

# Appendix C

## Agency Coordination

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# INDIANA DEPARTMENT OF TRANSPORTATION



Greenfield District  
32 South Broadway  
Greenfield, IN 46140

PHONE: 1-855-463-6848  
FAX: (317) 467-3957

Eric Holcomb, Governor  
Joe McGuinness,  
Commissioner

October 6, 2017

Example  
Coordination Letter

[NAME]  
[AGENCY]  
[ADDRESS]

Dear [NAME],

RE: Des. 1400075  
Clear Path 465 (I-465/I-69 Interchange Modification and Added Travel Lanes)  
Marion County, Indiana

The Indiana Department of Transportation (INDOT), in cooperation with the Federal Highway Administration (FHWA), has initiated project planning, including an Environmental Assessment (EA), for the proposed I-465/I-69 Interchange Modification and Added Travel Lanes project in Marion County, Indiana, hereinafter referred to as "Clear Path 465".

A Final Environmental Impact Statement (FEIS) was prepared in 2003 for the "Indianapolis Northeast Corridor", which included an I-465/I-69 interchange modification and added travel lanes within the current project area. A Record of Decision (ROD) was approved in February 2004. After the approval of the FEIS and ROD, various portions of the Indianapolis Northeast Corridor were constructed as separate projects. Furthermore, growth within the region was significantly higher than anticipated. Therefore, revisions to the interchange modifications are required. Due to the age of the document, the various other projects that have already been broken off from the original Indianapolis Northeast Corridor scope, and the revisions necessary to the interchange modification, FHWA has determined that an EA, resulting in a Finding of No Significant Impact (FONSI) being issued, will be required for the proposed work. This letter is part of the early coordination phase of the environmental review process.

## Project Description

The proposed Clear Path 465 project is located on the northeast side of Indianapolis. The proposed project includes added travel lanes on I-465 from the White River Bridge (approximately 2.4 miles west of I-69) to Fall Creek (approximately 2.15 miles south of I-69). Portions of I-69 will be reconstructed between I-465 and 82nd Street to accommodate a modified I-465/I-69 interchange configuration. The attached Figure 1 shows the project limits.

## Resource Agency Meeting

INDOT invites you to attend the first Resource Agency Meeting, to be held:

Tuesday, November 14, 2017  
10:00 to 11:30 am EST  
101 West Ohio Street  
7<sup>th</sup> Floor Conference Room  
Indianapolis, Indiana 46204

[www.in.gov/dot/](http://www.in.gov/dot/)  
*An Equal Opportunity Employer*

Participants will also have the opportunity to join via WebEx. Prior to the meeting, we will send an agenda, teleconference details, and an initial environmental screening memorandum. Please let us know if hard copies are needed, otherwise, materials will be sent via email. If you wish to designate an individual from your organization, other than yourself, to be the point of contact throughout the duration of this project, please let us know who that person will be and their contact information.

### Follow Us

The project website is [www.clearpath465.indot.in.gov](http://www.clearpath465.indot.in.gov). Interested parties can sign-up to receive project updates via text or email. You can also follow the Clear Path project on social media at [@ClearPath465](https://twitter.com/ClearPath465) on Twitter, Facebook and Instagram.

### Tentative/Preliminary Project Schedule

Spring 2019	Finalize Environmental Assessment (EA), Hold Public Hearing
Summer 2019	Receive Finding of No Significant Impact
Spring 2020	Begin construction

Thank you for your cooperation and interest in this project. If you have any questions or would like to discuss the project or our organizations' respective roles and responsibilities during the preparation of the EA, please contact Nicole Gearlds at [ngearlds@indot.in.gov](mailto:ngearlds@indot.in.gov) or (317) 467-3986.

Sincerely,



Nicole Gearlds  
Project Manager  
INDOT, Greenfield District

#### Attachments

- List of Resource Agencies
- Figure 1. Clear Path 465 Project Limits
- ConNECTIONS FEIS 2003 (enclosed CD)

Figure 1 and FEIS were intentionally omitted. See Appendix B-1. The 2003 FEIS is available upon request - please contact [daniel.j.miller@parsons.com](mailto:daniel.j.miller@parsons.com)

## List of Resource Agencies

Ms. Deborah Snyder  
U.S. Army Corps of Engineers  
Indianapolis Regulatory Office  
8902 Otis Ave., Suite S106B  
Indianapolis, Indiana 46216

Dr. Todd Thompson  
Indiana Geological Survey  
611 North Walnut Grove  
Bloomington, Indiana 47405

Ms. Jane Hardisty  
Natural Resources Conservation Service  
6013 Lakeside Boulevard  
Indianapolis, Indiana 46278

Ms. Lisa Broadfoot  
Indianapolis Parks and Recreation  
Administration  
City-County Building  
200 East Washington Street  
Indianapolis, Indiana 46204

Ms. Anna Gremling  
Indy MPO  
200 East Washington Street, Suite 1922  
Indianapolis, Indiana 46204

Ms. Venetta Keefe  
Rail Office  
100 North Senate Avenue, IGCN 955  
Indianapolis, Indiana 46204

Ms. Christie Stanifer  
Indiana Department of Natural Resources  
Division of Fish and Wildlife  
402 West Washington St, IGC South, Rm  
W264  
Indianapolis, Indiana 46204

Mr. Randy Braun  
IDEM Section 401 WQC Program  
100 N. Senate IGCN 1255  
Indianapolis, Indiana 46204

Mr. Nicholas Chevance  
National Park Service  
Midwest Regional Office  
601 Riverfront Drive  
Omaha, Nebraska 68102

Mr. Jeff Harrison  
Citizens Energy Group  
2020 North Meridian Street  
Indianapolis, Indiana 46202

Mr. Rickie Clark  
Public Involvement  
100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

Mr. Adam French  
Office of Aviation  
100 N Senate Ave, Rm N955  
Indianapolis, Indiana 46204

Ms. Robin McWilliams-Munson  
U.S. Fish & Wildlife Service  
Bloomington Field Office  
620 S. Walker St.  
Bloomington, Indiana 47403

Mr. Jim Sullivan  
Office of Water Quality/Drinking Water  
100 N. Senate, IGCN 1201  
Indianapolis, IN 46204

Ms. Debra Jenkins  
Marion County Surveyor  
Suite 742  
200 East Washington Street  
Indianapolis, Indiana 46204

Ms. Melanie Castillo  
U.S. Dept of Housing & Urban Dvlpmt  
Chicago Regional Office  
77 West Jackson Boulevard, Rm 2401  
Chicago, Illinois 60604

Ms. Virginia Laszewski  
USEPA Region 5  
77 W Jackson Boulevard  
Chicago, Illinois 60604

Mr. Mitch Zoll  
IDNR-DHPA  
402 W Washington Street, W274  
Indianapolis, Indiana 46204

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

DNR #: ER-20120

Request Received: October 6, 2017

**Requestor:** Parsons  
Juliet Port, LPG  
101 West Ohio Street, Suite 2121  
Indianapolis, IN 46204

**Project:** I-465/I-69 interchange modification and added travel lanes, Clear Path 465; Des #1400075: meeting request

**County/Site info:** Marion

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

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

**Regulatory Assessment:** This proposal may require the formal approval(s) of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile, unless it qualifies under the INDOT and IDNR Memorandum of Understanding for Maintenance Activity Exemption, dated March 1997. Please include a copy of this letter with any permit application(s), if required.

**Natural Heritage Database:** The Natural Heritage Program's data have been checked. Fort Harrison State Park, and the Bluffs of Fall Creek Nature Preserve found with the park, are located within 1/2 mile east of the southernmost portion of the project. Also, the species and high quality natural communities below have been documented within 1/2 mile of the project area. The Division of Nature Preserves recommends that construction activity south of the Fall Creek Road bridge be confined as much as possible to prevent potential negative impacts to the nature preserve and the associated flora and fauna species.

A) COMMUNITIES (Bluffs of Fall Creek Nature Preserve):

1. Central Till Plain Dry-mesic Upland Forest
2. Central Till Plain Mesic Upland Forest (also Woolen's Garden Nature Preserve)

B) PLANT: Rose Turtlehead (*Chelone obliqua* var. *speciosa*), state watch list

C) BIRD: Bald Eagle (*Haliaeetus leucocephalus*), state special concern

D) MUSSELS:

1. Fall Creek at Fort Harrison State Park:

- a) Clubshell (*Pleurobema clava*), federally & state endangered
- b) Snuffbox (*Epioblasma triquetra*), federally & state endangered
- c) Kidneyshell (*Ptychobranthus fasciolaris*), state special concern
- d) Little Spectaclecase (*Villosa lienosa*), state special concern
- e) Wavyrayed Lampmussel (*Lampsilis fasciola*), state special concern

2. West Fork White River:

- a) Clubshell (*Pleurobema clava*), federally & state endangered
- b) Rabbitsfoot (*Quadrula cylindrica cylindrical*), fed. threatened & state endangered
- c) Round Hickorynut (*Obovaria subrotunda*), state endangered
- d) Kidneyshell (*Ptychobranthus fasciolaris*), state special concern

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**Division of Fish and Wildlife**  
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**Fish & Wildlife Comments:** Two bald eagle nests have been documented within 1/2 mile of the project area. Both were active in 2016 and since nests are reused by bald eagle pairs, it is possible that they will still be active. Both nests are located more than 1000' from the project area, which is much greater than the minimum safe buffer zone of 660' proposed by the Bald and Golden Eagle Protection Act. Therefore, if the project maintains this buffer distance, then we do not foresee any impacts to the bald eagle as a result of this project. We also do not foresee any impacts to the mussel species above as a result of this project.

Based on information submitted and information presented at the Resource Agency Meeting on November 14, 2017, the Division of Fish and Wildlife (DFW) concurs that existing habitat features within the project area are likely low quality features related to existing infrastructure (roadside ditches, medians, vacant lots, etc.). However, the DFW would like to highlight the following issues as areas for potential improvement of existing conditions to reduce negative impacts to fish, wildlife, and/or botanical resource habitat:

1) Revegetation:

The DFW has a couple of new programs that may be able to offer cost-share and/or technical assistance for the revegetation of roadsides, medians, and areas between the various interchange elements:

a. CORRIDORS (Conservation On Rivers and Roadways Intended to Develop Opportunities for Resources and Species) is a program to develop habitats for grassland-dependent species and to foster improved pollinator habitat along roadways and waterways. Program partners include the Indiana Department of Transportation (INDOT), USDA Natural Resources Conservation Service (NRCS), Pheasants Forever and Quail Forever. You may contact the South Region Landscape Biologist, Erin Basiger, at Deer Creek Fish & Wildlife Area, 2001 W. CR 600 South, Greencastle, IN 46135, (765) 276-3047, [ebasiger@dnr.IN.gov](mailto:ebasiger@dnr.IN.gov).

b. The new Urban Wildlife Program has potential cost-share and technical assistance available for native plantings and other urban habitat projects. You may contact the South Urban Biologist, Megan Dillon, at Atterbury Fish & Wildlife Area, 7970 S Rowe Street, Edinburgh, IN 46124, (812) 526-4891, [mdillon@dnr.IN.gov](mailto:mdillon@dnr.IN.gov), for information regarding assistance with establishment of pollinator habitat, trees and shrubs, native plugs, wetland habitat, rain gardens, nuisance Canada goose mitigation, and/or educational signage that could enhance the project area.

2) Lighting:

The need for new lighting along the reconstructed interchange was mentioned during the Resource Agency Meeting. Most transportation corridor designers and municipalities are trending toward LED lighting. Certain types of LED lighting can have negative impacts on both human and wildlife health and safety. The Division of Fish and Wildlife strongly encourages visiting the International Dark-Sky Association's website to learn more about the potential negative impacts of improperly selected LED lighting systems, if required: <http://darksky.org/lighting/led-practical-guide/>.

3) Storm Water Management:

Storm water management was mentioned as an issue of concern. The Division of Fish and Wildlife recommends considering a more sustainable approach to stormwater management in general. The traditional model of stormwater management aims to drain urban runoff as quickly as possible with the help of channels and pipes, which increases peak flows and costs of stormwater management. This type of solution only transfers flood problems from one section of the basin to another section. A more sustainable approach aims to rebuild the natural water cycle by using storage techniques (retention basins, constructed wetlands, raingardens, etc.), recharging groundwater using infiltration techniques (infiltration basins or trenches, pervious

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**Division of Fish and Wildlife**  
**Early Coordination/Environmental Assessment**

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pavement, etc.), and reusing runoff for irrigation elsewhere in the basin. The following link gives a good overview of traditional and sustainable stormwater management systems and their pros and cons:  
<http://www.sswm.info/content/stormwater-management>.

4) Stream Crossing Modification:

A new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. The DFW would like to emphasize the importance of wildlife passage issues and transportation infrastructure projects. The following is a good place to start in terms of resources to consider in the design of stream crossing structures: <http://www.fs.fed.us/wildlifecrossings/library/>.

5) Bank Stabilization:

Some form of bank and/or streambed stabilization is almost always needed with the construction, repair, replacement, or modification of a stream channel or crossing structure. For streambank stabilization and erosion control, regrading to a stable slope (2:1 or shallower) and establishing native vegetation along the banks are typically the most effective techniques. A variety of methods to accomplish this include: planting plugs, whips, container stock, seeding, and live stakes. In addition to vegetation establishment, some additional level of bioengineered bank stabilization may be needed under certain circumstances (inability to regrade to a stable slope, flow velocities that exceed the limits of vegetation alone, etc.). Combining vegetation with any of the following bank stabilization methods can provide additional bank protection while not compromising benefits to fish, wildlife, and botanical resources: geotextiles (heavy-duty net-free biodegradable erosion control blankets and/or turf reinforcement mats), vegetated geogrids or soil lifts, fiber rolls, glacial stone, or riprap. Information about bioengineering techniques can be found at <http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml.pdf>. Additionally, the following is a link to a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: <http://directives.sc.egov.usda.gov/17553.wba>.

Riprap or other hard bank stabilization materials should be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM) with the exception of areas directly under bridges for instance. The banks above the OHWM should be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. For streambed stabilization or scour protection, riprap or other stabilization materials should not be placed in the active stream channel above the existing streambed elevation. This is to prevent obstructions to the movement of aquatic organisms upstream and downstream.

6) Riparian Habitat:

We recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Floodway Habitat Mitigation guidelines (and plant lists) can be found online at: <http://www.in.gov/legislative/iac/20140806-IR-312140295NRA.xml.pdf>.

**THIS IS NOT A PERMIT**

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

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**Contact Staff:**

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



**Date:** November 17, 2017

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

**From:** French, Adam  
**To:** [Port, Juliet](#)  
**Subject:** RE: Clear Path 465 RAM 1400075  
**Date:** Tuesday, October 17, 2017 12:54:11 PM  
**Attachments:** [image001.png](#)

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Juliet –

Thank you for the invitation. I will not be attending the meeting, but please feel free to forward any tall structure questions or reviews my way.

Regards,

**Adam French**

Chief Airport Inspector  
INDOT Office of Aviation  
(317) 232-1477

---

**From:** Port, Juliet [mailto:Juliet.Port@parsons.com]  
**Sent:** Friday, October 06, 2017 3:03 PM  
**To:** French, Adam <AFrench2@indot.IN.gov>  
**Subject:** Clear Path 465 RAM 1400075

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

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RE: Clear Path 465 (I-465/I-69 Interchange Modification with Added Travel Lanes)  
Marion County  
Des. No. 1400075

Adam,

We are sending you the attached invitation to attend the Resource Agency Meeting (RAM) for the Clear Path 465 Project. An Outlook Calendar item is attached, which you can open and elect to “copy to my calendar”. A hard copy of this letter is being mailed to you with an enclosed CD of the referenced 2003 Final Environmental Impact Statement (FEIS).

We look forward to working with you on this important project.

Thank You,

Juliet Port, LPG  
Senior Environmental Planner  
110 W Ohio St., Suite 2121 - Indianapolis, IN 46204  
[juliet.port@parsons.com](mailto:juliet.port@parsons.com) - P: +1 317.616.4693

PARSONS - Envision More



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 5  
77 WEST JACKSON BOULEVARD  
CHICAGO, IL 60604-3590

JAN 09 2018

REPLY TO THE ATTENTION OF:

Eryn Fletcher  
Project Manager  
Federal Highway Administration – Indiana Division  
575 North Pennsylvania Street, Room 254  
Indianapolis, Indiana 46204

JoAnn Wooldridge  
Project Manager  
Indiana Department of Transportation  
100 North Senate Avenue, Room 642  
Indianapolis, Indiana 46204

Re: Early Coordination – Clear Path 465 (I-465/I-69 Interchange Improvement Project with Added Travel Lanes) (Des. No. 1400075)

Dear Ms. Fletcher and Ms. Wooldridge:

This letter with enclosure provides EPA's early coordination comments for your consideration as the Federal Highway Administration (FHWA) and Indiana Department of Transportation (INDOT) prepare an environmental assessment (EA) for the above referenced project. Our comments are provided pursuant to the National Environmental Policy Act (NEPA) and the Council on Environmental Quality's NEPA Implementing Regulations at 40 CFR 1500-1508.

EPA appreciates the opportunity to provide these early coordination comments. If you have any questions or wish to discuss our comments please contact me by phone: 312/886-2910 or email: [westlake.kenneth@epa.gov](mailto:westlake.kenneth@epa.gov), or Virginia Laszewski of my staff by phone: 312/886-7501 or email [laszewski.virginia@epa.gov](mailto:laszewski.virginia@epa.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Kenneth A. Westlake".

Kenneth A. Westlake, Chief  
NEPA Implementation Section  
Office of Enforcement and Compliance Assurance

Enclosure

cc (via email):

U.S. Army Corps of Engineers – Indianapolis Regulatory Office, 8902 Otis Avenue,  
Indianapolis, Indiana 46216 (Debra Snyder) [Deborah.D.Snyder@usace.army.mil](mailto:Deborah.D.Snyder@usace.army.mil)  
U.S. Fish and Wildlife Service, Region 3, Bloomington Ecological Services  
Office, 620 S. Walker Street, Bloomington, IN 47403-2121 (Robin McWilliams-  
Munson) [Robin\\_McWilliams@fws.gov](mailto:Robin_McWilliams@fws.gov)  
Federal Highway Administration – Indiana, Michelle Allen, EA and EIS Environmental  
Specialist, [Michelle.Allen@dot.gov](mailto:Michelle.Allen@dot.gov)  
Indiana Department of Environmental Management, Office of Water Quality,  
Section 401 Water Quality Certification Program, 100 N. Senate Avenue,  
MC 65-40, Indianapolis, IN 46204-2251 (Randy Braun/Jay Turner)  
[rbraun@idem.IN.gov](mailto:rbraun@idem.IN.gov), [JTurner2@idem.IN.gov](mailto:JTurner2@idem.IN.gov)  
Indiana Department of Natural Resources, 402 W. Washington St., Rm. W264,  
Indianapolis, IN 46204 (Matt Buffington) [mbuffington@dnr.in.gov](mailto:mbuffington@dnr.in.gov)  
Indiana Department of Natural Resources, Division of Historic Preservation and  
Archaeology, 402 West Washington Street, Room W274, Indianapolis, IN 46204  
(Mitchell Zoll / John Carr/ Wade Tharp) [mzoll@dnr.in.gov](mailto:mzoll@dnr.in.gov), [jcarr@dnr.in.gov](mailto:jcarr@dnr.in.gov),  
[wtharp1@dnr.in.gov](mailto:wtharp1@dnr.in.gov).  
Parsons, 101 W. Ohio Street, Suite 2121, Indianapolis, IN 46204  
(Juliet Port, Senior Environmental Planner) [Juliet.Port@parsons.com](mailto:Juliet.Port@parsons.com)

**EPA Early Coordination Comments for the Clear Path 465 (I-465/I-69 Interchange Improvement Project with Added Travel Lanes) Indianapolis, Marion County, Indiana  
(Des No. 1400075)**

The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) intend to prepare an environmental assessment (EA) for the subject project. EPA comments are based on our review of the preliminary project information provided with the November 7, 2017, Letter of Transmittal from Juliet Port, Senior Environmental Planner, Parsons and during the FHWA/INDOT November 14, 2017, resource agencies meeting (RAM)/conference call.

**Alternatives:** The project is proposed to address congestion and safety concerns in the project area. Current alternatives under consideration are the Do Nothing / No Build Alternative, and three build Alternatives A, B, and C. INDOT intends to keep the project within existing right-of-way as much as possible. The proposed footprint of each of the build alternatives is essentially the same. The main differences between build alternatives are the traffic patterns for the two main interchanges: I-465/I-69 and I-69/East 82<sup>nd</sup> Street.

FHWA/INDOT indicate a Draft EA will not be released for public and agency review and comment.

Recommendation: EPA recommends the EA identify specific mitigation measure commitments that INDOT will undertake in order to protect the environment and public health during project design, construction and operation. Detailed comments follow.

**Water Resources:** Preliminary information indicates 110 potential wetlands consisting of 8.3 acres may be impacted, includes forested wetlands. It is estimate 20 likely jurisdictional streams totaling approximately 14,000 linear feet are within the project area. They include the White River, Dry Run, Hillsdale Run, Blue Creek and an unnamed tributary.

Recommendations:

- EPA recommends the EA document coordination with the US Army Corps of Engineers (USACE) and the Indiana Department of Environmental Management (IDEM) on jurisdiction.
- We recommend the EA identify various water resources in the project area, disclose their existing conditions, and quantify impacts associated with each alternative.
- We recommend the water resources information and discussion in the EA demonstrate that the elements of the proposed project avoid wetland and stream impacts, to the extent feasible. Where water resources cannot be avoided, the EA should discuss how impacts to water resources will be minimized

- The rationale and justification for recommending or selecting one alternative and/or alternative option or component over others should be presented in the EA.
- We recommend that wetland delineations, and wetland and stream assessments be included in the EA.
- We recommend the EA include draft wetland and stream mitigation plans, for those impacts that cannot be avoided or minimized, consistent with the Clean Water Act (CWA) Section 404 (b)(1) Guidelines.

**Flooding and Drainage Control:** Preliminary information indicates the three build alternatives are estimated to impact approximately 10.9 acres of floodplain. The project will most likely result in an increase in impervious surfaces in the study area.

Recommendations:

- EPA recommends the EA document coordination with the Indianapolis Department of Public Works (DPW) and Citizens Energy Group (CEG) regarding stormwater.
- The EA should clearly describe water bodies, streams, and ground water resources, wellhead protection areas (WHPAs) and locations of drinking water intakes within the analysis areas. In addition, we recommend the EA identify and assess potential for adverse impacts to drinking water supplies for all WHPAs and drinking water intakes that have the potential to receive project area construction and/or operation stormwater and/or hazardous material spills.
- Impacts of the various alternative/interchange options on water quality should address, but not be limited to, a water body's designated use and compliance with Indiana's Water Quality Standards and CWA Section 401 Water Quality Certification. The EA should also identify whether or not water bodies located in or near the study area, or that would eventually receive roadway runoff are listed by Indiana as impaired, and, if so, are part of a Total Maximum Daily Load (TMDL) plan. If impaired waters are identified, the EA should identify the impairment/s and the reason/s for the impairment/s. The Project's impacts on TMDL's should be analyzed and disclosed in the EA, and mitigation identified.
- We recommend giving special attention to work that would occur in or near an identified well head (drinking water) protection zone, or upstream of a drinking water intake. Potential impacts to public and private drinking water supply intakes and wells should be evaluated and mitigation measures identified, if applicable.
- For information regarding stormwater management and stormwater management best practices see EPA's website:

[http://www.epa.gov/greeningepa/stormwater/best\\_practices.htm](http://www.epa.gov/greeningepa/stormwater/best_practices.htm).

**Increased Frequency and Intensity of Precipitation Events:** Increased frequency and intensity of precipitation events can be anticipated during construction and operation of the project.

Recommendation: We recommend the EA identify and discuss how such precipitation events might impact the proposed project during construction and operation. We recommend that the EA identify and discuss possible adaptation measures. For example, discuss the effects that predicted increases in the number and/or intensity of precipitation events may have on sizing bridge spans, culvert openings, and stormwater management measures in order to accommodate such events and ensure project longevity, public health, and safety.

Due to surface water quality issues, we recommend stormwater from roadway surfaces not be discharged directly to Waters of the U.S. Rather, stormwater should be channeled toward green infrastructure, such as bioswales, that would allow first flush road pollutants to be captured prior to discharge to surface waters, particularly those surface waters that connect to drinking water intakes.

**Hazardous Materials:** Approximately 11 of 66 identified hazardous material sites within a half-mile of the study area are estimated to be adjacent or nearly adjacent to the three build alternatives. Further evaluations of these facilities are proposed.

Recommendation: EPA recommends the EA include the results of the evaluations and identify the measures INDOT will take to insure project construction will not inadvertently release hazardous materials into the surrounding environment.

In addition, events such as construction equipment spills of hazardous or toxic materials could result in substantial adverse impacts to surface and ground water quality and aquatic habitats. The construction and operation of roadways can result from accidental releases of oil or hazardous materials due to accident related spills.

Recommendations: We recommend the EA discuss the frequency or likelihood of such events, and describe spill prevention and spill and release response capabilities.

**Noise Impacts:** Preliminary information discloses the presence of multiple sensitive noise receptors, including many residences. There is a high potential for noise impacts for all three alternatives. In addition, construction and/or operational activities associated with the project may cause an increase in local noise levels.

Recommendations: EPA recommends that INDOT consult with the communities in the project area regarding noise impacts and mitigation. Include the results of the noise analysis and community input in the EA. Identify the noise mitigation measures that INDOT will implement during project construction and operation. Mitigation measures may include, but are not limited

to, the use of noise walls/barriers, placement of trees and shrubs, sound-proofing structures, and the use of construction equipment that emit the lowest levels of noise possible.

**Environmental Justice (EJ)/Public Involvement:** Preliminary census data review indicates potential populations with EJ concerns within and near the project area.

Executive Order 12898 directs Federal agencies to identify and address disproportionately high and adverse human health or environmental effects of their actions on minority and/or low-income populations. Tools are available to assist the project team in their EJ analysis for the EA. The Inter-Agency Workgroup for EJ released a report entitled, "Promising Practices for EJ Methodologies in NEPA Reviews." The report includes examples of methodologies used across the Federal government for EJ analyses and community involvement in the NEPA process. In addition, EPA released "EJSCREEN," which is a publically-available mapping tool designed to screen for potential impacts to communities living with or vulnerable to EJ concerns.

Environmental Justice Interagency Working Group "Promising Practices for EJ Methodologies in NEPA Reviews" is available at: <https://www.epa.gov/environmentaljustice/ej-iwg-promising-practices-ej-methodologies-nepa-reviews>. EPA's EJSCREEN Environmental Justice and Mapping Tool is available at: <https://www.epa.gov/ejscreen>.

#### Recommendations:

- The EA should document the detailed community outreach strategy developed to gain local input from all communities that are effected, and specify the targeted activities to reach low income and/or minority communities. Describe how input was used to inform project development.
- Provide specific measures to avoid, minimize, and mitigate any anticipated adverse impacts to communities.
- Provide documentation in the EA that ensures that the project would not have disproportionately high and adverse human health or environmental effects on minority and/or low-income populations.

**Health Impacts:** The National Environmental Policy Act (NEPA) calls on the federal government to improve and coordinate federal plans, functions, programs, and resources to "assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings," and "attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences" (Sec. 101 [42 USC § 4331]). In order to meet these objectives, it is important for FHWA/INDOT to analyze the proposed project's potential impacts on human health.

Seeking public and stakeholder input on potential health concerns serves several important purposes, including: (1) providing local knowledge regarding existing conditions and potential health impacts that

may or may not be evident in publically-available datasets, (2) identifying the health impacts that are of greatest importance to the affected community, and (3) introducing alternatives/interchange options or mitigation measures that stakeholders would consider to be effective ways to address key health concerns.

#### Recommendations:

- Seek input from the potentially impacted communities regarding any health concerns related to the proposed project during the scoping process and when developing mitigation measures.
- Identify the locations of schools, private and public day care facilities, senior citizen assisted living and nursing homes facilities
- Discuss whether the proposed action may impact human health. Consider the following: changes to land use impacting exercise such as parks, and trails provided for walking and biking; changes to traffic patterns impacting vehicle emissions, air quality, noise levels and pedestrian accidents.
- Describe the baseline health status in the affected population<sup>1</sup> that may be influenced by the proposed action. This might include, but is not limited to, rates of asthma and cardiovascular disease.
- Describe the determinants of health in the affected population that may be influenced by the proposed action or should be considered during stakeholder engagement. Consider poverty, access to health services, linguistic isolation, access to healthy foods, employment.<sup>2</sup>
- Identify existing health inequities in populations affected by the proposed action and its alternatives/interchange options, including minority, tribal, low income, and other vulnerable populations.
- Analyze relevant health impacts and include findings in the NEPA document.
- If the project could result in adverse health impacts, commit to measures to protect public health.
- Consider project elements that could benefit public health, and enhance such features where feasible.
- Evaluate and ensure that the proposed project would not disproportionately harm health in communities with environmental justice concerns, children, or other sensitive populations.

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<sup>1</sup> Possible sources of baseline health data include the Centers for Disease Control and Prevention (CDC) 500 Cities Project (<https://www.cdc.gov/500cities/>), National Environmental Public Health Tracking Network (<https://www.cdc.gov/nceh/tracking/>), National Center for Health Statistics (<https://www.cdc.gov/nchs/>), Behavioral Risk Factor Surveillance System (<https://www.cdc.gov/brfss/>), and the County Health Rankings and Roadmap (<http://www.countyhealthrankings.org>)

<sup>2</sup> Additional information on health determinants to assist EPA NEPA/309 reviewers in tailoring comments to their specific project is available at: <https://www.cdc.gov/socialdeterminants/index.htm> and <https://www.healthypeople.gov/2020/topics-objectives/topic/social-determinants-of-health>

**Forested Habitat:** INDOT indicates that the three build alternatives would likely use a 16.3-acre block of forested area north of the I-465/I-69 interchange for roadway and drainage. In addition, woodland within existing right-of-way along the White River floodplain and I-465 (riparian habitat) may be impacted.

Recommendation: EPA recommends the EA document the quality of these forest/riparian habitats and identify mitigation measures that INDOT could undertake to compensate for the loss this habitat.

**Threatened / Endangered / Species of Concern:** Preliminary information identifies the project study area is with the range of federally protected Indiana bat and northern long-eared bat.

Recommendation: EPA recommends the EA include documentation that coordination and, if applicable, consultation with USFWS has taken place. If applicable, include mitigation measures. EPA also recommends the EA discuss the feasibility of using pollinator promoting plants and/or plant seed mixtures for reclamation of disturbed areas associated with project construction/modification activities.



## United States Department of the Interior

National Park Service  
Midwest Region  
601 Riverfront Drive  
Omaha Nebraska 68102-4226

18-00247(MWR-LCPP/G)  
369, 459, 505

November 6, 2017

Ms. Nicole Gearlds  
Project Manager  
Indiana Department of Transportation  
Greenfield District  
32 South Broadway  
Greenfield, Indiana 46140

Dear Ms. Gearlds:

The National Park Service has reviewed your letter dated October 6, 2017, for the proposed project involving Clear Path 465 (I-465/I-69 Interchange Modification and Added Travel Lanes), Marion County, Indiana.

The proposed study area may include a public park and recreation area that was developed with assistance from the Land and Water Conservation Fund (LWCF) program. The project numbers include 18-00247, 369, 459 and 505 (Fall Creek).

We recommend you consult directly with the official who administers the LWCF program in the State of Indiana, to determine any potential conflicts with the LWCF Act of 1965 (54 U.S.C. 200305(f)(3) et seq.). This section states: "No property acquired or developed with assistance under this section shall, without the approval of the Secretary, be converted to other than public outdoor recreation use. The Secretary shall approve a conversion only if the Secretary finds it to be in accordance with the then-existing comprehensive statewide outdoor recreation plan and only on such conditions as the Secretary considers necessary to ensure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location."

The administrator for the LWCF program in Indiana is Mr. Robert J. Bronson, Chief, State and Community Outdoor Recreation Planning Section, Division of Outdoor Recreation, Department of Natural Resources, 402 West Washington Street, W271, Indianapolis, Indiana 46204

Sincerely,

Kelly A. Pearce  
Program Officer  
State & Local Assistance Programs

cc:

Mr. Robert Bronson, Chief, State and Community Outdoor Recreation Planning Section, Division of Outdoor Recreation, Department of Natural Resources, 402 West Washington Street, W271, Indianapolis, Indiana 46204



## Resource Agency Meeting (RAM) Meeting Summary

Clear Path 465 (I-465/I-69 Interchange Improvement Project with Added Travel Lanes) Des.

No. 1400075 (Lead)

November 14, 2017, 10:00am, 101 W. Ohio Street, 7th Floor Conference Room

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### ATTENDANTS

Name

Mark Perron  
Robin McWilliams-Munson  
Linda Weintraut  
Julie Evans  
Deborah Snyder  
Virginia Laszewski  
Diane Hunter  
Kim Penrod  
John Carr  
Wade Tharp  
JoAnn Wooldridge  
Andre Denman  
Donald Colvin  
Joe Nagy  
Anuradha Kumar  
Shaun Miller  
Michelle Allen  
Brian Boszor  
Eryn Fletcher  
Anthony Ross  
Mark Zwoyer  
Stephanie Belch  
Rich Miller  
Carl Chaifetz  
Juliet Port  
Hannah Marriott  
Ron Bales

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Hannah.Marriott@parsons.com  
RBales@indot.in.gov

## MEETING SUMMARY

Welcome and Introductions (PowerPoint slides 1 to 2). Presenter: Juliet Port, Parsons

- Members of the Resource Agency Meeting (RAM) were welcomed. The project team was introduced.
- There was a safety moment about emergency exits and stairs.
- RAM members introduced themselves.
- The project website and meeting sign-in sheets were discussed.

Project Overview (PowerPoint slides 3 to 11)

- The 2003 Final Environmental Impact Statement (FEIS) for the “ConNECTions Study” was discussed. The boundaries were much larger than the current Clear Path 465 project. The study area extended from north of Noblesville, Hamilton County, to downtown Indianapolis, Marion County, and also included the towns of Fishers, Carmel and Lawrence. The preferred alternative was “H-5 Intermediate Freeway Expansion.”
- Several portions of the ConNECTions Study have been constructed as separate projects after the program was cancelled. Since 2004, there was an interchange justification study for the I-465 Northeast Reconstruction/ Added Travel Lanes project, which was approved by FHWA in 2010. The I-465/I-69 interchange portion was cancelled in 2011.
- The Draft Purpose and Need was discussed. The need for this project stems from congestion and safety issues. The purpose of the project is to increase capacity and improve safety. The draft statement was provided to RAM attendees ahead of the meeting, and we are seeking comments on that document.
- The project development process was discussed. FHWA determined that preparation of an Environmental Assessment (EA), likely resulting in a Finding of No Significant Impact (FONSI), was appropriate for this project. Currently, four alternatives are under consideration: three build alternatives plus the “Do Nothing” alternative. As part of the engineering Interchange Access Document (IAD), a Draft Alternatives Analysis Report was submitted to FHWA in September 2017. This engineer’s assessment considered many factors including safety, environmental impacts, traffic operations, value optimization, constructability, and public and stakeholder in-put. Please note, the IAD is a separate and distinct process from the NEPA process. Further environmental analyses are needed on all three of the build alternatives. The final alternative will not be determined until NEPA is completed.
- The proposed alternatives were discussed. In order to minimize impacts and maximize value, it is INDOT’s intent to keep the project within existing right-of-way as much as possible. There are many common elements between the alternatives, such as added travel lanes on I-465. The main differences between build alternatives are the traffic patterns for the two main interchanges: I-465/I-69 and I-69/East 82nd Street. The proposed footprint of each of the build alternatives is essentially the same. The only proposed new right-of-way under consideration is west of I-69 between I-465 and 86th Street. The east side of I-69 was considered, but was dismissed during project scoping for a variety of reasons, including environmental, residential, and business impacts, as well as traffic operations and constructability.

Screening Process (PowerPoint slides 12 to 15)

- Outreach Activities were discussed. A Community Advisory Committee (CAC) and Public Open House were organized in August of 2017 to gather public and stakeholder feedback. The public open house was well attended and widely advertised by traditional media outlets. Additionally, several platforms of social media, including a project website, Facebook, Twitter, YouTube, and Instagram sites, have been setup to provide the public information and to gather feedback.
- Initial Environmental Studies were discussed. A preliminary Red Flag Investigation, preliminary water resource field investigations, a preliminary Environmental Justice Memorandum, and a cultural resources preliminary record check and above ground survey have been conducted. An Environmental Screening Memorandum was

prepared for the Alternatives Analysis, which summarized the initial studies and compared the four alternatives under consideration. At this time, there are no discernible differences in environmental impacts between the three build alternatives. This memorandum was provided to the RAM attendees ahead of the meeting, and we are seeking comments on that document.

- There are several potential Section 4(f) properties along the alignment. Currently, only one, the 71<sup>st</sup> Street Trail, is anticipated to be impacted. The bridge over this trail and local road needs to be widened, and it does not meet current criteria for height clearance. It is anticipated that this will result in a *de minimis* impact finding. The project team will work with the City of Indianapolis to minimize impacts to trail users.
- Next steps were discussed, which include additional environmental studies and outreach activities. The project is in its initial stages, and the project team is seeking input from the resource agencies to help avoid and minimize impacts to environmental resources.

## MEETING QUESTIONS AND DISCUSSIONS

- Virginia Laszewski –United States Environmental Protection Agency (USEPA)

Question: Could you give a rundown of all three alternatives?

Response: All three alternatives have approximately the same foot print and could impact right-of-way on the west side of I-69. The east side was evaluated and later eliminated because of the increased number of impacts on that side.

- Deborah Snyder – US Army Corps of Engineers (USACE)

Question: Has tolling been considered for this project?

Response: Tolling will not be a part of this project.

- Virginia Laszewski –USEPA

Question: Has the open area north of the I-465/I-69 interchange been accounted for as forested land? Who owns the forested area north of I-465/I-69?

Response: Yes, this area was counted as forested land in the environmental screening memorandum. Field investigations for water resources have been conducted. There are portions of the forested parcel that contain forested wetlands, but much of that parcel did not meet wetland criteria. This parcel is owned by a private developer.

- Juliet Port - Parsons

Question: Weintraut & Associates, Inc. is the cultural resource consultant on this project. Linda, has your team started on below ground studies?

Response: Yes, they are out there today so they can complete the work before the ground freezes.

- Andre Denman – IndyParks

Question: Could the existing noise walls on I-465 incur impacts?

Response: Noise studies for this project are pending. We anticipate at least some of the noise walls along I-465 will need to be moved further back from the roadway to accommodate the additional travel lanes.

- Mark Zwoyer – City of Indianapolis, Department of Public Works (DPW)

Question: Will more noise walls be added?

Response: Additional noise walls will likely be reasonable and feasible, particularly near residential areas. Noise analysis will be conducted as part of this project. Noise meetings will be held with potentially affected stakeholders, before the EA and public hearing.

- Don Colvin – IndyParks

Question: Last time noise walls were constructed it ended at Fall Creek Road. Will the new noise walls include Skiles Test Nature Preserve? We are improving the connectivity of the existing trails, which already have a lot of users. There is a new trail currently being designed that will connect the East 71<sup>st</sup> Street Trail to Skiles Test Park via Johnson Road.

Response: Noise analysis has not been performed. The plans for the proposed trail and trail use counts were requested to assist the team with their analysis. The Project Team will follow up with IndyParks.

Question: Are nature parks taken into consideration for noise walls?

Response: Public parks are taken into consideration. It was restated that noise analysis has not been conducted, but will be performed later in the environmental process. Additional information on parks is welcome.

- Brian Boszor – Indiana Department of Natural Resources (IDNR)

Question: Can we look at the existing mitigation areas located along I-465 compared to the proposed alternatives?

[This area was zoomed-in on Google Earth. It is between I-465 and Shadeland Avenue, and south of Fall Creek Road.]

Response: Based on the location reviewed during the meeting, the existing mitigation areas are not within the project limits. Copies of maps or plans that show the existing mitigation areas near the alignment were requested.

- Mark Zwoyer – IndyParks

Question: Regarding the existing railroad west of I-69 (aka State Fair Train/ Nickel-Plate Line), could you build the road with the assumption the railroad tracks will be a trail? Would there be a huge cost savings?

Response: The railroad is owned by Hamilton County, but it is not yet abandoned. There have been media reports about it being redeveloped as a trail. However, since it's still technically a functional railroad, if the bridge is not designed to accommodate trains, INDOT would be building the roadway at great risk. Therefore, at this time, the roadway is being designed with the assumption that it will remain a railroad. Preliminary estimates do not imply a "huge" cost saving if the bridge was designed instead for a trail.

- Virginia Laszewski –USEPA

Question: Do you know where the existing stormwater lines are? Are there any drinking water intakes or wells that the stormwater would go into?

Response: Most of the utility coordination, hydraulic analyses, and analyses of potential drinking water impacts are pending. The project area does not have a combined sewer system. We do not believe it's located within a wellhead protection area, or near a surface water intake [confirmed via IDEM's Wellhead Proximity GIS application <http://www.in.gov/idem/cleanwater/pages/wellhead/>]. Most of the storm water discharges to the existing streams and the White River. There are likely residences and businesses that are still on individual wells, and there may be a few septic systems (although most of those have been upgraded to municipal sewer). These studies will be conducted as part of the EA and project design.

- Robin McWilliams-Munson – USFWS

Question: What is the plan for the forested area north of the I-465/I-69 interchange?

Response: We anticipate a ramp through this area. It also may be used for storm water retention. We have received a lot of public comments on the drainage issues in this area.

- Virginia Laszewski –USEPA

Question: What is the quality of the forested parcel and wetlands north of the I-465/I-69 interchange? Doesn't Wheaton Van Lines back-up to the forested parcel, are you going to affect it? What about the other businesses near there?

Response: The forested parcel was farmed as recently as the 1970s/1980s. [Specifically, 1979 based on aerial photographs]. It contains a lot of bush honeysuckle, so the wetlands will likely be classified as low quality.

Coordination with Wheaton Van Lines has been initiated. The anticipated impacts to that business does not include any buildings; a strip of right-of-way may be needed. The nearby commercial building between Castleton Road and I-69 is vacant [8011 Castleton Road]. That building and the one that was south of it were purchased by INDOT before the 2010 project was cancelled. INDOT demolished the former office building, and still owns half of the remaining, vacant building [8011 Castleton Road]. The other commercial buildings east of Castleton Road and south of East 82<sup>nd</sup> Street are likely to be impacted by this project. Business surveys are pending.

Question: Are there schools or daycares nearby? Will there be air quality health issues associated with this project?

Response: There are daycares, schools, and churches near the project area. Currently, this portion of Marion County is in attainment for all national air quality standards, therefore individual analyses are not required. Standard dust control measures will be employed during construction. The project team will coordinate with the Interagency Consultant Group.

- Donald Colvin – IndyParks

Question: There have been early conversations on putting in a nature center along the Skiles Test trail. As of now, this is just a consideration. Would this be considered a different impact? IndyParks has trail counts.

Response: There is a specific equation for noise walls in place for trails. There are more receptors in play than just the trail. This is applied to the area within 500 feet of the roadway. The number of users does play a role for the trail. The Project Team will follow-up with IndyParks about this.

- Virginia Laszewski –USEPA

Question: Will the environmental assessment include a storm water management plan for construction and for the use of the roadway? Will it consider the risk for more intense events in the future?

Response: This project will follow Rule 5 for erosion and sediment control. Hydraulics will be analyzed by professional engineers according to FHWA and INDOT standards. A storm water pollution prevention plan (SWPPP) will be created for this project. Typically, permitting is completed after the preferred alternative is selected, so the EA will include these measures as project commitments.

Question: When should we expect an EA draft? Does the public get to review the EA? Did you meet with EJ communities?

Response: There is no draft EA; it has a different process than environmental impact statements. We will complete the EA in spring of 2019. The EA will be published and then there will be a public hearing. After the public hearing is held, the project team will complete the FONSI, unless an amendment to the EA is needed.

We have not yet held specific EJ meetings. We conducted a preliminary EJ analysis to identify potential communities based on census data, and we requested information on potential populations during the CAC and public open house. We also had an internal meeting with INDOT and FHWA. The Project Team will meet with EJ communities.

Question: What happened to the transit study recommended in the ConNECTIONS study? Was there a separate transit study as result?

Response: Stephanie from Indy MPO stated at that time, there was a study of transit corridors, but it did not move forward. During the last 5 years, there has been increased transit planning, including the “Indy Connect” Central Indiana Transit Plan. For this area the “Green Line” bus rapid transit has been planned, but it is currently on-hold.

Question: Would an additional transit help with the level of service on the roadway?

Response: Yes, increased transit would likely alleviate some congestion. However, most of the area already has unacceptable levels of service, and the region continues to grow. Therefore, transit is unlikely to solve the project needs.

- Deborah Snyder –USACE

Question: Would the Waters Report be completed before the EA?

Response: Yes, and we are anticipating a field check with USACE.

- Virginia Laszewski –USEPA

Question: Any idea on the type of permits that will be needed?

Response: Deb from USACE stated this project will likely qualify under the RGP, but that’s not certain. [Construction in a Floodway permits, and IDEM Section 401 Individual permit, and IDEM Isolated Wetlands permit, and an IDEM Rule 5 permit are anticipated.]

- Anuradha Kumar – INDOT CRO

Question: What additional investigations for the cemetery are planned?

Response: We have coordinated with CRO because there was no report submitted to SHPO. Shaun Miller (INDOT) instructed the team to not investigate anything. 5-meter interval probe testing were proposed, but INDOT did not think that was necessary. The company that performed the work was coordinated with, and they confirmed there is no report. The only information found was a journal article.

- Virginia Laszewski –USEPA

Question: When do we need to submit comments? Do you need separate comments on the meeting materials distributed beforehand?

Response: We are requesting comments 30 business days from the date we distribute this summary. It is acceptable to group your comments.

*The above-summary and attached PowerPoint Slides represent our recollection of the pertinent discussion points, decisions, and action items from the meeting. Please contact the preparer, Juliet Port, at [Juliet.port@parsons.com](mailto:Juliet.port@parsons.com), within 30 business days from your receipt of this document if you wish to make any additions or corrections. If revisions are made, the updated summary will be re-sent to all the attendants. Otherwise, this summary shall stand as the official record of the meeting.*



## Clear Path 465 Resource Agency Meeting November 2017



## Resource Agency Meeting (RAM) Welcome

- Please sign-in
- Project Team Introductions
- Safety Moment
  - Emergency Exits, Stairs
- Project website:  
[www.clearpath465.indot.in.gov](http://www.clearpath465.indot.in.gov)



## Previous Final Environmental Impact Statement (FEIS)



- Indianapolis Northeast Corridor “ConNECTIONS Study”
- FEIS 2003
- Record of Decision (ROD) February 2004
- Purpose and Need
- Substantially Larger Project

NextLevel  
INDIANA



## FEIS Continued

- Preferred Alternative “H5 – Intermediate Freeway Expansion” (10 lanes on I-465; Add lanes to SR 37, I-69, and I-70)
- Several portions of the project have been broken off and constructed as separate projects



NextLevel  
INDIANA



## Since 2004

- Interchange Justification Study for I-465 Northeast Side Road Reconstruction/ Added Travel Lanes approved by FHWA 2010.
  - I-465/I-69 Interchange portion was cancelled 2011.
- Clear Path 465
  - “Alternatives Analysis” draft September 2017
  - Included results of Environmental Screening Memorandum



NextLevel  
INDIANA



## Draft Purpose and Need (Summary)

The need for the Clear Path 465 project stems from insufficient capacity that causes backups during the peak hours and safety concerns due to a high volume of crashes within the project area.

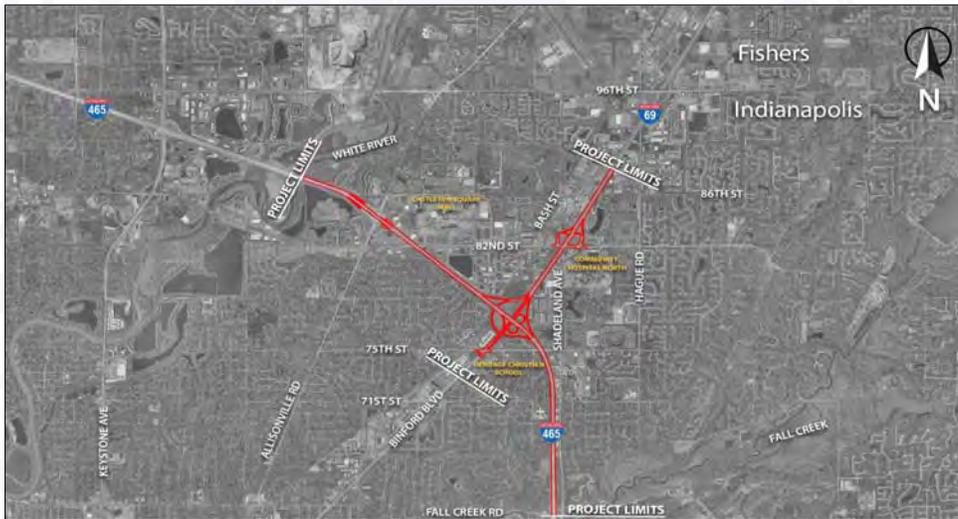
- **Congestion.** There is insufficient existing and future capacity in critical roadway segments of the Project Limits, resulting in congestion issues. There are unacceptable levels of service (LOS) for both base-year (2015) and design-year (2040) traffic in each direction along critical roadway segments within the project corridor.
- **Safety.** Between 2013 and 2015, over 1,058 crashes were reported within the Project Limits – an average of nearly one crash per day. Contributing factors include traffic congestion and weaving movements. There are also substandard shoulder widths along I-69.

The purpose of the Clear Path 465 Project is to improve overall traffic operation by increasing capacity to meet an acceptable LOS (at least LOS D), and to improve safety.

NextLevel  
INDIANA

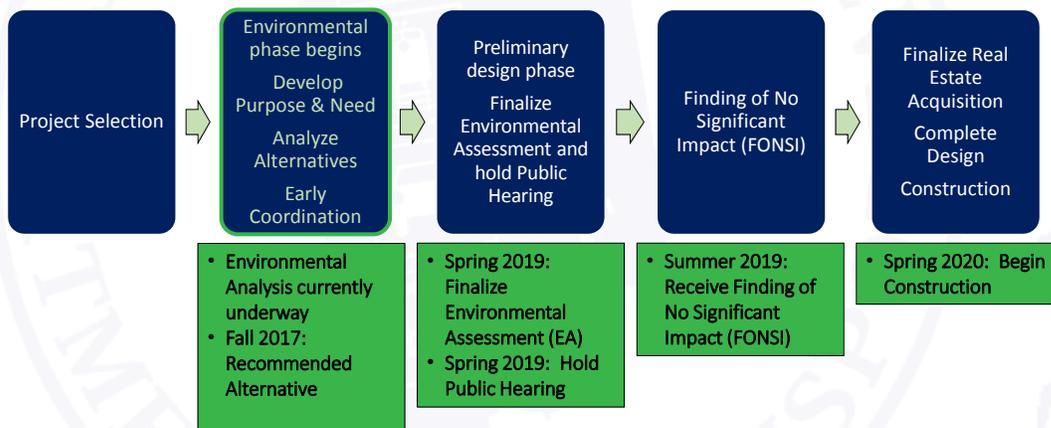


# Project Limits



# Project Development Process

FHWA determined an EA is warranted for the Clear Path 465 project.



# Draft Alternative Analysis Report

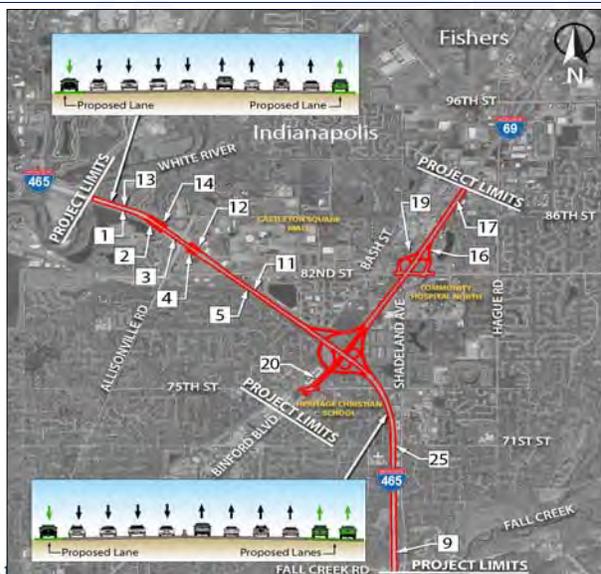
Alternatives Analysis is based on many factors including:

- Safety
- Environmental considerations
- Traffic Operations analysis
- Optimize Value
- Constructability
- Public and Stakeholder Input

Four Alternatives are under evaluation: The “Do Nothing” and three build alternatives; Alternatives A, B, and C.



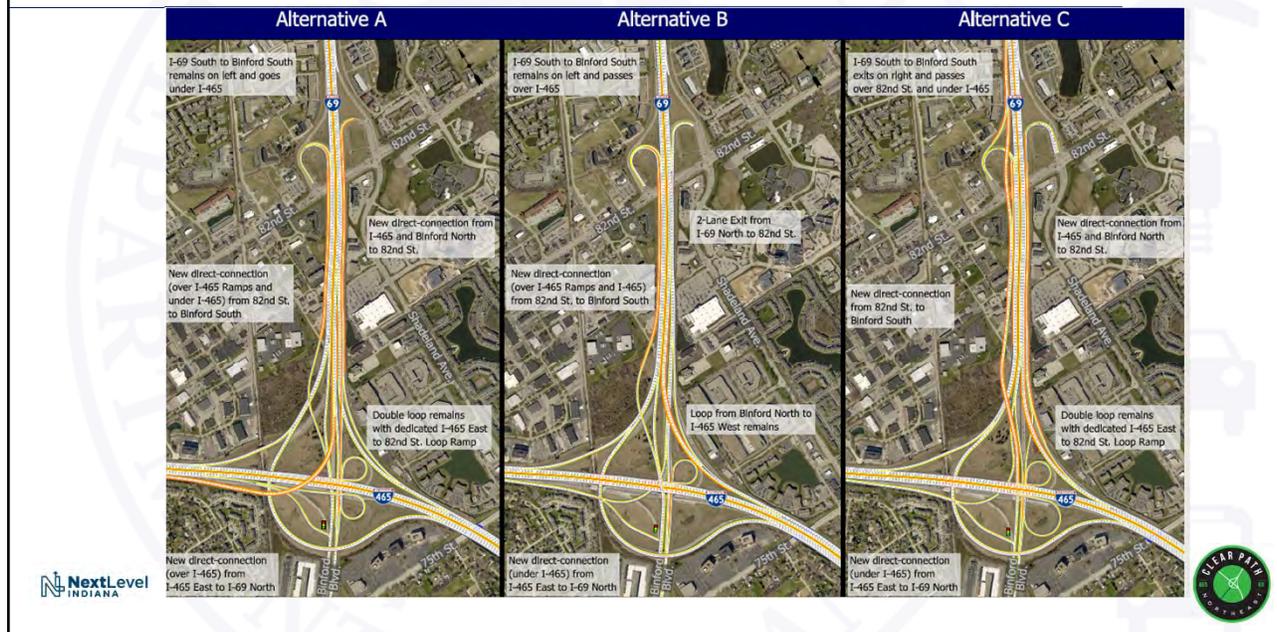
## Common Design Elements (All Build Alternatives)



ROADWAY SEGMENT (SEE ADJACENT MAP)		# LANES
SEGMENT #	DESCRIPTION	
1	EB I-465: White River to Allisonville Road	4+1 Aux.
2	EB I-465: Allisonville Road off-ramp	1
3	EB I-465: Inside Allisonville Road Interchange	4
4	EB I-465: Allisonville Road on-ramp	2
5	EB I-465: Allisonville Road to I-69 Ramps	4+1 Aux.
9	NB I-465: 56 <sup>th</sup> Street to I-69 Ramps	4+2 Aux.
11	WB I-465: I-69 Ramps to Allisonville Road	5+1 Aux.
12	WB I-465: Allisonville Road off-ramp	2
13	WB I-465: Allisonville Road to White River Br.	5
14	WB I-465: Allisonville Road on-ramp	1
16	NB I-69: 82 <sup>nd</sup> Street on-ramp	1
17	NB I-69: north of 82 <sup>nd</sup> Street	5
19	SB I-69: 82 <sup>nd</sup> Street off-ramp	1
20	SB Binford Boulevard: South of 75 <sup>th</sup> Street	3
25	71 <sup>st</sup> Street: Under I-465	2



# Three Build Alternatives



# Outreach Activities

Public Involvement Plan (initial draft June 2017)

Community Advisory Committee (CAC) August 16, 2017

- Transportation officials, elected officials, emergency management, schools, neighborhood advocate

Public Open House August 23, 2017

- Over 200 people attended; media attention

Social Media

- Website, Facebook, Twitter, YouTube, and Instagram



# Initial Environmental Studies

- Preliminary Red Flag Investigation (RFI), April 2017
- Preliminary field investigations, September 2016 and September 2017
- Preliminary Environmental Justice Memorandum, July 2017
- Preliminary record check and above-ground survey for cultural resources, February 2017



# Environmental Screening Memorandum

- No discernible differences in environmental impacts between the three build alternatives.

Table E-1 Summary of Potential Environmental Impacts

CATEGORY	NO-BUILD	ALTERNATIVE A	ALTERNATIVE B	ALTERNATIVE C
Wetlands (acres)	0	8.3	8.3	8.3
Rivers and Streams (linear feet)	0	14,000	14,000	14,000
Floodplains (acres)	0	10.9	10.9	10.9
Forested Habitat (acres)	0	16.3	16.3	16.3
Potential to impact threatened or endangered species	None	Low to Moderate	Low to Moderate	Low to Moderate
Potential Section 4(f) Public Parks, Recreation Areas and Wildlife/Waterfowl Refuges (number)	0	1 <sup>1</sup>	1 <sup>1</sup>	1 <sup>1</sup>
Potential Section 4(f) Historic Properties/Districts (number)	0	1	1	1
Known Archaeological Sites (number)	0	0	0	0
Cemeteries (number)	0	0 <sup>2</sup>	0 <sup>2</sup>	0 <sup>2</sup>
Potential to negatively impact Cultural Resources	None	Low to Moderate	Low to Moderate	Low to Moderate
Section 6(f) Properties (numbers/acres)	0	0	0	0
Farmland (acres)	0	0	0	0
Residential Relocations (number)	0	0	0	0
Business Relocations (number)	0	4 <sup>3</sup>	4 <sup>3</sup>	4 <sup>3</sup>
Public Facilities and Services Relocations (number)	0	0	0	0
Potential for disproportionate impacts to EJ populations	None	Low	Low	Low
Potential Noise Impacts	None	High	High	High
Potential Hazardous Materials Sites (number)	0	11	11	11

Notes:

- 1 - Temporary impacts may occur to the 71<sup>st</sup> Street Multi-Use Trail, located underneath the I-465 bridge over 71<sup>st</sup> Street. See below.
- 2 - The former Wright Cemetery is believed to have been properly relocated. Additional coordination/investigation is pending.
- 3 - The Suburban Extended Stay Hotel is counted as a business for the purpose of this screening memorandum. Additional investigation is needed to fully assess the socio-economic impact of potentially relocating this facility.



## Next Steps

### Additional Environmental Studies:

- Waters of the US Report
- Cultural Resources/Section 106
- Hazardous Materials
- Noise Studies
- Section 4(f)

### Additional Outreach:

- Environmental Justice Outreach
- Transportation Management Plan Meetings
- Noise Meetings
- Public Hearing (Anticipated Spring 2019)

EA Spring 2019

FONSI Summer 2019



## Questions & Discussion



[www.clearpath465.indot.in.gov](http://www.clearpath465.indot.in.gov)



June 3, 2019

Keaton Veldkamp  
Parsons  
101 West Ohio Street, Suite 2121  
Indianapolis, Indiana 46204

Dear Mr. Veldkamp:

The proposed project to move forward with clear path 465 in Marion County, Indiana (Des. No 1400075), as referred to in your letter received April 25, 2019, will not cause a conversion of prime farmland.

If you need additional information, please contact Daniel Phillips at 317-295-5871.

Sincerely,

**JERRY RAYNOR** Digitally signed by JERRY RAYNOR  
Date: 2019.06.05 09:08:51 -04'00'

JERRY RAYNOR  
State Conservationist

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Helping People Help the Land.



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**FARMLAND CONVERSION IMPACT RATING  
FOR CORRIDOR TYPE PROJECTS**

<b>PART I (To be completed by Federal Agency)</b>		3. Date of Land Evaluation Request <b>4/25/19</b>	4. Sheet 1 of <b>1</b>
1. Name of Project <b>Clear Path 465 Des. 1400075</b>		5. Federal Agency Involved <b>FHWA</b>	
2. Type of Project <b>Interchange Modification/Added Travel Lanes</b>		6. County and State <b>Marion County, Indiana</b>	
<b>PART II (To be completed by NRCS)</b>		1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated   Average Farm Size <b>66 Ac</b>	
5. Major Crop(s) <b>Corn</b>	6. Farmable Land in Government Jurisdiction <b>Acres: 257,818 % 69</b>	7. Amount of Farmland As Defined in FPPA <b>Acres: 166,453 % 65</b>	
8. Name of Land Evaluation System Used <b>LESA</b>	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS <b>5/17/2019</b>	

<b>PART III (To be completed by Federal Agency)</b>	<b>Alternative Corridor For Segment</b>			
	<b>Corridor A</b>	<b>Corridor B</b>	<b>Corridor C</b>	<b>Corridor D</b>
A. Total Acres To Be Converted Directly	<b>8.585</b>			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	<b>0.155</b>			
C. Total Acres In Corridor	<b>361</b>			

<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>	
A. Total Acres Prime And Unique Farmland	<b>8.47</b>
B. Total Acres Statewide And Local Important Farmland	<b>0</b>
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<b>0.003</b>
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	<b>14</b>

<b>PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)</b>	
	<b>83</b>

<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>	Maximum Points			
1. Area in Nonurban Use	15	0		
2. Perimeter in Nonurban Use	10	4		
3. Percent Of Corridor Being Farmed	20	0		
4. Protection Provided By State And Local Government	20	0		
5. Size of Present Farm Unit Compared To Average	10	0		
6. Creation Of Nonfarmable Farmland	25	0		
7. Availability Of Farm Support Services	5	4		
8. On-Farm Investments	20	0		
9. Effects Of Conversion On Farm Support Services	25	0		
10. Compatibility With Existing Agricultural Use	10	0		
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>8</b>	<b>0</b>	<b>0</b>

<b>PART VII (To be completed by Federal Agency)</b>				
Relative Value Of Farmland (From Part V)	100	83	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	8	0	0
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>	<b>91</b>	<b>0</b>	<b>0</b>

1. Corridor Selected: <b>A</b>	2. Total Acres of Farmlands to be Converted by Project: <b>8.59</b>	3. Date Of Selection: <b>8/15/19</b>	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
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5. Reason For Selection:  
**Meets purpose and need and provides best value.**

Signature of Person Completing this Part: *Juliet Post* DATE **8/15/19**

NOTE: Complete a form for each segment with more than one Alternate Corridor

## Veldkamp, Keaton

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**From:** Veldkamp, Keaton  
**Sent:** Thursday, August 15, 2019 2:39 PM  
**To:** Ruffner, Shelby - NRCS, Indianapolis, IN  
**Subject:** RE: NRCS Response Letter - Des No 1400075  
**Attachments:** Submit Des1400075.pdf

Hi Shelby,

Please find the attached NRCS-CPA-106 Form for Des. No. 1400075.

Thanks,

**Keaton Veldkamp**  
Associate Environmental Planner

---

**From:** Ruffner, Shelby - NRCS, Indianapolis, IN <shelby.ruffner@usda.gov>  
**Sent:** Friday, June 7, 2019 10:01 AM  
**To:** Veldkamp, Keaton <Keaton.Veldkamp@parsons.com>  
**Subject:** NRCS Response Letter - Des No 1400075

Please find attached NRCS Response Letter - Des No 1400075.

Thanks,

*Shelby Ruffner*

Indiana State Office Administrative Support Assistant  
United States Department of Agriculture  
Natural Resources Conservation Service  
6013 Lakeside Boulevard  
Indianapolis, Indiana 46278  
Office: (317) 295-5842



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TO: *Juliet Port  
Parsons*

DATE: *February 6, 2019*

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

SUBJECT: *Environmental Early Coordination for Des 1400075 Clear Path 465*

Ms. Port,

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

1. The project must comply with the City of Indianapolis Storm Water Design and Construction Manual including Chapter 700 Stormwater Quality and Chapter 600 Erosion and Sediment Control.
2. 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 attached design memo no. 2017.11.

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

Sincerely,

Kathy Allen, PLA, CPESC, CPMSM



## Clear Path 465

Port, Juliet

Thu 6/20/2019 9:28 AM

To: James Sullivan <jsulliva@idem.in.gov>

Cc: Miller, Daniel J <Daniel.J.Miller@parsons.com>

 1 attachments (1 KB)

City of Carmel Wellhead Protection Area.kmz;

Clear Path 465

Marion County

Des. 1400075

Jim,

Thanks for calling me regarding our request to identify public drinking water resources for the Clear Path 465 project. Based on our discussion, it's my understanding these are the resources to consider in our Environmental Analysis (EA):

- In the northwest portion of the project area near the White River, the project area is within the City of Carmel Wellhead Protection Area (WHPA). The wells are located more than 1 mile from the project area. The attached KMZ file approximates the area.
- There is a public water supply well outside the project area west of I-69 and just north of 82nd Street, PWSID 24900008, within Park Castlewood Industrial Park. This is a nontransient community public water supply well.

No other public water supplies within or adjacent to the project area were identified. We will evaluate these resources and identify best practices to protect them within the EA. Please let us know if there is a misunderstanding. Thank again for your help,

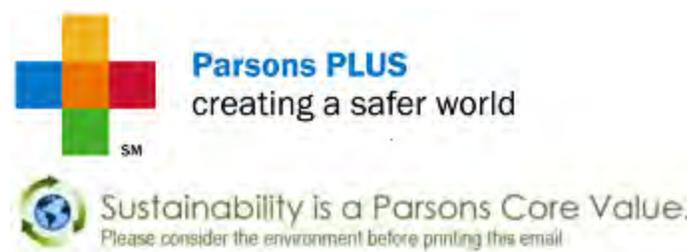
### Juliet Port, LPG

Senior Environmental Planner

101 W Ohio St, Suite 2121

Indianapolis, IN 46204

(317) 616-4693





# Indiana Department of Environmental Management

*We Protect Hoosiers and Our Environment.*

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

INDOT

100 North Senate Avenue  
Indianapolis, IN 46204  
Date

Parsons  
Keaton Veldkamp  
101 West Ohio St  
Indianapolis, IN 46204

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The Indiana Department of Transportation (INDOT), in cooperation with the Federal Highway Administration (FHWA), is conducting an Environmental Assessment (EA), for the proposed I-465/I-69 Interchange Modification and Added Travel Lanes project in Marion County, Indiana, hereinafter referred to as "Clear Path 465". The Clear Path 465 project is located on the northeast side of Indianapolis, Indiana. It begins along I-465 approximately 2.4 miles west of I-69 at the White River Bridge, continues through the I-69 interchange, and terminates approximately 2.2 miles south of I-69 at the I-465 bridge over Fall Creek Road. In the southwest, the project begins 0.8 mile south of the 75th Street/Binford Boulevard intersection and travels north along I-69 terminating approximately 1.4 miles north of I-465. The project includes the following interchanges: the I-465/Allisonville Road interchange, the I-465/I-69 interchange and the I-69/82nd Street interchange. The need for the Clear Path 465 project stems from insufficient capacity that causes backups during the peak hours and safety concerns due to a high volume of crashes within the project area. The purpose of the Clear Path 465 Project is to improve overall traffic operation by increasing capacity to meet an acceptable LOS (at least LOS D), and to improve safety. Alternative C Modified is the recommended alternative from the approved engineering document entitled Interstate Access Document. The majority of the project would occur within existing, previously disturbed right-of-way. Approximately 11.7 acres of permanent right-of-way and 4.0 acres of temporary right-of-way would be acquired. The proposed right-of-way consists of a portion of a 16.3-acre wooded parcel, six commercial properties, and a strip of commercial land. This project involves work on 20 bridges and 29 culverts. Based on the preliminary noise analysis, the addition of noise barriers is likely.

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

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

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

## WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

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

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

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

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

For information on these Indiana (statutory) Code and Indiana Administrative Code citations, see the DNR Web site at:

<http://www.in.gov/dnr/water/9451.htm> (<http://www.in.gov/dnr/water/9451.htm>). Contact the DNR Division of Water at 317-232-4160 for further information.

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

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

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

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

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

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

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

7. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317/232-4080) for addition project input.
8. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.

9. For projects involving effluent discharges to waters of the State of Indiana, contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.
10. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

## AIR QUALITY

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

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

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

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

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

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

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

To learn more about radon, radon risks, and ways to reduce exposure visit: <http://www.in.gov/isdh/regsvcs/radhealth/radon.htm> (<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm>), <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>), or <http://www.epa.gov/radon/index.html> (<http://www.epa.gov/radon/index.html>).

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

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

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

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

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

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

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

## LAND QUALITY

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

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

## FINAL REMARKS

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

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

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

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## Signature(s) of the Applicant

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

## Project Description

The Indiana Department of Transportation (INDOT), in cooperation with the Federal Highway Administration (FHWA), is conducting an Environmental Assessment (EA), for the proposed I-465/I-69 Interchange Modification and Added Travel Lanes project in Marion County, Indiana, hereinafter referred to as "Clear Path 465". The Clear Path 465 project is located on the northeast side of Indianapolis, Indiana. It begins along I-465 approximately 2.4 miles west of I-69 at the White River Bridge, continues through the I-69 interchange, and terminates approximately 2.2 miles south of I-69 at the I-465 bridge over Fall Creek Road. In the southwest, the project begins 0.8 mile south of the 75th Street/Binford Boulevard intersection and travels north along I-69

terminating approximately 1.4 miles north of I-465. The project includes the following interchanges: the I-465/Allisonville Road interchange, the I-465/I-69 interchange and the I-69/82nd Street interchange. The need for the Clear Path 465 project stems from insufficient capacity that causes backups during the peak hours and safety concerns due to a high volume of crashes within the project area. The purpose of the Clear Path 465 Project is to improve overall traffic operation by increasing capacity to meet an acceptable LOS (at least LOS D), and to improve safety. Alternative C Modified is the recommended alternative from the approved engineering document entitled Interstate Access Document. The majority of the project would occur within existing, previously disturbed right-of-way. Approximately 11.7 acres of permanent right-of-way and 4.0 acres of temporary right-of-way would be acquired. The proposed right-of-way consists of a portion of a 16.3-acre wooded parcel, six commercial properties, and a strip of commercial land. This project involves work on 20 bridges and 29 culverts. Based on the preliminary noise analysis, the addition of noise barriers is likely.

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

Date: 8/15/2019

Signature of the INDOT  
Project Engineer or Other Responsible Agent 

Date: 8/15/2019

Signature of the  
For Hire Consultant 

Juliet Port

## Organization and Project Information

**Project ID:**

**Des. ID:**

**Project Title:** Clear Path 465

**Name of Organization:** Parsons

**Requested by:** Keaton Veldkamp

## Environmental Assessment Report

1. Geological Hazards:

- High liquefaction potential
- Floodway

2. Mineral Resources:

- Bedrock Resource: High Potential
- Sand and Gravel Resource: High Potential

3. Active or abandoned mineral resources extraction sites:

- Petroleum Exploration Wells

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

### **DISCLAIMER:**

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

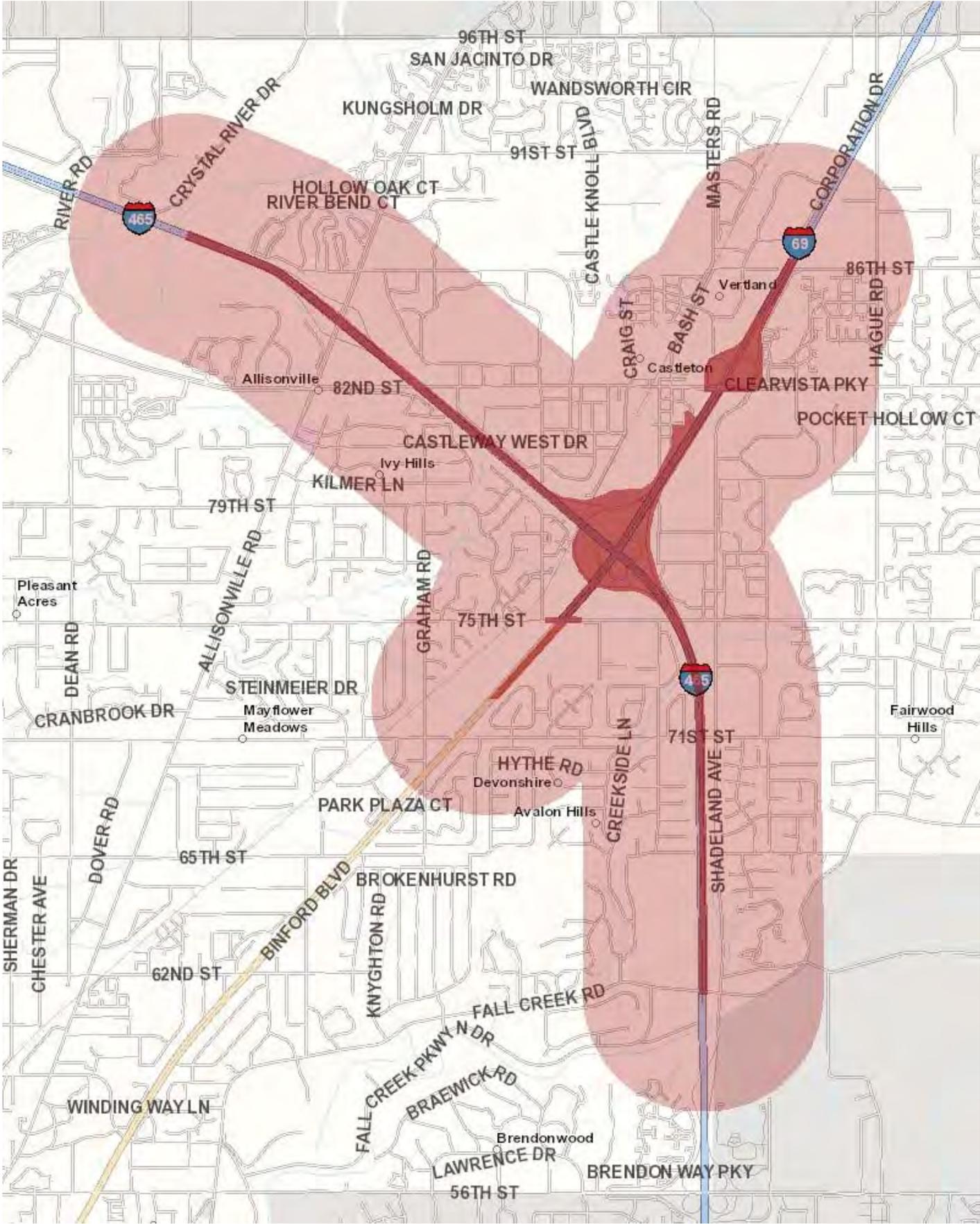
This information was furnished by Indiana Geological Survey

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

Email: [IGSEnvir@indiana.edu](mailto:IGSEnvir@indiana.edu)

Phone: 812 855-7428

Date: May 31, 2019



# Metadata:

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



# United States Department of the Interior



## FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

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

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

In Reply Refer To:

March 18, 2019

Consultation Code: 03E12000-2019-SLI-0201

Event Code: 03E12000-2019-E-03393

Project Name: Clear Path 465, Des. 1400075

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

To Whom It May Concern:

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

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

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

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

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

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

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

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

Attachment(s):

- Official Species List

# Official Species List

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

This species list is provided by:

Indiana Ecological Services Field Office  
620 South Walker Street  
Bloomington, IN 47403-2121  
(812) 334-4261

## Project Summary

Consultation Code: 03E12000-2019-SLI-0201

Event Code: 03E12000-2019-E-03393

Project Name: Clear Path 465, Des. 1400075

Project Type: TRANSPORTATION

**Project Description:** The Clear Path 465 project is located on the northeast side of Indianapolis, Indiana. It begins along I-465 approximately 2.2 miles south of I-69 at the I-465 bridge over Fall Creek Road, continues through the I-69 interchange, and terminates approximately 2.4 miles west of I-69 at the White River Bridge. In the southwest, the project begins 0.8 mile south of the 75th Street/Binford Boulevard intersection and travels north along I-69, terminating approximately 1.4 miles north of I-465. The project includes the following interchanges: the I-465/Allisonville Road interchange, the I-465/I-69 interchange and the I-69/82nd Street interchange. The need for the Clear Path 465 project stems from insufficient capacity that causes backups during the peak hours and safety concerns due to a high volume of crashes within the project area. Alternative C Modified is the recommended alternative from the approved engineering document entitled Interstate Access Document. This alternative includes added travel lanes along I-465 and I-69, and reconfiguration of the I-465/I-69 and I-69/82nd Street interchanges. The majority of the project would occur within existing, previously disturbed right-of-way. Approximately 11.7 acres of permanent right-of-way and 4.0 acres of temporary right-of-way would be acquired. The proposed right-of-way consists of a portion of a 16.3-acre wooded parcel, six commercial properties, and a strip of commercial land. This project involves 20 existing bridges and 26 existing culverts. All of the bridges and culverts have been inspected for the presence of bats. Seven structures would be acquired: a vacant office building, two small commercial buildings, a hotel, a mini-barn, shelter, and a car dealership. The interior of these structures have not been inspected for evidence of bats. The project is tentatively scheduled to begin in 2020 and expected to last year-round for up to 5 years. The traffic management plan (TMP) is currently under development. To the extent practicable, construction will occur off-line to minimize lane closures and other impacts to motorists. The project would move and upgrade permanent lighting along the roadways. Temporary lighting may be used during construction.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/39.89117656513456N86.05824167562872W>



Counties: Marion, IN

## Endangered Species Act Species

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

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

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

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

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

## Mammals

NAME	STATUS
<b>Indiana Bat <i>Myotis sodalis</i></b> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/5949">https://ecos.fws.gov/ecp/species/5949</a> Species survey guidelines: <a href="https://ecos.fws.gov/ipac/guideline/survey/population/1/office/31440.pdf">https://ecos.fws.gov/ipac/guideline/survey/population/1/office/31440.pdf</a>	Endangered
<b>Northern Long-eared Bat <i>Myotis septentrionalis</i></b> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> <li>▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See <a href="http://www.fws.gov/midwest/endangered/mammals/nleb/index.html">www.fws.gov/midwest/endangered/mammals/nleb/index.html</a></li> </ul> Species profile: <a href="https://ecos.fws.gov/ecp/species/9045">https://ecos.fws.gov/ecp/species/9045</a> Species survey guidelines: <a href="https://ecos.fws.gov/ipac/guideline/survey/population/10043/office/31440.pdf">https://ecos.fws.gov/ipac/guideline/survey/population/10043/office/31440.pdf</a>	Threatened

## Critical habitats

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



# INDIANA DEPARTMENT OF TRANSPORTATION



Greenfield District  
32 South Broadway  
Greenfield, IN 46140

PHONE: 1-855-463-6848  
FAX: (317) 467-3957

Eric Holcomb, Governor  
Joe McGuinness,  
Commissioner

April 12, 2019

Robin McWilliams-Munson  
U.S. Fish and Wildlife Service  
Bloomington Field Office  
620 South Walker Street  
Bloomington, IN 47403-2121

RE: Standard Informal Consultation for the Indiana Bat and Northern Long-Eared Bat  
Des. 1400075  
Clear Path 465 (I-465/I-69 Interchange Modification and Added Travel Lanes)  
Marion County, Indiana  
Consultation Code: 03E12000-2019-SLI-0201

Dear Ms. McWilliams-Munson,

The Indiana Department of Transportation (INDOT), is acting on behalf of FHWA, and submitting this letter for standard informal consultation for the Indiana bat, *Myotis sodalis*, and northern long-eared bat, *Myotis septentrionalis* (NLEB). Agency coordination for this project was initiated with a resource agency meeting (RAM) held on November 14, 2017. Based on the project description and aeriels below, this project does not adhere to the Range-wide Programmatic Consultation due to proposed tree clearing greater than 300 feet from existing paved surfaces.

## Background

The Clear Path 465 project (Proposed Action) is located on the northeast side of Indianapolis, Indiana. It begins along I-465 approximately 2.2 miles south of I-69 at the I-465 bridge over Fall Creek Road, continues through the I-69 interchange, and terminates approximately 2.4 miles west of I-69 at the White River Bridge. In the southwest, the project begins 0.8 mile south of the 75th Street/Binford Boulevard intersection and travels north along I-69 terminating approximately 1.4 miles north of I-465. The project includes the following interchanges: the I-465/Allisonville Road interchange, the I-465/I-69 interchange and the I-69/82nd Street interchange. The need for the Clear Path 465 project stems from insufficient capacity that causes backups during the peak hours and safety concerns due to a high volume of crashes within the project area. A site location map is provided as Figure 1.

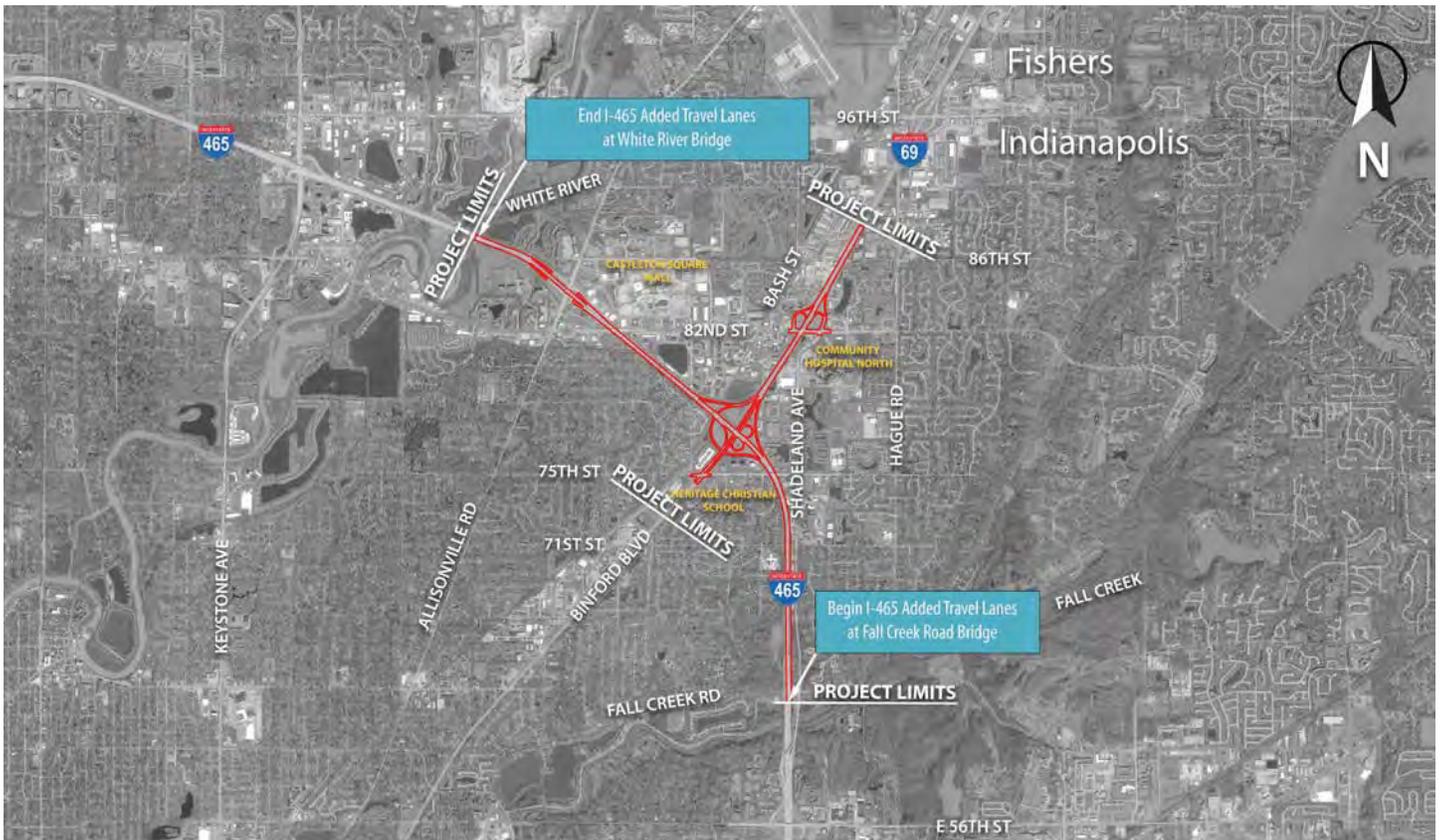
The project study area was initially entered into the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Construction (IPaC) website to obtain the Official Species List; an updated list was obtained March 18, 2019 (Attachment 2, pp1-6). The project area construction limits were uploaded to the IPaC website; the file is entitled "[I465I69ClearPathsConstructionLimits.shp.kmz](#)".

## Existing Roadway Conditions

I-465 west of the I-69 interchange consists of three travel lanes in each direction plus auxiliary lanes for ramps. East/south of the I-69 interchange, I-465 has four travel lanes in each direction. Noise barrier walls are present along the west side of I-465 between 65th Street and 75th Street. I-69 consists of four travel lanes in each direction. Binford Boulevard has two travel lanes in each direction. The existing bridges are summarized in Table 2 in Attachment 3. The I-465/Allisonville Road interchange was reconfigured in 2014 from a diamond style to a single point urban interchange. The I-465/I-69 interchange is a partial cloverleaf with a semi-directional ramp. The I-69/82nd Street interchange is a folded diamond interchange.

[www.in.gov/dot/](http://www.in.gov/dot/)

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**Figure 1. Site Location Map**

## Alternatives

In addition to the No Build Alternative, a range of alternatives that would meet the project's purpose and need are being analyzed, which were discussed at the November 2017 RAM and shown in the *Environmental Screening Memorandum*. Alternative C Modified is the recommended alternative from the approved engineering document entitled *Interstate Access Document*. This alternative is an adjustment of Alternative C. The key design elements associated with the recommended alternative are summarized below.

### Eastbound/Southbound I-465 Mainline

- Eastbound I-465 between the White River bridge and Allisonville Road would have four mainline lanes, one auxiliary lane, and an option lane.
- Eastbound I-465 between Allisonville Road and the I-69 ramps would have four mainline lanes and one auxiliary lane.
- Southbound I-465 south of I-69 would have four mainline lanes and three lanes from the southbound I-69 to southbound I-465 ramp.

### Northbound/Westbound I-465 Mainline

- Northbound I-465 from the 56th Street/Shadeland Avenue on-ramp would have four mainline lanes and two auxiliary lanes.
- Westbound I-465 would have six lanes between the I-69 ramps and Allisonville Road.
- Westbound I-465 from the Allisonville off-ramp to the west end of the project area would have five through lanes and would tie into the existing five lanes on the westbound I-465 bridge over the White River.

### Northbound/Southbound Binford Boulevard

- Northbound Binford Boulevard north of 75th Street would split from two lanes to three lanes.
- Southbound Binford Boulevard would exit southbound I-69 as a barrier-separated collector distributor (C-D) between 96th Street and 82nd Street. Southbound Binford Boulevard would then continue along

the two-lane C-D over 82nd Street and then along the west side of I-69 before crossing under the southbound I-69 to westbound I-465 ramp and I-465 mainline.

- A signalized intersection would be installed at the eastbound I-465 to southbound Binford Boulevard ramp to control traffic merging south onto Binford Boulevard.
- A third lane would be added to southbound Binford Boulevard at 75th Street.

#### Northbound/Southbound I-69

- From the I-465 interchange there would be six mainline northbound I-69 lanes to 82nd Street. The right lane would drop after 82nd Street and before the 82nd street on-ramp and five northbound I-69 lanes would continue north.
- Southbound I-69 would have four mainline lanes and one auxiliary lane on the north end of the project area.
- The ramp from 82nd Street to southbound I-69 would be reconstructed to tie into the proposed four southbound I-69 lanes.

#### I-465/I-69 System Interchange Ramps

- A two-lane ramp would travel under I-465 and provide a direct connection from eastbound I-465 to northbound I-69.
- Northbound I-465 to northbound I-69 would be a three-lane ramp which passes over the northbound Binford Boulevard to 82nd Street ramp.
- The eastbound I-465 and northbound I-465 ramps to northbound I-69 would be completely separated from local traffic heading to 82nd Street.
- The southbound I-69 to southbound I-465 ramp would be reconstructed to the inside of its existing alignment to provide room to construct the new southbound Binford Boulevard roadway.
- The southbound I-69 to westbound I-465 ramp would provide two lanes.

#### I-465/I-69 Service Interchange Ramps and Local Roads

- A service interchange ramp from eastbound I-465 to southbound Binford Boulevard would be provided.
- The existing loop ramp from eastbound I-465 to northbound Binford Boulevard would be reconstructed as a single-lane loop ramp for eastbound I-465 to 82nd Street traffic.
- The northbound Binford Boulevard to westbound I-465 ramp would be a single lane loop ramp that would be barrier separated.
- There would be a dedicated barrier-separated C-D for all traffic to 82nd Street from I-465 and Binford Boulevard.
- A single lane ramp would be added from the northbound I-465 to northbound I-69 ramp to the northbound 82nd Street off-ramp.
- A new southbound I-69 off-ramp would be constructed north of 82nd Street to provide access from southbound I-69 to 82nd Street and southbound Binford Boulevard.
- An exit ramp from the southbound C-D to southbound Binford Boulevard would provide full access from southbound I-69 to 82nd Street.
- 71st Street would be lowered under I-465 to meet the minimum vertical clearance requirements along 71st Street. The 71st Street Multi-Use Trail would be barrier-separated.
- Castleton Road would be realigned.

#### Right-of-Way

The majority of the project would occur within existing, previously disturbed right-of-way. Approximately 11.7 acres of permanent right-of-way and 4.0 acres of temporary right-of-way would be acquired. The proposed right-of-way consists of a portion of a 16.3-acre forested parcel, six commercial properties, and a strip of commercial land.

## Structures

This project involves 20 existing bridges and 26 existing culverts. All of the bridges and culverts have been inspected for the presence of bats. The structure number, inspection date, crossing/location, and proposed scope of work are summarized in Tables 2 and 3 in Attachment 3.

Seven structures would be acquired: a vacant office building, two small commercial buildings, a hotel, a mini-barn, shelter, and a car dealership. The interior of these structures have not been inspected for evidence of bats. The buildings are shown in the Building Removals figure (Attachment 1, p6).

The analysis of noise impacts is underway. In order to accommodate added travel lanes, it is likely that existing noise barriers will be moved near the edge of existing right-of-way or placed on new retaining walls, and additional noise barriers may be installed along the project area. There are also several communication towers and billboards that would be relocated or demolished for this project.

## Construction Schedule and Maintenance of Traffic

The project is tentatively scheduled to begin in 2020 and expected to last year-round for up to 5 years. The traffic management plan is currently under development. To the extent practicable, construction will occur off-line to minimize lane closures and other impacts to motorists.

## **Existing Habitat and Bat Data**

The project area consists mostly of previously disturbed right-of-way within a suburban area. Adjacent land use generally consists of a mixture of commercial, residential, and wooded land. The study area includes a 16.3-acre wooded parcel located adjacent to the northwest of the I-465/I-69 interchange, where a new ramp is proposed. Approximately 8.59 acres of land is proposed from this parcel. The western project terminus is at the West Fork White River, which has a wooded riparian floodway. The southern terminus is at Fall Creek Road, where Skiles Test Nature Preserve is adjacent to the west. Woolen Gardens Nature Preserve/Fall Creek Greenway is less than 0.2 mile to the south, and Fort Benjamin Harrison State Park is approximately 0.5 mile to the east. Relatively smaller strips of wooded land are also present within the project area along streams, drainage ways, and fencerows.

The USFWS database was checked, and there are no reports of bats within a half-mile radius of the project area. Based on verbal consultation with USFWS on March 13, 2019, there are records of bats not far from the southern project terminus near Fall Creek.

The Indiana Department of Natural Resource, Division of Fish and Wildlife (IDNR-DFW), responded to early coordination on October 6, 2017 (Attachment 2, pp7-10). The Natural Heritage Program identified Fort Harrison State Park and the Bluffs of Fall Creek Nature Preserve within 0.5 mile of the southern project area. IDNR-DFW did not identify records of the Indiana bat or NLEB within 0.5 mile of the project area.

## Structures

The 20 existing bridges were inspected by INDOT for evidence of bats. The date of the most recent inspection is shown in Table 2 (Attachment 3). Bridge No. 10, the I-69 northbound bridge over 82nd Street (I69-200-05307 BNBL) was reported to have evidence of "birds and/or nests" and "heavy amounts of pigeon" in the INDOT bridge inspection report dated September 26, 2017 (Attachment 4, p1). Parsons inspected this bridge and the abutting southbound bridge on March 29, 2019 and verified the presence of pigeons, nests, and pigeon guano. No evidence of bat guano (i.e., mouse-like pellets) was observed (Attachment 4, p9). Additionally, Bridge No. 25, the I-465 westbound bridge over White River and hiking trail (I465-127-05255 CWBL) was reported to have signs of "birds/swallows/nests" in the October 29, 2018 inspection report. Lastly, Bridge No. 26, the I-465 northbound over Fall Creek Road and Fall Creek Trail bridge (I465-123-04864 CNBL) was reported to have signs of "birds/swallows/nests" in the June 25, 2018 inspection report. No other evidence of wildlife using the bridges was reported in the bridge inspection reports. Excerpts of the bridge inspection reports are provided in Attachment 4.

The 26 culverts were inspected by Parsons for evidence of bats in April and November 2018. No evidence of bats or other wildlife was reported. The dates of the inspections and the results are summarized in Table 3 (Attachment 3).

The six commercial structures that would be acquired are not yet accessible. Once acquired, they will be inspected prior to demolition for evidence of bats as well as other concerns such as regulated asbestos containing materials.

### Water Resources and Wetlands

The project area was surveyed for the presence of waters of the U.S., such as streams and wetlands. Excerpts from the approved *Waters of the U.S. Report* are provided in Attachment 5. Additionally, an addendum is being prepared for the northern project terminus along I-69 where project limits may be extended due to maintenance of traffic. (Note, this area is within existing right-of-way and within 100 feet of existing pavement.)

### Definition of Suitable Summer Habitat

In consultation with the USFWS Field Office, the project area was reviewed for the presence of suitable summer habitat for the bat species as defined by Appendix A of the USFWS 2018 Summer Survey Guidelines<sup>1</sup>. These definitions include the following:

“Suitable summer habitat for Indiana bats consists of a wide variety of forested/wooded habitats where they roost, forage, and travel and may also include some adjacent and interspersed nonforested habitats such as emergent wetlands and adjacent edges of agricultural fields, old fields and pastures... Suitable summer habitat for NLEB consists of a wide variety of forested/wooded habitats where they roost, forage, and travel and may also include some adjacent and interspersed non-forested habitats such as emergent wetlands and adjacent edges of agricultural fields, old fields and pastures...

Examples of unsuitable habitat: Trees found in highly-developed urban areas (e.g., street trees)...

### Assessment of Potential Suitable Summer Habitat

The project area was split into four areas for the purposes of analyzing suitable summer habitat: the western project area, the forested parcel, the southern project area, and developed areas.

#### WESTERN PROJECT AREA

The construction limits within the western project area, from the White River to Allisonville Road (Attachment 1, p1), were narrowed to avoid impacts to the forested floodplain and unnamed tributaries. This will be achieved by using mechanically-stabilized earth (MSE). All of the construction limits in this area are within 100 feet of existing paved surfaces. Therefore, the western project area is not considered likely “suitable summer habitat”.

#### FORESTED PARCEL

The forested parcel northwest of the I-465/I-69 interchange (Attachment 1, p2) is a total of 16.3 acres. Based on aerial photographs<sup>2</sup>, much of this area was last farmed circa 1975, except for an area of mature trees that was identified in the approved *Waters of the U.S. Report*<sup>3</sup> as containing forested wetlands (Wetlands 25 to 27, Attachment 5, p2).

Tree species identified within the forested parcel include silver maple (*Acer saccharinum*), American elm (*Ulmus americana*), green ash (*Fraxinus pennsylvanica*), red maple (*Acer rubrum*), autumn olive (*Elaeagnus umbellata*), honeysuckle (*Lonicera maackii*), swamp white oak (*Quercus bicolor*), eastern cottonwood (*Populus deltoides*), and northern white oak (*Quercus alba*). Based on the presence of a block of forest that contains mature trees and forested wetlands, the forested parcel is considered likely “suitable summer habitat.”

---

<sup>1</sup> Range-Wide Indiana Bat Survey Guidelines, April 2018. Appendix A, pp13-14 <https://www.fws.gov/midwest/endangered/mammals/inba/surveys/pdf/2018RangewideIBatSurveyGuidelines.pdf>

<sup>2</sup> <http://maps.indy.gov/MapIndy/index.html>

<sup>3</sup> *Waters of the U.S. Report - Clear Path 465*, Des. No. 1400075, October 2, 2018; prepared by Parsons on behalf of INDOT.

## SOUTHERN PROJECT AREA

From East 65<sup>th</sup> Street to the southern terminus at the bridge over Fall Creek Road, the project area is adjacent to Skiles Test Nature Preserve (Attachment 1, p3). All work in this area is confined within existing interstate right-of-way. As discussed above, there are many habitat resources along Fall Creek, and USFWS indicated there are records of protected bats not far from this area. Therefore, the wooded areas within this portion of the project area is considered likely "suitable summer habitat".

## DEVELOPED AREAS

As visible on aerial photographs (Attachment 1, pp1-5), much of the land surrounding the project area is highly-developed with residential neighborhoods, retail centers, office parks, and warehouses. The project area adjacent to the highly-developed areas consists of existing interstate right-of-way. These areas are similar to the "Examples of unsuitable habitat:...Trees found in highly-developed urban areas (e.g., street trees)..."(USFWS 2018, p14). Therefore, the portions of the project area adjacent to highly-developed areas are not considered likely "suitable summer habitat".

## Impacts

During construction, noise and vibrations throughout the project area would increase above current levels. Bridges and culverts would be repaired, replaced, extended, or left as-is, as summarized in Tables 2 and 3 (Attachment 3). Commercial structures would be demolished. Additionally, tree clearing is needed to accommodate the added travel lanes and interchange ramps. The proposed tree clearing is shown on the Tree Clearing figures in Attachment 1 and are summarized below.

**Table 1. Tree Clearing Summary**

Area	Acres of Trees with 100 ft of existing paved surfaces	Acres of Trees more than 100 ft, but less than 300 ft from existing paved surfaces	Acres of Trees more than 300 ft from existing paved surfaces	Total Acres of Trees
Entire Project Area	14.23	5.77	0.49	20.49
Within Suitable Summer Habitat				
Forested Parcel	1.78	4.39	0.49	6.66
Southern Project Area	2.15	0.18	0.00	2.33

The project would move and upgrade permanent lighting along the roadways. Temporary lighting may be used during construction. Temporary lighting would be directed away from suitable habitat during the bats' active season. All permanent lighting would be directed away from suitable habitat during the active season. All permanent lighting would be downward facing. Replacement lighting would use the same intensity or less than the existing lighting.

The proposed impact to streams and wetlands were identified in the Waters of the U.S. Report (Attachment 5). These impacts will be minimized and mitigated for through the Section 401/404 permitting process.

## Commitments

The following commitments are proposed as Avoidance and Minimization Measures (AMMs) to reduce potential impacts to the Indiana bat and northern long-eared bat.

- Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable avoidance and minimization measures.
- All phases/aspects of the project (e.g., temporary work areas, alignments) would be modified, to the extent practicable, to avoid tree removal in excess of what is required to implement the project safely.
- Tree removal would be limited to that specified in project plans and ensure that contractors would understand clearing limits and how they are marked in the field (e.g., bright colored flagging/fencing would be installed prior to any tree clearing to ensure contractors stay within clearing limits).

- All tree removal activities would be restricted to when Indiana bats and northern long-eared bats are not likely to be present (e.g., the inactive season) October 1 – March 30.
- All temporary lighting would be directed away from suitable habitat during the active season.
- 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, the goal is to be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.
- The interior of commercial structures would be inspected for evidence of bats prior to demolition. Bridge and culvert structures would be re-inspected for the presence of bats at least 24 months prior to any work to the structure or roadway above/below the structure. If bat activity or signs of frequent bat activity (e.g., guano stains) are observed, further coordination with USFWS would occur.
- A "Reinitiation Notice" is required if: more than 20.49 acres of trees are to be cleared; the amount or extent of incidental take of Indiana bat is exceeded; new information about listed species is encountered; new species is listed or critical habitat designated that the project may affect; the project is modified in a manner that causes an effect to the listed species; or, new information reveals that the project may affect listed species or critical habitat in a manner not considered in the project information.

## Conclusion

In consultation with USFWS, it was determined that the Proposed Action is not within the scope of the *Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and Northern Long-Eared Bat* and will be processed as standard informal consultation.

Based on the review of existing data, structure inspections, assessment of likely and unlikely suitable summer habitats, tree clearing quantities/mapping, and applied AMMs, the FHWA has determined the proposed project has an effect finding of "May Affect, Not Likely to Adversely Affect - with AMMs" for the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*).

The FHWA is requesting USFWS concurrence with this project "May Affect, Not Likely to Adversely Affect - with AMMs" determination.

Please contact Juliet Port at (317) 616-4693 or [Juliet.Port@parsons.com](mailto:Juliet.Port@parsons.com) if you have any questions or require additional information. We appreciate your attention to this project.

Certain attachments intentionally omitted. Refer to Appendix B for graphics.

## Attachment 3 - Bridge and Culvert Summary Tables

**Table 2. Clear Path 465 Bridges**

Bridge No.	Structure No.	Date Inspected for Bats	Evidence of Bats?	Location/Crossing	Scope of Work
1	I465-125-02377 BNBL (existing) TBD (new)	6/14/2018	No	I-465 westbound over I-69 southbound to I-465 southbound Ramp, railroad, southbound Binford Boulevard	Demolish existing. New bridge moved off-line to the north (3 spans)
2	I465-125-02377 JCSBL (Existing) TBD (New)	6/14/2018	No	I-465 eastbound over I-69 southbound to I-465 southbound Ramp, railroad, southbound Binford Boulevard	Demolish existing. New bridge moved off-line to the north (3 spans)
3	I465-125-05270 BNBL (Existing) TBD (New)	6/25/2018	No	I-465 westbound over I-69, Binford Boulevard, I-465 eastbound to I-69 northbound ramp	Demolish existing. New bridge moved off-line to the north (2 spans)
4	I465-125-05270 JCSBL (Existing) TBD (New)	6/25/2018	No	I-465 eastbound over I-69, Binford Boulevard, I-465 eastbound to I-69 northbound ramp	Demolish existing. New bridge moved off-line to the north (2 spans)
5	I465-125-05271 B (Existing) TBD (New)	6/26/2018	No	I-69 southbound to I-465 southbound ramp over northbound Binford Boulevard	Demolish existing. New bridge moved off-line to the north (inside of existing) (2 spans)
6	TBD	N/A	No	I-465 eastbound Ramp to I-69 northbound over I-69, railroad, southbound Binford Boulevard	New bridge (3 span)
7	TBD	N/A	No	I-69 southbound to I-465 westbound over railroad, southbound Binford Boulevard	New bridge (2 spans)
8	TBD	N/A	No	I-465 northbound ramp to I-69 northbound over northbound Binford Boulevard	New bridge (assumed 1 span)
9	TBD	N/A	No	I-69 northbound collector-distributor (C-D) ramp to 82 <sup>nd</sup> Street over 82 <sup>nd</sup> Street	New bridge (assumed 2 spans)
10	I69-200-05307 BNBL	3/29/2019	No (pigeon guano was observed)	I-69 northbound over 82nd Street	Deck replacement and widening with semi-integral endbents
11	I69-200-05307 JCSBL	3/29/2019	No (pigeon guano was observed)	I-69 southbound over 82nd Street	Deck replacement and widening with semi-integral endbents
12	TBD	N/A	N/A	82nd Street southbound on-ramp to southbound Binford Boulevard over 82nd Street	New bridge (assumed 2 spans)
13	TBD	N/A	N/A	I-69 southbound ramp to southbound Binford Boulevard over 82nd Street	New bridge (assumed 2 spans)
14	TBD	N/A	N/A	I-69 southbound ramp to southbound Binford Boulevard over southbound 82nd Street on-ramp	New bridge (assumed 2 spans)
15	I465-124-05268 CNBL	6/25/2018	No	I-465 northbound over 71st Street	Deck replacement and widening with semi-integral endbents
16	I465-124-05268 CSBL	6/25/2018	No	I-465 southbound over 71st Street	Deck replacement and widening with semi-integral endbents
17	I465-125-02377 DRB	6/14/2018	No	I69 SB to I465 WB over the railroad	Bridge Removal and new bridge
18	I465-123-05267CNBL	6/25/2018	No	I-465 northbound over Fall Creek Road	Temporary Striping
19	I465-123-05267 JCSB	6/25/2018	No	I-465 southbound over Fall Creek Road	Temporary Striping
20	I465-124-09121	6/25/2018	No	E 75th Street over I-465	No work on the bridge. Added travel lanes/resurfacing beneath.

Bridge No.	Structure No.	Date Inspected for Bats	Evidence of Bats?	Location/Crossing	Scope of Work
21	I465-125-09122 EBL	6/14/2018	No	E 82nd Street eastbound over I-465 eastbound/westbound	No work on the bridge. Added travel lanes/resurfacing beneath.
22	I465-125-09630 WBL	6/14/2018	No	E 82nd Street westbound over I-465 eastbound/westbound	No work on the bridge. Added travel lanes/resurfacing beneath.
23	I465-126-09117	6/15/2018	No	Allisonville Road over I-465 eastbound/westbound	No work on the bridge. Added travel lanes/resurfacing beneath.
24	I465-127-05255 CEBL	10/29/2018	No	I-465 eastbound over White River and hiking trail	Temporary Striping
25	I465-127-05255 CWBL	10/29/2018	No (birds/swallows/nests were noted)	I-465 westbound over White River and hiking trail	Temporary Striping
26	I465-123-04864 CNBL	6/25/2018	No (birds/swallows/nests were noted)	I-465 northbound over Fall Creek and Fall Creek Trail	Temporary Striping
27	I465-123-04864 JDSB	6/25/2018	No	I-465 southbound over Fall Creek and Fall Creek Trail	Temporary Striping

**Table 3. Clear Path 465 Culverts**

No.	Structure No.	Location	Waterbody	Parsons Inspection Date	Evidence of bats?	Est'm Cover (ft)	Existing Structure	Length	Work Type	Des. No.
1	CV I465-049-34.78	1.530 mile east of Keystone Avenue	near UNT 2 to White River	11/30/2018	No	10	50" x 31" CMP	280	Repair - Extend host pipe and line	1801636
2	CV I465-049-34.96	1.710 mile east of Keystone Avenue	UNT 2 to White River	4/5/2018	No	10	91" x 58" RCPE	280	Repair - Extend pipe	1801637
3	CV I465-049-35.31 L	located below Allisonville Road just north of intersection.	UNT 2 to White River	4/12/2018	No	10	72" RCP	180	Repair - Extend pipe	1801638
4	CV I465-049-35.31 R	located below Allisonville Road just south of intersection.	UNT 2 to White River	4/5/2018	No	10	91" x 58" RCEP	180	Repair - Extend pipe	1801640
5	CV I465-049-35.76 R	located below W. end of 82nd Street bridge	near UNT 1 to Allison Run	11/30/2018	No	3	3' X 6' RC Box	120	Existing structure remain in place	1801641
6	CV I465-049-35.77	2.550 mile east of Keystone Avenue	UNT 1 to Allison Run	4/5/2018	No	4	53" x 34" RCEP	300	Repair - Extend pipe	1801642
7	CV I465-049-35.85	2.620 mile east of Keystone Avenue	UNT 2 to Allison Run	4/5/2018	No	2	30"x51" RCEP	320	Repair - Extend pipe	1801643
8	CV I465-049-36.15	2.920 mile east of Keystone Avenue	Howland Ditch	4/5/2018	No	4	16'-7 x 10'-1 SPPA w/ steel liner	240	Existing structure remain in place. No hydraulic evaluation	1801644
9	Str. 465-77 (no asset tag)	3.1 mi east of Keystone Avenue	UNT 1 to Howland Ditch	11/30/2018	No	3	30" RCP	165	Replacement - Type 1, 42" Circular pipe	1801639
10	CV I465-049-36.72 R	3.500 mile east of Keystone Avenue	UNT 1 to Hillsdale Run	4/5/2018	No	6	8'-9 x 6'-3 CMP	185	Replacement - Type 1, 14'x5' RCB	1801645
11	CV I465-049-36.75	3.510 mile east of Keystone Avenue	UNT 1 to Hillsdale Run	11/30/2018	No	10	84" CMP	340	Replacement - Type 1, 12'x5' RCB	1801646
12	CV I465-049-36.86 R	3.620 mile east of Keystone Avenue (located under Binford Boulevard)	UNT 2 to Hillsdale Run	4/5/2018	No	5	48" CMP	255	Replacement - Type 1, 60" Circular pipe	1801647
13	CV I465-049-37.41	0.600 mile south of I69	Blue Creek	11/30/2018	No	5	9'-9 x 6'-7 CSPA	300	Replacement - Type 1, 14'x8' RCB	1801648
14	CV I465-049-37.50	0.690 mile south of I69	UNT 3 to Blue Creek	11/30/2018	No	7	72" X 44 CMP	280	Replacement - Type 1, 84" Circular Pipe	1801649
15	CV I465-49-37.88	1.070 mile south of I69	UNT 5 to Blue Creek	4/5/2018	No	12	84" x 48" CSPA	320	Replacement - Type 1, Deformed Pipe, 35 SFT	1801650
16	Str. 465-79.1 (no asset tag)	1.2 mile south of I69	Near UNT 5 to Blue Creek	11/30/2018	No	3	36" CMP	335	Replacement - Type 1, 42" Circular pipe	1801651
17	CV I465-049-38.22	1.360 mile south of I69	Wetland AX /AW	11/30/2018	No	3	48" x 33" CMP	300	Replace to provide cover. Type 1, 6'x3' RCB	1801652
18	Str. 465-82 (Asset Tag Req'd)	1.5 mile south of I-69	Wetland AY/UNT 1 to Garden Run	11/30/2018	No	3	36" CMP	250	Replacement - Type 1, Deformed Pipe, 8.9 SFT	1801653
19	CV I69-049-200.11	0.110 mile north of I465	Wetland AI/AH	4/12/2018	No	3	48" x 33" CMP w/ 36" x 24" Liner	80	Replacement - Type 1 with span ≥ 48"	1801654
20	CV I69-049-200.15	0.155 mile north of I465	UNT 1 to Hillsdale Ditch	4/12/2018	No	2	8'-7 x 5'-11 CMP	320	Structure will be removed	1801655

No.	Structure No.	Location	Waterbody	Parsons Inspection Date	Evidence of bats?	Est'm Cover (ft)	Existing Structure	Length	Work Type	Des. No.
21	CV I69-049-200.18 R	0.178 mile north of I465	UNT 1 to Hillsdale Ditch	4/12/2018	No	1	9'-0" x 6'-0" CMP	80	Replacement - Type 1, RCB w/ span ~ 6-ft	1801656
22	CV I69-049-200.71	0.702 mile north of I465	UNT 7 to Howland Ditch	4/12/2018	No	12	58" x 36" CSPA	350	Replacement - Type 1, 7'x4' RCB	1801657
23	CV I69-049-200.90 L	0.900 mile north of I465	Howland Ditch	4/12/2018	No	4	Twin 60" CMP	160	Repair or Replace. Utilizing onsite detention, pipe may be lined.	1801658
24	CV I69-049-200.92	0.920 mile north of I465	Howland Ditch	4/12/2018	No	15	Twin 54" CMP	468	Repair or Replace. Utilizing onsite detention, pipe may be extended and lined.	1801659
25	CV I69-049-200.93 R	0.930 mile north of I465	Howland Ditch	4/12/2018	No	4	Twin 54" CMP	205	Repair or Replace. Utilizing onsite detention, pipe may be extended and lined.	1801660
26	Str. 69-5.1 (Asset Tag Req'd)	1.18 mile N of I465	UNT 9 to Howland Ditch	11/30/2018	No	2	43" x 27" CSPA	210	Replacement - Type 1, 10'x4' RCB on new alignment	1801661
27	CV CSAW-2	0.08 mile N of I465	Wetland Z	2/28/2019	No	28	33" CMP	298	TBD	TBD
28	CV B-1	0.2 mile S of 75th Street	UNT 3 to Howland Ditch	2/28/2019	No	3	24" CMP	217	TBD	TBD
29	CV B-2	0.06 mile S of 75th Street	UNT 5 to Howland Ditch	2/28/2019	No	4	30" CMP	151	TBD	TBD

UNT = unnamed tributary; CMP = corrugated metal pipe; RCEP = reinforced concrete elliptical pipe; SSPA = structural steel plate arch; RCP= reinforced concrete pipe; RC box = reinforced concrete box; CSPA= corrugated steel pipe arch

## Attachment 4 – Excerpts from Bridge Inspection Reports

Bridge No. 10

Bridge Nos. 6 to 9 are  
proposed

# Bridge Inspection Report

I69-200-05307 BNBL  
I-69 NB  
over  
EAST 82ND STREET



Inspection Date: 09/26/2017

Inspected By: James F. Mickler

Inspection Type(s): Routine

Des. 1400075

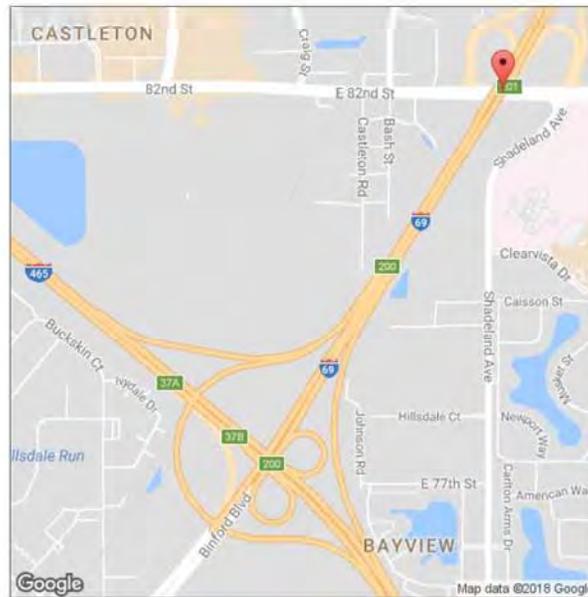
Attachment 4

Page 1

Inspector: James F. Mickler  
Inspection Date: 09/26/2017

Asset Name: I69-200-05307  
Facility Carried: BNBL  
I-69 NB

Bridge Inspection Report



Latitude: 39.90517  
Longitude: -88.04558

Des. 1400075

Attachment 4

Page 2

Inspector: James F. Mickler  
Inspection Date: 09/26/2017

Asset Name: I69-200-05307  
Facility Carried: JCSB  
F69SB

Bridge Inspection Report

**General Notes:**

CAUTION: heavy amounts of pigeon & narrow median shoulders below the bridge.

Bent #1 is SOUTH.

The Bridge was built in 1969, under contract R-8128.

'A' Rehab (Overlaid) in 1981, B-12988.

'B' Repair (Replaced deck in ramp & right lanes) in 2000, R-24407.

'C' Rehab (Replaced deck & Widened in median) in 2001, B-24589.

Rough bituminous pavement under bridge with wide cracks & heavy patches - mostly at lane lines.

Des. 1400075

Attachment 4

Page 3

Inspector: James F. Mickler  
Inspection Date: 09/26/2017

Asset Name: I69-200-05307  
Facility Carried: BNBL  
F69NB

Bridge Inspection Report



PHOTO 2  
Description



PHOTO 6  
Description

Des. 1400075

Attachment 4

Page 4

Inspector: James F. Mickler  
Inspection Date: 09/26/2017

Asset Name: 169-200-05307  
Facility Carried: BNBL  
F-69 NB

Bridge Inspection Report



PHOTO 8

Description: Beam 3 - mill scale near South end



PHOTO 10

Description: North abutment

Des. 1400075

Attachment 4

Page 5

Inspector: James F. Mickler  
Inspection Date: 09/26/2017

Asset Name: 169-200-05307  
Facility Carried: BNBL  
F-69 NB

Bridge Inspection Report



PHOTO 11

Description: NE corner



PHOTO 12

Description: South abutment

Des. 1400075

Attachment 4

Page 6

Bridge Inspection Report



PHOTO 15  
Description NE corner



PHOTO 16  
Description East end bent 2

7

2002

Comments:

Steel superstructure was galvanized when built in 1969 (contract R-8128/R-8129).

Galvanizing: discoloration to bottom of bottom flange of original West beam; a few very small areas of corrosion at areas welded for deck forms & a few minor peeling areas (total ~5 SF).

Widened beams & ends of all beams metalized in 2002, contract B-24589.

Asset Type Has Changed Scour POA?

Comment:

**Endangered Species**

Bats: seen or heard under structure? \*

N - No evidence of bats

Birds/swallows/nests seen? Empty nests present? \*

Y - Birds and/or Nests Visible

\* If yes, add one photo to the dropdown field

**BRIDGE Culvert Geometry**

Barrel Length

Height

Width

Bridge Nos.  
10 and 11

**APPENDIX D: Bridge/Structure Assessment Form**

This form will be completed and submitted to the District Environmental Manager by the Contractor prior to conducting any work below the deck surface either from the underside; from activities above that bore down to the underside; from activities that could impact expansion joints; from deck removal on bridges; or from structure demolition for bridges/structures within 1000 feet of suitable bat habitat.

DOT Project #	Water Body	Date/Time of Inspection	Within 1,000ft of suitable bat habitat (circle one)
1400075	N/A (82nd Street)	03/29/2019 10:30am	Yes <b>No</b>

Route	County	Federal Structure ID
I-69	Marion	SB: I-69-200-05307 JCSBL NB: I-69-200-05307 BNRL

If the bridge/structure is 1,000 feet or more from suitable bat habitat (e.g., an urban or agricultural area without suitable foraging habitat or corridors linking the bridge to suitable foraging habitat), check box and STOP HERE. No assessment required.   
Please submit to the U.S. Fish and Wildlife Service. Inspected due to reports of wildlife.

Areas Inspected (Check all that apply) \*As safely feasible

Bridges	Culverts/Other Structures	Summary Info (circle all that apply)
All vertical crevices sealed at the top and 0.5-1.25" wide & 24" deep	<input checked="" type="checkbox"/> Crevices, rough surfaces or imperfections in concrete	Human disturbance or traffic under bridge/in culvert or at the structure High Low None
All crevices >12" deep & not sealed	<input checked="" type="checkbox"/> Spaces between walls, ceiling joints	Possible corridors for netting None/poor Marginal Excellent
All guardrails	<input checked="" type="checkbox"/>	
All expansion joints	<input checked="" type="checkbox"/>	
Spaces between concrete and walls and the bridge deck	<input checked="" type="checkbox"/>	
Vertical surfaces on concrete I-beams	<input checked="" type="checkbox"/>	

Evidence of Bats (Circle all that apply) Presence of one or more indicators is sufficient evidence that bats may be using the structure.

**None**  
Visual (e.g. survey, thermal, emergent etc.)  
• Live \_\_\_ number seen  
• Dead \_\_\_ number seen  
Photo documentation Y/N  
Audible  
Guano  
Odor Y/N  
Photo documentation Y/N  
Staining definitively from bats  
Photo documentation Y/N  
More than 10 pigeons, pigeons nests, and pigeon guano observed.

Assessment Conducted By: Juliet Port Signature(s): Juliet Port  
District Environmental Use Only: Date Received by District Environmental Manager: \_\_\_\_\_

**DOT Bat Assessment Form Instructions**

- Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges, regardless of whether assessments have been conducted in the past.
- Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has coordinated with the USFWS. Additional studies may be undertaken by the DOT to determine what species may be utilizing each structure identified as supporting bats prior to allowing any work to proceed.
- Any questions should be directed to the District Environmental Manager.

Last Revised June 2017

Des. 1400075

Attachment 4

Page 9

Bridge No. 11

**Bridge Inspection Report**

I69-200-05307 JCSB  
I-69 SB  
over  
EAST 82ND STREET



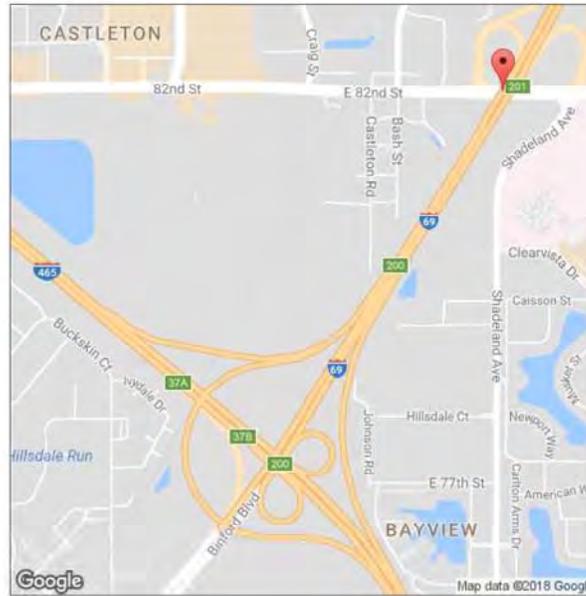
Inspection Date: 09/26/2017  
Inspected By: James F. Mickler  
Inspection Type(s): Routine

Des. 1400075

Attachment 4

Page 10

Bridge Inspection Report



Latitude: 39.90518  
Longitude: -86.04588

Bridge Inspection Report



PHOTO 2  
Description: South approach



PHOTO 4  
Description:

Bridge Inspection Report



PHOTO 7  
Description: Beam near north end



PHOTO 8  
Description: South abutment near West end

Bridge Inspection Report



PHOTO 9  
Description: North abutment



PHOTO 10  
Description:



Inspector: Brian D. Harvey  
Inspection Date: 06/14/2018

Asset Name: 1485-125-02377  
Facility Carried: RRB  
RAMP 169SB-  
H66WB

Bridge Inspection Report

Date Reported: 08/26/2016  
Priority: Yellow - 2  
Work Code: Substructure Repair

Deficiency Description:  
Repair concrete slopewalls (likely by contract):  
- wide crack with settlement & undermining - NW  
- spall holes thru berm below drain in NE corner with fairly heavy undermining  
- fairly deep erosion & undermining at SE corner & along South edge of East slopewall

Work Description:

Date Repairs Completed:  
Maintenance Comments:

Stage: Open



PHOTO 1 Description

Stage: Open



PHOTO 2 Description

Des. 1400075

Attachment 4

Page 17

Inspector: Brian D. Harvey  
Inspection Date: 06/14/2018

Asset Name: 1485-125-02377  
Facility Carried: RRB  
RAMP 169SB-  
H66WB

Bridge Inspection Report

Stage: Open



PHOTO 3 Description

Stage: Open



PHOTO 4 Description

Des. 1400075

Attachment 4

Page 18

Inspector: Brian D. Harvey  
Inspection Date: 06/25/2018

Asset Name: I465-123-05267  
Facility Carried: CWBL  
I465 NB

Bridge Inspection Report

Date Reported: 08/26/2016  
Priority: Grey - 4  
Work Code: Bearing Repair

Deficiency Description:  
At Bent #3 Rocker 10 from the median is loose.  
Work Description:

Date Repairs Completed:  
Maintenance Comments:

Stage: Open



PHOTO 1 Description

Stage: Open



PHOTO 2 Description

Des. 1400075

Attachment 4

Page 19

Bridge No. 25

## Bridge Inspection Report

I465-127-05255 CWBL  
I-465 WB  
over  
WHITE RIV, HIKING TRAIL

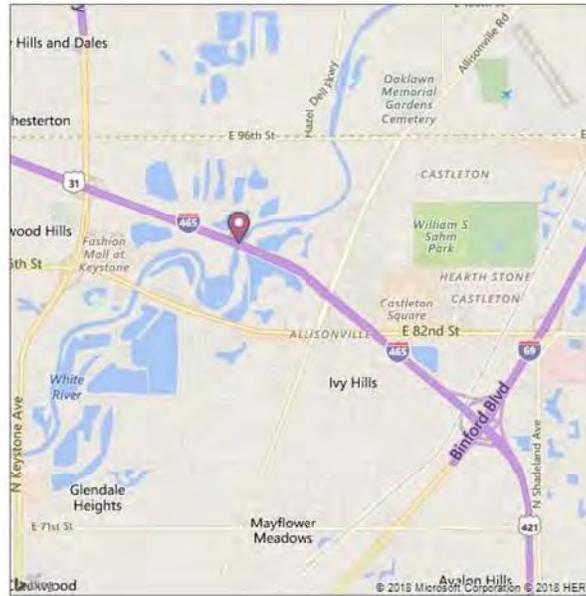
Inspection Date: 10/29/2018  
Inspected By: Brian P. Dilworth  
Inspection Type(s): Underwater

Des. 1400075

Attachment 4

Page 20

Bridge Inspection Report



Latitude: 39.91505  
Longitude: -86.09009

Bridge Inspection Report



PHOTO 1 Elevation  
Description Overall View of Str. No. 1465-127-05255 CWBI, Looking Southwest.

Approach slabs: West - fairly wide longitudinal cracks (100'), East - fairly wide longitudinal cracks (80'), concrete patch & bituminous patch with rebar exposed at joint in lane 2 from North (12'), wide crack parallel to joint in left lane (5').

**Paint:** \* Indicate if paint present, year painted & condition rating.

1 - Steel Beams 8 - Very Good Condit 2010

Comments:

Paint Color: Dark Blue  
Contract #: IR-30710

**Scour Analysis:**      **Scour Critical:**      **Scour POA?**

NBI 113 Scour Comment:

Drift pile pier #3

Coded as an '8'. This bridge is considered as LOW Risk for Vulnerability for Scour. This is based on the foundations being set on piles that are driven to the bedrock.

There is some small sized rip rap on the west bank.

The 1967 Flow Line elev. =  
The 2004 Flow Line elev. = 707.80' UW Report  
The 2008 Flow Line elev. = 708.00' UW Report  
The Q-100 Flow Line elev. =  
The Q-100 Scour Depth elev. =

A Scour Calculation Letter, (dated):

**Endangered Species:** \* If yes, add one photo to the dropdown field

Bats: seen or heard under structure? \* N

Birds/swallows/nests seen? Empty nests present? \* Y

**BRIDGE Culvert Geometry:**

Barrel Length:

Height:

Width:

Bridge No. 26

## Bridge Inspection Report

I465-123-04864 CNBL  
I-465 NB  
over  
FALL CREEK & TRAIL

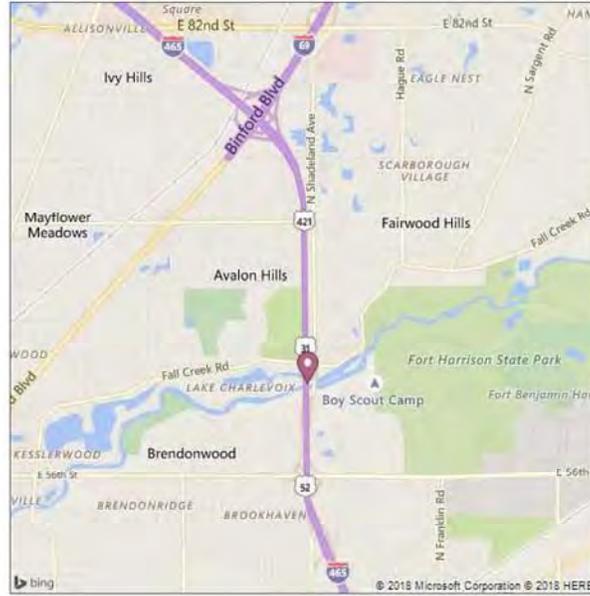


Inspection Date: 06/25/2018

Inspected By: James F. Mickler

Inspection Type(s): Routine

Bridge Inspection Report



Latitude: 39.86530  
Longitude: -86.04700

Bridge Inspection Report



PHOTO 2  
Description North approach



PHOTO 4  
Description Span B

Bridge Inspection Report



PHOTO 7  
Description Original girder 5 midspan B



PHOTO 8  
Description Girder 5 North span

Bridge Inspection Report



PHOTO 9  
Description South end bearing



PHOTO 10  
Description North seat at median

Inspector: James F. Mickler  
Inspection Date: 06/25/2018

Asset Name: 1465-123-04864  
Facility Carried: CNBL  
1465 NB

Bridge Inspection Report



PHOTO 11  
Description Pier 2



PHOTO 12  
Description Original Pier 3 South

Des. 1400075

Page 13 of 17  
Attachment 4

Page 29

Inspector: James F. Mickler  
Inspection Date: 06/25/2018

Asset Name: 1465-123-04864  
Facility Carried: CNBL  
1465 NB

Bridge Inspection Report



PHOTO 14  
Description Drift East end Pier 3



PHOTO 16  
Description North joint

Des. 1400075

Page 14 of 17  
Attachment 4

Page 30



## Port, Juliet

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**Subject:** FW: [EXTERNAL] DES 1400075 Clear Path Bat Coordination I-465 and I-69  
**Attachments:** LetterUSFWS reBats ClearPath465 1400075 4-17-19.pdf

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**From:** McWilliams, Robin [[mailto:robin\\_mcwilliams@fws.gov](mailto:robin_mcwilliams@fws.gov)]  
**Sent:** Tuesday, April 16, 2019 3:07 PM  
**To:** Hinkle, Meghan <[MHinkle@indot.IN.gov](mailto:MHinkle@indot.IN.gov)>  
**Subject:** Re: [EXTERNAL] DES 1400075 Clear Path Bat Coordination I-465 and I-69

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

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Dear Ms. Hinkle,

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

According to information you provided our office, the proposed project consists of I-465/I-69 interchange modification and added travel lanes on the northeast side of Indianapolis, Indiana. It begins along I-465 approximately 2.2 miles south of I-69 at the I-465 bridge over Fall Creek Road, continues through the I-69 interchange, and terminates approximately 2.4 miles west of I-69 at the White River Bridge. In the southwest, the project begins 0.8 mile south of the 75th Street/Binford Boulevard intersection and travels north along I-69 terminating approximately 1.4 miles north of I-465. Alternative C Modified is the recommended alternative.

The project area consists mostly of previously disturbed right-of-way within a suburban area. Adjacent land use generally consists of a mixture of commercial, residential, and wooded land. The study area includes a 16.3-acre wooded parcel located adjacent to the northwest of the I-465/I-69 interchange, where a new ramp is proposed. Approximately 8.59 acres of land is proposed from this parcel. The western project terminus is at the West Fork White River, which has a wooded riparian floodway. The southern terminus is at Fall Creek Road, where Skiles Test Nature Preserve is adjacent to the west. Woolen Gardens Nature Preserve/Fall Creek Greenway is less than 0.2 mile to the south, and Fort Benjamin Harrison State Park is approximately 0.5 mile to the east. Relatively smaller strips of wooded land are also present within the project area along streams, drainage ways, and fencerows.

## RECOMMENDATIONS

Based on a review of the information you provided, we recommend the following mitigation measures be included in the final project plans to minimize adverse impacts to fish and wildlife resources:

1. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment should be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams.
  
2. Restrict below low-water work to placement of piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap.
  
3. Restrict channel work and vegetation clearing to the minimum necessary.
  
4. Construct new structures with a widened span and benches on one or both sides to provide for wildlife crossing, if practical. The crossing should be above normal high water, relatively flat and with natural substrate suitable for use by a wide variety of wildlife.
  
5. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat.
  
6. Implement temporary erosion and siltation control devices such as placement of riprap check dams in drainage ways and ditches, installation of silt fences, covering exposed areas with erosion control materials, and grading slopes to retain runoff in basins.
  
7. Re-vegetate all disturbed soil areas immediately upon project completion, using native trees and shrubs in the riparian zone wherever feasible.
  
8. Post DO NOT DISTURB signs at the construction zone boundaries and do not clear trees or understory vegetation outside the boundaries.

9. To protect water quality we recommend using pollutant-trapping technology such as storm drain inserts, etc. on any new roadway sections to reduce runoff of urban pollutants to local stream systems.

## THREATENED AND ENDANGERED SPECIES

The proposed project is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*) (NLEB). There are records of both species in Marion County.

Indiana bats hibernate in caves then disperse to reproduce and forage in relatively undisturbed forested areas associated with water resources during spring and summer. Recent research has shown that they will inhabit fragmented landscapes with adequate forest for roosting and foraging. Young are raised in nursery colony roosts in trees, typically near drainage-ways in undeveloped areas. Like all other bat species in Indiana, the Indiana bat diet consists exclusively of insects.

The northern long-eared bat is listed as threatened under the Endangered Species Act. At this time, no critical habitat has been proposed for the NLEB. The entire state of Indiana is within the known range of the NLEB. During the summer, NLEBs typically roost singly or in colonies in cavities, underneath bark, crevices, or hollows of both live and dead trees and/or snags (typically  $\geq 3$  inches dbh). Males and non-reproductive females may also roost in cooler places, like caves and mines. This bat seems opportunistic in selecting roosts, using tree species based on presence of cavities or crevices or presence of peeling bark. It has also been occasionally found roosting in structures like barns and sheds (particularly when suitable tree roosts are unavailable). They forage for insects in upland and lowland woodlots and tree lined corridors. During the winter, NLEBs predominately hibernate in caves and abandoned mine portals. Additional habitat types may be identified as new information is obtained.

There is suitable summer habitat for **both** of these species present throughout the area surrounding the project site, including wooded areas within the project boundary. **The project will not eliminate enough habitat to affect these species, but to avoid incidental take from removal of an occupied roost tree we recommend that tree-clearing be avoided during the period April 1 - September 30. If this measure is implemented we concur that the proposed project is not likely to adversely affect the Indiana bat or the northern long-eared bat.**

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act of 1973, as amended. However, should new information arise pertaining to project plans or a revised species list be published, it will be necessary for the Federal agency to reinitiate consultation.

We appreciate the opportunity to comment at this early stage of project planning. **If project plans change such that fish and wildlife habitat may be affected, please re-coordinate with our office as soon as possible.** If you have any questions about our recommendations, please call Robin McWilliams Munson at (812) 334-4261 (Ext. 207).

Sincerely,

Robin

Robin McWilliams Munson

U.S. Fish and Wildlife Service  
620 South Walker Street  
Bloomington, Indiana 46403  
812-334-4261 x. 207 Fax: 812-334-4273

Monday, Tuesday - 7:30a-3:00p  
Wednesday, Thursday - telework 8:30a-3:00p

On Tue, Apr 16, 2019 at 10:14 AM Hinkle, Meghan <[MHinkle@indot.in.gov](mailto:MHinkle@indot.in.gov)> wrote:

Good Morning Robin,

Attached is the updated letter for DES 1400075 Clear Path for your review.

Let me know if you have any questions or comments.

Thanks,

Meghan Hinkle

Major Projects / LPA Review Liaison

Environmental Services Division

Indiana Department of Transportation

100 N Senate Ave N 642

Indianapolis, IN 46204-2216

317-232-1490

Email: [MHinkle@indot.IN.gov](mailto:MHinkle@indot.IN.gov)



[\[in.gov\]](#)

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**From:** McWilliams, Robin [mailto:[robin\\_mckilliams@fws.gov](mailto:robin_mckilliams@fws.gov)]

**Sent:** Thursday, April 11, 2019 11:11 AM

**To:** Hinkle, Meghan <[MHinkle@indot.IN.gov](mailto:MHinkle@indot.IN.gov)>

**Subject:** Re: [EXTERNAL] DES 1400075 Clear Path Bat

**From:** Nguyen, Long  
**To:** [Jones, Larry](#); [Chappell, Bill](#); [Port, Juliet](#)  
**Subject:** RE: Clear Path 465 Request for Information  
**Date:** Thursday, December 07, 2017 2:24:31 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)

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JOB NUMBER: 1883170  
DESCRIPTION: ROAD REHABILITATION (3R/4R STANDARDS)  
ON ST1031 82ND ST FROM ALLISONVILLE RD TO I-69  
BASH RD  
HIGHWAY TYPE: Principal Arterial (Freeway/Expressway)  
DATE UPDATED: 08/16/2016          LETTING DATE:  
CONTRACT NO: R -36894           CHECKED BY:  
LATITUDE: 395257                PROJECT LENGTH  
LONGITUDE: 860923              LANE MILES/KM:
```

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**From:** Jones, Larry  
**Sent:** Thursday, December 07, 2017 2:15 PM  
**To:** Chappell, Bill <[Bill.Chappell@indy.gov](mailto:Bill.Chappell@indy.gov)>; Nguyen, Long <[Long.Nguyen@indy.gov](mailto:Long.Nguyen@indy.gov)>  
**Subject:** FW: Clear Path 465 Request for Information

Was the sidewalk to the INDOT exit ramp a part of the original project or did we extend it during construction?

---

**From:** Port, Juliet [<mailto:Juliet.Port@parsons.com>]  
**Sent:** Thursday, December 07, 2017 2:08 PM  
**To:** Jones, Larry <[Larry.Jones@indy.gov](mailto:Larry.Jones@indy.gov)>  
**Cc:** Zwoyer, Mark <[Mark.Zwoyer@Indy.Gov](mailto:Mark.Zwoyer@Indy.Gov)>; Park, Melody <[Melody.Park@Indy.Gov](mailto:Melody.Park@Indy.Gov)>; Nicholson, Angela <[Angela.Nicholson@indy.gov](mailto:Angela.Nicholson@indy.gov)>; Chaifetz, Carl <[Carl.Chaifetz@parsons.com](mailto:Carl.Chaifetz@parsons.com)>  
**Subject:** RE: Clear Path 465 Request for Information

Larry,

We appreciate your quick response. We were aware DPW had discussions with INDOT about the 82<sup>nd</sup> St sidewalks; that's one of the reasons we reached out to you for more information.

We would like a copy of the plans for the new sidewalk on the north side of E 82<sup>nd</sup> (west of the interchange). Is that something you can email? Alternatively, we can probably look it up ourselves if you can share the INDOT contract number.

Thank You,

*Juliet Port*

---

**From:** Jones, Larry [<mailto:Larry.Jones@indy.gov>]  
**Sent:** Thursday, December 07, 2017 10:28 AM  
**To:** Port, Juliet <[Juliet.Port@parsons.com](mailto:Juliet.Port@parsons.com)>  
**Cc:** Zwoyer, Mark <[Mark.Zwoyer@Indy.Gov](mailto:Mark.Zwoyer@Indy.Gov)>; Park, Melody <[Melody.Park@Indy.Gov](mailto:Melody.Park@Indy.Gov)>; Nicholson, Angela <[Angela.Nicholson@indy.gov](mailto:Angela.Nicholson@indy.gov)>

**Subject:** RE: Clear Path 465 Request for Information

Juliet,

82<sup>nd</sup> Street at I-69

We are currently wrapping up the construction of the resurfacing of 82<sup>nd</sup> Street from Allisonville Road to Bash Road a Federally Funded project that includes 9,300 Lft. of new sidewalk providing pedestrian access along both sides of 82<sup>nd</sup> Street. The new sidewalk on the north side of 82<sup>nd</sup> Street extends to the current INDOT ramp from SB I-69 to 82<sup>nd</sup> Street. On the south side our new sidewalk connects to existing sidewalk at Bash Street. This existing sidewalk extends under the I-69 bridges over 82<sup>nd</sup> Street and extending to existing sidewalk on the south side of 82<sup>nd</sup> Street at Shadeland Ave. We also just completed the widening of 82<sup>nd</sup> Street from Hague Road to Lantern Road. This added travel lane project also included 11,200 feet new sidewalk on both sides of 82<sup>nd</sup> Street. In January we are bidding the 82<sup>nd</sup> Street Added Travel Lanes project from Lantern Road to Fall Creek Road (Des No. 1383172). This project provides another 4,300 feet of new sidewalk extending pedestrian connectivity along 82<sup>nd</sup> Street to Fall Creek Road.

DPW currently has no projects in development to provide pedestrian facilities for the north side of 82<sup>nd</sup> Street within the limits of the I-69 interchange. We were aware of the upcoming INDOT interchange project that is now being called Clear Path 465 and felt anything we constructed prior to it would only be temporary. In our previous meetings with INDOT we have been very clear that we want them to connect to the existing sidewalks on the north side of 82<sup>nd</sup> Street both east and west of I-69 as a part of their Clear Path 465 project.

75<sup>th</sup> Street and Binford Blvd. (Des No. 1401015)

We currently have an HSIP project in design on Binford Blvd from 38<sup>th</sup> Street to I-69 that is funded for construction FY 2019. As a part of that project one of goals was to connect to the existing sidewalk at Kitley Ave. on the east side of Heritage Christian School campus and extend pedestrian facilities to the west along the south side of 75<sup>th</sup> Street through the Binford Blvd. intersection. We are still in preliminary engineering with the details of this goal. Mark Zwoyer is the point person for that project.

I hope this has answered your questions. If not feel free to give me a call.

---

**From:** Port, Juliet [<mailto:Juliet.Port@parsons.com>]

**Sent:** Wednesday, December 06, 2017 3:45 PM

**To:** Jones, Larry <[Larry.Jones@indy.gov](mailto:Larry.Jones@indy.gov)>

**Subject:** FW: Clear Path 465 Request for Information

Larry – I tried to copied you, but I didn't use the correct email address. Sorry about that. Please see below.

*Juliet Port*

---

**From:** Port, Juliet  
**Sent:** Wednesday, December 06, 2017 3:42 PM  
**To:** Mark Zwoyer <[mark.zwoyer@indy.gov](mailto:mark.zwoyer@indy.gov)>  
**Cc:** Perron, Mark <[Mark.Perron@parsons.com](mailto:Mark.Perron@parsons.com)>; Chaifetz, Carl <[Carl.Chaifetz@parsons.com](mailto:Carl.Chaifetz@parsons.com)>; Larry Jones <[larryjones@indy.gov](mailto:larryjones@indy.gov)>  
**Subject:** Clear Path 465 Request for Information

RE: Clear Path 465  
Request for Information from DPW  
Pedestrian Improvement Projects / Existing Sidewalks  
Des. 1400075

Mark,

As you know, we are working on behalf of INDOT on this project. We would like additional information on the existing and proposed sidewalks in these areas:

- Along E 82<sup>nd</sup> Street beneath the I-69 bridge and interchange ramps
- The intersection of E 75<sup>th</sup> Street and Binford Blvd

We were told there are plans to widen the southern sidewalk along E 82<sup>nd</sup> Street (for ADA?). Also, is there a sidewalk planned beneath the bridge and across the ramps for the north side of E. 82<sup>nd</sup> Street? Are there any plans or scoping documents you can share? Likewise, is there anything you can send us on 75<sup>th</sup> and Binford?

We appreciate your time and assistance on this project. Please do not hesitate to contact us with any questions or concerns.

Thank You,

Juliet Port, LPG  
Senior Environmental Planner  
101 W Ohio St., Suite 2121 - Indianapolis, IN 46204  
[juliet.port@parsons.com](mailto:juliet.port@parsons.com) - P: +1 317.616.4693

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## Meeting Summary

Indy Parks, DPW, INDOT, and Parsons

Des. No. 1400075

October 7, 2019; 9:00-10:00am, DPW Conference Room

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### ATTENDANTS

Name

Mark Perron  
 Dan Miller  
 Juliet Port  
 Don Colvin  
 Gretchen Zortman  
 Andre Denman  
 Mark Zwoyer  
 Carl Chaifetz  
 Andy Dietrick  
 Runfa Shi  
 David Borden  
 Nathan Sheets

Email

Mark.Perron@parsons.com  
 Daniel.J.Miller@parsons.com  
 Juliet.Port@parsons.com  
 Don.Colvin@indy.gov  
 Gretchen.Zortman@indy.gov  
 Andre.Denman@indy.gov  
 Mark.Zwoyer@indy.gov  
 Carl.Chaifetz@Parsons.com  
 ADietrick@indot.IN.gov  
 Rshi@indot.in.gov  
 David.Borden@indy.gov  
 Nathan.Sheets@indy.gov

### MEETING SUMMARY

#### 1. 82nd Street Sidewalk Update (at I-465 and 82nd Street Interchange)

- For the Clear Path 465 project, at the 82<sup>nd</sup> Street overpass bridges, the north slope wall will be cut back to provide a 10-foot wide sidewalk that will continue past the interchange ramps to meet existing sidewalks. Once outside of the interchange ramps, the sidewalk will be 5 feet in width. Refuge islands, crosswalks, curb ramps, and signals will meet current standards.
- The overpass bridges will be widened and rehabilitated as part of this project.
- Work on 82<sup>nd</sup> Street will include utility relocations, sidewalk construction on the north side, signal modifications, tie-in construction on the ramp terminals, and maintenance of traffic for bridge construction.

#### 2. Signal at 75th and Binford Update

- This intersection is within the Clear Path 465 project area, and several improvements are being made to the intersection. A third northbound travel lane and a right turn lane, a third southbound travel lane and a westbound right turn lane are all being added. INDOT needs an agreement to work on the City's signal. INDOT prefers for the City to maintain ownership.
- Runfa Shi will look into what type of agreement, such as an MOA/MOU, that has been done for this type of work in the past. It's not covered by the existing agreement.
- Preliminary plans for a new gas station have been proposed in the northeast corner of the Binford Boulevard / 75<sup>th</sup> Street intersection. It is not clear if that project is moving forward due to access concerns. If the City hears something about it, they will forward on pertinent information to INDOT. It was confirmed that the proposed gas station would not be able to beak the limited access right of way.



### 3. Hague Road Project

- There is a DPW project to widen Hague Road with added through lanes (one in each direction) from 82<sup>nd</sup> to 96<sup>th</sup> Street. This has been in the works for a long time. CHA was recently awarded the design contract, but the current status of the design, construction funding, and project schedule is unknown.
- DPW will keep the Clear Path 465 project team aware of this project's timing to avoid maintenance of traffic conflicts. Clear Path 465 is scheduled to begin in 2022.

### 4. Other Castleton Projects

- DPW suggested coordination regarding the Castleton Strategic Commission Plan (CSCP), which is underway. The contact is Jill Hoffman at Empower Results. Parsons has had some coordination and will follow-up.
- The CSCP is evaluating connecting 86<sup>th</sup> Street using a utility easement south of Sahm Park and a bridge over I-69. Other ideas are under consideration, such as connecting Knue Road.
- DPW will inform the Clear Path 465 team if new projects develop within the Clear Path 465 project area for construction between 2022 and 2025. Parsons will follow-up with the CSCP team for further coordination.
- Castleton drainage issues were briefly discussed. There are flooding issues in this area, and the City is analyzing options. The Clear Path 465 project will capture INDOT drainage within I-69 right of way south of 82<sup>nd</sup> Street, reroute it south through detention in the interchange infield, and modify a ditch in front of Wheaton Van Lines. The Clear Path 465 project team will coordinate with Brian Stevens-Hotopp of VS Engineering, who is leading DPW's study.

### 5. Nickel Plate Trail (Rails-to-Trails project from 96th Street to near 39th Street)

- This former rail line crosses the Clear Path 465 project area, just west of the I-465/I-69 Interchange and within the interchange modification area. The Rails-to-Trails project will convert the current railway to a 10-foot wide paved asphalt multi-use path. The northern end will connect to a trail that is currently under construction in Hamilton County. The southern terminus will connect with the Fall Creek Trail near the Monon Trail.
- The Rails-to-Trails project is currently planned, but they are seeking funding. Options include at-grade crossings and, potentially, future bridges over 96<sup>th</sup>, 82<sup>nd</sup>, and Keystone Avenue. The trail may be constructed down Bash Road near 82<sup>nd</sup> Street. Currently the City is seeking funding for the entire length of the Rails-to-Trails project. Therefore, construction timing is unknown.
- The Clear Path 465 project team will accommodate this trail by providing space for a future 10-foot wide asphalt path along the former rail alignment within the project area, a length of approximately 860 feet.
- Indy Parks and DPW will keep the Clear Path 465 project team aware of project updates and any construction schedules. Given the current status of funding and construction, it is likely that the Clear Path 465 project will begin before the Rails-to-Trails project.
- Future coordination will be required to avoid conflicts between the Clear Path 465 project and the Rails-to-Trails project. Depending on the timing of both projects, it is possible the portion of the Rails-to-Trails project within the construction limits of the Clear Path 465 project would be constructed by the Clear Path 465 project.

### 6. East 71st Street Multi-Use Trail Temporary Impacts

- The east 71<sup>st</sup> Street multi-use trail crosses the Clear Path 465 project area on the north side of 71<sup>st</sup> Street under the I-465 bridge. For this project, the I-465 overpass bridge over 71<sup>st</sup> Street will be rehabilitated and widened, and 71<sup>st</sup> Street will be lowered 12 to 18 inches in order to achieve the required vertical clearance. The current 10-foot wide paved asphalt trail will be improved as a retention wall, handrail, and lighting will be added.
- During construction, 71<sup>st</sup> Street will be closed in order to lower the road, and a detour would be provided. The Clear Path 465 project team has not finalized the construction durations or maintenance of traffic plans, but the closure is anticipated to last several months. Construction on the I-465 bridges will probably last approximately two years. Once 71<sup>st</sup> Street is reopened after local road construction, there may be additional intermittent closures to accommodate I-465 construction (i.e. bridge beam placement).



- There are multiple schools in the area, and a new trail along Johnson Road south of 71<sup>st</sup> St to Skiles Test is being opened, so DPW anticipates increased use of these facilities. The Johnson Road trail should be open in 2020.
- Indy Parks is requesting a temporary sidewalk north of 71<sup>st</sup> St, along the east side of Johnson Road (about ¼ mile long) and west side of Shadeland Ave (about ½ mile long). This would create a pedestrian/bicycle detour of over 1 mile long, utilizing existing pedestrian facilities on 75<sup>th</sup> Street and Johnson Road. INDOT stated their concerns with right-of-way, utilities, and a potential cultural resource (aka Section 106) issue as the portion of the trail proposed along Johnson Road is adjacent to a historic district.
- Indy Parks and DPW will look into the utility and right-of-way impacts along Johnson Road and Shadeland Avenue to help determine a cost to construct pedestrian access.
- The Clear Path 465 project team will minimize impacts to the 71<sup>st</sup> St trail. Per DPW, nighttime and winter trail closures would be ideal. According to the Clear Path 465 project team, sustained closures outside of these times are likely.
- INDOT prefers to minimize closure durations and mitigate impacts within the Clear Path 465 project limits, especially since the impacts are temporary.
- No permanent impacts to the trail will occur. Temporary closures during trail and 71<sup>st</sup> Street construction are necessary for safety. INDOT is seeking approval from the official with jurisdiction (Andre Denman, Greenways and Trails Director) that the temporary impacts are minor and constitute a *de minimis* impact to the trail, a Section 4(f) resource.

*The above summary represents our recollection of the pertinent discussion points, decisions, and action items from the meeting. Please contact the preparer, Juliet Port, at [Juliet.port@parsons.com](mailto:Juliet.port@parsons.com), within thirty (30) days from your receipt of this document if you wish to make any additions or corrections. If revisions are made, the updated summary will be re-sent to all the attendants. Otherwise, this summary shall stand as the official record of the meeting.*



# INDIANA DEPARTMENT OF TRANSPORTATION



Greenfield District  
32 South Broadway  
Greenfield, IN 46140

PHONE: 1-855-463-6848  
FAX: (317) 467-3957

Eric Holcomb, Governor  
Joe McGuinness, Commissioner

December 20, 2019

Mr. André Denman  
Principal Park Planner & Greenways Manager / Department of Public Works  
City of Indianapolis  
200 E. Washington Street, Ste. 2460  
Indianapolis, IN 46204

Re: Clear Path 465, Des. No. 1400075  
Temporary Closure of the East 71<sup>st</sup> Street Trail  
Section 4(f) *de minimis*

Dear Mr. Denman,

The purpose of this letter is to document the current understanding between the Indiana Department of Transportation (INDOT) and the City of Indianapolis regarding the impacts of the above-referenced project on the East 71<sup>st</sup> Street Trail in Indianapolis. As discussed at the October 7, 2019 meeting between Indy Parks, the Department of Public Works (DPW), INDOT, and Parsons, the Project Team has conducted additional investigations and analysis on reducing the overall length of impacts to the East 71<sup>st</sup> Street Trail and the costs, impacts, and reasonableness of providing a detour along Johnson Road and Shadeland Avenue.

### **Additional Evaluation of Impacts and Potential Mitigation**

At the October 7, 2019 meeting, it was determined that the Project Team would look into the cost of the sidewalk, other environmental concerns, and the potential for reducing the overall closure of the trail, and that Indy Parks/DPW would analyze right-of-way and utility impacts along Johnson Road and Shadeland Avenue.

#### *Analysis of Detour*

The Project Team has reviewed the area. The sidewalk alone (including engineering, materials, and construction, but not considering right-of-way and utility impacts) would cost between \$400,000 and \$500,000 (see Attachment 1). At this time, the costs and impacts to right-of-way and utilities have not been provided by Indy Parks/DPW. However, the Project Team did a cursory review of the project area to identify potential utility and additional environmental concerns. There are multiple utilities that could be potentially impacted along Shadeland Avenue and Johnson Road (see Attachment 2). Along the west side of Shadeland Avenue, there is evidence of multiple underground and overhead communication lines, overhead electric, storm sewer, and gas. Along the east side of Johnson Road, there is evidence of multiple overhead communication lines, sanitary sewer, gas water, and overhead electric.

As stated at the October 7<sup>th</sup> meeting and in previous coordination, the proposed sidewalk along Johnson Road is adjacent to the Devonshire Historic District (see Attachments 3 and 4). Per coordination with the Project Team's qualified historians, adding sidewalk adjacent to this historic district would reopen the Section 106 process and could be deemed as

an “Adverse Effect”. Furthermore, stream crossings (Blue Creek) would be required on Johnson Road and Shadeland Avenue, which would require waters investigations and waterway permits.

#### *Reducing Construction Impacts*

In the initial coordination letter sent on July 15, 2019, it was discussed that the East 71<sup>st</sup> Street Trail would need to be closed to the public during the work associated with lowering 71<sup>st</sup> Street and during the bridge work occurring overtop of the trail. It was anticipated that this work would require two years to be completed. In an effort to minimize harm to the resource, a firm commitment was to be included in the Environmental Assessment and contract documents requiring the contractor to install cribbing (scaffolding) around the trail, when safely feasible, to allow the trail to remain open as much as possible by preventing debris from escaping or accidentally falling through.

The Project Team is continually analyzing ways to shorten the trail closure. At this time, the Project Team has revised the construction sequencing and maintenance of traffic in this area such that the trail closure would be reduced to less than one construction season and potentially less than six months. As previously stated, these mitigation measures will be included in the environmental document and contract documents. As design progresses, the team will continue to analyze ways to further reduce the trail closure.

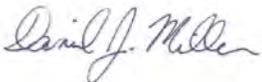
#### ***De Minimis Impact***

Due to the right-of-way, utility, and environmental impacts associated with providing a detour along Johnson Road and Shadeland Avenue, and as the impacts to the trail are temporary and have further been mitigated, INDOT believes that purchasing right-of-way and constructing new sidewalks is disproportionate mitigation for the short-term impacts associated with the project. Therefore, after reassessing the impacts the Project would have on the East 71<sup>st</sup> Street Trail, it has been determined that the proposed Project, including the minimization and mitigation measures described above, would not adversely affect the activities, features, or attributes that make the trail eligible for Section 4(f) protection.

A determination of *de minimis* impact to a Section 4(f) resource requires the concurrence of the official with jurisdiction (OWJ) for the resource. As such, INDOT respectfully requests your concurrence with the assessment of project effects by signing the concurrence line below and returning it to me. INDOT, or INDOT’s representative, will then prepare a legal advertisement of the *de minimis* finding for public review and comment. Any comments received from the public notice will be relayed to your office.

If you have any questions regarding the Project, the potential impacts on the East 71<sup>st</sup> Street Trail, or the Section 4(f) process, please contact me at [Daniel.J.Miller@parsons.com](mailto:Daniel.J.Miller@parsons.com) or at (317) 616-4663.

Sincerely,



Daniel J. Miller  
Environmental Services Manager  
Parsons, on behalf of INDOT

Concurrence: Andre T Denman Date: 5/26/2020

André T. Denman  
Principal Park Planner & Greenways Manager/ Department of Public Works  
City of Indianapolis

Attachments

Attachments  
intentionally omitted.

cc: Runfa Shi, INDOT PM  
Andrew Dietrick, INDOT Major Projects  
Donald Colvin, Deputy Director, City of Indianapolis Dept. of Parks and Recreation  
Ron Bales, INDOT Environmental Services  
Brandon Miller, INDOT Environmental Services  
Mark Perron, Parsons PM

## Port, Juliet

---

**From:** Miller, Daniel J  
**Sent:** Wednesday, July 15, 2020 8:46 AM  
**To:** Denman, Andre T  
**Cc:** Colvin, Don; Sheets, Nathan; Zortman, Gretchen S.; Borden, David; 'Shi, Runfa'; Ronald Bales; Miller, Brandon; Perron, Mark; Port, Juliet  
**Subject:** RE: Clear Path 465; INDOT Des. No. 1400075; Section 4(f)

Good morning Andre',

The comment period for the East 71<sup>st</sup> Street Multi-Use Trail Legal Notice ended on July 10, 2020. The only comments received were about the design of the project (unrelated to the trail). We will be finalizing the EA and preparing for the public hearing. I will notify you when a date is set.

Please let me know if you have any questions. I hope all is well.

Thanks,  
Dan

**Daniel J. Miller**  
Project Manager/Environmental Services Manager  
101 West Ohio Street, Suite 2121 - Indianapolis, IN 46204  
[Daniel.J.Miller@Parsons.com](mailto:Daniel.J.Miller@Parsons.com)  
Direct: 317.616.4663 / Mobile: 812.987.1578

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**[EXTERNAL] RE: Clear Path 465 and LWCF property**

Hurst, Allen A &lt;AHurst@dnr.IN.gov&gt;

Tue 6/16/2020 3:55 PM

**To:** Port, Juliet <Juliet.Port@parsons.com>**Cc:** Bronson, Bob <bbronson@dnr.IN.gov> 1 attachments (3 MB)

ClearParth 465 Attachments.zip;

Attachments  
intentionally omitted.  
Refer to Appendix B for  
graphics.

**Designation #:** 1400075**Description:** Clear Oath 465

Hello,

The project as submitted will not impact a LWCF site or a Designated Natural, Scenic, or Recreational River. As such, it meets INDNR Division of Outdoor Recreation approval.

Thank you,

**ALLEN HURST**

TRAILS COORDINATOR

DIVISION OF OUTDOOR RECREATION

DEPARTMENT OF NATURAL RESOURCES | [DNR.IN.GOV]DNR.IN.GOV

402 W.WASHINGTON ST. ROOM W271, INDIANAPOLIS, IN 46204

P: (317)232-4070 | [AHURST@DNR.IN.GOV](mailto:AHURST@DNR.IN.GOV)\* Please let us know about the quality of our service by taking this brief [customer survey](https://surveyMonkey.com). [surveyMonkey.com]

---

**From:** Bronson, Bob**Sent:** Monday, June 15, 2020 11:08 AM**To:** Hurst, Allen A <AHurst@dnr.IN.gov>**Subject:** FW: Clear Path 465 and LWCF property

Please review

---

**From:** Port, Juliet [<mailto:Juliet.Port@parsons.com>]**Sent:** Monday, June 15, 2020 10:45 AM**To:** Bronson, Bob <[bbronson@dnr.IN.gov](mailto:bbronson@dnr.IN.gov)>**Cc:** Boszor, Brian <[BBoszor@dnr.IN.gov](mailto:BBoszor@dnr.IN.gov)>; Miller, Daniel J <[Daniel.J.Miller@parsons.com](mailto:Daniel.J.Miller@parsons.com)>**Subject:** Clear Path 465 and LWCF property

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

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RE: Clear Path 465

Marion County

Des. 1400075

Link to project website: <https://www.in.gov/indot/3654.htm> [in.gov]

To: Robert Bronson

IDNR, Division of Outdoor Recreation  
Grants Section Chief

Mr. Bronson,

We are contacting you on behalf of the Indiana Department of Transportation (INDOT) regarding the referenced project. The National Park Service (NPS) requested we contact you directly because this project is within 0.5 mile of Land Conservation and Water Fund (LWCF) property, including 18-00247, 369, 459, and 505 (Fall Creek) (letter attached). The project limits are shown on the attached Project Location Map and USGS Topographic excerpt (see zip folder, file entitled "Exhibits Clear Path 465 Site Location.pdf").

Previous correspondence is provided in the attached zip-folder. This included a Resource Agency Meeting (RAM) held on November 17, 2017, which was attended by Mr. Brian Boszor of the Division of Fish and Wildlife (DFW), and several people from the IDNR, Division of Historic Preservation and Archeology (DHPA). Ms. Christie Stanifer provided a formal IDNR-DFW response letter in November 2017 (attached). Additionally, IDNR-DHPA has been consulted with throughout the project development process (documentation available upon request). We are currently preparing the draft *Environmental Assessment*, to be published later this year.

Between East 71<sup>st</sup> Street and the southern project terminus at Fall Creek Road, the project area is entirely within existing interstate right-of-way. There should be no impacts to Fall Creek Trail, nor the other nearby resources including Skiles Test Trail and Skiles Test Nature Preserve; Woolen Gardens and Fall Creek Greenway Trail; Bluffs of Fall Creek Nature Preserve; Lawrence Creek Nature Preserve; and Fort Benjamin Harrison State Parks. These resources are outside the construction limits, and there will be no change to access. The project will not impact the activities, features, or attributes of these properties.

Additional project information is provided on the project's website (linked above). If you have additional comments or questions, **please provide a response within fifteen (15) days** so we can incorporate that into our environmental document. We appreciate your attention to this project. Thank you,

**Juliet Port, LPG**

Principal Environmental Planner

101 W Ohio, Suite 2121

Indianapolis, IN 46204

[juliet.port@parsons.com](mailto:juliet.port@parsons.com)

Direct: +1 317.616.4693

[Parsons](#) / [LinkedIn \[linkedin.com\]](#) / [Twitter \[twitter.com\]](#) / [Facebook \[facebook.com\]](#) / [Instagram \[instagram.com\]](#)



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# INDIANA DEPARTMENT OF TRANSPORTATION



Greenfield District  
32 South Broadway  
Greenfield, IN 46140

PHONE: 1-855-463-6848  
FAX: (317) 467-3957

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

June 11, 2020

Andrew Rodewald, PE  
Project Manager  
City of Noblesville

RE: Clear Path 465, Des. 1400075  
Temporary Occupancy of Nickel Plate Trail

Dear Mr. Rodewald,

Parsons is working on behalf of the Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) on the Clear Path 465 project, which includes the I-69 and I-465 interchange in Marion County. The former Hoosier Heritage Port Authority Railroad, which roughly parallels I-69 to the west, is located within the project area and is a rails-to-trails project called the Nickel Plate Trail (Attachment page 1). The Clear Path 465 project is tentatively scheduled to begin in 2022 and expected to last year-round through 2024.

According to INDOT's records, the real estate for the proposed trail within the Clear Path 465 project area is currently owned by "City of Noblesville and The Town of Fishers" (Attachment page 2). Therefore, we are reaching out to you, seeking the opinion of the "Officials with Jurisdiction" (OWJs) associated with the public entities that own the future trail. Approximately 0.234 acre of temporary right-of-way will be acquired from the future trail property to provide access during construction.

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 (including public trails), wildlife / waterfowl refuges, and National Register of Historic Places eligible or listed historic properties. Lands subject to this law are considered Section 4(f) resources. The Nickel Plate Trail is publicly-owned and is included in regional Master Plans, including the *Indy Moves 2018 Final Comprehensive Transportation Plan* ([indy.gov/activity/comprehensive-plan-for-the-city-county](http://indy.gov/activity/comprehensive-plan-for-the-city-county)), the Indianapolis February 2020 *Castleton Strategic Revitalization Plan* ([mycastleton.com](http://mycastleton.com)), the Fishers *Nickel Plate Trail Master Plan 2040* ([playfishers.com](http://playfishers.com)), and the 2020 *Noblesville Master Plan* ([cityofnoblesville.org](http://cityofnoblesville.org)). Therefore, the Nickel Plate Trail is a Section 4(f) resource.

Per the FHWA *Section 4(f) Policy Paper*, July 2012, ([environment.fhwa.dot.gov/legislation/section4f/4fpolicy.pdf](http://environment.fhwa.dot.gov/legislation/section4f/4fpolicy.pdf)), "temporary occupancy" of Section 4(f) land includes right-of-entry, project construction, temporary easement, or similar short-term arrangements involving a Section 4(f) property. A "temporary occupancy" will not constitute a Section 4(f) use when all of the conditions listed in 23 CFR 774.13(d) are satisfied:

- 1) Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
- 2) Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
- 3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
- 4) The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and

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5) There must be documented agreement of the OWJ(s)<sup>1</sup> over the Section 4(f) resource regarding the above conditions.

The project team has been coordinating with the City of Indianapolis, Department of Public Works (DPW) and Indianapolis Parks and Recreation (Indy Parks) regarding the proposed impacts to the Nickel Plate Trail. The project team met with DPW and Indy Parks on October 7, 2019 and discussed plans for the trail (Attachment pages 3-5). DPW and Indy Parks are actively seeking funding to develop the trail within Marion County, including the project area. INDOT will accommodate this trail by providing space for a future 10-foot wide asphalt path along the former rail alignment within the project area, a length of approximately 860 feet. Further coordination with Indy Parks and DPW will occur to avoid construction conflicts between the Clear Path 465 project and the rails-to-trails project. Depending on the timing of both projects, it is possible the portion of the rails-to-trails project within the construction limits of the Clear Path 465 project would be constructed by the Clear Path 465 project.

The proposed temporary right-of-way needed for the Clear Path 465 project is a “temporary occupancy” that meets the above-listed conditions because temporary right-of-way is necessary for contractor access, which will be short in duration, there will be no change in land ownership, there will be no changes to the activities, features, or attributes of the property, and the land will be returned in as good or better condition. As such, INDOT respectfully requests your concurrence with the assessment of project effects by signing the concurrence line below and returning it to me.

We appreciate your assistance in this matter. If you have any concerns or need further information, please do not hesitate to contact us, I can be reached at (317) 616-4663 and [Daniel.J.Miller@parsons.com](mailto:Daniel.J.Miller@parsons.com).

Sincerely,



Daniel J. Miller  
Environmental Services Manager  
Parsons, on behalf of INDOT

Concurrence:  \_\_\_\_\_ 6/25/2020  
Andrew Rodewald, PE \_\_\_\_\_  
Project Manager  
City of Noblesville \_\_\_\_\_  
Date

Attachments intentionally omitted to avoid duplication. Refer to Appendix B for graphics. Refer to Appendix C-85 for DPW coordination.

Attachments

- cc: Jason Taylor, Director of Engineering, City of Fishers
- Runfa Shi, INDOT PM
- Andrew Dietrick, INDOT Major Projects
- André Denman, Principle Park Planner & Greenways Manager, City of Indianapolis
- Donald Colvin, Deputy Director, City of Indianapolis Dept. of Parks and Recreation
- Ron Bales, INDOT Environmental Services
- Brandon Miller, INDOT Environmental Services
- Mark Perron, Parsons PM

<sup>1</sup> An OWJ for public recreation areas is defined as, “the officials of the agency or agencies that own or administer the property in question and who are empowered to represent the agency on matters related to the property.” Source: <https://www.environment.fhwa.dot.gov/legislation/section4f4fpolicy.pdf>.

First page intentionally omitted to avoid duplication.

- 5) There must be documented agreement of the OWJ(s)<sup>1</sup> over the Section 4(f) resource regarding the above conditions.

The project team has been coordinating with the City of Indianapolis, Department of Public Works (DPW) and Indianapolis Parks and Recreation (Indy Parks) regarding the proposed impacts to the Nickel Plate Trail. The project team met with DPW and Indy Parks on October 7, 2019 and discussed plans for the trail (Attachment pages 3-5). DPW and Indy Parks are actively seeking funding to develop the trail within Marion County, including the project area. INDOT will accommodate this trail by providing space for a future 10-foot wide asphalt path along the former rail alignment within the project area, a length of approximately 860 feet. Further coordination with Indy Parks and DPW will occur to avoid construction conflicts between the Clear Path 465 project and the rails-to-trails project. Depending on the timing of both projects, it is possible the portion of the rails-to-trails project within the construction limits of the Clear Path 465 project would be constructed by the Clear Path 465 project.

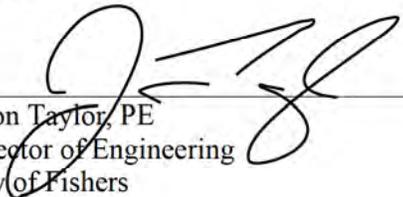
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We appreciate your assistance in this matter. If you have any concerns or need further information, please do not hesitate to contact us, I can be reached at (317) 616-4663 and [Daniel.J.Miller@parsons.com](mailto:Daniel.J.Miller@parsons.com).

Sincerely,

Daniel J. Miller  
Environmental Services Manager  
Parsons, on behalf of INDOT

Attachments intentionally omitted to avoid duplication. Refer to Appendix B for graphics. Refer to Appendix C-85 for DPW coordination.

Concurrence:   
Jason Taylor, PE  
Director of Engineering  
City of Fishers

7/7/2020  
Date

Attachments

- cc: Andrew Rodewald, Project Manager (PM), City of Noblesville
- Runfa Shi, INDOT PM
- Andrew Dietrick, INDOT Major Projects
- André Denman, Principle Park Planner & Greenways Manager, City of Indianapolis
- Donald Colvin, Deputy Director, City of Indianapolis Dept. of Parks and Recreation
- Ron Bales, INDOT Environmental Services
- Brandon Miller, INDOT Environmental Services
- Mark Perron, Parsons PM

<sup>1</sup> An OWJ for public recreation areas is defined as, “the officials of the agency or agencies that own or administer the property in question and who are empowered to represent the agency on matters related to the property.” Source: <https://www.environment.fhwa.dot.gov/legislation/section4f/4fpolicy.pdf>.