



**NORTH SPLIT SECTION 106 CONSULTING PARTIES MEETING AGENDA
JANUARY 26, 2018
BENJAMIN HARRISON PRESIDENTIAL SITE/WEBEX – 9:00 A.M. TO 11:00 A.M.**

- I. Welcome & Introductions (FHWA & INDOT – 10 minutes)
- II. Purpose of Meeting (HNTB – 5 minutes)
 - a. Meeting Ground Rules
- III. Section 106 Consultation Process (HNTB – 5 minutes)
 - a. What is Section 106?
 - b. Role of Consulting Party
 - c. Section 106 Steps for North Split Project
- IV. Project Overview (HNTB – 10 minutes)
 - a. Project Needs
 - b. Alternatives Development Process
 - c. Project Intent Report
- V. Original Area of Potential Effects (APE) (HNTB – 10 minutes)
- VI. Historic Properties (ASC Group – 15 minutes)
 - a. What is a historic property?
 - b. Listed in the National Register of Historic Places
 - c. Recommended eligible for the National Register of Historic Places
 - d. Listed in the Indiana Register of Historic Sites and Structures
- VII. State Certificate of Approval Dual Review Process (ASC Group – 5 minutes)
- VIII. Archaeology Update (ASC Group – 5 minutes)
- IX. Traffic Diversion & APE Expansion Methodology (HNTB – 10 minutes)
- X. Consulting Party Comments & Responses (HNTB – 10 minutes)
- XI. Next Steps (HNTB – 5 minutes)
- XII. Questions? (25 minutes)



MEETING SUMMARY

Date: January 26, 2018
Time: 9:00-11:00 a.m.
Meeting: I-65/I-70 North Split Project Section 106 Consulting Parties Meeting #2
Location: Benjamin Harrison Presidential Site, Indianapolis, IN (also via WebEx)

Attendees:

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Diane Hunter (via phone)	Miami Tribe of Oklahoma	dhunter@miamination.com

1. Welcome

The Federal Highway Administration (FHWA) opened the meeting by thanking consulting party representatives for their participation, as well as members of the public who joined the meeting. FHWA explained that because federal funds are being used for the project, it must follow the Section 106 consultation process.

2. Introductions

Project Team – The representatives of the Project Team and the Indiana Department of Transportation (INDOT) introduced themselves (see attached attendee list).

Guests – Consulting parties and members of the public introduced themselves. More than 30 consulting party representatives were present, while two were on the phone (see attached attendee list).

Public – Roughly 20 members of the public were present (see attached attendee list, some signed in and some did not).

3. Purpose of Meeting

The purpose of this meeting was to provide a Section 106 consulting party update.

Meeting ground rules outlined are as follows:

- Consulting parties encouraged to participate
- Not intended to be a public information meeting
- If space allows, members of the public may observe but not participate
- Save questions until the end
- Be respectful of other consulting parties
- Submit written questions/comments

4. Section 106 Consultation Process (see attached)

Section 106 is part of the National Historic Preservation Act (NHPA) of 1966 and requires the consideration of the effects of federal actions on properties listed in or eligible for National Register of Historic Places (National Register). Section 106 gives the Advisory Council on Historic Preservation (ACHP) the opportunity to participate in consultation with the federal agency, project sponsor, and consulting parties regarding impacts to historic properties. Section 110 requires federal agencies to minimize harm to National Historic Landmarks, consider all prudent and feasible alternatives to avoid an adverse effect to them, and also gives the ACHP an opportunity to consult.

A consulting party is an individual or organization with demonstrated legal, economic or historic preservation interest in an undertaking. As part of the Section 106 process, consulting parties are invited to consult on the project. The consulting party reviews information about the project, provides input at different steps of the process, shares views, offers ideas and solutions, and considers possible ways to avoid, minimize and/or mitigate effects on historic properties.

The Section 106 timeline for the I-65/I-70 North Split Project is as follows:

- Initiate consultation
 - Early Coordination/APR Letter (Sept. 19, 2017)
 - Consulting Parties Meeting #1 (Oct. 6, 2017)
- Identify historic properties
 - Historic Property Report/Consulting Parties Meeting #2 (Winter 2018 – we are here)
 - Historic Property Report Additional Information for Traffic/Consulting Parties Meeting #3
- Assess effects of undertaking on historic properties
 - Effects Report/Consulting Parties Meeting #4
 - 800.11(e) Document/Finding/Mitigation/Consulting Parties Meeting #5
- Resolve any adverse effects
 - Draft Memorandum of Agreement (MOA) for Review
 - Final MOA for Signatures

5. Project Overview (see attached)

The I-65/I-70 North Split interchange is one of the most heavily-traveled interchanges in the state, accommodating more than 170,000 vehicles per day. It is operating beyond full traffic capacity and was constructed between 40 and 50 years ago. All of the existing 32 bridges need rehabilitation or replacement due to structural conditions and deteriorating pavement conditions which require constant repair and patching for roadway and shoulders. In addition, the current I-65/I-70 North Split interchange has many complex lane configurations. The reconstructed interchange will minimize the number of lane changes drivers must maneuver to get to their destination.

A general diagram shows the environmental review process broken down into seven stages – planning studies, identify purpose and need, develop alternatives, screen alternatives, reasonable alternatives, publication of the preferred alternative in an environmental assessment (EA), and, if appropriate, a finding by FHWA accepting the preferred alternative (called a FONSI, for finding of no significant impact). The project team is currently refining the purpose and need and developing alternatives.

The Project Intent Report was completed by the INDOT Corridor Development Office in July 2016. This preliminary document evaluates traffic operations and is used to identify project needs, develop possible traffic solutions and establish a preliminary project budget. It does not contain design plans and does not present a preferred alternative.

The I-65/I-70 North Split Project includes a robust public involvement plan with numerous stakeholders, including employers, local/state officials and neighborhoods. Anticipated public involvement activities include a project website, social media, text notifications, e-newsletters, media relations, public meetings, advisory committees and presentations to local groups.

6. Original Area of Potential Effects (see attached presentation)

The Area of Potential Effects (APE) is the geographic area within which an undertaking may directly or indirectly change the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of the undertaking, and can be different for different kinds of effects caused by the undertaking.

It is important to note that alternatives are still under development and therefore the APE could change.

The I-65/I-70 North Split Project original APE includes:

- ½-mile buffer of North Split interchange
- ¼-mile buffer of proposed work on interstates and local roads
- Possible 48-foot increase in bridge height (worst-case scenario)

The project team reviewed the I-74/I-465 interchange (east side of Indianapolis) in the field as well as the North Split interchange in the field. The current communications tower in the North Split interchange is about 15 feet higher than the top of a 13.5-foot-tall truck on the tallest proposed bridge (used as a visual guide). Due to development density, it was also determined that the Interchange would be minimally visible at 0.5 mile if visible at all. A Qualified Professional Historian (QP) drove the APE to make sure it was appropriate. This review did not include temporary traffic pattern changes.

A comment was received on the original APE which was, "Given the density of the corridor (residential and commercial) we should increase the area of impact around the entire project to 0.5 mile not 0.25 mile as was proposed." The project team (including a Qualified Professional Historian) took a second look at the APE which included taking photos at 0.25-mile APE line. It was determined that the 0.25-mile APE line is still appropriate with current assumptions. The project team reviewed this with the State Historic Preservation Officer (SHPO), who agreed this APE is likely appropriate under current assumptions.

It is important to note that if design changes occur and assumptions are no longer accurate, the APE will be re-examined.

7. Historic Properties (see attached presentation)

The National Register of Historic Places (National Register) is an official federal list of districts, sites, buildings, structures and objects significant in American history, architecture, archaeology, engineering and culture.

A historic property is one that is listed individually on or eligible for listing on the National Register, or a property listed in or eligible for the National Register as part of a historic district. To be listed on the National Register, properties must meet certain criteria:

- Typically, 50 years old or older
- Associated with significant events in history
- Associated with the lives of people significant to the past
- Embodies distinctive architectural characteristics or construction techniques

- Must retain sufficient integrity (ability to convey its significance)
- May yield important information

There are 10 National Register-listed districts in the APE. There are 27 National Register-listed properties in the APE (complete list in attached presentation).

National Historic Landmarks in the APE are the Benjamin Harrison Home and James Whitcomb Riley House.

There are three historic districts recommended eligible for the National Register, seven properties recommended individually eligible for the National Register and two properties listed only in the Indiana Register of Historic Sites and Structures in the APE (complete list in attached presentation). In addition, the Martin Luther King, Jr. Park and Marion County Bridge No. 252L were previously determined eligible.

8. State Certificate of Approval Dual Review Process (see attached presentation)

A Certificate of Approval (COA) from the Indiana Historic Preservation Review Board is required before using state funds to alter, demolish or remove a historic site or structure owned by the state or listed in the State or National Registers. It is not currently known whether a COA will be required for the I-65/I-70 North Split Project.

Dual language alerts Division of Historic Preservation & Archaeology to review project information under both Section 106 and the state law concurrently.

9. Archaeology Update (see attached presentation)

Phase 1b survey work was completed in September 2017 by backhoe trenching in the interchange infield. The report is being revised per INDOT comments and once approved will be sent to SHPO and Tribes.

10. Traffic Diversion & APE Expansion Methodology (see attached presentation)

The project team is proposing the APE be expanded based on anticipated temporary truck traffic increases on city streets during construction. This project has unique circumstances including its downtown Indianapolis location, the density of historic properties within the original APE, and the potential duration for construction. INDOT and FHWA do not intend to expand the APE for potential traffic diversion during construction for all projects in the future.

Effects are the alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register. This project may have temporary impacts to the community beyond the scope of Section 106 consultation process. INDOT and FHWA will work to minimize these impacts while the focus for Section 106 is on historic properties.

An adverse effect is when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association.

One example of adverse effect per 36 CFR 800.5 (a) (2) is the physical destruction of or damage to all or part of the property (A longer list of examples can be found in the attached presentation). The project team recognizes that there will be increases in heavy truck traffic diverted during construction – those making local deliveries in or near downtown. In addition, there may be physical impacts to contributing features within historic districts/properties such as brick/stone streets, limestone curbs and stone walls and impacts of heavy trucks on historic bridges. The APE expansion is not based on passenger vehicle traffic – most city streets are designed to accommodate passenger vehicle traffic.

The APE expansion methodology is a two-tiered approach. Tier 1 includes surveying the existing right-of-way for historic or unique features such as brick or stone streets, limestone curbs, stone walls or other potentially contributing feature, as well as historic bridges. Tier 2 will occur if historic or unique features are identified. During this time, the QP will determine if these features are contributing to a National Register-listed or National Register-eligible historic district or property. Typically, these features are not individually National Register-listed or National Register-eligible unless they contribute to a National Register-listed or National Register-eligible historic district or property.

11. Consulting Party Comments & Responses

Comments received during the initial consulting parties comment period pertained generally to the APE, aesthetics and visual impacts, noise, lighting, pedestrian/bicycle connectivity and traffic during construction.

A comment was received on the previously-conducted I-70 Dedicated Truck Lanes (DTLs) Feasibility Study. This high-level planning study was prepared for Missouri, Illinois, Indiana and Ohio DOTs and was completed in 2011. At this time, INDOT is not pursuing DTLs.

12. Next Steps

In the coming months, the project team will complete the Phase 1b archaeological investigation report. The next consulting parties meeting is expected to be held in the next three-to-four months to discuss alternatives.

13. Consulting Party Feedback

Comments are due by February 9, 2018. The project team is looking for additional feedback on historic properties, traffic diversion and APE expansion methodology, the meeting location, and any other concerns consulting parties may have at this time.

It is important to note that alternatives are under development and will be presented at a later meeting for review and comment.

14. Questions

The Question and Answer portion of the consulting parties meeting was a time for consulting party members and members of the public to ask questions. The Project Team provided responses. Consulting party members and members of the public were also able to make comments for the public record during this time.

Q: What does it mean to create an Area of Potential Effect for roads, in particular as it relates to weight limit on these? Do you need weight limits from us? CSX may have concerns about bridges. *(Indianapolis Department of Metropolitan Development (DMD))*

A: CSX has been contacted regarding bridges, but we do not have a response from them yet. Weight limits have not been examined. If there are reasons that trucks don't use these streets now, we will work with law enforcement to make sure they don't use them during construction. If you have weight limits you can share, that would be great. *(Project Team)*

Q: Our organization's members line the route and we're concerned about the impact on historic properties. Six of our member neighborhoods are definitely on the National Register. Some of us have lived there more than 40 years, and we've seen the impact of the interstate from when it was built to today. Our concerns aren't just traffic-related but livability-related. We've taken a position *(handed forward position statement)* and would like to know why, when you know these areas are on the National Register, would you not include a Section 4f? What makes this a requirement? *(HUNI)*

A: If a Section 4f evaluation is required, we will complete one. Much of the work currently being done is procedural, whereas Section 4f evaluation is different. A Section 4f evaluation is a federal requirement for the Department of Transportation and has to do with adverse effect and use of property – often because of property acquisition. Right now, we don't know the effect since we're still exploring alternatives. When we get to that point in the project, we will reexamine the need for a Section 4f evaluation. INDOT is the project sponsor and FHWA is here to make sure INDOT follows regulations and requirements. FHWA has final approval to make sure all federal requirements are met. *(Project Team)*

Q: I am concerned that the idea of looking at impacts seems to be very literally in the right-of-way. Is the APE looking at the non-traffic issues including noise? Will that be considered both during construction and after? *(Indiana Landmarks)*

A: A noise study will be completed for the project. The study will look at operations after construction and determine whether sound barriers are warranted.

Q: Does that study extend beyond INDOT right-of-way? *(Indiana Landmarks)*

A: Yes, the noise study will extend beyond the existing right-of-way. There are specific procedures that take place in a noise study, and we can talk through those further during the next meeting. *(Project Team)*

Q: Are noise and vibration considered in a Section 4f evaluation? *(Consulting Party Member)*

A: A noise study will be completed for the project. There is some guidance provided by the ACHP regarding noise effects in historic areas, and INDOT has its own noise policy. The project team is also considering vibration. We are required to look at what is there now and what the project will do. It's what's existing and what's coming. *(Project Team)*

Q: When it was built, what capacity was planned for? *(Consulting Party Member)*

A: The original interchange layout has not changed since it was built. We are required to design for 20 years in the future, so the design year for the original interchange was about 1996. The interstates in downtown are currently operating above the original design capacity. *(Project Team)*

Q: What is the number you are anticipating traffic will go to? *(Consulting Party Member)*

A: The traffic study is not completed, so there isn't a figure to release yet. We do not have final concepts or designs to know what it will look like at this point, so we cannot predict what the increased capacity will be. We just don't have the traffic numbers yet. *(Project Team)*

Q: When you're developing design alternatives, are any being created that would look to reduce capacity in that area knowing that through traffic has alternative options? *(Consulting Party Member)*

A: We are looking at a design year of 2041. The design has specific requirements to meet with regards to traffic, so to reduce the existing capacity is not something we are looking at specifically. INDOT is just now starting to look at tolling which could impact capacity needs, but we don't know if that's something that will be chosen. *(Project Team)*

Q: Are there interim traffic studies that can be done? It would be helpful if we knew what would happen if the Council would say that 18-wheelers aren't allowed to make deliveries downtown, or at least limit their weights. What would the Council do? What would this look like? *(Public Participant)*

A: We're not sure they can do this, but we can look into it. *(Project Team)*

Q: What is the budget for this project? *(Consulting Party Member)*

A: The approved budget is approximately \$250,000,000 and that's a starting point for construction dollars of the North Split interchange. When we begin talking about expanded areas, there is nothing approved for a higher cost. *(Project Team)*

Q: Is that Federal and State money? *(Consulting Party Member)*

A: Yes. *(Project Team)*

Q: In these historic districts, the tree-lined streets are a big part of that and removal of these trees would impact a lot of our investment, air quality and fresh air. What impacts are you looking at? *(Keep Indianapolis Beautiful (KIB))*

A: Mark Adler from KIB gave us a map with all of the tree and mural data. Since we don't know the alternative at this point, we don't know what the impact will be. INDOT would like to work with KIB as the project progresses. *(Project Team)*

Q: Is there any role for community centers with disseminating information and bringing input back? *(John Boner Neighborhood Center)*

A: Yes. We envision the Community Advisory Committee and Section 106 having different members, and want to provide information to those members to help share information with neighborhoods. *(Project Team)*

Q: I have legitimate concerns around air quality. I understand this isn't on the list of adverse effects, but will there be an opportunity for public involvement around this topic? Section 106 focuses on historic properties, but there are some properties in this area that aren't historic and issues that aren't part of the adverse effect findings – increased particulate matter for example. Will there be documentation on these? *(John Boner Neighborhood Center)*

A: This will be part of NEPA and we will work with the Indiana Department of Environmental Management (IDEM) and the United States Environmental Protection Agency (USEPA). If you make a comment whether in this Section 106 process or not, we will still consider it for the project. The comment as a whole will be taken into account. *(Project Team)*

Q: Does INDOT have a long-term strategic plan to address the I-65 corridor and I-465 in terms of handling through traffic? To me, that seems like a bigger issue than the bridges. It would seem like you could divert a lot of the traffic coming downtown if the I-465 system was enhanced. *(Consulting Party Member)*

A: INDOT is almost always looking at plans for their roads and interstates. For instance, the type of early analysis that happened in 2016 came from someone whose job is to look at these issues. If we have to look at something outside of the North Split area, we would have to analyze that. *(Project Team)*

Q: In the preliminary planning, was there any consideration given to reduction including removal of the interstate? *(Indiana Landmarks)*

A: I don't believe it was considered in 2016, but we are taking a look at that and replacing with a boulevard now. *(Project Team)*

Q: When we're sitting on our patios, we hear constant noise from the interstate. Do they also consider when 18-wheelers downshift in the noise study? *(HUNI)*

A: I believe it's just noise overall, but we will talk with the noise team and let you know. *(Project Team)*

Q: In addition to noise from the interstate, CSX runs through the Cottage Home neighborhood. With the talk about an increase in train frequency, are your noise studies going to take into account what happens when you build a big concrete wall – and put a noise barrier on top of it – and the noise just bounces further back into the neighborhood? *(Cottage Home Neighborhood)*

A: We will include a noise modeling discussion to our next meeting. *(Project Team)*

Q: What's the current timeline of the project? Can there be a split between repairs that are needed and a full-on solution? *(Hendricks Commercial Properties)*

A: Repairs are currently underway. There are some very urgent needs that we are addressing this year. As you've seen in the news, chunks of interstate bridges are falling down. We are doing some of the more urgent work now to get a few years of service until we get to construction. There are also other operational issues that come into the purpose and need which would require the full reconstruction, such as correcting the weaving patterns. In terms of schedule, we are currently working on the Environmental Assessment and taking a step up to add and address new alternatives. Following alternative analysis, we will do preliminary design (about 30 percent). This is a design-build project, so final design will happen in conjunction with construction in the future. To be clear, we are not performing final design now – we are developing alternatives. *(Project Team)*

Q: I have concerns over the transparency of this project. You are asking consulting parties to comment, but holding meetings at 9 a.m. when people work. You need to make these meetings more available for people. This setup is not suitable for proper viewing. Why are you asking for comments when there are no drawings to look at? *(Public Participant)*

A: We are happy to meet at other times or locations, and are going to have a number of meetings for the public to comment. This meeting is specifically for the identification of historic properties which is a step in the Section 106 process. Alternatives are not yet available for review. *(Project Team)*

Q: Will any alternatives being looked at change the APE? *(Consulting Party Member)*

A: Possibly. The APE will be re-examined if the original assumptions change. *(Project Team)*

Q: What other alternatives are you looking at? *(Consulting Party Member)*

A: A boulevard, tunnel and others. We hope to be able to tell you more about these at the next meeting. The only thing INDOT has put out to date in terms of drawings was the Project Intent Report, which is a planning-level study to determine range of costs for budget purposes, not to act as a design or a preferred alternative. *(Project Team)*

Q: I'd like to hear an explanation of the design-build process. As I understand this, the main reason for doing a design-build is to do things more quickly and cheaply. By its nature, the process disincentivizes creativity and extra expense, which a more comprehensive look would require. I have concern that this project is the opposite of the project you would want to use a design-build for. How would you incentivize creative thinking and context sensitive thinking in this method? *(Public Participant)*

A: The design-build best-value method allows INDOT to evaluate bids on whatever they determine is of value. For example, aesthetics, how much they involve the community in the design, how long the bridges will last, how quickly they can build it – those are all factors that can be judged. INDOT has an opportunity in this method to define and require these things, and much more. INDOT has experience with this method – Ohio River Crossing for example – where

aesthetics were built in as a specific requirement. The items that have been brought up today can be evaluated as part of the process. *(Project Team)*

Q: We all think we have a better situation and something more pedestrian friendly, but how are we going to pay for this? The feds have \$250 million, so if we're going to do this we have to have more. How are we going to pay for it? I hate to bring up the sports complexes, but we raise funds for those. How do we get the people in this room to put the pressure on to raise these funds? *(Public Participant)*

A: As we develop other alternatives, INDOT will have a better understanding of cost and may investigate further, but we just don't know cost yet. *(Project Team)*

Q: I wish I would see more city involvement. INDOT has to use city infrastructure, so why isn't the city more involved in the process? *(Public Participant)*

A: From INDOT's perspective, we've been engaged with the city since the project started with HNTB coming on board to work for INDOT six months ago. Over the past six months, the project team has been meeting with the city at least monthly. *(Project Team)*

Q: Is there any public information available on this city involvement? *(Consulting Party Member)*

A: No. *(Project Team)*

Q: In terms of alternatives, how many of the other cities around the country that have worked to reduce, eliminate are you looking at? Those are best practices. This is an opportunity for people across the U.S. to look at Indy as a best practice, to show how it can really be done. *(Consulting Party Member)*

A: We are looking at what other cities are doing. *(Project Team)*

15. Comments

- Those who live in the area appreciate that you're looking to replace bridges, and appreciate the project. We are encouraged you are looking at alternatives to expanding. We've lived with that slice through our neighborhood and we don't want to expand that negative impact further. We think we can work together to find alternative solutions to make it more livable.
- Noise, air quality, health issues and vibration all need to rise in this discussion.
- If we're designing for the next 20 years, can someone tell me what the City needs to do to reduce the traffic demand on the road? Are there other things (like taxes) to reduce the traffic? Can we chop off all through traffic? We've got to figure out how to reduce traffic demand or we're sunk. Increased pollution will ruin the whole area. You can't open your window in the summer because it's not fresh air. Someone needs to tell the City that if they want to keep it the way it is, and reduce traffic; here is what they need to do.
- The Old Northside is concerned with the scope of the project – that you are only looking at ways to redesign and only looking at the North Split, rather than a larger scope to look at ways to reduce. We are concerned about noise and vibration. Property values are a concern. There are homes on 12th Street between New Jersey and Alabama that are abandoned. When you're confronted with a solid wall instead of a green buffer, it diminishes value. We're concerned with the pedestrian and visual setting of the district. Newer and larger bridges will make it harder to get pedestrian traffic because instead of a 90-second walk under a bridge it's a 120-second walk. You are affecting the visual feel of neighborhoods. Dust is a big deal. Noise is also a strange

thing off the interstate. Sometimes when you're 50 feet away it's fairly quiet but you get another half block down the street and it's rattling all over. *(Project team clarified that a broader scope outside the interchange is currently being looked at)*

- There is a lot of movement in other cities, including removal, and I think it will have a greater prominence in the near future. They need to be considered.
- The Interurban was a great solution to a lot of the issues we're facing today. You drive in your car and take up a hundred square feet. We need to think of a way to compress the amount of space you're taking up. We need to begin thinking collectively – not me, my convenience – instead of taking up more space. Dallas is considering taking away interstates. We need to look at quality of life. A reduced footprint will be more space efficient. I know it costs a lot more money, but you have to look at the long-term costs and quality of life.
- I do not like the term “we” because I don't know who “we” is. It would seem to be that it would be appropriate for the “we” to include the people in this audience to bring perspective to the meeting in terms of how the scope is determined.
- In Holy Cross, we are hearing consistent patterns that this is the existing condition and you aren't going to make it worse. We don't want you to not make it worse; we want you to improve on what's not meeting the needs of the neighborhood today – noise, air, visibility, connectivity, etc. We don't want you to follow the process; we want you to improve on the process.
- I think an expansion would be worse.
- My limited understanding of design-build, best-value is that a point system is used and certain point are higher than others. That's how a contractor is selected. It's important that the criteria we're concerned about (connectivity, quality of life) have a high value on the point award system. There needs to be a focus on more than how quick and cheap it can happen.
- I'd like to suggest that because of the importance of this project the City and State work together to find common ground on what meets the transportation needs but also what the city needs for vitality and economic development. I think there are creative tools the City could provide. If the consideration could be made to include the City deeply in finding a solution that meets these needs, I think creative funding would be revealed.
- Those of us who have met with the City have found there is no opinion in City Hall. They know of the project but have no opinion.
- Those of us at the AIA meeting last night heard the letter read by the deputy mayor. I'd like to reiterate that there should be a relationship between INDOT, the City and the MPO.
- We would like to make sure you are listening very carefully – we know you are today – and this has to go up the chain at INDOT and the City. There was a mistake made 50 years ago when the interstate was built, where people had no voice. This has changed over the past 30 years. So we implore you to do everything you can to not make this a canyon city. We need to accommodate needs for transportation to get people to and from their homes. We want the city to be connected, not disrupted. There are high

emotions about this. Everyone has been pretty sedate in this room and I want the emotion to come across.

- I recognize that there is a high regulatory component, but I encourage you to look at high quality alternatives. Our neighborhood doesn't see looking at other alternatives as a bad thing.
- Seattle has Amazon's first headquarters and they have drastically changed their interstate through the city. Maybe we should be the headquarters too and change drastically.

I-65/I-70 North Split Interchange
Reconstruction Project

**Section 106
Consulting Parties Meeting #2**

January 26, 2018

Agenda



- Welcome & Introductions
- Purpose of Meeting
- Section 106 Consultation Process
- Project Overview
- Original Area of Potential Effects (APE)
- Historic Properties
- State Certificate of Approval Dual Review Process
- Archaeology Update
- Traffic Diversion & APE Expansion Methodology
- Consulting Party Comments & Responses
- Next Steps
- Questions

Meeting Purpose/Ground Rules

Purpose of the Meeting

- Section 106 Consulting Party update

Meeting Ground Rules

- Consulting Parties encouraged to participate
- Not intended to be a public information meeting
- If space allows, members of the public may observe but not participate
- Please save your questions until the end
- Be respectful of other Consulting Parties
- Submit written questions/comments

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Section 106 Consultation Process

What is Section 106?

- Part of National Historic Preservation Act (NHPA) (1966)
- Considers effects of actions on properties listed in or eligible for National Register of Historic Places (National Register)
- Gives Advisory Council on Historic Preservation (ACHP) opportunity to consult



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Section 106 Consultation Process

Section 110(f) of the NHPA

- Minimizes harm to National Historic Landmarks
- Considers all prudent and feasible alternatives to avoid an adverse effect
- Gives ACHP opportunity to consult



§ 306107. Planning and actions to minimize harm to National Historic Landmarks

Prior to the approval of any Federal undertaking that may directly and adversely affect any National Historic Landmark, the head of the responsible Federal agency shall to the maximum extent possible undertake such planning and actions as may be necessary to minimize harm to the landmark. The head of the Federal agency shall afford the Council a reasonable opportunity to comment with regard to the undertaking.

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Section 106 Consultation Process



Consulting Party: Individuals and organizations with demonstrated legal, economic, or historic preservation interest in an undertaking

Roles of Consulting Party

- Review information about the project
- Provide input at different steps of the process
- Share views, offer ideas and solutions
- Consider possible ways to avoid, minimize, and/or mitigate effects on historic properties

****If you are not already represented by a current Consulting Party and would like to request Consulting Party status, please send an email to kgillette@hntb.com**

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Section 106 Steps for North Split Project

1. Initiate Consultation

- ~~Early Coordination/APE Letter (Sept. 19, 2017)~~
- ~~Consulting Parties Meeting (Oct. 6, 2017)~~

2. Identify Historic Properties

- Historic Property Report/Consulting Parties Meeting #2 (winter 2018)
- Historic Property Report Additional Information for Traffic/Consulting Parties Meeting



3. Assess Effects of Undertaking on Historic Properties

- Effects Report/Consulting Parties Meeting
- 800.11(e) Document/Finding/Mitigation/Consulting Parties Meeting

4. Resolve any Adverse Effects

- Draft Memorandum of Agreement (MOA) for Review
- Final MOA for Signatures

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Need for Project



North Split Interchange

- One of the most heavily traveled interchanges in the state
- Accommodates over 170,000 vehicles per day
- Operating at full capacity
- Portions constructed almost 50 years ago

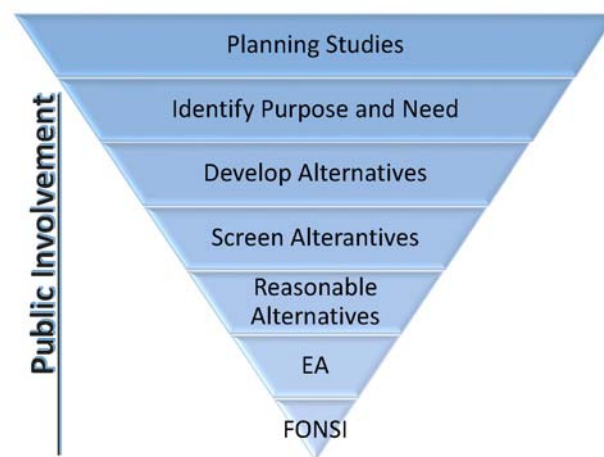
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Need for Project

- Many of the existing **32 bridges** need rehabilitation or replacement due to structural conditions
- Deteriorating **pavement conditions** require constant repair and patching for roadway and shoulders
- Current I-65/I-70 North Split interchange has many **complex lane change configurations**
- Reconstructed interchange will **minimize the number of lane changes** drivers must maneuver to get to their destination

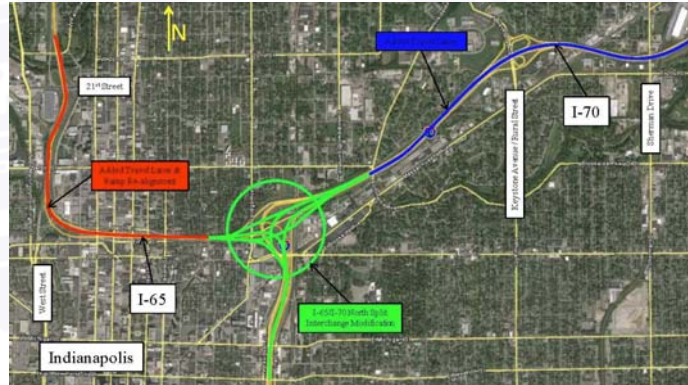
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Alternatives Development Process



Project Intent Report

- Completed by INDOT Corridor Development Office in July 2016
- **Preliminary** document that evaluated traffic operations
- Used to identify project needs, develop a **possible traffic** solution, and establish a project budget
- It **is not**:
 - Design plans
 - Preferred alternative

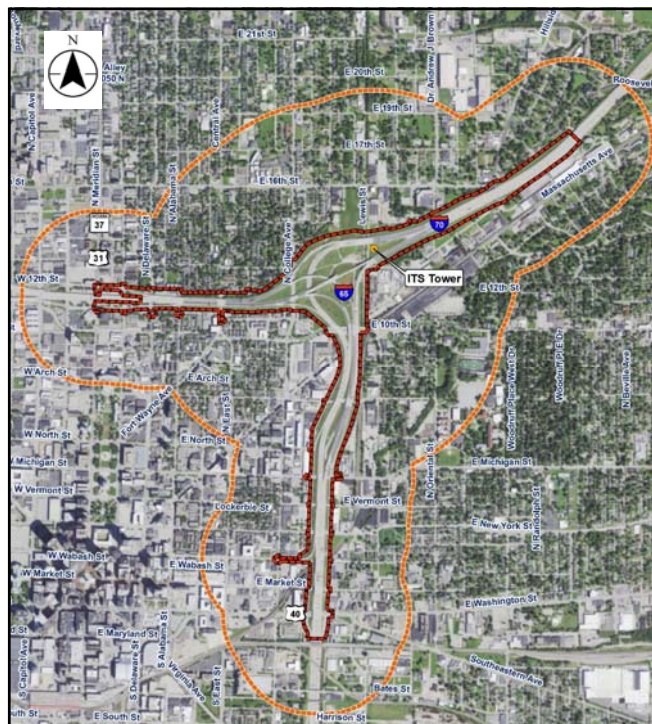


Public Involvement

Robust public involvement plan includes numerous stakeholders, including employers, local/state officials and neighborhoods

- Project website, social media, texts and e-newsletters
- Media relations
- Public meetings
- Advisory committees
- Presentations to local groups





Area of Potential Effects (APE)

- Geographic area within which an undertaking may directly or indirectly change the character or use of historic properties, if any such properties exist
- APE is influenced by scale and nature of undertaking
- Can be different for different kinds of effects caused by undertaking

 I-65/I-70 North Split Interchange
Reconstruction Project APE

 I-65/I-70 North Split Interchange
Reconstruction Project boundary

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Original APE

- Alternatives are still under development and APE could change
- ½-mile buffer of North Split Interchange
- ¼-mile buffer of proposed work on Interstates and local roads
- Possible 48-foot increase in bridge height (worst-case estimate)
- Reviewed I-74/I-465 interchange (east side) in the field
- Reviewed North Split interchange in the field
 - Communications tower is about 15 feet higher than the top of a 13.5-foot-tall truck on tallest proposed bridge (used as a visual guide)
 - Due to development density, interchange would be minimally visible at ½ mile if visible at all
- Qualified Professional Historian (QP) drove APE to make sure it was appropriate
- Did NOT include temporary traffic pattern changes

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Comment on Original APE

- “Given the density of the corridor (residential and commercial) we should increase the area of impact around the entire project to ½ mile not a ¼ mile as was proposed”
- Project team (including a Qualified Professional Historian (QP)) took a second look at the APE
 - Took photos at 0.25-mile APE line
 - Determined 0.25-mile APE line still appropriate with current assumptions
 - Reviewed with State Historic Preservation Officer, agreed likely appropriate under current assumptions
- If design changes occur and assumptions no longer accurate, APE will be re-examined

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Known Historic Resources in APE

National Register of Historic Places: Official federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture



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What is a historic property?

- Listed individually in or eligible for the National Register of Historic Places (National Register)
- Listed in or eligible for the National Register as part of a historic district
- **Must meet certain criteria**
 - Typically, **50 years** old or older
 - Associated with **significant events** in history
 - Associated with the lives of **people significant** to the past
 - Embodies **distinctive architectural characteristics** or **construction techniques**
 - Must retain **sufficient integrity** (ability to convey its significance)
 - May yield **important information**

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Districts listed in the National Register

- Arsenal Technical High School
- Chatham Arch
- Cottage Home
- Fletcher Place
- Indianapolis Park and Boulevard System
- Herron-Morton Place
- Lockerbie Square
- Massachusetts Ave.
- Old Northside
- St. Joseph Neighborhood



Properties Listed in the National Register

1. Indianapolis Public Library Branch No. 6
2. Prosser House
3. Bals-Wocher House
4. Wyndham
5. Pierson-Griffiths House (Kemper House)
6. Calvin I. Fletcher House
7. Pennsylvania Apartments
8. The Myrtle Fern
9. The Shelton
10. Cathcart Apartments
11. Lodge Apartments
12. Plaza Apartments



Properties Listed in the National Register

- | | |
|--|--|
| 13. The Ambassador | 23. The Spink (Renaissance Tower Historic Inn) |
| 14. Central Library of Indianapolis – Marion County Public Library | 24. William Buschman Block |
| 15. The Burton | 25. Morris-Butler House |
| 16. The Vera and The Olga | 26. John W. Schmidt House (The Propylaeum) |
| 17. Independent Turnverein | 27. Pearson Terrace |
| 18. Cole Motor Car Company | |
| 19. Gaseteria, Inc. | |
| 20. Manchester Apartments | |
| 21. Sheffield Inn | |
| 22. Delaware Court | |

Other National Register Properties

- **National Historic Landmarks**

1. Benjamin Harrison Home
2. James Whitcomb Riley House

- **Previously determined eligible**

1. Martin Luther King, Jr. Park
2. Marion County Bridge No. 252L



Historic Districts Recommended Eligible for the National Register

1. Saints Peter and Paul Cathedral Parish Historic District
2. Windsor Park Neighborhood Historic District
3. Holy Cross/Westminster Historic District



Recommended Individually Eligible for the National Register

1. John Hope School No. 26
2. James E. Roberts School No. 97
3. School #27–Charity Dye Elementary School
4. Knights of Pythias
5. Fame Laundry
6. Stutz Motor Car Company
7. St. Rita's Catholic Church Parish Complex



Listed Only in Indiana Register of Historic Sites and Structures

1. School #27 – Charity Dye Elementary School
2. General Motors Buick Showroom Building



State Certificate of Approval Dual Review Process

- Certificate of Approval (COA) from the Indiana Historic Preservation Review Board required before using state funds to alter, demolish, or remove a historic site or structure if owned by the state or listed in the State or National Registers
- Currently do not know if a COA will be required
- Dual review language alerts Division of Historic Preservation & Archaeology to review project information under both Section 106 and the state law concurrently

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Archaeology Update

- **Phase 1b Survey**
 - Backhoe trenching
 - Completed in interchange infield
 - Report is being revised per INDOT comments
 - Once approved Report will be sent to SHPO & Tribes



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Traffic Diversion & APE Expansion Methodology

- Propose to expand the APE based on anticipated temporary truck traffic increases on city streets during construction
- Unique circumstances of this project:
 - Located in downtown Indianapolis
 - Density of historic properties within the original APE
 - Potential duration for construction
- INDOT and FHWA do **not** intend to expand the APE for potential traffic diversion during construction for all projects in the future.

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Traffic Diversion & APE Expansion Methodology

“Effect”

- “Alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register of Historic Places”
- Temporary impacts to the community beyond the scope of the Section 106 consultation process
 - INDOT & FHWA will work to minimize these impacts
 - Focus for Section 106 is on historic properties

“Adverse effect”

- “When an undertaking may alter, directly or indirectly, any of the characteristics of a historic property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association.”

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Traffic Diversion & APE Expansion Methodology

Examples of adverse effect per 36 CFR 800.5(a)(2)

- i. **Physical destruction of or damage to all or part of the property**
- ii. Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties [36CFR part 68] and applicable guidelines
- iii. Removal of the property from its historic location
- iv. Change of the character of the property's use or of the physical features within the property's setting that contribute to its historic significance
- v. Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features
- vi. Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized as qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization
- vii. Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

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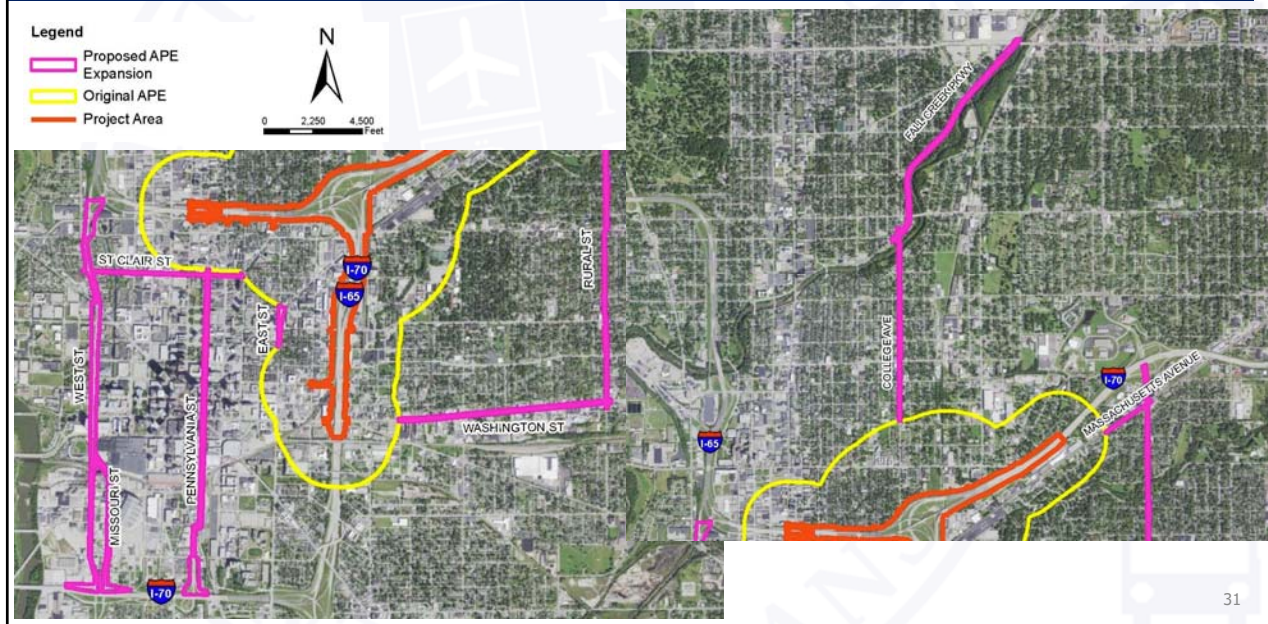
Traffic Diversion & APE Expansion Methodology

- i. **Physical destruction of or damage to all or part of the property**
 - Increases in heavy truck traffic diverted during construction (those making local deliveries in or near downtown)
 - Physical impacts to contributing features within historic districts/properties
 - Brick/stone streets
 - Limestone curbs
 - Stone walls
 - Impacts of heavy trucks on historic bridges
 - APE expansion *not* based on passenger vehicle traffic - most city streets designed to accommodate passenger vehicle traffic



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Traffic Diversion & APE Expansion Methodology



APE Expansion Methodology (continued)

- Two-Tiered Approach

- Tier 1 – Survey the existing right-of-way for:

- Historic or unique features such as brick or stone streets, limestone curbs, stone walls or other potentially contributing features
 - Historic bridges

- Tier 2 – If historic or unique features are identified:

- QP will determine if these features are contributing to an National Register-listed or National Register-eligible historic district or property.
 - Typically these features are not individually National Register-listed or National Register-eligible unless they contribute to a National Register-listed or National Register-eligible historic district or property

Consulting Party Comments

- Thank you to everyone who provided comments and for the examples
- Comments generally pertained to:
 - APE
 - Aesthetics and visual impacts
 - Noise
 - Lighting
 - Pedestrian/bicycle connectivity
 - Traffic during construction

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Consulting Party Comments

- I-70 Dedicated Truck Lanes (DTLs) Feasibility Study
 - Prepared for Missouri, Illinois, Indiana, and Ohio DOTs
 - Final Report completed in 2011
 - High level planning study
 - INDOT is not pursuing DTLs

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Section 106 Next Steps

- Complete Phase 1b archaeological investigation report
- Next Consulting Party Meeting in ~3-4 months to discuss alternatives

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Consulting Party Feedback

- Please provide comments by **Feb 9, 2018**
- Please provide feedback about:
 - Historic Properties
 - Traffic Diversion & APE Expansion Methodology
 - Meeting location
(speaker phone, wifi, U-shaped tables)
 - Other?
- IN SCOPE –
<http://erms.indot.in.gov/Section106Documents/>
- **Alternatives are under development and will be presented at a later meeting for review and comment**



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Questions/Comments

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