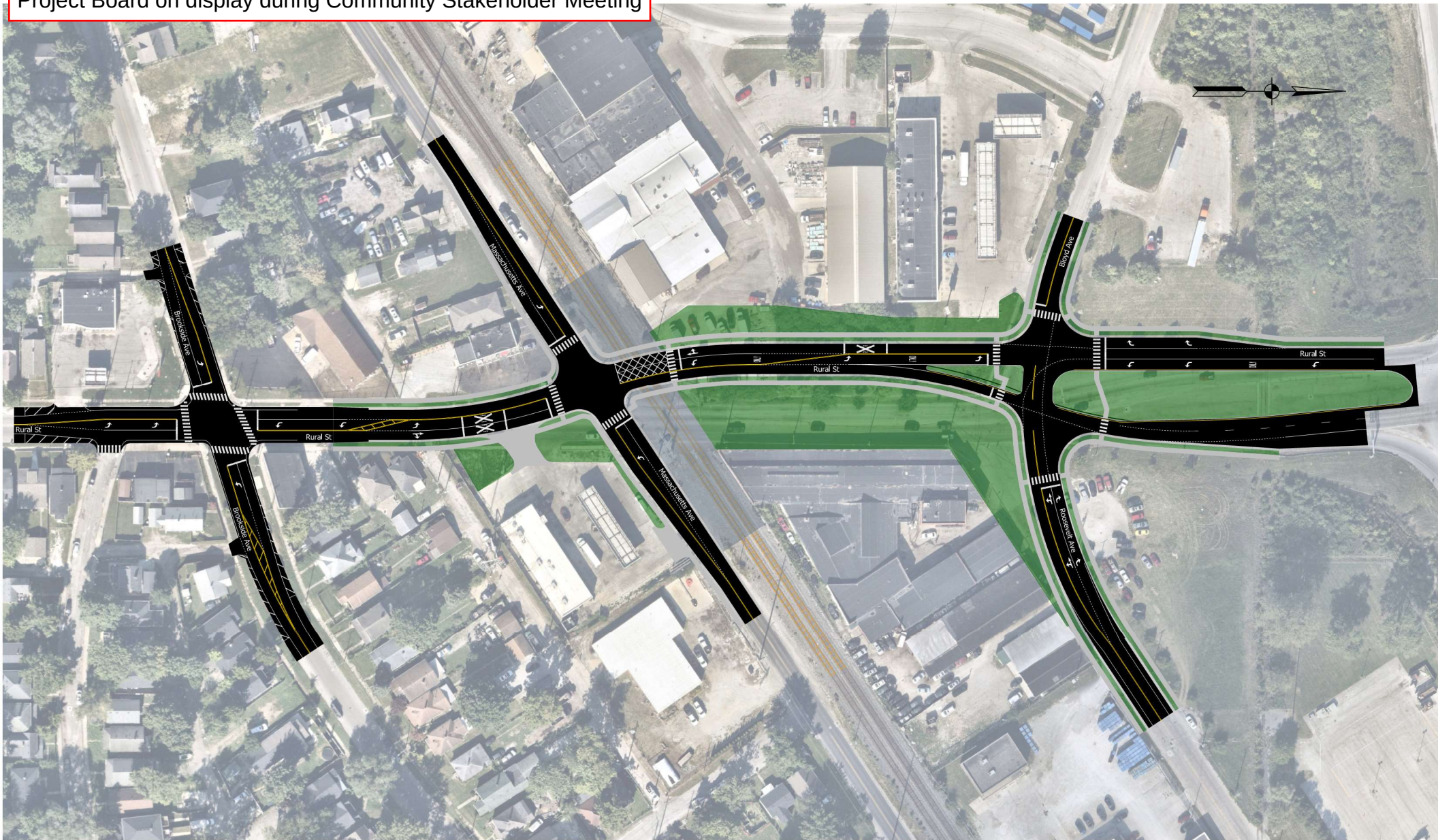
@INDOTEast



Appendix G, Page 14 of 36

**Design is currently 30% complete some adjustments may occur throughout the process*

Project Board on display during Community Stakeholder Meeting



Rural & Massachusetts



LEGAL NOTICE OF PUBLIC INFORMATION MEETING

Intersection Improvement Project at Rural Street and Massachusetts Avenue Intersection in Marion County

The Indiana Department of Transportation (INDOT) will host a public information meeting on Monday, August 18, 2025, at the Edna Martin Christian Center, 605 E. 25th St., Indianapolis, IN 46218. The meeting will begin at 5:30 p.m. ET with a presentation to follow at 6 p.m.

The meeting will offer all interested persons an opportunity to learn about the proposed intersection improvement project at the CSX railroad crossing at the Rural Street and Massachusetts Avenue intersection, DES# 1800715, and to provide feedback to INDOT.

The need for this project is due to the high number of crashes at the intersection of Rural Street and Massachusetts Avenue at the railroad crossing. Therefore, the purpose is to improve safety and reduce the crash severity at the intersection.

Proposed improvements include:

- Realign Rural Street between I-70 to approximately 250 feet south of Massachusetts Avenue.
- Construct a new crossing over the CSX railroad and raise the grades of Rural Street and Massachusetts Avenue south of the crossing.
- Update traffic signals on all approaches to the Rural Street intersections with Massachusetts Avenue, Brookside Avenue, and Bloyd Avenue/Roosevelt Avenue.
- Replace traffic signals at Massachusetts Avenue and the CSX railroad crossing and make signal timing updates to allow for more efficient traffic flow and to discourage red-light running.
- Replace all curb ramps within the project area to be compliant with the Americans with Disabilities Act (ADA).
- Reinstall standard curbs to contain roadway water and promote efficient drainage.
- Replace or add inlets, focusing on the Brookside Avenue and Bloyd Avenue/Roosevelt Avenue intersections.

Permanent right-of-way acquisition of approximately 0.5 acre is expected for this project. Temporary right-of-way acquisition may be required. Total right-of-way acquisition will be determined during engineering design.

Construction is expected to be conducted in phases, with two directions of traffic maintained on Rural Street, Roosevelt Avenue, and Brookside Avenue for the duration of construction. Left turns from Rural Street will be restricted during project construction. A detour for Massachusetts Avenue will be posted. Signage will be in place to alert motorists of the construction zone and

barriers will be used to separate traffic from the construction area. Flaggers will direct traffic as needed during construction.

INDOT is seeking your input on this project. Comments can be submitted in person, through the U.S. Postal Service (USPS), or via email. Written comments may be submitted at the public information meeting and during the comment period to Chris Radford, HNTB, 111 Monument Circle, Suite 1200, Indianapolis, IN 46204 or cradford@HNTB.com. **INDOT respectfully requests comments be submitted by Friday, August 29, 2025.**

Notice of Livestreamed Public Information Meeting

In accordance with Indiana Code 5-13-1.5-2.9, the Indiana Department of Transportation (INDOT) is offering livestreams of all public information meetings and public hearings. You can access the livestream starting at 6 p.m. on Monday, August 18, 2025, at the following link: <https://rebrand.ly/RuralAndMassPIM>

A recording of the livestream and the presentation will be posted on INDOT's website 48 hours after the meeting. The recording will be available online for up to 90 days.

Livestream audience comments will **only** be accepted in electronic form or via USPS, not verbally.

In accordance with the Americans with Disabilities Act, INDOT will provide accommodations for persons with disabilities requiring assistance and/or accommodation, or persons of limited English proficiency (LEP) requiring accommodation related to accessibility to documents and participation at the public meeting venue or on the livestream. Should accommodations be required, please contact Chris Radford, HNTB, 111 Monument Circle, Suite 1200, Indianapolis IN, 46204, 317-636-4682, or cradford@HNTB.com by **August 11, 2025**.

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1), stating: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 2) 23 CFR 450.212(a)(7) stating: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary." 3) The INDOT Project Development Public Involvement Procedures Manual approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2021.

AFFIDAVIT OF PUBLICATION

Hntb
111 MONUMENT CIRCLE SUITE 1200
Indianapolis IN 46204

STATE OF WISCONSIN, COUNTY OF BROWN

The Indianapolis Star, a daily newspaper published in the city of Indianapolis, Marion County, State of Indiana, and personal knowledge of the facts herein state and that the notice hereto annexed was Published in said newspapers in the issue:

08/08/2025, 08/15/2025

and that the fees charged are legal.
Sworn to and subscribed before on 08/15/2025



Legal Clerk



Notary, State of WI, County of Brown

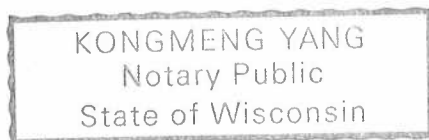


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PO #:	LSBN0347435	

THIS IS NOT AN INVOICE!

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(Government Unit)

County, Indiana

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lines at \$0.20 per line @ 2 days \$156.00

Acct #: 565264

Ad #: 11557856

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DATA FOR COMPUTING COST

Charge for proof(s) of publication \$0.00

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Number of insertions 2

TOTAL AMOUNT OF CLAIM \$156.00

Size of type 7 point

Claim No. _____ Warrant No. _____

IN FAVOR OF

I have examined the within claim
and hereby certify as follows:

That it is in proper form.

That it is duly authenticated as required by law.

That it is based upon statutory authority.

That it is apparently (correct)

(incorrect)

\$ _____

On Account of Appropriation For

FED ID

83-2810977

Allowed _____, 20 _____

In the sum of \$ _____

I certify that the within claim is true and correct, that the services there-in
itemized and for which charge is made were ordered by me and were
necessary to the public business.

DES# 1800715
**LEGAL NOTICE OF PUBLIC
INFORMATION MEETING**
Intersection Improvement
Project at Rural Street and
Massachusetts Avenue Inter-
section in Marion County

The Indiana Department of Transportation (INDOT) will host a public information meeting on Monday, August 18, 2025, at the Edna Martin Christian Center, 605 E. 25th St., Indianapolis, IN 46218. The meeting will begin at 5:30 p.m. ET with a presentation to follow at 6 p.m.

The meeting will offer all interested persons an opportunity to learn about the proposed intersection improvement project at the CSX railroad crossing at the Rural Street and Massachusetts Avenue intersection, DES# 1800715, and to provide feedback to INDOT.

The need for this project is due to the high number of crashes at the intersection of Rural Street and Massachusetts Avenue at the railroad crossing. Therefore, the purpose is to improve safety and reduce the crash severity at the intersection.

Proposed improvements include:

- Realign Rural Street between I-70 to approximately 250 feet south of Massachusetts Avenue.
- Construct a new crossing over the CSX railroad and raise the grades of Rural Street and Massachusetts Avenue south of the crossing.
- Update traffic signals on all approaches to the Rural Street intersections with Massachusetts Avenue, Brookside Avenue, and Bloyd Avenue/Roosevelt Avenue.
- Replace traffic signals at Massachusetts Avenue and the CSX railroad crossing and make signal timing updates to allow for more efficient traffic flow and to discourage red-light running.
- Replace all curb ramps within the project area to be compliant with the Americans with Disabilities Act (ADA).
- Reinstall standard curbs to contain roadway water and promote efficient drainage.
- Replace or add inlets, focusing on the Brookside Avenue and Bloyd Avenue/Roosevelt Avenue intersections.

Permanent right-of-way acquisition of approximately 0.5 acre is expected for this project. Temporary right-of-way acquisition may be required. Total right-of-way acquisition will be determined during engineering design.

Construction is expected to be conducted in phases, with two directions of traffic maintained on Rural Street, Roosevelt Avenue, and Brookside Avenue for the duration of construction. Left turns from Rural

Street will be restricted during project construction. A detour for Massachusetts Avenue will be posted. Signage will be in place to alert motorists of the construction zone and barriers will be used to separate traffic from the construction area. Flaggers will direct traffic as needed during construction.

INDOT is seeking your input on this project. Comments can be submitted in person, through the U.S. Postal Service (USPS), or via email. Written comments may be submitted at the public information meeting and during the comment period to Chris Radford, HNTB, 111 Monument Circle, Suite 1200, Indianapolis, IN 46204 or cradford@HNTB.com. **INDOT respectfully requests comments be submitted by Friday, August 29, 2025.**

Notice of Livestreamed Public Information Meeting

In accordance with Indiana Code 5-13-1.5-2.9, the Indiana Department of Transportation (INDOT) is offering livestreams of all public information meetings and public hearings. You can access the livestream starting at 6 p.m. on Monday, August 18, 2025, at the following link: <https://rebrand.ly/RuralAndMassPIM>

A recording of the livestream and the presentation will be posted on INDOT's website 48 hours after the meeting. The recording will be available online for up to 90 days.

Livestream audience comments will **only** be accepted in electronic form or via USPS, not verbally.

In accordance with the Americans with Disabilities Act, INDOT will provide accommodations for persons with disabilities requiring assistance and/or accommodation, or persons of limited English proficiency (LEP) requiring accommodation related to accessibility to documents and participation at the public meeting venue or on the livestream. Should accommodations be required, please contact Chris Radford, HNTB, 111 Monument Circle, Suite 1200, Indianapolis IN, 46204, 317-636-4682, or cradford@HNTB.com by **August 11, 2025**.

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h) (1), stating: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 2) 23 CFR 450.212(a)(7) stating: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary." 3) The INDOT Project Development Public Involvement Procedures Manual approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2021.
HSPAXLP
August 8, 15 2025
LSBN0347435

PUBLIC INFORMATION MEETING

**Rural Street and Massachusetts Avenue
Intersection Improvement Project**

MONDAY



AUGUST 18, 2025

6:00 PM EST

EDNA MARTIN

CHRISTIAN CENTER

2605 E. 25th ST.

INDIANAPOLIS, IN 46218



This meeting will be
livestreamed.

Watch online at:
rebrand.ly/RuralAndMassPIM

OPEN HOUSE BEGINS AT 5:30 PM, PRESENTATION AT 6:00 PM



Rural & Massachusetts Public Meeting

August 18, 2025

Name	Address	Email
Pauli Perry	2271 N. PARKER AVE	
Vernor Conyda	2270 N. PARKER	
James Taylor	2236 E. 10th Street	
Cody Santangelo	1429 S East St	
MARK ST. JOHN	200 E. WASHINGTON ST.	
JACKLYN M. GUNN	2302 Ralston Ave	
MARK SPENCE	HIND	
AUSTIN HASTINGS	HIND	
Emily Scott	5820 Baron Ct.	
Melissa Benin	2236 E. 10th	
Rachel	2001 BPSD	
Erin Dalam	2001 BPSD	
TERESA Miles	5938 Broadwing Ct	



Rural & Massachusetts Public Meeting August 18, 2025

Name	Address	Email
Ryan Hunt	1501 W. Washington	
John Franklin Hays	829 Hamilton Ave	
Bob Henderson	2505 Bergeson Ave	

Public Information Meeting Presentation Slides

WELCOME!

Intersection Improvement Project at Rural Street and
Massachusetts Avenue at the CSX Railroad Crossing

INDOT Des. No. 1800715
DPW Project No. ST-25-525

Public Information Meeting
August 18, 2025



HNTB

1

AGENDA

- ✓ Purpose of the Meeting
- ✓ Project Location
- ✓ Purpose & Need
- ✓ Proposed Improvements
- ✓ Project Overview Video

2

Purpose of the Public Meeting



Provide information so the public can learn
about the proposed project



Allow for public interaction with the project
team

3

3

PROJECT LOCATION



4

Purpose, Need, and Improvements:

Safety issues, including a concerning high rate of severe crashes, suggest the current roadway's design needs improvement.

Proposed improvements include:

- Realign Rural Street between I-70 to approximately 250 feet south of Massachusetts Avenue.
- Construct a new crossing over the CSX railroad and raise the grades of Rural Street and Massachusetts Avenue south of the crossing.
- Update traffic signals on all approaches to the Rural Street intersections with Massachusetts Avenue, Brookside Avenue, and Bloyd Avenue/Roosevelt Avenue.



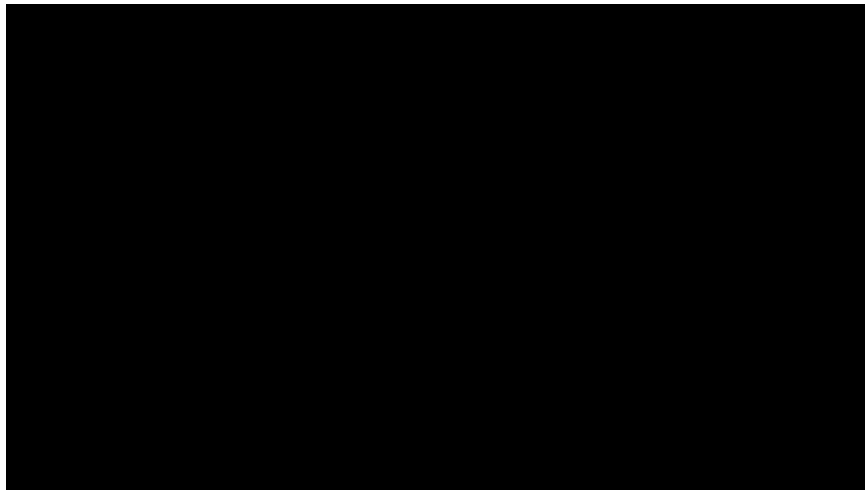
5

Continued

- Replace traffic signals at Massachusetts Avenue and the CSX railroad crossing and make signal timing updates to allow for more efficient traffic flow and to discourage red-light running.
- Replace all curb ramps within the project area to be compliant with the Americans with Disabilities Act (ADA).
- Reinstall standard curbs to contain roadway water and promote efficient drainage.
- Replace or add inlets, focusing on the Brookside Avenue and Bloyd Avenue/Roosevelt Avenue intersections.



6



7

Next Steps



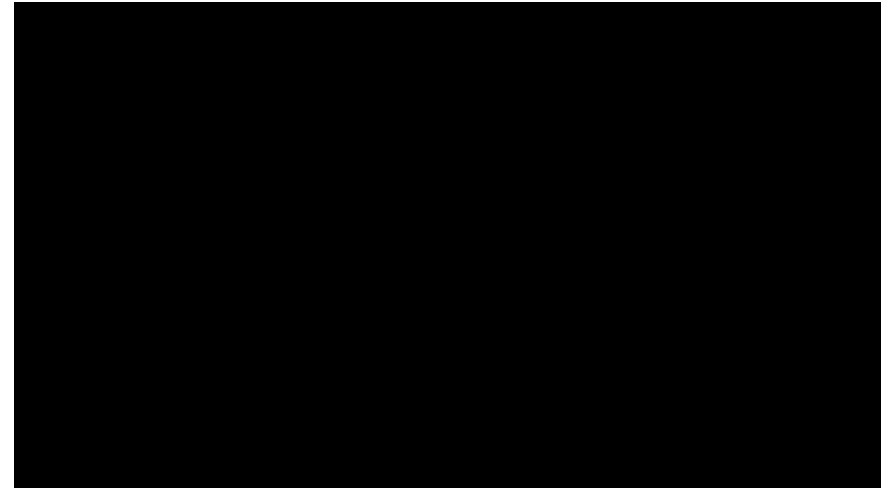
- The project team will stay engaged with the community and local businesses as the design approaches final approval.
- A public Hearing will take place later this year, likely in late fall.
- Construction is expected between 2027 and 2028.

8

8



9



10

Project overview videos were included in slides 7 and 10.
Videos can be made available upon request.

Rural & Massachusetts

Project Overview

Safety issues, including a concerning high rate of severe crashes, suggest the current roadway's design needs improvement.

This project will include many improvements designed to increase safety, reducing crash severity and frequency. The proposed improvements include:



Realign Rural S treet between I-70 to approximately 250 feet south of Massachusetts Avenue.



Construct a new crossing over the CSX railroad and raise the grades of Rural Street and Massachusetts Avenue south of the crossing.



Update traffic signals on all approaches to the Rural Street intersections with Massachusetts Avenue, Brookside Avenue, and Bloyd Avenue/Roosevelt Avenue.



Replace traffic signals at Massachusetts Avenue and the CSX railroad crossing and make signal timing updates to allow for more efficient traffic flow and to discourage red-light running.



Replace all curb ramps within the project area to be compliant with the Americans with Disabilities Act (ADA).

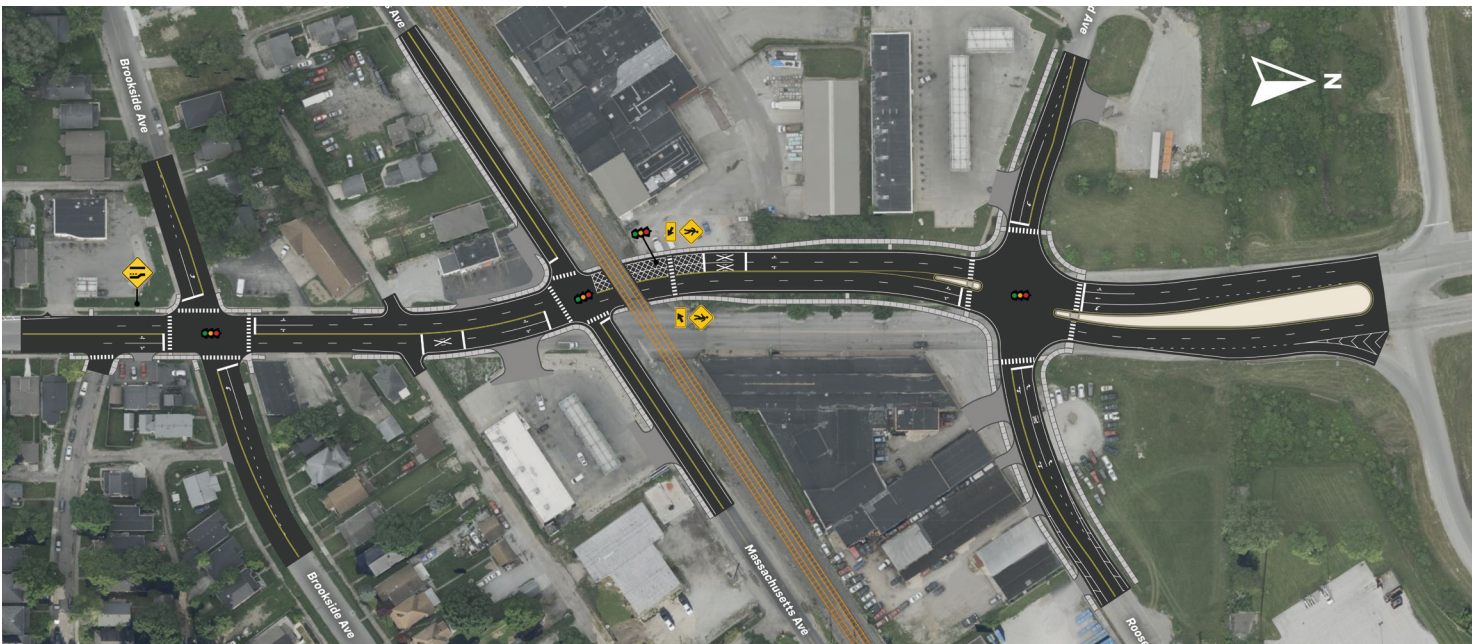


Reinstall standard curbs to contain roadway water and promote efficient drainage.



Replace or add inlets, focusing on the Brookside Avenue and Bloyd Avenue/Roosevelt Avenue intersections.

Construction is expected between 2027 and 2028

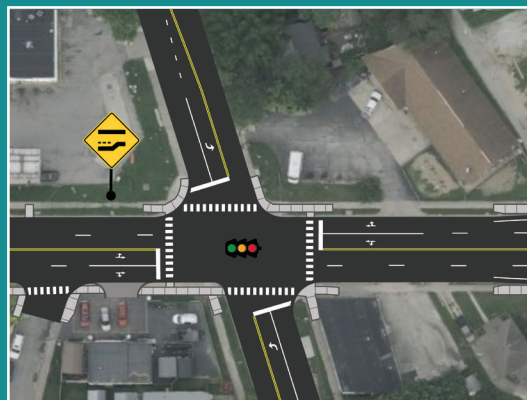


***Design is currently 30% complete some adjustments may occur throughout the process**

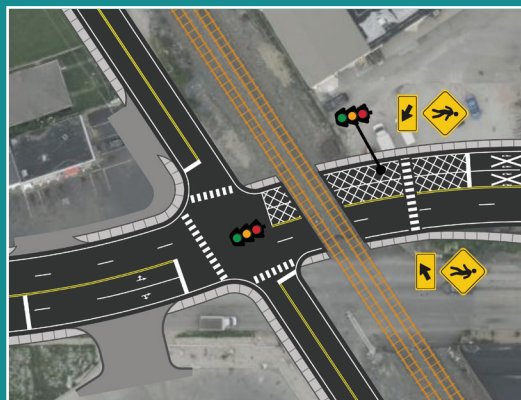


Major Intersections

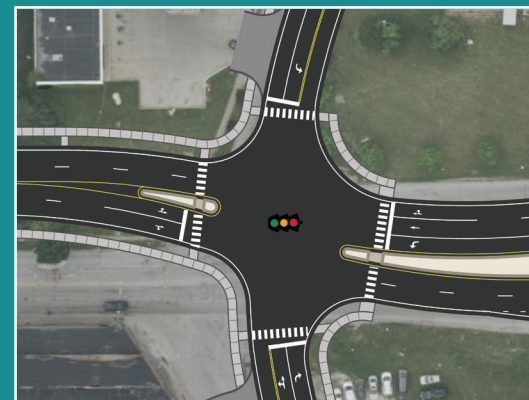
Rural St. & Brookside Ave.



Rural St. & Massachusetts Ave.



Rural St. & Bloyd Ave.



**Rural Street &
Massachusetts Avenue**

Des. No. 1800715

Stay up to date with this project!
Follow INDOT East Central on social media



Indiana Department of Transportation: East Central

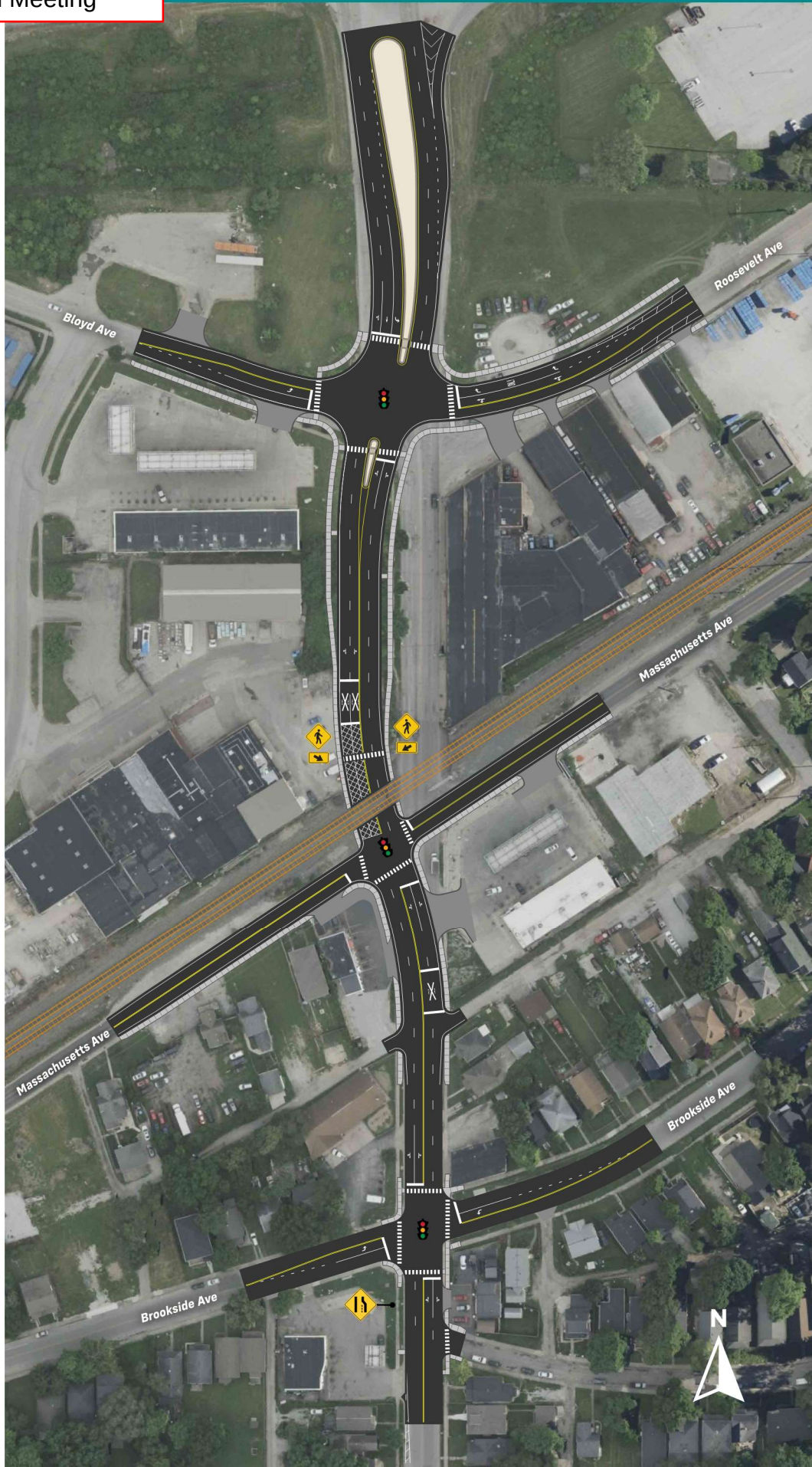


@INDOTEast



Rural & Massachusetts

Project Board on display during
Public Information Meeting



August 29, 2025

Chris Radford
HNTB
111 Monument Circle, Suite 1200
Indianapolis, IN 46204

RE: Public Comment Regarding Intersection Improvement Project at Rural Street and
Massachusetts Avenue Intersection in Marion County

Dear Chris,

Near East Area Renewal (NEAR), Edna Martin Christian Center and John Boner Neighborhood Neighborhood Centers respectfully submit the following public comments on the proposed Rural St. and Massachusetts Avenue infrastructure project. Our nonprofit community-based organizations collectively represent and serve the communities directly north and south of the subject intersection and are aware of the safety challenges and traffic risks that the current configuration and grade of this intersection have posed for years. INDOT's work to address this will make this critical gateway into the Near Eastside and Martindale Brightwood a safer place.

In 2015, the Mass Ave Brookside Industrial Corridor Study was conducted by Anderson Bohlander and Greenstreet with financial support from Local Initiatives Support Corporation. The study contained recommendations regarding revitalization opportunities and challenges facing the narrow strip of commercial and industrial properties between I-70 and Mass Ave from I-65 to Sherman Drive. The grade of several rail crossings and associated turning radii was cited as a challenge for commercial traffic, emergency vehicles and connectivity which are all critical for economic investment and vitality in the area. To see plans for one of the crossings moving forward 10 years later is welcomed, but ongoing and recent initiatives in this area speak to larger opportunities for impact that could be incorporated into this INDOT-led project.

Just this week, Martindale Brightwood celebrated the completion of the 2025-2030 Quality of Life Plan for several of the neighborhoods in this area including Hillside and Brightwood whose southern borders are Massachusetts Avenue and are split east to west by Rural Street. The Housing & Infrastructure section of this Plan call for more intentional investments and pedestrian safety improvements that will enhance the broader quality of life for this area. Several goals and strategies of note are:

- STRATEGY 3.1 Transportation: Enhance public transportation networks, create pedestrian friendly infrastructure, and improve road conditions to facilitate connectivity and mobility.
- GOAL 7. Policy & Advocacy: The neighborhood addresses root causes to overcome systemic challenges connected to housing and infrastructure, while ensuring long-term improvement in the built environment.

While the scope in the INDOT project will improve road conditions and improve short section of pedestrian infrastructure, grassroots and community organization leaders have been struck by an important missed opportunity with this project: to create new pedestrian infrastructure under I-70 along Rural Street to connect the majority of the Martindale Brightwood geography to the Near Eastside. Decades ago when I-70 was built, dozens of street connections in this area were severed leaving neighborhoods disconnected from one another and to resources resulting in systemic challenges to the neighborhood fabric. Now at this moment of reinvestment in infrastructure at this location, to not *advocate for this improvement in the built environment* which will repair some of the systemic harms would be a missed opportunity for the neighborhoods and the governmental bodies advancing this project.

For those that drive this stretch of Rural Street frequently, it's evident that a walking path in the grass exists where pedestrians do walk under the interstate to get between the two areas. Rough estimates of where the existing sidewalks stop north of the interstate at Keystone Enterprise Park and where the proposed project scope would extend/improve sidewalks to south of the interstate is less than 2000 feet. While there are jurisdictional considerations as to INDOT and DPW's control and responsibility for right of way in this area, determinations of how such an improvement could be funded, and engineering challenges with the grade/slope of the underpass infrastructure and land, the easiest and most cost effective time to find a solution for sidewalk connection would be tied to the design and implementation of this project. To not work toward finding a solution would perpetuate the harms of the past on predominantly Black and low income communities.

Another important enhancement opportunity for this project would be to prepare the median along Rural to be equipped with a concrete pad and electrical conduit to enable a future art and wayfinding installation at this primary gateway into both the Near Eastside and Martindale Brightwood. Currently, when a driver exits the interstate and drives along this area, there's not an indication of "place" at all which is a disconnect from the immense neighborhood pride in both areas. We feel there is an important opportunity to complement this public infrastructure investment with a privately funded installation that would help visitors feel oriented and welcomed, enhance neighborhood

pride, and help create a sense of place in a node that has suffered with disinvestment in industrial and commercial properties, illegal dumping, confusing roadways and a vacated rail corridor. The community organizations would collectively solicit public feedback on this placemaking opportunity to inform the pursuit of private dollars for design, fabrication, installation and long-term maintenance of such a piece. Our ask of INDOT and DPW is to include a concrete pad appropriate for an installation into the design and engineering process.

Thank you for the consideration of our input into this early design phase of the project when modifications are most feasible. These recommendations are aimed at leveraging this important public infrastructure investment to support much needed quality of life improvements among our communities and to help spur economic development.

Kindly,



Emily Scott, Executive Director
Near East Area Renewal



James Taylor, Chief Executive Officer
John Boner Neighborhood Centers



Barato Britt, President/CEO
Edna Martin Christian Center

Victoria Veach

From: Christopher Radford
Sent: Friday, February 20, 2026 11:44 AM
To: Victoria Veach
Subject: FW: Rural St. and Mass Ave project, re: NEAR follow up
Attachments: Concrete Pad Test.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

FYI...

Christopher Radford

Public Engagement & Communications Manager
(317) 391-0780 Email cradford@hntb.com

HNTB CORPORATION

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

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From: Mark Spence <mspence@HNTB.com>
Sent: Wednesday, February 18, 2026 5:54 PM
To: Christopher Radford <cradford@HNTB.com>; Williams, Christine <chwilliams@indot.in.gov>; Emily Scott <emily@nearindy.org>; St John, Mark <mark.stjohn@indy.gov>; Gill, Robert <d30gill@indot.in.gov>; Santangelo, Cody <cody.santangelo@indy.gov>
Cc: Cody Santangelo <csantangelo@HNTB.com>; Stevenson, Daniel <Daniel.Stevenson@Indy.Gov>; Burton, Chris <Chris.Burton@Indy.Gov>; 75655_Rural-Mass <75655_Rural-Mass@hntb.com>
Subject: Re: Rural St. and Mass Ave project, re: NEAR follow up

Emily,

Attached is the layout I promised you with the various alternatives.

The hatched space is the area within the median you would have to work with. This accounts for the clear space away from the roadway that is required. Lucky for us there are no utilities that are in the area of this island.

We are looking for a final say on location and size by May 6th. The sooner the better.

Best,

Mark Spence, P.E. (he/him)

Section Manager - Development
Tel (317) 636-4682 Cell (317) 514-2993 Email mspence@hntb.com

HNTB CORPORATION | INFRASTRUCTURE SOLUTIONS

From: Christopher Radford

Sent: Friday, January 30, 2026 10:41 AM

To: Christopher Radford <cradford@HNTB.com>; Mark Spence <mspence@HNTB.com>; Williams, Christine <chwilliams@indot.in.gov>; Emily Scott <emily@nearindy.org>; St John, Mark <mark.stjohn@indy.gov>; Gill, Robert <d30gill@indot.in.gov>; Santangelo, Cody <cody.santangelo@indy.gov>

Cc: Cody Santangelo <csantangelo@HNTB.com>; Stevenson, Daniel <Daniel.Stevenson@Indy.Gov>; Burton, Chris <Chris.Burton@Indy.Gov>

Subject: Rural St. and Mass Ave project, re: NEAR follow up

When: Friday, February 6, 2026 2:00 PM-3:00 PM.

Where: Microsoft Teams Meeting

2/5: Updating with Teams link. Apologies for the delay.

From: Emily Scott <emily@nearindy.org>

Sent: Friday, January 23, 2026 3:27 PM

To: Williams, Christine <ChWilliams@indot.IN.gov>; St John, Mark <Mark.StJohn@indy.gov>; Christopher Radford <cradford@hntb.com>; Lander Eicholzer <leicholzer@hntb.com>

Cc: Mark Spence <mspence@HNTB.com>; Austin Hastings <amhastings@HNTB.com>; Santangelo, Cody <Cody.Santangelo@indy.gov>; Conley, Nathan <Nathan.Conley@indy.gov>; Burton, Chris <Chris.Burton@Indy.Gov>; Stevenson, Daniel <Daniel.Stevenson@Indy.Gov>; Gill, Robert <D30GILL@indot.IN.gov>

Subject: Re: Rural St. and Mass Ave project

Hi Mark and Christine, thanks for the response and looping in the right folks. I'll take some time to review the policies and see what questions we have. At this point in time, backing into a timeline for when installation is ideal will inform when fabrication should occur and accordingly, what funding cycles I should pursue. Many of the private arts-based funders want to see implementation within a year of an award, so knowing if it's more realistic for that to be a 2028 vs. 2027 project will make sure we are pursuing funding at the right time to make this possible.

Let me know if there are a few dates and times to connect in early February for an initial discussion. Like I said before, I want to make this as easy as possible for you all to say yes to, so discussing process and decision-points soon will put our community efforts on the right track.

Kindly,

Emily Scott

Executive Director, NEAR

From: St John, Mark <Mark.StJohn@indy.gov>

Sent: Thursday, January 22, 2026 12:21 PM

To: Emily Scott <emily@nearindy.org>; Christopher Radford <cradford@hntb.com>; Lander Eicholzer <leicholzer@hntb.com>; Williams, Christine <ChWilliams@indot.IN.gov>

Cc: Mark Spence <mspence@HNTB.com>; Austin Hastings <amhastings@HNTB.com>; Santangelo, Cody <Cody.Santangelo@indy.gov>; Conley, Nathan <Nathan.Conley@indy.gov>; Burton, Chris <Chris.Burton@Indy.Gov>; Stevenson, Daniel <Daniel.Stevenson@Indy.Gov>

Subject: RE: Rural St. and Mass Ave project

Emily,

Thanks for reaching out! We had a meeting on this project the other week and this item came up.

DPW is interested in partnering with NEAR on this. Within the constraints and schedule of the current project, I think the most we would consider is placing a concrete pad and possibly extending electrical conduit to prepare for future installation of placemaking/gateway pieces. Assuming this is not a significant construction cost (which I do not believe it would be) DPW should be able to cover the cost of these items.

The biggest item for the design team would be understanding where a future placemaking/gate piece would be placed. Both [Indianapolis](#) and [INDOT](#) have formal policies on art in the right-of-way. Depending on location, one or both policies would apply.

I have CC'd staff from Indianapolis that I know are involved in our art in the right-of-way program. [@Williams, Christine](#), is there a group at INDOT who would also be good to coordinate with? Having a meeting to discuss each of our policies will probably narrow down locations as well as help Emily scope future RFPs.

Sincerely,

Mark St. John, PE
Chief Engineer |
Department of Public Works

From: Emily Scott <emily@nearindy.org>
Sent: Monday, January 19, 2026 11:59 AM
To: Christopher Radford <cradford@hntb.com>; Lander Eicholzer <leicholzer@hntb.com>; St John, Mark <Mark.StJohn@indy.gov>
Subject: Rural St. and Mass Ave project

Hi HNTB + DPW team, I wanted to reach out regarding the Rural + Mass Ave project. Last fall during the open house at Edna Martin Christian Center, and via a letter several CDCs jointly submitted during the public comment period, I mentioned there was an interest to try to pursue the installation of some type of artistically fabricated wayfinding gateway signage in the ROW south of the off/on ramps. The goal would be to coordinate with the INDOT project timeline. We understand that there would not be funds available in the project budget for this and are committed to raising private dollars to support the fabrication/installation as well as setting up a maintenance fund should the project experience damage in the future. There are several upcoming grant opportunities we hope to pursue.

Obviously there are a number of factors to consider, probably more than I'm even aware of, related to project timeline, specifications on size related to line-of-sight, safety, etc. Our goal would be to begin community engagement this spring/summer to get Near Eastside and Martindale Brightwood residents' and community organizations' input for what they would like to see since this is a major gateway into both communities, and then using that feedback + the technical constraints based on INDOT/DPW requirements, issue an RFP for fabricators (ideally from those two neighborhoods) to propose concepts. We would anticipate working with the Arts Council in some advisory fashion on the project as well. Our hope would be that INDOT/DPW could at least factor the pouring/engineering for a concrete pad into your project that would accommodate an installation.

The streetscape realignment, rail crossing upgrades, sidewalk improvements, etc. will make this area much safer and more welcoming, but we think the opportunity to add some wayfinding/neighborhood branding will further help instill a sense of community pride in this node that has been disinvested for decades. We want to make it as easy as possible for you all to say "yes", so making sure we are mindful of engineering milestones, approvals, size limitations, etc. are things we want to understand. We have

several upcoming arts and community development related grant opportunities coming up and being able to demonstrate INDOT/DPW partnership may be critical in securing these dollars.

I'd appreciate chance to connect for a call sometime soon to discuss this!

Kindly,

Emily Scott
Executive Director



[Near East Area Renewal \(NEAR\)](#)
960 N. Rural St., Indianapolis, IN 46201

Microsoft Teams meeting

Join:

<https://teams.microsoft.com/meet/22334448735438?p=OpyCkcd2Z7v0P1bkSo>

Meeting ID: 223 344 487 354 38

Passcode: hh2uj2nh

[Need help?](#) | [System reference](#)

Dial in by phone

[+1 816-702-6618,,513939828#](#) United States, Kansas City

[Find a local number](#)

Phone conference ID: 513 939 828#

Join on a video conferencing device

Tenant key: hntb@m.webex.com

Additional Information Document

Appendix H: Air Quality

**Federal Transit
Administration**
Region V
200 West Adams St., Suite 320
Chicago, IL 60606-5253



**U.S. Department
of Transportation**

Federal Highway Administration
Indiana Division
575 N. Pennsylvania St., Rm 254
Indianapolis, IN 46204-1576

August 28, 2025

Ms. Lyndsay Quist
Commissioner
Indiana Department of Transportation
100 N Senate Ave. N955
Indianapolis, IN 46204

SUBJECT: Indiana FY2026-2030 STIP Approval and Associated Federal Planning Finding

Dear Ms. Quist:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the FY2026-2030 Indiana Statewide Transportation Improvement Program (INSTIP), which was submitted by the Indiana Department of Transportation (INDOT) request letter dated June 6, 2025.

Based on our review of the information provided, certifications of the Statewide and Metropolitan transportation planning processes for and within the state of Indiana, and our participation in those transportation planning processes (including planning certification reviews conducted in Transportation Management Areas), FHWA and FTA are jointly approving the FY2026-2030 STIP, including the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) incorporated into the STIP by reference, subject to the corrective action identified in the attached Federal Planning Finding (FPF) report. FHWA and FTA consider the projects in the 5th year for informational purposes only, and our approval does not exceed four years per 23 CFR 450.220(c).

FHWA and FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FY2026-2030 STIP. At a minimum, the FPF verifies that the development of the STIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements. FHWA and FTA find that the Indiana FY2026-2030 STIP substantially meets the transportation planning requirements and are approving the STIP subject to the corrective action outlined in the FPF. This approval is effective August 22, 2025, and is given with the understanding that an eligibility determination of individual projects for funding must be met, and INDOT must ensure the satisfaction of all administrative and statutory requirements, as well as address the corrective actions outlined in the attached report.

If you have questions or need additional information concerning our approval and the FPF, please contact Ms. Erica Tait of the FHWA Indiana Division at (317) 226-7481, or by email at erica.tait@dot.gov, or Mr. Anthony Greep of the FTA Region 5 Office at (312) 353-2866, or by email at anthony.greep@dot.gov.

Sincerely,
KELLEY

BROOKINS

Kelley Brookins
Regional Administrator
FTA Region V

Digitally signed by
KELLEY BROOKINS
Date: 2025.08.27
08:09:52 -05'00'

Sincerely,



Christopher J. Hall
Interim Division Administrator
FHWA Indiana Division

Digitally signed by
CHRISTOPHER J HALL
Date: 2025.08.28
10:04:48 -05'00'



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-Executive Office
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

June 6, 2025

Mr. Christopher J Hall, Interim Division Administrator
FHWA Indiana Division
575 North Pennsylvania St., Room 254
Indianapolis, IN 46204

Ms. Kelley Brookins, Regional Administrator
FTA Region 5
200 West Adams St.
Suite 320
Chicago, IL 60606-5253

Dear Mr. Hall /Ms. Brookins:

The Indiana Department of Transportation is pleased to submit its Draft FY 2026-2029 Statewide Transportation Improvement Program (STIP) for review and comment by your offices.

Included in the final submitted document is a listing of the state's expansion/preservation and local small urban and rural and rural transit projects. The following Metropolitan Planning Organization TIP's will be included in the FY 2024-2028 STIP by reference.

Area Plan Commission of Tippecanoe County (APCTC)	FY 2026-2030
• APCTC TIP FY2026-2030	
Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO)	FY 2026-2030
• BMCMPPO TIP FY2026-2030	
Columbus Area Metropolitan Planning Organization (CAMPO)	FY 2026-2030
• CAMPO TIP FY2026-2030	
Delaware-Muncie Metropolitan Plan Commission (DMMPC)	FY 2026-2030
• DMMPC TIP FY2026-2030	
Evansville Metropolitan Planning Organization (EMPO)	FY 2026-2030
• EMPO TIP FY2026-2030	
Indianapolis Metropolitan Planning Organization (IMPO)	FY 2026-2029
• IMPO TIP FY2026-2029	
• IMPO Project Listing FY2026-2029	

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Kokomo-Howard County Governmental Coordinating Council (KHCGCC)	FY 2026-2030
• KHCGCC TIP FY2026-2030	
Kentuckiana Regional Planning and Development Agency (KIPDA)	FY 2025-2028
• KIPDA TIP FY2025-2028	
Michiana Area Council of Governments (MACOG)	FY 2026-2030
• MACOG TIP FY2026-2030	
Madison County Council of Governments (MCCOG)	FY 2026-2030
• MCCOG TIP FY2026-2030	
Northeastern Indiana Regional Coordinating Council (NIRCC)	FY 2026-2030
• NIRCC TIP FY2026-2030	
Northwestern Indiana Regional Planning Commission (NIRPC)	FY 2026-2030
• NIRPC TIP FY2026-2030	
Ohio-Kentucky-Indiana Regional Council of Governments (OKI)	FY 2026-2029
• OKI TIP FY2026-2029	
Terre Haute Area Metropolitan Planning Organization (THAMPO) TIP	FY 2026-2030
• THAMPO TIP FY2026-2029	

We greatly appreciate FHWA/FTA support in the development of the STIP 2026-2029 and look forward to working together to achieve our mutual goals. Should you have any questions pertaining to this amendment, please contact April Leckie, STIP Administration at 317-232-5466 or at aleckie@indot.in.gov.

Sincerely,



Lyndsay Quist, Commissioner
Indiana Department of Transportation

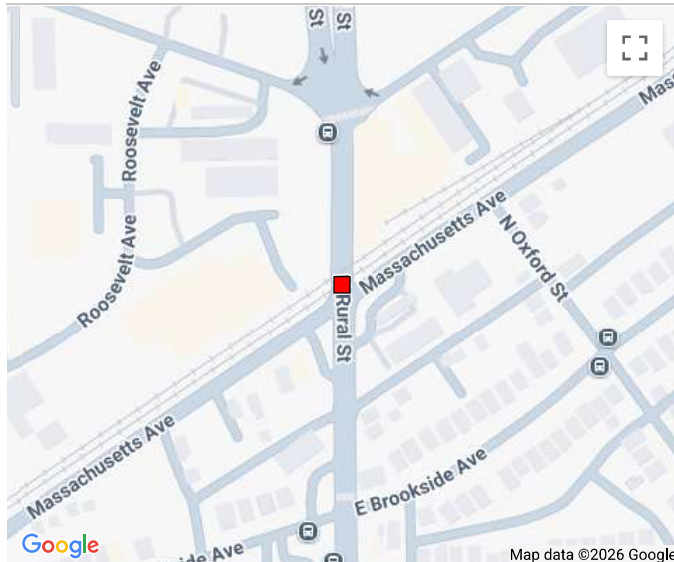
cc: (w/enclosure): Angelica Salgado, FTA
Cecilia Crenshaw, FTA
Anthony Greep, FTA
Bill Wheeler, FTA
Kelley Brookins, FTA
Matt Kane, FTA
Susan Weber, FTA
Erica Tait, FHWA
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April Leckie, INDOT
Roy Nunnally, INDOT
Larry Buckel, INDOT
Jay Mitchell, INDOT
Jason Casteel, INDOT
Ryan Pennington, INDOT
Michael McNeil, INDOT

ALL Transportation Improvement Program, 26-05.1 Amendment 2026-2030**1 Projects Listed**

<i>State TIP ID</i> 1800715	<i>TIP</i> Indianapolis MPO 26-05.1	<i>Total Cost</i> \$8,709,709
<i>Lead Agency</i> INDOT	<i>Contact</i> Williams, Christine 3174673978	<i>County</i> Marion
<i>Work Type</i> Intersection Improvement	<i>Air Quality</i> Exempt	<i>INDOT District</i> Greenfield
<i>Project Name</i> Intersection Improvement	<i>Actual Letting Date</i>	
<i>Project Limits</i> At Rural St From Rural St To Massachusetts Ave		
<i>Description</i> Intersection improvement at Rural St and Massachusetts Ave in Indianapolis at CSX Crossing DOT # 539242N		

Phase	Fund Source	Prior	FY2026	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	FEDERAL - STP Rail/Hwy	\$1,658,998	\$1,633,211	-	-	-	-	-	\$3,292,209
<i>Total Preliminary Engineering</i>		\$1,658,998	\$1,633,211	-	-	-	-	-	\$3,292,209
CN	FEDERAL - STP Rail/Hwy	-	-	\$5,417,500	-	-	-	-	\$5,417,500
<i>Total Construction</i>		-	-	\$5,417,500	-	-	-	-	\$5,417,500
<i>Total Programmed</i>		\$1,658,998	\$1,633,211	\$5,417,500	-	-	-	-	\$8,709,709

**Version History**

<i>TIP Document</i>	<i>MPO Approval</i>	<i>State Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
18-05 Amendment 2018-2022	05/23/2018	7/2/2018	7/9/2018	<i>Pending</i>
18-08 Amendment 2018-2022	12/12/2018	1/4/2019	1/16/2019	N/A
20-00 Adoption 2020-2024	05/22/2019	6/20/2019	7/2/2019	7/2/2019
20-11.1 Amendment 2020-2024	06/02/2021	N/A	N/A	N/A
22-00 Adoption 2022-2026	08/18/2021	4/26/2022	9/20/2021	N/A
26-00 Adoption 2026-2030	02/19/2025	8/28/2025	08/28/2025	8/28/2025
26-05.1 Amendment 2026-2030	<i>Pending</i>	N/A	N/A	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Other, Revise funding between phases, Revise project description, work type correction

Funding Change(s):

Total project cost increased from \$7,885,548 to \$8,709,709 (10.5%)

Additional Information Document

Appendix I: Additional Studies

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated March 2022)

ProjectNumber	SubProjectCode	County	Property
1800048	1800048	Marion	Eagle Creek Park, Nature Preserve, and Peace Learning Center
1800072	1800072	Marion	Martin Luther King Park
1800088	1800088	Marion	Eagle Creek Park, Nature Preserve, and Peace Learning Center
1800114	1800114	Marion	Eagle Creek Golf Course
1800167	1800167	Marion	Eagle Creek Park, Nature Preserve, and Peace Learning Center
1800185	1800185	Marion	German Church & 30th St Park
1800222	1800222	Marion	Southwestway Park
1800245	1800245	Marion	Lawrence Community Park
1800245.1	1800245.1	Marion	Richard T 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
1800369	1800369M	Marion	Ft. Harrison S.P. Dog Park (old--Fall Creek Park)
1800384	1800384	Marion	Sarah T. Bolton Park
1800401	1800401B	Marion	Eagles Crest
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

*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination with IDNR, Division of Outdoor Recreation, should occur.

ADDENDUM No. [1]
TO ENGINEER’S ASSESSMENT

Project Number: Des. No. 1800715
Route / Feature: Rural Street and Massachusetts Avenue
Crossed:
Project Location: Intersections of Rural Street with Brookville Avenue, Massachusetts Avenue, and Bloyd and Roosevelt Avenues
Date: September 12, 2024

ADDENDUM JUSTIFICATION:

The project was originally scoped as a signal modification and lane configuration adjustment of Rural Street from Brookside Avenue to Bloyd and Roosevelt Avenues. After the Stage 3 submittal, it was determined a full reconstruction alternative would be more beneficial in this area. This includes changing existing geometry by realigning Rural Street from north of Brookside Avenue to north of Bloyd and Roosevelt Avenues. The realignment and full depth pavement will help reduce the number of crashes by creating a more square Rural Street and Massachusetts Avenue intersection at the railroad crossing. This change will allow for easier turning movements without having to remove any movements, a consequence of the original design, as well as providing more space to protect the railroad. This change has been coordinated with the INDOT Project Manager and INDOT Contracts through a new RFP process. The letting date was updated as part of the new RFP and is not anticipated to negatively impact the long-term integrity of the intersection.

The new engineer’s opinion of probable cost is approximately \$8,807,000 representing a total increase in project cost of \$6,497,000.

REVISION TO ORIGINAL SCOPE DOCUMENT:

The (Abbreviated) Engineer’s Assessment is being revised as follows:

Alternatives section is updated as follows:

Project includes full depth pavement throughout a portion of the project limits for a realignment of Rural Street. Limits include Rural Steet south of 19th Street to the south of the I-70 Ramps, as well as approaches along Brookside Avenue, Massachusetts Avenue, Roosevelt Avenue and Bloyd Avenue. Compared to the original design, limits are slightly extended along Rural Street to north, Massachusetts Avenue, Roosevelt Avenue, and Bloyd Avenue.

Does the revision change the project’s Purpose & Need statement? ☐ Yes ☒ No

The original project consisted of signal modifications and lane layout adjustments completed through a preventive maintenance. The new alternative will add in full depth reconstruction and realignment along a portion of the corridor.

Does the revision change the project's recommended treatment?

☒ Yes ☐ No

The original project consisted of signal modifications and lane layout adjustments completed through a preventive maintenance. The new alternative will add in full depth reconstruction and realignment along a portion of the corridor.

Does the revision change the project's cost estimate?

☒ Yes ☐ No

<i>Estimated Total Project Costs</i>	<i>Revised Amount</i>	<i>Original Amount</i>
Right of Way Services	\$500,000	\$0
Preliminary Engineering	\$1,450,000	\$190,000
Railroad PE	\$300,000	\$0
Utilities PE	\$100,000	\$0
Construction Engineering	\$600,000	\$230,000
Construction Total:	\$5,857,000	\$1,890,000
Construction (Primary asset group)	\$3,500,730	N/A
ADA	Included with Sidewalks	N/A
Sidewalks	\$422,450	N/A
Small Culvert / Drainage	\$762,000	N/A
Other Considerations	25% Contingency - \$1,171,295	N/A
TOTAL:	\$8,807,000	\$2,310,000

Does the revision change the project's environmental impacts?

☒ Yes ☐ No

Additional Information will be submitted for the new full depth impacts, Right of Way acquisition, potential full parcel acquisition, historic property impact, environmental justice impacts, and a public hearing addition.

Does the revision require additional Right-of-Way?

☒ Yes ☐ No

Both permanent and temporary Right-of-Way will be required for this revision. It is expected that nine parcels will be impacted, including the potential for one full acquisition and impacts to railroad Right-of-Way.

Does the revision change the project's schedule (design or construction)?

☒ Yes

☐ No

With this revision resulting in a brand-new design, the entire schedule is being adjusted. The new letting date is January 13, 2027, and all other submittals are being adjusted accordingly.

Does the revision require additional coordination with utility companies?

☒ Yes

☐ No

Utility impacts will change and increase due to realignment along a portion of the corridor and the addition of full depth reconstruction. The project may need to let with exceptions if utility work is not complete by the letting date of January 13, 2027. The Utility schedule will update as follows:

Initial Notices: 10/15/2024

Verification: 2/2/2025

Conflict Analysis: 4/12/2025

Contract documents: 7/6/2025

Work Plan Request: 8/30/2025

Relocations: 1/13/2027

ADDENDUM CONCURRENCE

This document was prepared by:



9/12/2024

Austin Hastings, PE
Consultant Project Manager

Reviewed by:
Scope Manager Review

[Date]

Aschalew Aberra, P.E.
Scoping Manager

Reviewed by:
Asset Engineer Review

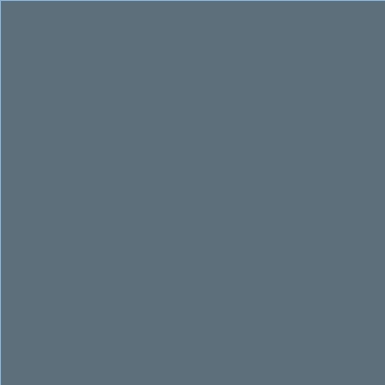
[Date]

Nyla Gilbert
System Asset Engineer

Approved by:
System Asset Manager Review

[Date]

Ryan Moore, P.E.
Systems Asset Manager



ENGINEERING ASSESSMENT

Rural Street & Massachusetts Avenue

June 21, 2019

PREPARED FOR

INDOT Greenfield District

Contact: Christine Williams

PREPARED BY

HNTB Corporation

111 Monument Circle, Suite 1200

Indianapolis, IN 46204

Phone: (317) 636-4682

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APPENDICIES

- A. Project Location Map
- B. Mini Scope (December 2017)
- C. Existing Conditions Capacity Analysis
- D. Crash Analysis
- E. "Do Nothing" Alternative
- F. Alternative 1
- G. Alternative 2
- H. Alternative 3

1 INTRODUCTION

1.1 Purpose of Report

The purpose of this report is to document the engineering assessment phase of project development, including all coordination that has been completed in preparation for this road project. This document outlines the proposal and is intended to serve as a guide for subsequent survey, design, environmental, right of way and other project activities leading to construction. The preferred alternative identified in this document is considered pre-decisional, pending the outcome of environmental studies.

1.2 Project Location

This project is located at the intersection of Rural Street and Massachusetts Avenue in Indianapolis, Indiana. The intersection is approximately 1,000 feet south of the I-70/Rural Street interchange. The GPS coordinates are 39°47'38.54"North and 86° 6'59.83"West. The project is in the Indiana Department of Transportation's Greenfield District, the City of Indianapolis, and within the Indianapolis Metropolitan Planning Organization. Refer to **Appendix A** for project location map.

1.3 Project History

A mini scope for this project was prepared by INDOT in December 2017. The scoping document indicated that the need for the project is to reduce crash risk at the CSX railroad crossing and reduce crashes at the Rural Street and Massachusetts Avenue. This document is included in **Appendix B**.

2 EXISTING FACILITIES

2.1 Roadway

Rural Street is a four-lane minor arterial that carries 22,650 vehicles per day. The existing cross section includes 10-foot travel lanes, curb and gutter, and sidewalks are present on both sides of the road. The posted speed on Rural Street is 35 mph.

Massachusetts Avenue is a two-lane major collector that carries 10,450 vehicles per day. The existing cross section does not include curb and gutter. There is a sidewalk present on the south side of Massachusetts Avenue east of Rural Street. There are not continuous sidewalks present west of Rural Street. The posted speed on Massachusetts Avenue is 30 mph. Massachusetts Avenue parallels an active CSX railroad.

Brookside Avenue a two-lane local street that carries 2,700 vehicles per day. West of Rural Street, Brookside Avenue has 10-foot travel lanes, 8-foot on-street parking, curb and gutter, as well sidewalks present on both sides. East of rural street, there is on-street parking and sidewalks separated by a small grass median.

Bloyd Avenue is a two-lane local street that carries 6,250 vehicles per day. There is curb and gutter, and sidewalks separated by a grass median present on the south side of the street. Roosevelt Avenue is a two-lane local street that carries 2,950 vehicles per day.

The Rural Street and Massachusetts Avenue intersection is signalized and operates with two phases. There are no designated turn lanes or protected turn phases. The CSX railroad crosses Rural Street at the intersection. When the traffic signal is preempted by the railroad, it calls the northbound and southbound phases, then flashes red on all approaches.

The adjacent intersection at Rural Street and Brookside Avenue intersection is controlled by a traffic signal. At the intersection Rural Street is one lane in each direction. There is a northbound left turn lane

on Rural Street. On the southbound Rural Street approach there is a left turn lane and a right turn lane. At the intersection Brookside Avenue is two lanes in each direction with no designated turn lanes.

The adjacent intersection to the north at Rural Street and Bloyd Avenue/Roosevelt Avenue is controlled by a traffic signal. There is an exclusive southbound left turn lane on Rural Street without a protected phase. There are two northbound through lanes at the intersection.

There are IndyGo bus stops present on Rural Street for Route 26 Keystone. They are near side stops located north and south of the intersection with Massachusetts Avenue. The route currently operates with 30-minute to 60-minute frequency, but it is planned to operate at 15-minute frequency by 2021. Sidewalks are present on Rural Street north and south of the intersection with Massachusetts Avenue that do not cross the railroad tracks. Massachusetts Avenue has sidewalks on the south side of the street.

2.2 Drainage

Existing drainage through the project is in an enclosed drainage storm sewer system. There are no known drainage issues within the project area.

2.3 Railroads

There is one active railroad crossing within the project limits. The CSX railroad crosses Rural Street at 39.7940970, -86.1166000 and is crossing # 539242N. At the crossing, the railroad has 2 mainline tracks. It intersects Rural Street at a 56-degree angle approximately 30 feet north of Massachusetts Avenue and carries approximately 21 trains per day at a maximum speed of 40 mph. The crossing is equipped with train activated flashing lights, overhead cantilevers, and two gates.

There is an inactive railroad just north of the project area that crosses Rural Street. There is a planned trail project that would use the inactive railroad property.

2.4 Traffic and Capacity Analysis

Traffic analysis was performed on the existing intersection and adjacent intersections. Traffic counts were collected in February 2019. These counts are the basis for the forecasts used in this analysis. Highway Capacity Manual (HCM) methodologies were used to calculate the LOS and intersection delay using Synchro software.

The existing LOS during the AM and PM peak hour is LOS B or better. The LOS is summarized in **Table 1** and the full results are included in **Appendix C**.

Table 1: 2019 Existing Level of Service

Intersection	AM Peak LOS	PM Peak LOS
Rural St. & Bloyd St./Roosevelt Ave.	A	B
Rural St. & Massachusetts Ave.	B	B
Rural St. & Brookside Ave.	A	A

2.5 Crash Data and Analysis

Crash analysis was performed for the intersection at Rural Street/Massachusetts Avenue and the CSX railroad crossing. Adjacent intersections were not included in the crash analysis.

Intersection Crash Analysis

There were 72 crashes at the intersection during the three-year period between 2016 and 2018. Crash data from Automated Reporting Information Exchange System (ARIES) was provided by INDOT for analysis. The crashes by manner of collision are summarized in **Table 2**.

Right angle crashes were the most common type of crash and the type with the most injuries.

Reviewing the narratives revealed that there are many motorists running traffic signals. The signal heads on northbound and southbound Rural Street are not very visible. Based on the crash narratives and site visit, it was determined that the likely cause of motorists running red lights is the poor signal visibility. The signal heads do not comply with guidance in the Manual on Uniform Traffic Control Devices (MUTCD) which indicate at least one of the two signal heads on an approach should be placed overhead. It is recommended that these signals be placed overhead where they are more visible and that backplates with reflective strips are installed.

There was a trend with same direction sideswipes and left turn crashes. Both of these crash types are associated with left turns. The cause of many same direction sideswipe crashes was vehicles attempting to get around vehicles completing a left turn. Providing dedicated left turn lanes, left turn phases, or prohibiting left turns would help with this issue.

Table 2: Summary of Crashes at Rural Street/Massachusetts Avenue Intersection (2016-2018)

Manner of Collision	Total Crashes		Injury Crashes	
Backing Crash	1	1%	0	0%
Head-On Between Two Motor Vehicles	1	1%	1	6%
Left Turn	9	13%	1	6%
Opposite Direction Sideswipe	1	1%	0	0%
Rear End	8	11%	1	6%
Right Angle	27	38%	7	44%
Same Direction Sideswipe	14	19%	1	6%
Other - Pedestrian Crash	3	4%	2	13%
Other - Train	2	3%	1	6%
Other - Explain in Narrative	6	8%	2	13%
Grand Total	72	100%	16	100%

The index of crash cost (I_{cc}) and index of crash frequency (I_{cf}) were calculated using Road HAT software. In addition to the total number of crashes at a location or on a road segment, these indices consider the effects of roadway functional classification and traffic exposure on safety performance. A crash index greater than zero indicates there are a higher than expected number of crashes or higher than expected crash cost given the functional classification and traffic volume. The I_{cc} is 1.85, which indicates that there were higher than expected crash costs. The I_{cf} is 2.40, which indicates which indicates that the crash frequency was higher than expected. This indicates that there is a crash problem at this intersection. The Road HAT report is included in **Appendix D**.

Railroad Crossing Crash Analysis

Incident reports from the Federal Railroad Administration (FRA) was provided by INDOT for analysis. The FRA has report 46 crashes at the railroad crossing since 1977. The Hazard Index or predicted crash rate at the intersection is 0.275 crashes per year or 2.75 over a ten-year period (**Appendix A**). In the past 5 years (2014-2019), there have been 5 crashes. The crash rate is 3.6 times higher than expected.

Of the 5 crashes in the past 5 years, 2 vehicles drove around the gate and 3 vehicles were stopped on the crossing. The vehicles stopped on the crossing were semi-trucks driving southbound on Rural Street. FRA incident reports for these 5 crashes are included in **Appendix D**.

3 OPERATIONAL DEFICIENCIES/PROJECT PURPOSE AND NEED

The following operational deficiencies or “needs” were identified through analysis and review of existing conditions:

- High number of right-angle crashes (38%) at the intersection.
- Low traffic signal visibility and crashes associated with motorists running red lights.
- High number of crashes (32%) associated with left turns.
- Train/vehicle crashes at the railroad crossing are 3.6 times higher than predicted based on vehicle and train volumes.

The “purpose” of the project is to improve safety and reduce crashes at the Rural Street/Massachusetts Avenue intersection and at the CSX railroad crossing.

4 ALTERNATIVES AND RECOMMENDATIONS

4.1 Alternative Screening Criteria

The alternatives are evaluated on their ability to reduce crashes, traffic operations, minimize potential impacts, and cost. The screening criteria are described in the subsequent sections.

Safety

Safety and crash reduction are key components of the identified project “need.” The alternatives are compared qualitatively on the various safety improvements. When available, crash modification factors for the safety improvements are presented.

Traffic Operations

Traffic operations for the alternatives were evaluated for year 2045. The 2019 traffic forecasts were increased to year 2045 by using growth projections from the Indianapolis Metropolitan Planning Organization (MPO) travel demand model. Growth factor from the MPO model were provided for each link. The growth factors are summarized in **Table 3**.

Table 3: Growth Factors by Roadway Segment

Roadway Segment	Growth Factor
Rural Street South of Massachusetts Avenue	1.11
Rural Street North of Massachusetts Avenue	1.00
Brookside Avenue West of Rural Street	1.57
Brookside Avenue East of Rural Street	1.46
Massachusetts Avenue West of Rural Street	1.30
Massachusetts Avenue East of Rural Street	1.02

In addition to LOS, network wide delay was calculated using Sim Traffic, which is a traffic simulation program associated with Synchro. Overall delay is a valuable performance measure when there are differences between alternatives that would change how traffic flows through the study area. The overall delay calculated with SimTraffic is used as a performance measure to compare alternatives.

Though the “need” for the improvements at Rural Street and Massachusetts Avenue is not to improve traffic operations, it is important that the intersection performs acceptably in the future. The minimum design criteria is to perform at LOS D or better in the design year and the desirable is to perform at LOS C or better.

Potential Impacts

Impacts to adjacent properties are performance measure for selecting the preferred alternative. Right-of-way acquisition, impacts to businesses and residences, and environmental issues were considered.

Cost Estimate

A planning-level cost estimate was prepared for the alternatives. The estimate includes construction cost, preliminary engineering, right-of-way, and construction engineering. In each alternative unique project components were identified. From Roadway improvements/widening, intersection improvements, right-of-way requirements, and any potential utility conflicts. INDOT’s unit price summaries were averaged for accurate representative unit prices.

4.2 “Do Nothing” Alternative

The “do nothing” alternative was analyzed as a baseline to compare to the build alternatives. It would not address safety issues at the Rural Street/Massachusetts Avenue intersection or the railroad crossing. Alternative 1 meets the desirable design criteria for LOS, which is to perform at LOS C or better. The intersection LOS for the three intersection during the AM and PM peak is summarized in **Table 4**. The traffic analysis reports are located in **Appendix E**.

Table 4: 2045 "Do Nothing" Alternative LOS

Intersection	AM Peak LOS	PM Peak LOS
Rural St. & Bloyd St./Roosevelt Ave.	A	B
Rural St. & Massachusetts Ave.	B	B
Rural St. & Brookside Ave.	A	B

4.3 Alternative 1

Alternative 1 includes improvements at the Rural Street intersections with Bloyd Avenue, Rural Street, and minor improvements at the Brookside Avenue intersection. Refer to **Appendix F** for a diagram of Alternative 1, traffic analysis reports, and cost estimate.

At the Rural Street/Massachusetts Avenue intersection southbound Rural Street approach, a through lane would be converted to a southbound left turn lane with protective/permissive phasing provided. The southbound protected left turn phase would be called during the clearance interval to allow vehicles to clear the track. Left turn lanes on eastbound and westbound Massachusetts Avenue approaches would be constructed. The left turn lanes would reduce crashes associated with left turns, including same direction sideswipe crashes that occur when a vehicle passes another vehicle waiting to

make a left turn. The anticipated crash reduction for adding left turn lanes ranges from 7% to 44%¹. The signal heads would be made more visible by relocating them on a cantilever structure and adding signal backplates with retroreflective striping.

Turns lanes would be added at the Rural Street/Bloyd Avenue intersection. A northbound left turn lane, westbound right turn lane, and eastbound left turn lane at the intersection would be constructed.

At the Rural Street/Brookside Avenue intersection, the northbound and southbound through lanes would be converted to exclusive left turn lanes.

Alternative 1 meets the desirable design criteria for LOS, which is to perform at LOS C or better. The intersection LOS for the three intersections during the AM and PM peak is summarized in **Table 5**.

Table 5: 2045 Alternative 1 LOS

Intersection	AM Peak LOS	PM Peak LOS
Rural St. & Bloyd St./Roosevelt Ave.	B	C
Rural St. & Massachusetts Ave.	B	B
Rural St. & Brookside Ave.	B	B

The right-of-way required to construct Alternative 1 would impact 4 parcels. Two businesses and one residential property would be relocated. The total right-of-way acquired for Alternative 1 would be 0.59 acres.

The total cost for Alternative 1 is \$2.67 million. This alternative would cost more to construct than Alternative 2, due to the cost of right-of-way acquisition and utility relocation. An underground storm sewer and overhead utility poles would need to be relocated. The cost is summarized in **Table 6**.

Table 6: Alternative 1 Cost Estimate

Construction	\$1,360,000
Preliminary Engineering	\$ 140,000
Construction Engineering	\$160,000
Right-of-way	\$1,010,000
Total	\$2,670,000

4.4 Alternative 2

Alternative 2 includes improvements at the Rural Street intersections with Bloyd Avenue, Rural Street, and minor improvements at the Brookside Avenue intersection. Refer to **Appendix G** for a diagram of Alternative 2, traffic analysis reports, and cost estimate.

At the Rural Street/Massachusetts Avenue intersection southbound Rural Street approach, a southbound through lane would be converted to a left turn lane with protective/permissive phasing. The southbound protected left turn phase would be called during the clearance interval to allow vehicles to clear the track. Left turn movements from the eastbound and westbound Massachusetts

¹ FHWA Intersection Safety. Retrieved from https://safety.fhwa.dot.gov/intersection/other_topics/corridor/cam_tech/sa1500505.cfm.

Avenue approaches would be prohibited and redirected to the Rural Street/Brookside Avenue intersection. It is anticipated that prohibiting left turns at the intersection, crashes would be reduced by 14% to 51%¹. No right-of-way is required to build Alternative 2. The signal heads would be made more visible by relocating them on a cantilever structure and adding signal backplates with retroreflective striping.

A northbound left turn lane, westbound right turn lane, and eastbound left turn lane would be added at the Rural Street/Bloyd Avenue intersection.

At the Rural Street/Brookside Avenue intersection, a northbound and southbound through lane would be converted to provide exclusive left turn lanes. Left turn lanes on the Brookside Avenue eastbound and westbound approaches would be added to accommodate vehicles that are re-routed due to the left turn prohibition at the Rural Street/Massachusetts Avenue intersection.

Alternative 2 meets the desirable design criteria for LOS, which is to perform at LOS C or better. The intersection LOS for the three intersections during the AM and PM peak is summarized in **Table 7**.

Table 7: 2045 Alternative 2 LOS

Intersection	AM Peak LOS	PM Peak LOS
Rural St. & Bloyd St./Roosevelt Ave.	B	C
Rural St. & Massachusetts Ave.	B	B
Rural St. & Brookside Ave.	B	B

The total cost for Alternative 2 is \$2.31 Million. It would cost less than Alternative 1 as right-of-way is not required. The cost is summarized in **Table 8**.

Table 8: Alternative 2 Cost Estimate

Construction	\$1,890,000
Preliminary Engineering	\$ 190,000
Construction Engineering	\$230,000
Right-of-way	\$0
Total	\$2,310,000

4.5 Alternative 3

Alternative 3 includes improvements at the Rural Street and Massachusetts Avenue intersection. The cost estimate and traffic analysis for Alternative 3 are located in **Appendix H**. This alternative would address safety issues related to signal visibility but would not modify the existing lane configurations. For the southbound left turn a protected phase would be added that is only activated when a train is coming to allow left turners to safely clear the crossing. Otherwise the protected left turn phase would not be called because the left turn lane is shared with southbound through vehicles.

Alternative 3 would not change traffic operations from the “Do Nothing” LOS, which meets the desirable design criteria for LOS. The intersection LOS for the three intersection during the AM and PM peak is summarized in **Table 9**.

Table 9: 2045 Alternative 3 LOS

Intersection	AM Peak LOS	PM Peak LOS
Rural St. & Bloyd St./Roosevelt Ave.	A	B
Rural St. & Massachusetts Ave.	B	B
Rural St. & Brookside Ave.	A	B

The total cost for Alternative 3 is \$1.63 million. The cost for this alternative is lower than Alternative 1 and Alternative 2 because the scope only includes a signal modification at the Rural Street/Massachusetts Avenue intersection. The cost is summarized in **Table 10**.

Table 10: Alternative 3 Cost Estimate

Construction	\$1,340,000
Preliminary Engineering	\$ 130,000
Construction Engineering	\$160,000
Right-of-way	\$0
Total	\$1,630,000

4.6 Comparison of Alternatives

Based on the evaluation of safety, potential impacts, traffic operations, and cost, **Alternative 2** is recommended as the preferred alternative. The two major factors supporting this recommendation are the safety benefits and the estimated cost. The comparison is summarized in **Table 11**.

Safety is the project “need” and was evaluated quantitatively. Alternatives 1-3 would increase signal visibility by relocating signal heads and add back plates with retroreflective strips, which is expected to reduce crashes by 29%². The signal would be modified to call the southbound left turn protected phase and southbound through phase when preempted by a train. Alternatives 1 and 2 would have additional safety benefits from additional intersection improvements, the most notable the dedicated southbound left turn lane with protected/permissive phasing at the Massachusetts Avenue and Rural Street intersection. Alternative 3 does not provide a dedicated left turn lane or protected/permissive phasing. Alternative 1 would have the safety benefit at the Rural Street/Massachusetts Avenue intersection from adding left turn lanes on Massachusetts Avenue. Alternative 2 would have safety benefit at the Rural Street/Massachusetts Avenue intersection from prohibiting left turn from Massachusetts Avenue.

Alternative 1 is the only alternative with right-of-way impacts. Two businesses and one residence would be relocated as a result of the project. Alternatives 2 and 3 can be constructed within the existing right-of-way.

The traffic operations were considered, though they were not identified as a project “need.” The intersections in Alternatives 1-3 all perform at LOS C or better, which meets the desirable project design criteria for LOS. In Alternatives 1 and 2 one of the southbound through lanes at the Rural Street/Massachusetts Avenue intersection is converted to a left turn lane. Dropping the through lane at

² CMF Clearinghouse CMF ID #1410. Retrieved from <http://www.cmfclearinghouse.org/>.

Rural Street/Massachusetts Avenue and adding a protected phase requires more green time for the southbound approach. South of the project area, Rural Street becomes one lane in each direction.

Cost was considered in selecting the preferred alternative. The cost of Alternative 1 is approximately twice the cost of Alternative 2 but provides comparable safety benefits. Alternative 3 has lower cost and lower safety benefits than the other alternatives.

Table 11: Comparison of Alternatives

	“Do Nothing” Alternative	Alternative 1	Alternative 2	Alternative 3
Safety				
Signal Visibility	0% Reduction	29% Reduction		
Modify Preemption Phasing	No	Yes		
Intersection Improvements/ Reconfiguration	0% Reduction	7%-44% Reduction	14%-51% Reduction	0% Reduction
Potential Impacts				
Number of Parcels	0	4*	0	0
Estimated Relocations	0	3	0	0
Estimated Right-of-Way	0	0.59 acres	0	0
Traffic Operations				
Network Delay AM/PM	29.1 hrs./ 58.0 hrs.	31.4 hrs./ 41.2 hrs.	31.2 hrs./ 37.9 hrs.	29.1 hrs./ 58.0 hrs.
Meet LOS Criteria?	Yes	Yes	Yes	Yes
Cost				
Total Estimated Cost	\$0	\$2.67 Million	\$2.31 Million	\$1.63 Million

*Note: One business is on two parcels which are owned by the same party.

5 DETAILS OF PREFERRED ALTERNATIVE - ALTERNATIVE 2

5.1 Scope of Work

The preferred alternative (Alternative 2) includes signage updates, signal modifications, mill and resurface, and lanes repurposed with pavement markings to promote safety at the intersection.

The improvements to the traffic control at Rural Street and Massachusetts Avenue will include relocating traffic signal heads and adding backplates with retroreflective strips to be more visible to motorists. A southbound left turn lane will be provided by converting a southbound through lane. The southbound left turn movement will be served with protective/permissive phasing with a signal head with flashing yellow arrow. The signal heads will be placed on cantilever arms and the locations are shown in **Appendix G**. Supplemental signal heads will be used. The supplemental signal head for northbound traffic will be placed in the northeast quadrant of the intersection. For southbound traffic, the supplemental signal head will be placed in the southwest quadrant. The following signage will be added:

- “No turn” signage that is activated when a train is approaching (MUTCD R3-1a and R3-2a).
- “Do not stop on tracks” signage at southbound approach (MUTCD R8-8).
- “Stop here on red” signage at southbound approach (MUTCD R10-6).

- “Look” signage at the pedestrian crossing (MUTCD R15-8).
- Crosshatching to designate no vehicle zone on Rural Street between railroad crossing and Massachusetts Avenue.
- Include signal preemption at Rural Street/Bloyd Avenue. When activated, the northbound/southbound phase will be green to clear potential queueing toward the railroad crossing on northbound Rural Street.
- During design, review Rural Street/Massachusetts Avenue traffic signal red and yellow clearance intervals.
- Adjust clearance interval from calling northbound and southbound traffic to call northbound traffic with protected left turn phase. Evaluate warning time during final design.

The entire project area would be mill and resurface. The lane configuration and turn lane lengths for each intersection were determined based on 85th percentile queue lengths. Refer to **Appendix G** for the lane configuration table.

5.2 Maintenance of Traffic During Construction

Construct the project in two phases. The intersections will remain open to traffic with some restrictions but will not be closed.

Phase I construction will occur on the west half of Rural Street, and north halves of Bloyd Avenue, Roosevelt Avenue, Massachusetts Avenue, and Brookside Avenue. Rural Street will maintain 1 lane in each direction with left turns prohibited for the duration of construction. On-street parking within the project limits along Rural South of Brookside will be prohibited during Phase I. Along Bloyd Avenue, required widening will occur while maintaining two-way traffic. Along Roosevelt Avenue and Brookside Avenue, two-way traffic will be maintained but with parking restrictions within the project limits. Along Massachusetts Avenue, northeastbound traffic will be diverted via Brookside Avenue to N. Olney Street, while southwestbound traffic will use the existing northeastbound lanes while work takes place in the southwestbound lanes.

Phase II construction will occur on the East half of Rural Street, and south halves of Bloyd Avenue, Roosevelt Avenue, Massachusetts Avenue, and Brookside Avenue. Rural Street will maintain 1-lane in each direction with left turns prohibited for the length of the project. On-street parking within the project limits along Rural Street south of Brookside will be prohibited during Phase II. Along Bloyd Avenue, two-way traffic will share the newly paved lane from Phase I, alternating directions with flaggers. Along Roosevelt Avenue and Brookside Avenue, 2-way traffic will be maintained but with parking restrictions within the project limits. Along Massachusetts Avenue, northeastbound traffic will be diverted via Brookside Avenue to N. Olney Street, while southwestbound traffic will use the newly repaved southwestbound lanes while work takes place in the northeastbound lanes.

5.3 Environmental Issues

Potential environmental issues were identified in a preliminary Red Flag Investigation (RFI). Key potential issues from the RFI are listed below:

Hazardous Materials

- 2 State Cleanup Sites were noted on the same site at 2510 Roosevelt Avenue.

- 9 Underground Storage Tank (UST) Sites and 8 Leaking Underground Storage (LUST) Sites were noted within 0.5 miles of the project, of which 6 are located adjacent to the project. Contamination may be located within the existing right-of-way.

Cultural Resources

- Multiple contributing structures with the project area which have not been evaluated for eligibility for the National Register of Historic Places. Contributing structures consist of both commercial and residential properties but do not appear to be of a sufficient density to form a historic district.

Community Impacts

- The project is located within an area that contains recognized concentrations of low -income and minority populations as well as zero-car households, seniors, limited English speaking, low education attainment, and disabled persons.

5.4 Utility Impact

Per visual inspection of above ground utilities and using Indianapolis GIS data to review underground utilities, the preferred alternative is not anticipated to have any utility impacts.

5.5 Related Projects

Planned and programmed projects were identified by reviewing the 2018-2021 Indianapolis Regional Transportation Improvement Program (IRTIP) and INDOT SPMS records. The following projects were identified:

- Des No. 1500433 Other Intersection Improvement, Massachusetts Ave, Dearborn St & 21st St Intersections, 2019
- Des No. 1593148/1593149 Bridge Thin Deck Overlay, I-70 WB/ EB over Rural Street, 2021
- Des No. 1593143/1593144 Bridge Thin Deck Overlay, I-70 over Bloyd Avenue, CSX RR, 2021
- Des No. 1593152/1593153 Bridge Thin Deck Overlay, I-70 over 2 city streets, CSX RR, 2021
- Des No. 1593141/1593142 Bridge Thin Deck Overlay, I-70 WB over Roosevelt Avenue at Winter Avenue, 2021
- Des No. 1600808 Interchange Modification, I-65/I-70 North Junction bounded by Vermont Street, Central Avenue and Commerce Avenue, 2019
- An interchange modification at the I-70 interchange at Rural Street/Keystone Avenue was identified in a project intent report produced by INDOT, but the project has not yet programmed or assigned a Des No.

6 CONCURRENCE

This document was prepared by:



Sarah Baty, PE, PTOE

Project Engineer

Reviewed by:

Asset Engineer Review

_____[Date]

[Name] _____

[Title] _____

Recommend: APPROVAL / DISAPPROVAL

Reviewed by:

Scope Manager Review

_____[Date]

[Name] _____

[Title] _____

Recommend: APPROVAL / DISAPPROVAL

Reviewed by:

SAM Review

_____[Date]

[Name] _____

Systems Asset Manager, [District]

APPROVE / DISAPPROVE

1. Name of Reporting Railroad CSX Transportation [CSX]				1a. Alphabetic Code CSX				1b. Railroad Accident/Incident No. 000166868					
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code				2b. Railroad Accident/Incident No.					
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) CSX Transportation [CSX]				3a. Alphabetic Code CSX				3b. Railroad Accident/Incident No. 000166868					
4. U.S. DOT Grade Crossing ID No. 539242N				5. Date of Accident/Incident month day year 0 2 1 5 2017				6. Time of Accident/Incident 4:42 AM ☐ PM ☒					
7. Nearest Railroad Station INDIANAPOLIS				8. Subdivision INDIANAPOLIS				9. County MARION				10. State Abbr. IN Code 18	
11. City (if in a city) INDIANAPOLIS				12. Highway Name or No. RURAL STREET Public ☒ Private ☐									
Highway User Involved				Rail Equipment Involved									
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code J				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) Code 1				A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s)					
14. Vehicle Speed (est. mph at impact) 15		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 2		18. Position of Car Unit in Train 1									
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing Code 3		4. Trapped on crossing by traffic 5. Blocked on crossing by gates		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1									
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4									
20c. State here the name and quantity of the hazardous material released, if any													
21. Temperature (specify if minus) 39 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 3		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1									
24. Type of Equipment Consist (single entry) 1. Freight Train 5. Single Car 9. Maint./inspect. car D. EMU 2. Passenger Train-Pulling 6. Cut of cars A. Spec. MoW Equip. E. DMU 3. Commuter Train-Pulling 7. Yard/Switching B. Passenger Train-Pushing 4. Work Train 8. Light loco(s) C. Commuter Train-Pushing Code 1		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name #2 MAIN									
27. FRA Track Class (1-9,X) 4		28. Number of Locomotive Units 3		29. Number of Cars 50		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 30 mph Code E		31. Time Table Direction 1. North 3. East 2. South 4. West Code 4					
32. Type of Crossing Warning Code(s) 01 02 03 05 06 07 11		1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None Code 3		33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 3		34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code A							
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1				36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 1				37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1					
38. Highway User's Age 29		39. Highway User's Gender 1. Male 2. Female Code 2		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 1							
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 1		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed Code 8		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3		45. Was Driver in the Vehicle? 1. Yes 2. No Code 1							
46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$15,200		48. Total Number of Vehicle Occupants (including driver) 1									
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and train crew) 2		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2									
52. Passengers on Train 0													
53a. Special Study Block Video Taken? ☒ Yes ☐ No Video Used? ☒ Yes ☐ No				53b. Special Study Block									
54. Narrative Description (Be specific, and continue on separate sheet if necessary) Q21915 STRUCK BROWN 2010 CHEVROLET EQUINOX LS SUV THAT WENT AROUND THE GATES AT CROSSING. PROTECTION ALSO AT CROSSING: ADVANCE WARNING AND PAVEMENT MARKINGS (RR XING SYMBOLS). PROTECTION ALSO AT CROSSING: PAVEMENT MARKINGS (RR XING SYMBOLS).													
55. Typed Name and Title						56. Signature			57. Date				
NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).													

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1. Name of Reporting Railroad CSX Transportation [CSX]				1a. Alphabetic Code CSX		1b. Railroad Accident/Incident No. 000162641	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) CSX Transportation [CSX]				3a. Alphabetic Code CSX		3b. Railroad Accident/Incident No. 000162641	
4. U.S. DOT Grade Crossing ID No. 539242N				5. Date of Accident/Incident month: 0 day: 9 year: 2016		6. Time of Accident/Incident 3:20 AM ☒ PM ☐	
7. Nearest Railroad Station RURAL STREET		8. Subdivision INDIANAPOLIS		9. County MARION		10. State Abbr. IN Code 18	
11. City (if in a city) INDIANAPOLIS		12. Highway Name or No. LS Public ☒ Private ☐					
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 15		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 1		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing Code 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 2		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4					
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 65 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing Code 1		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name #2 MAIN			
27. FRA Track Class (1-9,X) 3		28. Number of Locomotive Units 2		29. Number of Cars 21		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 40 mph Code E	
31. Time Table Direction 1. North 3. East 2. South 4. West Code 4		32. Type of Crossing Warning 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 01 02 03 05 06 07 11		33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1		34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code A	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 1		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1			
38. Highway User's Age 30		39. Highway User's Gender 1. Male 2. Female Code 2		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 1	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed Code 8		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 2			
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users Killed 0 Injured 1		47. Highway Vehicle Property Damage (est. dollar damage) \$8,000		48. Total Number of Vehicle Occupants (including driver) 1	
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and train crew) 2		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 0							
53a. Special Study Block Video Taken? ☐ Yes ☒ No Video Used? ☐ Yes ☒ No		53b. Special Study Block					
54. Narrative Description (Be specific, and continue on separate sheet if necessary) Q10703 STRUCK A MOTOR VEHICLE AT THE CROSSING. PROTECTION ALSO AT CROSSING: ADVANCE WARNING AND PAVEMENT MARKINGS (STOP LINES).							
55. Typed Name and Title				56. Signature		57. Date	

FORM FRA F 6180.57 (Rev. 08/10)

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

OMB approval expires 02/28/2014

1. Name of Reporting Railroad CSX Transportation [CSX]				1a. Alphabetic Code CSX				1b. Railroad Accident/Incident No. 000157735					
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code				2b. Railroad Accident/Incident No.					
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) CSX Transportation [CSX]				3a. Alphabetic Code CSX				3b. Railroad Accident/Incident No. 000157735					
4. U.S. DOT Grade Crossing ID No. 539242N				5. Date of Accident/Incident month: 0 day: 3 year: 2016				6. Time of Accident/Incident 5:57 AM ☐ PM ☒					
7. Nearest Railroad Station INDIANAPOLIS				8. Subdivision INDIANAPOLIS				9. County MARION				10. State Abbr. IN Code 18	
11. City (if in a city) INDIANAPOLIS				12. Highway Name or No. RURAL ST Public ☒ Private ☐									
Highway User Involved						Rail Equipment Involved							
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code C						17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1							
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 2		18. Position of Car Unit in Train 1									
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing Code 2		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 2		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1									
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4		20c. State here the name and quantity of the hazardous material released, if any									
21. Temperature (specify if minus) 45 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 2									
24. Type of Equipment Consist (single entry) 1. Freight Train 5. Single Car 9. Maint./inspect. car D. EMU 2. Passenger Train-Pulling 6. Cut of cars A. Spec. MoW Equip. E. DMU 3. Commuter Train-Pulling 7. Yard/Switching B. Passenger Train-Pushing 4. Work Train 8. Light loco(s) C. Commuter Train-Pushing Code 1		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name #1 MAIN									
27. FRA Track Class (1-9,X) 3		28. Number of Locomotive Units 3		29. Number of Cars 48		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 24 mph Code R		31. Time Table Direction 1. North 3. East 2. South 4. West Code 3					
32. Type of Crossing Warning 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 01 02 03 05 06 07 11		33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1		34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code A									
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 1		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1									
38. Highway User's Age 40		39. Highway User's Gender 1. Male 2. Female Code 1		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 4							
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed Code 8		44. Driver was 1. Killed 2. Injured 3. Uninjured 3		45. Was Driver in the Vehicle? 1. Yes 2. No Code 2							
46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$20,000		48. Total Number of Vehicle Occupants (including driver) 0									
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and train crew) 2		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 1									
52. Passengers on Train 0													
53a. Special Study Block Video Taken? ☒ Yes ☐ No Video Used? ☒ Yes ☐ No		53b. Special Study Block											
54. Narrative Description (Be specific, and continue on separate sheet if necessary) S13203 STRUCK SEMI TRAILER AT RURAL STREET #1 TRACK, SEMI STOPPED ON CROSSING. PROTECTION ALSO AT CROSSING: ADVANCE WARNING AND PAVEMENT MARKINGS (RR XING SYMBOLS).													
55. Typed Name and Title						56. Signature			57. Date				
NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).													

1. Name of Reporting Railroad CSX Transportation [CSX]				1a. Alphabetic Code CSX		1b. Railroad Accident/Incident No. 000138188	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) CSX Transportation [CSX]				3a. Alphabetic Code CSX		3b. Railroad Accident/Incident No. 000138188	
4. U.S. DOT Grade Crossing ID No. 539242N				5. Date of Accident/Incident month: 1 day: 2 year: 0 1 2014		6. Time of Accident/Incident 10:10 AM ☒ PM ☐	
7. Nearest Railroad Station INDIANAPOLIS		8. Subdivision INDIANAPOLIS		9. County MARION		10. State Abbr. IN Code 18	
11. City (if in a city) INDIANAPOLIS		12. Highway Name or No. RURAL ST Public ☒ Private ☐					
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code C				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 2		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 2		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 35 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 2			
24. Type of Equipment Consist (single entry) 1. Freight Train 5. Single Car 9. Maint./inspect. car D. EMU 2. Passenger Train-Pulling 6. Cut of cars A. Spec. MoW Equip. E. DMU 3. Commuter Train-Pulling 7. Yard/Switching B. Passenger Train-Pushing 4. Work Train 8. Light loco(s) C. Commuter Train-Pushing Code 1				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name #2 MAIN	
27. FRA Track Class (1-9,X) 3		28. Number of Locomotive Units 3		29. Number of Cars 116		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 25 mph Code E	
32. Type of Crossing Warning 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 01 05 06 08 11				33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1		34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code A	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1				36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 1		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 43		39. Highway User's Gender 1. Male 2. Female Code 1		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 4	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed Code 8					
Casualties to:		Killed 0		Injured 0		44. Driver was 1. Killed 2. Injured 3. Uninjured 3	
46. Highway-Rail Crossing Users 0		0		47. Highway Vehicle Property Damage (est. dollar damage) \$6,500		48. Total Number of Vehicle Occupants (including driver) 1	
49. Railroad Employees 0		0		50. Total Number of People on Train (include passengers and train crew) 2		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2	
52. Passengers on Train 0		0					
53a. Special Study Block Video Taken? ☒ Yes ☐ No Video Used? ☐ Yes ☒ No				53b. Special Study Block			
54. Narrative Description (Be specific, and continue on separate sheet if necessary) T36025 STRUCK A SEMI TRAILER AT RURAL STREET. PROTECTION ALSO AT CROSSING: ADVANCE WARNING AND PAVEMENT MARKINGS (STOP LINES & RR XING SYMBOLS).							
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1. Name of Reporting Railroad CSX Transportation [CSX]				1a. Alphabetic Code CSX		1b. Railroad Accident/Incident No. 000129487	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident				2a. Alphabetic Code		2b. Railroad Accident/Incident No.	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) CSX Transportation [CSX]				3a. Alphabetic Code CSX		3b. Railroad Accident/Incident No. 000129487	
4. U.S. DOT Grade Crossing ID No. 539242N				5. Date of Accident/Incident month: 0 day: 5 year: 2014		6. Time of Accident/Incident 10:20 AM ☒ PM ☐	
7. Nearest Railroad Station INDIANAPOLIS		8. Subdivision INDIANAPOLIS		9. County MARION		10. State Abbr. IN Code 18	
11. City (if in a city) INDIANAPOLIS		12. Highway Name or No. RURAL ST Public ☒ Private ☐					
Highway User Involved				Rail Equipment Involved			
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code C				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 2		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 2		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4				20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code 4			
20c. State here the name and quantity of the hazardous material released, if any							
21. Temperature (specify if minus) 58 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 2			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work Train 5. Single Car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Maint./inspect. car 10. Spec. MoW Equip. 11. Passenger Train-Pushing 12. Commuter Train-Pushing D. EMU E. DMU Code 1		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name TRACK #2			
27. FRA Track Class (1-9,X) 3		28. Number of Locomotive Units 1		29. Number of Cars 6		30. Consist Speed (Recorded speed if available) R. Recorded E. Estimated 31 mph R	
31. Time Table Direction 1. North 3. East 2. South 4. West Code 3		32. Type of Crossing Warning 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) Code(s) 01 02 03 05 06					
33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1		34. Roadway Conditions A. Dry B. Wet C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code A					
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 1		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1			
38. Highway User's Age 25		39. Highway User's Gender 1. Male 2. Female Code 1		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) (if yes, see instructions) 6. Went around/thru temporary barricade 7. Went thru the gate 8. Suicide/Attempted suicide Code 4	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed Code 8					
Casualties to: Killed 0 Injured 0		44. Driver was 1. Killed 2. Injured 3. Uninjured 3		45. Was Driver in the Vehicle? 1. Yes 2. No Code 1			
46. Highway-Rail Crossing Users 0 0		47. Highway Vehicle Property Damage (est. dollar damage) \$25,000		48. Total Number of Vehicle Occupants (including driver) 2			
49. Railroad Employees 0 0		50. Total Number of People on Train (include passengers and train crew) 2		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 1			
52. Passengers on Train 0 0							
53a. Special Study Block Video Taken? ☒ Yes ☐ No Video Used? ☒ Yes ☐ No		53b. Special Study Block					
54. Narrative Description (Be specific, and continue on separate sheet if necessary) W93205 STRUCK AN OCCUPIED SEMI-TRUCK AT THE CROSSING. AGE AND GENDER OF DRIVER UNKNOWN. PROTECTION ALSO AT CROSSING: PAVEMENT MARKINGS (RR XING SYMBOLS).							
55. Typed Name and Title				56. Signature		57. Date	

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

FORM FRA F 6180.57 (Rev. 08/10)

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

OMB approval expires 02/28/2014



U.S. Department
of Transportation
Federal Railroad
Administration

RANKED PUBLIC HIGHWAY-RAIL CROSSINGS FIVE YEAR TOTAL ACCIDENT HISTORY

Yearly accident count includes only complete calendar year data. If interested in partial year data, run the cyclic report option.

Date generated: 08/27/2025. Source: <https://safetydata.fra.dot.gov/gxaps-app/#/>

						Yearly Accident Count												
PRED ACC RANK	AVG PRED ACC	GX ID	RR	CITY, STATE (COUNTY)	STREET	24	23	22	21	20	DATE CHG	W D	TOT TRN	TOT TRK	TTBL SPD	HWY PVD	HWY LNS	AADT
1	0.111104	539242N	CSX	INDIANAPOLIS, IN (MARION)	RURAL STREET	0	1	0	0	0		GT	15	2	40	Yes	4	5786
TTL:	0.111104					0	1	0	0	0								



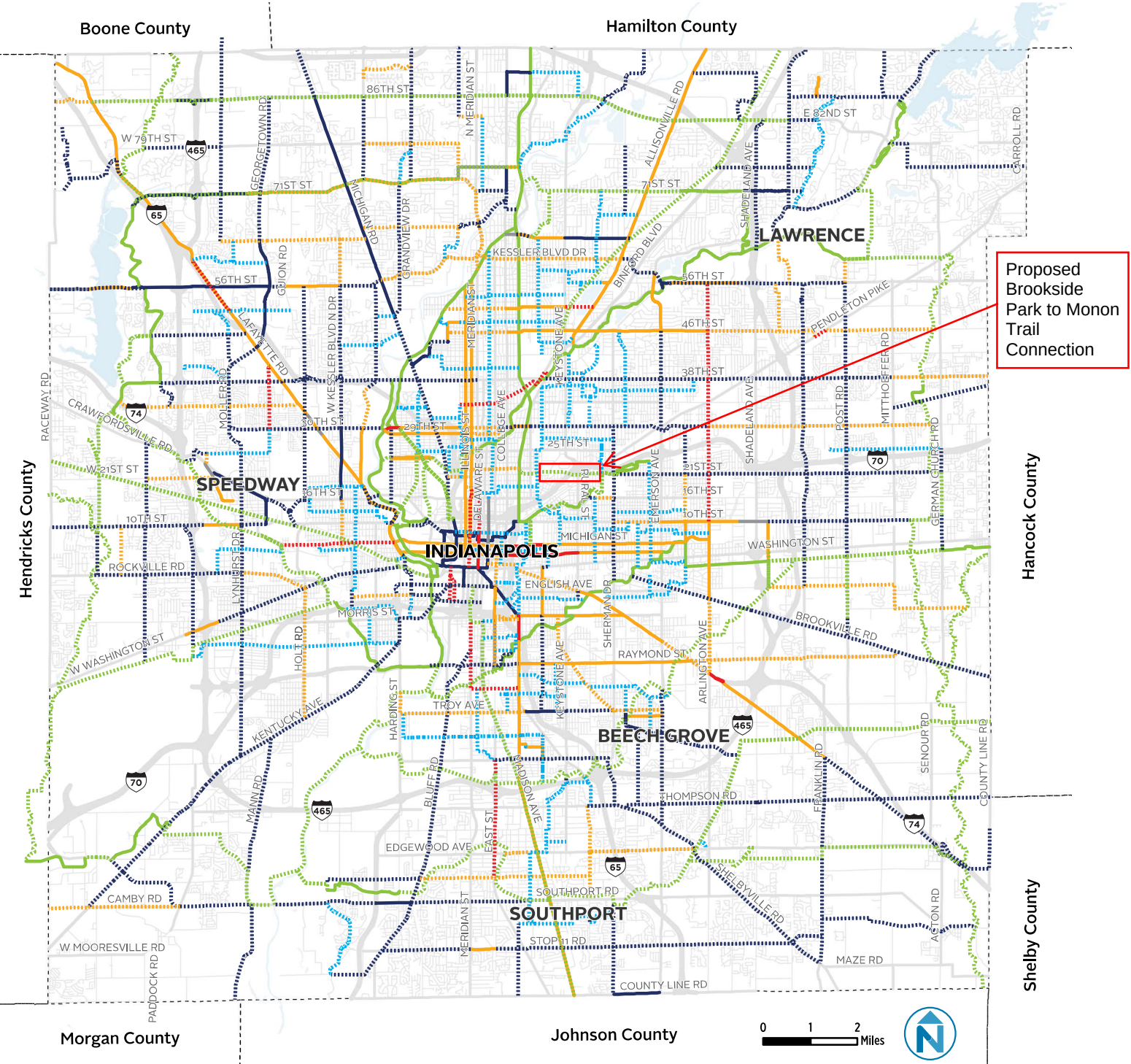
RANKED PUBLIC HIGHWAY-RAIL CROSSINGS TEN YEAR ACCIDENT PREDICTION HISTORY

Crossing ID	Date/Time	Railroad	City/Highway	Hwy User/User Spd	Type Trk/Train Spd	Weather	Circumstances/View of Track Obstructed	Warning Devices/Operating?	Intersection/Lights	Number Killed/Number Injured
539242N										
	03/03/16 (5:57 PM)	CSX	INDIANAPOLIS RURAL ST	Truck-Trailer 000MPH	Main 024MPH	45 F Day	TRN STRUCK HWY USER Not obstructed	GT,Canti FL,Stand FL,HwyTrafSig,Audible,XB,Other Yes	Yes Yes	0 0
	09/04/16 (3:20 AM)	CSX	INDIANAPOLIS LS	Auto 015MPH	Main 040MPH	65 F Dark	TRN STRUCK HWY USER Not obstructed	GT,Canti FL,Stand FL,HwyTrafSig,Audible,XB,Other Yes	Yes Yes	0 1
	02/15/17 (4:42 PM)	CSX	INDIANAPOLIS RURAL STREET	Other motor Vehicle 015MPH	Main 030MPH	39 F Dusk	TRN STRUCK HWY USER Not obstructed	GT,Canti FL,Stand FL,HwyTrafSig,Audible,XB,Other No	Yes Yes	0 0
	12/17/23 (4:45 AM)	CSX	INDIANAPOLIS RURAL STREET	Other motor Vehicle 000MPH	Main 017MPH	45 F Dawn	TRN STRUCK HWY USER Not obstructed	GT,Canti FL,Stand FL,HwyTrafSig,Audible,XB,Other No	Yes Yes	0 0
	03/29/25 (10:0 PM)	CSX	INDIANAPOLIS RURAL STREET	Other motor Vehicle 000MPH	Main 024MPH	64 F Dark	TRN STRUCK HWY USER Not obstructed	GT,Canti FL,Stand FL,HwyTrafSig,Audible,XB,Other Yes	Yes Yes	0 0
Total	Accidents	5								
Total	Accidents	this Report:	5							

Collisions recorded on 3/3/2016, 9/4/2016, and 2/15/2017 are included in the train collisions reports above.

One additional train collision occurred on May 31, 2025.

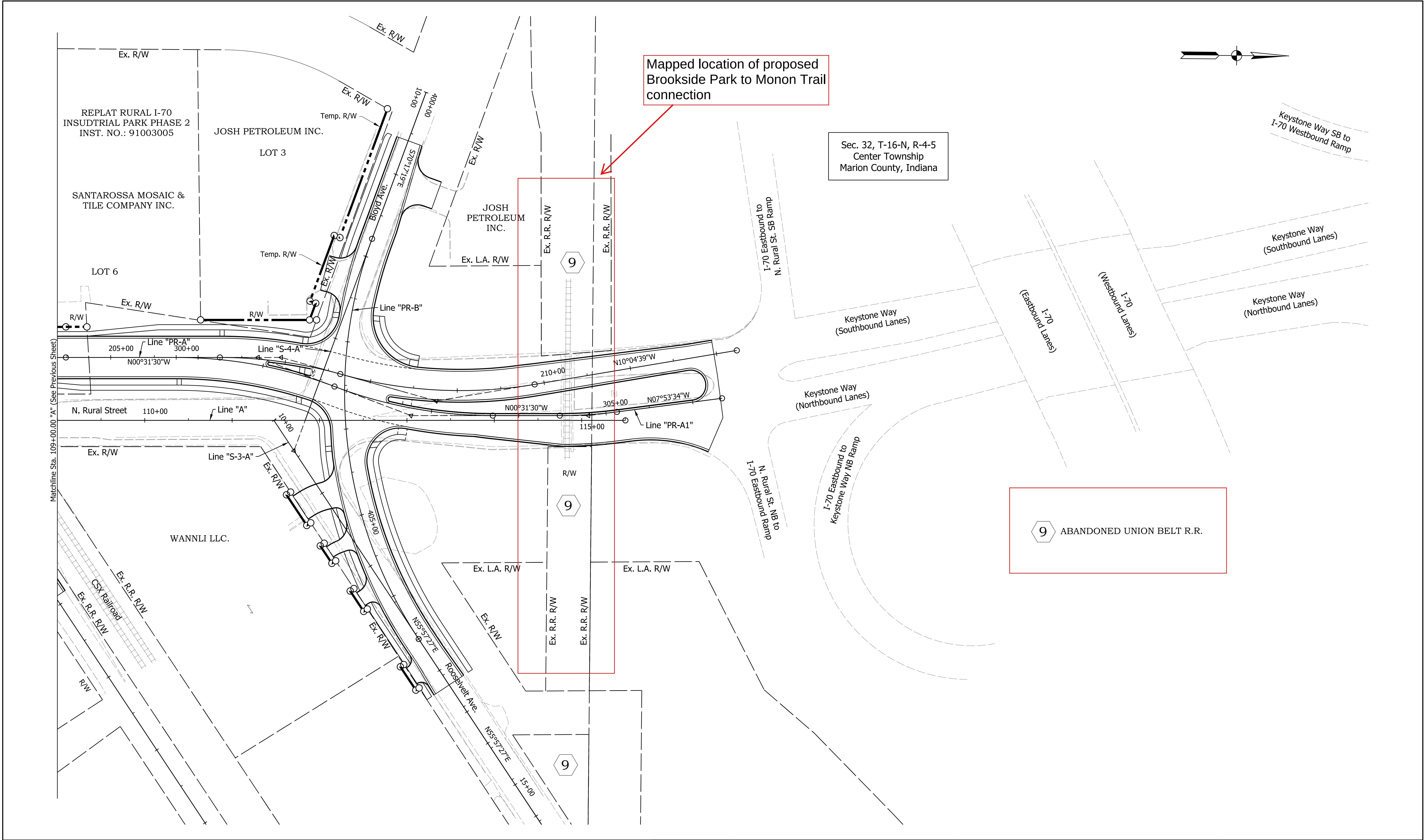
The Pedal Indy Network



Facility	Existing	Proposed
Neighborhood		
Bike Lane		
Protected Bike Lane		
Multi-Use Path		
Greenway		

Pedal Indy proposes a safe, well-connected bicycle network that provides access for all Indianapolis residents while stewarding limited public resources. To do this, the plan proposes hundreds of miles of bicycle facilities, balancing higher-cost protected facilities where safety needs are greatest with lower-cost “Neighborhoods” that offer traffic calming and placemaking enhancements and reach into the heart of neighborhoods.

j:\burton
8/5/2025, 10:19:16 PM
model-Plan 2 [Sheet]
file:pw-int-hmb.org\PMG\Great_Lakes\Documents\Indianapolis Projects\75655 INDOT-G7\PW01 Rural and Mass Design\00 CAD-ORD\Sheets\Roadway\1800715_S_PLAT_01.dgn



DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____		
DESIGN ENGINEER _____		DATE _____
DESIGNED: _____ JSB	DRAWN: _____ JSB	
CHECKED: _____ CFS	CHECKED: _____ CFS	

INDIANA DEPARTMENT OF TRANSPORTATION		
PLAT NO. 1		

HORIZONTAL SCALE		BRIDGE FILE	
3/16"=1'-0"		N/A	
VERTICAL SCALE		DESIGNATION	
3/16"=1'-0"		1800715	
SURVEY BOOK		SHEETS PLAT-02	
ELECTRONIC		9	of 132
CONTRACT		PROJECT	
T-40840		1800715	

TITLE AND ENCUMBRANCE REPORT

Indiana Department of Transportation - Real Estate Division

RW Code: 8317

Parcel: # 14

County: Marion

Pol. Twp.: Center

Project: 1800715

Road: Rural St. & Mass Ave.

Des. No.: 1800715

Name on Plans: Union RR Co Belt RY

<u>State Parcel Number</u>	<u>Assessed Values</u>	<u>Description or Addition</u>
Tract 1 Not Assigned	Land: Not Assessed Imp: Not Assessed	E of Rural St
Tract 2 49-07-32-160-007.000-101	Land: Not Assessed Imp: Not Assessed	Clems Sub Hanway & Hannas Oak Hill L3 & L2
Tract 3 49-07-32-202-001.000-101	Land: Not Assessed Imp: Not Assessed	WM G Munsons Hanway & Hannas Oak Hill L2 & L3
Tract 4 49-07-32-122-002.000-101	Land: Not Assessed Imp: Not Assessed	Lewis Hanway & Hannas Oak Hill L7, 8, 9

LAST OWNER OF RECORD

Name: CSX Transportation, Inc.

Mailing Address: 500 Water Street, Jacksonville, Florida 32202, 904-359-3100

Title Acquired by: Quitclaim Deed recorded on 8/10/1999 as Instrument No. 1999-0151430
Notice of Merger recorded on 12/24/2007 as Instrument No. 2007-0180567

MORTGAGE RECORD

Mortgage Instrument No.: Not Found **Amount:** N/A **Date Recorded:** N/A

Judgments: N/A **Easement:** N/A

Taxes: 4 **Taxes are current:** Yes

Victoria Veach

From: Zortman, Gretchen S. <Gretchen.Zortman@Indy.Gov>
Sent: Thursday, February 26, 2026 2:01 PM
To: Victoria Veach
Subject: RE: Indy Moves Proposed Trail Question

External Email: Use caution when clicking on links, replying, or opening attachments.

Victoria,

The City of Indianapolis has several plans that have been adopted into the [City Comprehensive Plan](#) that include the Monon/Pogue's Run Connector Trail. This planned trail is included in the following documents:

1. Marion County Land Use Pattern Book
2. Indy Moves Transportation Integration Plan
3. Indy Greenways Full Circle Master Plan (currently updating for April 2026 final draft for public comment)
4. Marion County Pedestrian Plan

While we do not currently have funding allocated to the Monon/Pogue's Run Connector, it has been identified as a high priority project. The property is currently owned by CSX, and the City has not engaged CSX in acquisition to date for this section of inactive rail.

Let me know if you need anything else at this time.

Gretchen Zortman
Indianapolis - Department of Public Works

From: Victoria Veach <viveach@HNTB.com>
Sent: Thursday, February 26, 2026 12:46 PM
To: Zortman, Gretchen S. <Gretchen.Zortman@Indy.Gov>
Subject: FW: Indy Moves Proposed Trail Question

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.

Hi Gretchen,

I just wanted to follow up on this. Specifically, I am wondering:

1. We have documentation that CSX Railroad owns the corridor where the Brookside Park to Monon Trail connection trail is mapped. Does the City of Indianapolis have an agreement with CSX to construct a trail in this location in the future?
2. Are there any concrete plans to move forward with constructing this trail? (i.e., have any funds been allocated? Has a process to purchase the corridor or establish an easement/agreement with CSX Railroad been started?)

CATEGORICAL EXCLUSION LEVEL 1 FORM

Date: December 11, 2020

☒ **Initial Version**

☐ **Additional Information to CE Level 1 Dated:** _____

Purpose of this document:

☒ CE Level 1 documentation for exempted projects

☐ State-funded categorical exemption documentation

Approval CE Level 1 or State-Funded CE:

 Digitally signed by Brandon Miller
Date: 2021.01.22 10:57:26 -05'00'

Environmental Scoping Manager or
Environmental Policy Manager

1/22/2021

Date

PROJECT INFORMATION

County, Route

Marion County, Rural Street, Massachusetts Avenue, Brookside Avenue, Bloyd Avenue, Roosevelt Avenue

Des Number

1800715

Purpose and Need:

Need

The need for this project is a high crash index at the intersection of Rural Street and Massachusetts Avenue. A crash index greater than 0 indicates that a greater than expected number of crashes has occurred at an intersection during the studied time period, and a crash index greater than 2 indicates a high crash frequency location. The June 2019 Engineer's Assessment (Appendix G, pages 1-14) documents a higher than expected number of crashes with a crash index of 2.40 for the 2016-2018 period. The most common crash types at the intersection are right-angle crashes and those associated with left turns. Due to low traffic signal visibility, there are also crashes associated with motorists running red lights. Train/vehicle crashes at the railroad crossing are 3.6 times higher than predicted based on vehicle and train volumes.

Purpose

The purpose of this project is to reduce the crash index at the Rural Street and Massachusetts Avenue intersection.

Project Description:

Location

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a traffic signal modification project involving the intersection of Rural Street and Massachusetts Avenue in Marion County. The intersection is approximately 1,000 feet south of the I-70/Rural Street interchange. More specifically, the project is located in Section 32, Township 16 North, Range 4 East in Center Township, Indianapolis, Indiana (Appendix B, page 2). The project also includes associated work at the intersections of Rural Street with Brookside Avenue and with Bloyd/Roosevelt Avenue, to the south and north of the Massachusetts Avenue intersection.

Existing Conditions

Rural Street is a four-lane minor arterial with 10-foot travel lanes, curb and gutter, and sidewalks on both sides of the road. The posted speed limit is 35 mph. Massachusetts Avenue is a two-lane major collector that runs parallel to an active CSX railroad. It has a posted speed limit of 30 mph, no curb and gutter, and sidewalk only on the south side east of Rural Street. The Rural Street and Massachusetts Avenue intersection is controlled by a signal with two phases and has neither turn lanes nor protected phases. The CSX Railroad that crosses Rural Street at this intersection can

preempt the traffic signal.

Brookside Avenue is a two-lane local street that has 10-foot travel lanes west of Rural Street, as well as 8-foot on-street parking, curb and gutter, and sidewalks on both sides. East of Rural Street, there is on-street parking and sidewalks separated by a small grass buffer strip. Brookside Avenue is one lane in each direction with no designated turn lanes. Rural Street is two lanes in each direction north of Brookside Avenue, and one lane in each direction south of the Brookside Avenue. This lane imbalance is addressed by the preferred alternative. There are no turn lanes along Rural Street.

Bloyd Avenue, to the west of Rural Street, is a two-lane local street with curb and gutter and sidewalks on the south side of the street. There are no dedicated turn lanes on Bloyd Avenue. Roosevelt Avenue is a two-lane local street east of Rural Street with no dedicated turn lanes. There are no northbound turn lanes on Rural Street.

The adjacent intersection to the north at Rural Street and Bloyd Avenue/Roosevelt Avenue is controlled by a traffic signal. There are exclusive southbound left and right turn lanes on Rural Street.

Right-of-way on Rural Street is approximately 33 feet on either side of the center line south of the CSX railroad, and widens to between 100 and 130 feet on either side of the centerline north of the railroad. Right-of-way on Brookside Avenue, on Massachusetts Avenue, and on Bloyd/Roosevelt Avenue range from approximately 20-33 feet on either side of the center line. For additional detail, refer to the Right-of-Way section, below.

There is one active CSX railroad crossing within the project limits. The railroad has two mainline tracks and is located approximately 30 feet north of Massachusetts Avenue, intersecting Rural Street at an approximately 56-degree angle. This railroad carries approximately 21 trains per day, at a maximum speed of 40 mph. The crossing is currently equipped with train-activated flashing lights, overhead cantilevers, and two gates.

The Engineering Assessment completed for this project on June 19, 2019, summarized the operational deficiencies of the intersection (Appendix G, page 7):

- Crash index of 2.40, indicating a higher number of crashes than expected and an overall high frequency of crashes at Rural Street and Massachusetts Avenue.
- High number of right-angle crashes (38%) at the intersection.
- Low traffic signal visibility and crashes associated with motorist running red lights.
- High number of crashes (32%) associated with left turns.
- Train/vehicle crashes at the railroad crossing are 3.6 times higher than predicted based on vehicle and train volumes.

Preferred Alternative (Modified Alternative 2)

The Engineering Assessment completed for this project on June 19, 2019 offered three construction alternatives in addition to the No Build Alternative (Appendix G, pages 8-12). Alternative 2 was originally selected as the preferred alternative. However, after traffic conditions were observed during the field check, the original Alternative 2 was discarded in favor of a modified version, which eliminated left turns at Rural Street and Massachusetts Avenue.

The preferred alternative consists of intersection and traffic signal modifications along Rural Street at Massachusetts Avenue, Brookside Avenue, and Bloyd Avenue/Roosevelt Avenue. Proposed activities include signage updates, signal modifications, mill and resurface, and a revised lane alignment and pavement markings that promote safety at the intersections. Traffic signal heads at Rural Street and Massachusetts Avenue will be relocated for higher visibility and updated to a modernized design that uses LED lighting and backplates for higher contrast and visibility. Lane restriping will occur along Rural Street, with southbound traffic on Rural Street prohibited from making a left turn onto Massachusetts Avenue. Curb ramp improvements will occur in each of the four quadrants of the intersections of Rural Street with Massachusetts Avenue, Brookside

	Avenue, and Bloyd Avenue/Roosevelt Avenue. No right-of-way acquisition will be required for this alternative. The maintenance of traffic (MOT) plan for this project will be accomplished using phased construction in three phases along Rural Street and at the intersections in order to allow for turning movements to be open during construction. More information about MOT can be found in the Public Facilities section of this document. The traffic signal and signage updates, turning movement restrictions and lane restriping, and curb ramp improvements will satisfy the purpose and need of this project, reducing the crash index at the intersection of Rural Street with Massachusetts Avenue. It is anticipated that the improvements to signal visibility will result in a 29% reduction in crashes, while the turning movement restrictions and lane restriping will reduce crashes by a further 14% to 51% (Appendix G, page 10). While improving traffic operations is not the purpose of this project, level of service (LOS) was taken into consideration so that the modification did not adversely impact the traffic operation at these intersections in the future. LOS represents a qualitative measurement of how well a road is performing based on factors like vehicle speed, traffic density, and congestion, and can range from A (best) to F (worst). The preferred alternative is expected to perform at LOS C or better. This project has independent utility because it is a stand-alone project that will improve safety and traffic operations at these intersections, even if no other projects are completed. The project termini are logical because they allow for a design that creates an appropriate lane balance and balances downstream traffic, while reducing the crash index at the Rural Street and Massachusetts Avenue intersection.
Other Alternatives Considered:	<u>No Build Alternative</u> This alternative would not involve any improvements to the existing intersections. The crash indexes at the intersection with regard to vehicular and railroad traffic would remain above the threshold for a high crash location. This alternative would not involve any costs, nor would it result in environmental issues. The No Build Alternative would not meet the purpose and need of the project and was therefore discarded from further consideration. <u>Massachusetts Avenue Left-turn Lane Alternative (Alternative 1)</u> This alternative would involve intersection and traffic signal modifications along Rural Street at Massachusetts Avenue, Brookside Avenue, and Bloyd Avenue/Roosevelt Avenue (Appendix G, pages 8- 9). A southbound through lane on Rural Street would be converted to a southbound left-turn lane. Left-turn lanes on eastbound and westbound Massachusetts Avenue would be constructed. This alternative does not adversely impact LOS. However, it results in an estimated crash reduction of between 7% and 44%, in addition to the 29% anticipated reduction from addressing signal visibility, which is lower than that of the preferred alternative. Additionally, this alternative would require 0.59 acre of right-of-way acquisition, which would result in two business and one residential relocation. Although this alternative meets the purpose and need of the project, it was eliminated from further consideration due to its higher impact and lower anticipated safety improvement relative to the preferred alternative. <u>Massachusetts Avenue Prohibited Left-Turn Alternative (Alternative 2)</u> This alternative would involve intersection and traffic signal modifications along Rural Street at Massachusetts Avenue, Brookside Avenue, and Bloyd Avenue/Roosevelt Avenue (Appendix G, pages 9-10). A southbound through lane on Rural Street would be converted to a southbound left-turn lane. Left-turning movements on eastbound and westbound Massachusetts avenue would be prohibited and redirected to the intersection of Rural Street and Brookside Avenue. This alternative does not adversely impact LOS, and results in the highest estimated crash reduction of the original alternatives considered. This alternative was initially selected as the Preferred Alternative. However, based on traffic observations during the field check, a modification eliminating left-turns on Rural Street at Massachusetts Avenue was suggested and, after additional analysis, incorporated into a revised preferred alternative.

	<u>Signal Modification Alternative (Alternative 3)</u> This alternative would involve intersection and traffic signal improvements at the intersection of Rural Street and Massachusetts Avenue only (Appendix G, pages 10-11). No right-of-way acquisition would be required for this alternative. Though it is anticipated that the number of crashes resulting from impaired signal visibility would be reduced, no lane reconfigurations would be involved. This alternative does not adversely impact LOS, but it does not address crashes related to turning movements at Rural Street and Massachusetts Avenue, only those related to signal visibility. Although this alternative meets the purpose and need of the project, it was eliminated from further consideration because it is anticipated to reduce crashes by only the 29% reduction common across all alternatives, whereas the preferred alternative is anticipated to reduce crashes by an additional 14%-51%.		
Project Termini:	Project termini for the construction on Rural Street extends from 0.02 mile south of East 19 th Street to approximately 0.05 mile north of Bloyd Avenue. The project terminus for the construction on Roosevelt Avenue is 0.05 mile from the intersection with Rural Street. The project terminus on Bloyd Avenue is 0.06 mile from the intersection with Rural Street. The project termini on Massachusetts Avenue extend from 0.06 mile east of Rural Street to 0.05 mile west of Rural Street. The project termini for construction on Brookside Avenue extend from 0.06 mile west of Rural Street to 0.05 mile east of Rural Street.		
Funding Source(s):	☒ Federal ☒ State ☐ Local ☐ Other	Estimated Cost	\$800,000*
Project Sponsor:	INDOT	Project Length	0.12 mile

*This is the amount listed in the FY 2020-2024 STIP, which includes funds for right-of-way. No right-of-way funds are necessary for this project. Therefore, an amendment or modification to the STIP may be necessary.

Name and organization of CE Level 1 Preparer:

Kate Williams, HTNB

INDOT ES/District Env.

Reviewer Signature:

Brandon Miller

Date: 1/22/2021

SCOPE OF THE PROPOSED ACTION			
Public Involvement*		No: ☒	Yes: ☐ Possible: ☐
Comments:	Notice of Entry letters were mailed to potentially affected property owners near the project area on January 25, 2020 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix H, pages 1-2. The project does not meet any of the conditions set by the current <i>Indiana Department of Transportation (INDOT) Public Involvement Manual</i> that require formal public involvement. Therefore, the project sponsor is not required to offer the public an opportunity to request a public hearing. The project is not anticipated to cause any public controversy. This does not preclude the need for public involvement or public information meeting in the future.		
Right-of-way (permanent and temporary, in acres)		No: ☒	Yes: ☐ Possible: ☐
Comments:	The existing right-of-way along Rural Street is approximately 33 feet on either side of the centerline between Brookside Avenue and just north of the CSX Railroad. North of the CSX Railroad, the right-of-		

SCOPE OF THE PROPOSED ACTION

way extends on the west side of Rural Street an additional 130 feet at the widest point, before reducing to 100 feet to the west of the center line just south of Bloyd Avenue. The existing right-of-way along Brookside Avenue is approximately 33 feet wide on each side of the center line. The existing right-of-way along Massachusetts Avenue is approximately 20 feet wide on either side of the center line. The existing right-of-way on Rural Street north of the Bloyd/Roosevelt Avenue intersection is approximately 336 feet wide in total and extends approximately 12 additional feet from the center line to the west than to the east.

This project will occur within existing right-of-way, with no reacquisition necessary. No permanent or temporary right-of-way will be required for this project.

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.

Disruption to public facilities/services (such as schools, emergency service)

No:

Yes: **X**

Possible:

Comments:

Based on a desktop review, a site visit on January 29, 2020 by HNTB, the 2016 aerial map of the project area (Appendix B, page 2), and GIS data, there are 24 public facilities within the 0.5 mile search radius. Two active segments of CSX Railroad run parallel to Massachusetts Avenue through the project area. CSX Railroad was present at the April 22, 2020 preliminary field check meeting. An early coordination letter was sent to INDOT Utilities and Railroads on April 3, 2020. No response was received. INDOT will continue to coordinate with CSX Railroad to determine whether modifications to existing railroad signage and signals or to the approaches will be necessary. There is also an inactive CSX railroad segment that extends east-west across the northern limit of the project area, which is the site of a planned trail project. An early coordination letter was sent to the City of Indianapolis Department of Parks and Recreation on April 3, 2020. No response was received. No other public facilities exist within or adjacent to the project area. Access to all properties will be maintained during construction.

Early Coordination

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, Indianapolis City County Council and Mayor, Indianapolis Metropolitan Police Department, Indianapolis Public Schools, and IndyGo on April 3, 2020 (Appendix C, pages 1-3). An initial notice of proposed improvement letter was sent to various utilities on March 27, 2020 (Appendix C, page 22).

Three public airports are located within 3.8 miles of the project area. The INDOT Aviation response received on April 6, 2020, indicated that there are no issues with surrounding airspace or airports. (Appendix C, page 19).

IndyGo responded on April 7, 2020 indicating that the project would not have a negative impact on IndyGo's current or future services, and would likely benefit future services if safety at the Rural Street and Massachusetts Avenue intersection is improved (Appendix C, pages 20-21).

The City of Indianapolis DPW (MS4) responded on April 8, 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 Soils 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 (FLD) permit (Appendix C, page 18).

The MOT plan for this project will utilize phased construction along Rural Street, with one lane in each direction (Appendix B, pages 18-20). Left turns from Rural Street, as well as street parking along Rural Street south of Brookside Avenue will be prohibited during construction. Parking will also be restricted

SCOPE OF THE PROPOSED ACTION

within the project area along Roosevelt Avenue and Brookside Avenue within the project area. Flagging operations will be utilized for resurfacing, and temporary lane closures will be required for new curb ramp and signal pole installation. 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. All applicable recommendations are included in the Environmental Commitments section of this CE document.

Involvement with existing bridge(s) (Include structure number(s))No: **X**

Yes:

Possible:

Comments:

No bridges or small structures are located within the project area.

* 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: **X**

Yes:

Possible:

Comments:

Based on a desktop review, a site visit on January 29, 2020 by HNTB, the 2016 aerial map of the project area (Appendix B, page 2), and the water resources GIS layers, there are three streams, rivers, watercourses, jurisdictional ditches, or other surface waters located within the 0.5 mile search radius. No streams, rivers, watercourses, or jurisdictional ditches are present within or adjacent to the project area, therefore, no impacts are expected.

Early coordination letters were sent on April 3, 2020. The United States Fish and Wildlife Service (USFWS) responded on April 6, 2020 with recommendations to avoid or minimize impacts to streams (Appendix C, pages 5-6). These recommendations pertained to bank stabilization, minimization of in-stream channel work, and evaluation of wildlife crossings.

The Indiana Department of Natural Resources Division of Fish and Wildlife (IDNR DFW) responded on May 1, 2020 with recommendations to avoid or minimize impacts to streams. These recommendations pertained to revegetating disturbed areas with a mixture of grasses and legumes and to erosion and sediment control measures (Appendix C, page 17).

An automated letter was generated from IDEM's website on August 6, 2020 (Appendix C, pages 10-16). This letter contains recommendations regarding proper permits.

All applicable USFWS and IDNR DFW recommendations are included in the Environmental Commitments section of this CE document.

Wetlands (acres)No: **X**

Yes:

Possible:

Comments:

Based on a review of the National Wetlands Inventory (NWI) online mapper (<https://www.fws.gov/wetlands/data/Mapper.html>) (Appendix B, page 4), a site visit on January 29, 2020 by HNTB, the USGS topographic map (Appendix B, page 3), and GIS data, two wetlands are located within the 0.5 mile search radius. No wetlands are present within or adjacent to the project area, therefore, no impacts are expected.

The USFWS early coordination response dated April 6, 2020 did not provide recommendations pertaining to wetlands (Appendix C, pages 5-6).

The IDNR DFW early coordination response dated May 1, 2020 did not provide recommendations

INVOLVEMENT WITH RESOURCES			
	pertaining to wetlands (Appendix C, page 17). An automated letter was generated from IDEM's website on August 6, 2020 (Appendix C, pages 10-16). This letter contains recommendations regarding proper permits. All applicable USFWS and IDNR DFW recommendations are included in the Environmental Commitments section of this CE document.		
Disturbance of Terrestrial Habitat (acres)		No: X	Yes:
Comments:	Based on a desktop review, a site visit on January 29, 2020 by HNTB, and the 2016 aerial map of the project area (Appendix B, page 2), the roadside of Rural Street south of Massachusetts Avenue consists of mowed and maintained lawn as well as utility strips with street trees. North of Massachusetts Avenue, there is a lot with unmaintained vegetation on the west side of Rural Street, and additional mowed and maintained lawn areas around the intersection of Rural Street and Bloyd/Roosevelt Avenue. No tree clearing will occur. No work will occur outside of existing pavement and no disturbance of terrestrial habitat is anticipated. Therefore, no impacts are expected. USFWS responded to early coordination on April 6, 2020 with recommendations to avoid or minimize impacts to terrestrial habitat (Appendix C, pages 5-6). These recommendations included limiting tree clearing and understory vegetation to within the construction zone boundaries, as well as implementing temporary erosion and sediment control methods within areas of disturbed soil. IDNR DFW responded on May 1, 2020 with recommendations to avoid or minimize impacts to terrestrial habitat (Appendix C, pages 17). These recommendations included post-construction revegetation measures and clearing restriction of any trees suitable for the Indiana bat or Northern Long-eared bat roosting during the active season. An automated letter was generated from IDEM's website on August 6, 2020 (Appendix C, pages 10-16). This letter contains recommendations pertaining to permitting requirements and restrictions regarding disturbance of vegetation. All applicable USFWS and IDNR DFW recommendations are included in the Environmental Commitments section of this CE document.		
Karst Features		No: X	Yes:
Comments:	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 are 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 moderate liquefaction potential, the project is located within a floodway, there is a high potential for bedrock resource, low potential for sand and gravel resource, and no documented active or abandoned mineral resources in the area. (Appendix C, pages 7-9). Response from IGS was communicated with the designer on August 14, 2020. No impacts are expected.		
Threatened and Endangered Species		No:	Yes:
Comments:	Based on a desktop review and the Limited Red Flag Investigation (RFI) report (Appendix E, pages 1-12) completed by HNTB on July 20, 2020 the IDNR Marion County Endangered, Threatened and Rare (ETR)		

INVOLVEMENT WITH RESOURCES

Species List has been checked and is included in Appendix E, pages 10-12. 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 May 1, 2020, (Appendix C, page 17), the Natural Heritage Program's Database has been checked and found no plant or animal species listed as state of federally threatened, endangered, or rare in the project vicinity.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, pages 26-31). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). No additional species were found within or adjacent to the project area other than the Indiana bat and northern long-eared bat.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on March 12, 2020, and based on the responses provided, the project was found to "May Affect – Not Likely to Adversely Affect" the Indiana bat and/or the NLEB. INDOT reviewed and verified the effect finding on March 16, 2020 and requested USFWS's review of the finding (Appendix C, pages 32-41). 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 Environmental Commitments section of this document.

The Limited RFI report was approved on July 22, 2020 (Appendix E, pages 1-12). Project information was submitted through the USFWS's IPaC portal, and an official species list was generated (Appendix C, pages 26-31). The project is located outside a High Potential Zone for the Rusty Patched Bumble Bee. Therefore, no impacts are expected.

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:

Yes:

Possible:

X**Comments:****Sole Source Aquifer**

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/EPA Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project. Therefore a detailed groundwater assessment is not needed and no impacts are expected.

Wellhead Protection Area and Source Water

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. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

Water Wells

The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on August 13, 2020 by HNTB. No wells are located near this project. Therefore, no impacts are expected.

Urban Area Boundary

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by HNTB on March 24, 2020, this project is located in an Urban Area Boundary (UAB). An early coordination letter

INVOLVEMENT WITH RESOURCES

was sent on April 3, 2020, to the Indianapolis Department of Public Works. The MS4 coordinator responded on April 8, 2020, with recommendations regarding stormwater (Appendix C, page 18). These are included as project commitments. Avoidance alternatives are not practicable due to the location of the interchange within the UAB. Appropriate erosion and sediment control measures will be implemented per INDOT standard specifications.

Public Water System

Based on a desktop review, a site visit on a site visit on January 29, 2020 by HNTB, and the 2016 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. A utility coordination letter was sent on date March 27, 2020, to Citizen's Energy Group (Appendix C, page 22). In a response received on April 22, 2020, Citizen's Energy Group made note of a possible timing restriction on construction around the intersection of Rural Street and Massachusetts Avenue, due to the presence of a transmission water main at the intersection. No work is allowed to be performed on that main between May 1st and October 1st due to an operational requirement during this period to ensure that pressure and flow demands are maintained. (Appendix C, pages 23-24). This timing restriction must be considered when scheduling construction.

Flood Plains (note transverse or longitudinal impact)No: **X**

Yes:

Possible:

Comments:

The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) was accessed on March 24, 2020 by HNTB. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix B, page 5). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

Farmland (acres)No: **X**

Yes:

Possible:

Comments:

Based on a desktop review, a site visit on January 29, 2020 by HNTB and the 2016 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 ResourcesNo: **X**

Yes:

Possible:

Comments:

INDOT, acting on behalf of the FHWA, is required to comply with Section 106 of the National Historic Preservation Act of 1966 as amended (Section 106) and its implementing federal regulation, 36 CFR 800. Section 106 and 36 CFR 800 outline a process that requires FHWA and INDOT to evaluate the effects of undertakings on properties that are listed on or eligible for listing on the National Register of Historic Places (National Register). A Minor Projects Programmatic Agreement (MPPA) between FHWA, the INDOT, the Advisory Council on Historic Preservation, and the Indiana State Historic Preservation Officer was signed on October 12, 2006. This document streamlines the Section 106 process for certain actions that typically have no effect on properties listed on or eligible for listing on the National Register.

On July 24, 2020, the INDOT Cultural Resources Office (CRO) determined that this project falls within the guidelines of Category A, Types A-5 and A-8, and Category B, Type B-1 under the Minor Projects Programmatic Agreement (Appendix D, pages 1-5).

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.

INVOLVEMENT WITH RESOURCES

MPPA Category A-8 projects include 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.

MPPA Category B-1 projects include replacement, repair, or installation of curbs, curb ramps, or sidewalks, including when such projects are associated with roadway work such as surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking within previously disturbed soils in an area that is not adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

Section 4(f) and Section 6(f) ResourcesNo: **X**

Yes:

Possible:

Comments:

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

Based on a desktop review, a site visit on January 29, 2020 by HNTB, the 2016 aerial map of the project area (Appendix B, page 2), and a review of GIS data, there are 57 potential 4(f) resources located within the 0.5 mile search radius. There are two located within or adjacent to the project area. A planned trail, the Brookside Park to Monon Trail connection, is located within the project limits at the northern limit. An early coordination letter was sent to the City of Indianapolis Department of Parks and Recreation on April 3, 2020. No response was received. This project will have no influence on the design or planning of the trail. A contributing historic property is located adjacent to the project between Roosevelt Avenue and the CSX Railroad. Additionally, some maps indicate that a park, John Ed Park, is located adjacent to the project area. However, this resource is located approximately 0.38 mile west of the project limits, west of I-70, and will not be impacted. The project will not use these resources by acquiring permanent right of way and will not alter the environment in such a way as to constitute constructive use of these resources. Therefore, no use is expected.

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

A review of 6(f) properties on the Land and Water Conservation Fund (LWCF) list maintained by the IDRN Division of Outdoor Recreation for the identification of LWCF properties and provided by INDOT ESD revealed a total of 29 properties in Marion County (Appendix G, page 15). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources as a result of this project.

Air Quality ImpactsNo: **X**

Yes:

Possible:

Comments:

This project is included in the Fiscal Year (FY) 2020-2023 Indianapolis Metropolitan Transportation Organization Transportation Improvement Program (IMPO TIP) (Appendix F, page 1). This project is included in the Fiscal Year (FY) 2020-2024 Statewide Transportation Improvement Program (STIP) (Appendix F, page 2).

INVOLVEMENT WITH RESOURCES

This project is located in Marion County, which is currently a maintenance area for Ozone, under the 1997 Ozone 8-hour standard which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V. Environmental Protection Agency, Et. Al. Decision. The project's design concept and scope are anticipated to be accurately reflected in both the 2045 Long-Range Transportation Plan (LRTP) and TIP (Appendix F, page 1) and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met.

MSAT Level 1a Analysis

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.

Community/Economic ImpactsNo: **X**

Yes:

Possible:

Indirect and Cumulative Impacts

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.

This project is not likely to cause substantial indirect or cumulative impacts. This traffic signal medication project is not expected to affect growth, changes in land use, or population density, nor will it add capacity to the existing roadway network or provide access to underdeveloped areas.

Comments:

Per the Fairs and Festivals website (www.fairsandfestivals.net) and the Indiana Festival website (www.indianafestivals.org), accessed on August 13, 2020, there are numerous regularly scheduled festivals 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.

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.

Environmental Justice

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 right-of-way; therefore, an EJ analysis is not required per the current INDOT Categorical Exclusion Manual.

Hazardous Materials

No:

Yes:

Possible:

X

Comments:

Based on a review of GIS and available public records, a Limited RFI was approved on July 22, 2020 by INDOT ESD, Site Assessment and Management (Appendix E, Pages 1-12).

There are three RCRA Generator/TSD sites, two State Cleanup sites, ten Underground Storage Tank

INVOLVEMENT WITH RESOURCES

(UST) sites, two Voluntary Remediation Program sites, nine Leaking Underground Storage Tank (LUST) sites, three Brownfields, eleven Institutional Controls, four NPDES Facilities, and five NPDES Pipe Locations within 0.5 mile of the project area. Of these, seven are located adjacent to the project area.

The following sites were found within or adjacent to the project area or that could affect the project area:

LUST: Marsh Village Pantry 542, 1856 N Rural Street, FID # 2263, Agency ID #18871, is located on the southwest corner of the intersection. A 4,000 gallon gasoline tank was removed from this property in 1993, and petroleum contamination was documented; a corrective action plan (CAP) was recommended and monitoring and remediation efforts commenced. The Indiana Department of Environmental Monitoring (IDEM) approved the CAP in 1996. In 1997, two 6,000 gallon gasoline tanks were also closed by removal and further petroleum contamination observed. An Environmental Restrictive Covenant (ERC) was recorded on December 12, 2006, indicating that groundwater on site exceeded IDEM industrial closure levels. A No Further Action (NFA) Determination Pursuant to Risk Integrated System of Closure (RISC) Guidance was issued on February 15, 2007, indicating that analytical results for soil samples did not contain Contaminants of Concern (COC) above residential closure levels, and groundwater results showed MTBE at a concentration of 2,600 parts per billion (ppb). No impact is expected due to the depth of potential contamination; however, if petroleum contamination is encountered during excavation, proper handling, removal, and disposal of petroleum contaminated soil and/or groundwater may be necessary. Because an ERC has been placed on the property, coordination with IDEM will occur prior to any site activities.

Underground Storage Tank (UST): Klincher Locknut Corporation, 2817 Massachusetts Avenue, FID # 16861, Agency ID # 19147, was the site of a machine shop located just east of the intersection and adjacent to the project area along the south side of Massachusetts Avenue. According to a UST notification form dated February 22, 1990, a steel UST was removed in October of 1989. Sampling was performed, and results found that total petroleum hydrocarbon (TPH) levels were less than the 100 parts per million (ppm) limit in effect at the time. No impact is expected.

LUST/Institutional Control/UST: Rowe Brothers, Inc., 2801 Massachusetts Avenue, FID # 5341, Agency ID # 19199, is the site of a convenience store and gas station located on the southeast corner of the intersection. This site is also an Institutional Control under the name Indy Fuel Mart, and a UST under the name Marathon Unit 1141, which has FID # 5349. A release was reported for FID # 5349 in 2003, the investigation of which resulted in a CAP and remediation efforts between 2003 and 2011. Subsequent soil and groundwater analysis found that while COC concentrations were below Industrial Default Closure Levels (IDCLs) and most were below Residential Default Closure Levels, some contamination remained on site in specific affected areas. An ERC was recorded on January 29, 2014, restricting use of the groundwater on the site and restricting the use of the property for residential purposes. IDEM issued an NFA Determination Approval Pursuant to RISC Guidance on February 28, 2014. IDEM conducted an Underground Storage Tank Inspection on December 11, 2019 and the facility was found to be out of compliance with the equipment, operating, and maintenance requirements set forth in Indiana's UST Rule 329 IAC 9. Documentation reviewed indicated that a release may have occurred; however, no steps to verify the release have been taken. IDEM issued a violation letter on March 23, 2020. If excavation occurs in this area, proper handling, removal, and disposal of petroleum contaminated soil may be necessary. If groundwater is encountered, testing for lead will be required. Because an ERC has been placed on the property, coordination with IDEM will occur prior to any site activities.

LUST/Institutional Control: M&L Liquors, 1950 N Rural Street, FID # 20355, Agency ID # 21741, is located at the southwest corner of the intersection. The site operated as a gas station from approximately 1925 to 1972. Correspondence to IDEM dated February 15, 2011, indicated that a letter was sent to the City of Indianapolis on January 27, 2011, informing the city that contamination is present in soil and groundwater near and possibly under the intersection of Massachusetts Avenue and Rural Street. Remaining soil contamination is deeper than 12 feet and contaminant levels are as high as 7,500 ppm TPH.

INVOLVEMENT WITH RESOURCES

An ERC for the site was recorded on October 3, 2011. It requires no residential use, no use or extraction of groundwater, no agricultural use, and compliance with a soil management plan. An NFA Determination Approval Pursuant to Risk Integrated System of Closure was issued for the site on October 25, 2011. No impact is expected due to the depth of potential contamination; however, if petroleum contamination is encountered during excavation, proper handling, removal, and disposal of petroleum contaminated soil may be necessary. Because an ERC has been placed on the property, coordination with IDEM will occur prior to any site activities.

Brownfield/Institutional Control: Hoosier Carpets, 2030 N Oxford Street, Agency ID # 111244 is mapped outside project area, but is actually located adjacent to the southeast corner of the intersection. The site has historically been occupied by machine shops and automobile-related businesses, and specific information on past use is not readily available. A 2015 Phase I Environmental Site Assessment (ESA) noted that a 1,000 gallon UST containing "back up fuel" was removed in 1989. A comfort letter was issued on July 15, 2016, indicating that a Phase II ESA conducted in February 2016 found that levels of arsenic in soil at 0 to 2 feet were above applicable IDEM closure levels. An ERC was recorded on September 23, 2016. The arsenic sample results documented in the ERC show that the contamination is limited to the eastern quadrant of the site. No impact is expected; however, because an ERC has been placed on the property, coordination with IDEM will occur prior to any site activities.

Coordination with the Indiana Department of Environmental Management (IDEM) and the Indiana Finance Authority (IFA) occurred on August 7, 2020 (Appendix E, pages 13, 15-17). IDEM responded on August 25, 2020 indicating if all IOSHA/OSHA requirements are followed for working with contaminated soil, there will be no potential for a violation of the of Environmental Restrictive Covenants (ERCs) on the subject LUST sites; that if contaminated soils are encountered, the contaminated soils should be handled as solid waste and disposed in a solid waste permitted landfill; if ground water is encountered and must be pumped, an excavated pit fills with rainwater and it needs to be pumped (or it overflows), it will need to be containerized and disposed appropriately. Alternatively, it can be treated and discharged via an NPDES permit (Appendix E, pages 18-19). The IFA responded on August 24, 2020 indicating that no impacts are expected at the subject Brownfield site (Appendix E, page 14).

PermitsNo: **X**

Yes:

Possible:

Comments:**Permits**

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 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.

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

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, IndyGo, 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) General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
- 7) Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
- 8) Lighting AMM 2: When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. (USFWS)
- 9) If contaminated soils are encountered, the contaminated soils should be handled as solid waste and disposed in a solid waste permitted landfill. (IDEM Office of Land Quality)
- 10) If ground water is encountered and must be pumped, an excavated pit fills with rainwater and it needs to be pumped (or it overflows), it will need to be containerized and disposed appropriately. Alternatively, it can be treated and discharged via an NPDES permit. (IDEM Office of Land Quality)
- 11) Potential contamination from an Underground Storage Tank site may be present at Marsh Village Pantry 542, 1856 N Rural Street, (FID # 2263, Agency ID #18871). If excavation occurs in this area, proper removal, transport, and disposal of soil and/or groundwater may be necessary. (INDOT SAM)
- 12) Potential contamination from an Underground Storage Tank site may be present at Rowe Brothers, Inc., 2801 Massachusetts Avenue (FID # 5341, Agency ID # 19199). If excavation occurs in this area, proper removal, transport, and disposal of soil and/or groundwater may be necessary. (INDOT SAM)
- 13) Potential contamination from an Underground Storage Tank site may be present at M&L Liquors, 1950 N Rural Street, (FID # 20355, Agency ID # 21741). If excavation occurs in this area, proper removal, transport, and disposal of soil and/or groundwater may be necessary. (INDOT SAM)
- 14) Potential contamination from a Brownfield site may be present at Hoosier Carpets, 2030 N Oxford Street, (Agency ID # 111244). If excavation occurs in this area, proper removal, transport, and disposal of soil and/or groundwater may be necessary. (INDOT SAM)

**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.