



ENVIRONMENTAL ASSESSMENT

APPENDIX C: AGENCY COORDINATION



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

October 18, 2017

Michelle Allen
EA and EIS Environmental Specialist
Federal Highway Administration
Federal Office Building
575 North Pennsylvania Street, Room 254
Indianapolis, IN 46204

Sample Early Coordination Letter

Re: Des. Nos. 1592385 & 1600808
I-65/I-70 North Split Interchange Reconstruction Project
Indianapolis, Marion County, Indiana

Dear Ms. Allen:

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with a project involving the reconstruction of the I-65/I-70 North Split Interchange in Indianapolis, Marion County, Indiana. This letter is part of the early coordination phase of the environmental review process. We request comments from you within your area of expertise regarding any potential environmental or community effects associated with this proposed project. **Please use the above designation numbers and description in your reply.** We will incorporate your comments into a study of the project's environmental effects.

Project Location: This project includes the I-65/I-70 North Split Interchange south along I-65/I-70 to the Washington Street interchange in downtown Indianapolis; including the portion of I-65 west of the North Split interchange to approximately Meridian Street and the portion of I-70 east of the North Split interchange to approximately the bridge over Valley Avenue (west of the Keystone Avenue/Rural Street interchange) in Marion County, Indiana. It is within Center Township, Beech Grove United States Geological Survey (USGS) Topographic Quadrangle, in Section 36, Township 16N, Range 3E; Sections 1 and 12, Township 15N, Range 3E; and Section 31, Township 16N, Range 4E. Please see attached general location and USGS topographic maps (Figures 1 and 2).

Purpose and Need: The needs for the project include the following:

1. Deteriorated Condition of Bridges - A primary need of the project is the deteriorated condition of the 32 existing bridges within the project area. The existing conditions of the bridges are documented in INDOT Routine Bridge Inspection Reports. The estimated remaining life of the bridges in the study area ranges from two years to 10 years.

2. Deteriorated Condition of Pavement - A second need of the project is the deteriorated condition of the pavement within the project area. According to the INDOT Greenfield District, the mainline pavement has low friction numbers (the pavement is slippery when wet), the shoulders are aged and starting to oxidize and ravel out, and the concrete just south of the North Split interchange is in constant need of patching.
3. Interchange Operation Issues - A third need includes the operational issues associated with the I-65/I-70 North Split interchange. The INDOT Corridor Development Office prepared a Project Intent Report dated July 18, 2016. The purpose of the Project Intent Report is to outline INDOT's planned approach to improve mobility on I-65 from Vermont Street to Fall Creek and on I-70 from I-65 north junction to I-465 east leg in Indianapolis, including the North Split interchange. In general, there are capacity issues throughout the interchange which are made worse due to excessive weaving movements and loss of through lanes. The following issues have been identified within the interchange:
 - According to the Project Intent Report, a substantial amount of the traffic arriving at the interchange and continuing northbound on I-65 uses the Pennsylvania Street, Meridian Street, and Illinois Street exit complex at the right, or the West Street exit on the left. The major junction of two interstate highways combined with the very close proximity of two exits results in extreme turbulence within the weaving areas.
 - Traffic from westbound I-70 to I-65 north (on the right) must merge left at the Pennsylvania/Meridian/Illinois Street exit complex (also on the right) which introduces further complication to the situation.
 - The eastbound weave from the Pennsylvania Street entrance ramp to eastbound I-70 is difficult for drivers because they must cross several lanes of traffic in a short distance.
 - The westbound I-70 and southbound I-65 junction is a traffic bottleneck as motorists attempt to merge. Eastbound I-70 has a tight radius that causes vehicles to slow down and increases congestion. The fact that I-70 and I-65 enter and exit on different sides of the north/south section causes weaving and turbulence.
4. Congestion - Another need is the existing and future capacity deficiency within the project area. As demonstrated by the Project Intent Report, roadway capacity and traffic congestion are severe issues along I-65 and I-70 within and adjacent to the project area.
5. Safety - Based on the operational issues within the interchange and congestion within the project area, safety concerns are likely to be an additional need. A safety

analysis will be completed that investigates crash rates in the project area to determine if they are higher than anticipated for an interstate facility.

The purposes of the project are to:

1. Correct the condition of the bridges within the project area and extend the remaining life of the structures to at least 25 years.
2. Improve the condition of the pavement within the project area.
3. Improve operational issues within the I-65/I-70 North Split interchange.
4. Reduce congestion along I-65 and I-70 within the project area. This purpose will not be fully realized until adjacent projects of independent utility are constructed and the additional lanes are striped.
5. Improve safety within the North Split interchange if safety is determined to be a need for the project. The correction of operational issues and improvements in traffic congestion are anticipated to result in a reduction of crash rates.

Proposed Project: The anticipated project scope includes the following elements:

1. Reconstruction of the North Split interchange;
2. Reconfiguration of the I-65 exit/entrance ramps along 11th and 12th Streets;
3. Rehabilitation, replacement and/or widening of 32 bridges within the project area;
4. Reconstruction of the pavement throughout the project area;
5. Widening of pavement for an additional through lane. Per the findings in INDOT's Project Intent Report, an additional mainline through lane through the interchange is required to meet the operational needs of the design year (2040). The additional lane will not be opened until completion of the adjacent projects. The adjacent added capacity projects will be studied as separate National Environmental Policy Act (NEPA) actions; and,
6. Traffic signal modifications along I-65 westbound at 12th Street and Pennsylvania Street; I-65 westbound at 12th Street and Illinois Street; I-65 eastbound at 11th Street and Delaware Street; I-65/I-70 at Pine Street and Michigan Street; and I-65/I-70 at Ohio Street and College Avenue.

Additional alternative configurations will also be investigated as part of the NEPA process.

Right-of-Way: The project right-of-way requirements have not yet been determined. If additional right-of-way is required, it is anticipated to be minimal.

Maintenance of Traffic (MOT): The preferred method of traffic maintenance is currently under development. The MOT may require a temporary closure of all or portions of the I-65/I-70 North Split Interchange.

Surrounding Resources: The project area is significantly developed. Land use in the vicinity of the project is primarily residential and commercial with some recreational uses (Figure 7). The Frank and Judy O'bannon Soccer Park is located north of the interchange. The Monon Trail runs north and south through the eastern portion of the interchange and the Cultural Trail runs along 10th Street south of the interchange.

The project area is within the Indianapolis urban area boundary and early coordination will be completed with the Indianapolis Chief Engineer and National Pollutant Discharge Elimination System (NPDES) Project Manager regarding storm water quality best management practices (BMPs).

A field review of the project area indicated there are 28 potential wetlands and two potential streams (unnamed tributaries) within the existing right-of-way (Figure 7). These are low quality features within roadside ditches or medians. Coordination with the INDOT Ecology & Permits Office, Indiana Department of Environmental Management (IDEM), and the US Army Corps of Engineers (USACE) will occur regarding the jurisdictional status of these features.

This project is anticipated to qualify for the application of the US Fish and Wildlife Service (USFWS) range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat and USFWS project information form will be provided to USFWS for review separately.

There are 39 historic sites or districts listed in the National Register of Historic Places within the proposed Section 106 Area of Potential Effects for the project. Full Section 106 consultation with the State Historic Preservation Officer and consulting parties will be completed.

A review of the US census data indicates there are potential populations of environmental justice concern within the project area. An environmental justice analysis will be completed for the project.

There are several potential hazardous material sites mapped adjacent to and within the vicinity of the project area (Figure 6). A Phase I Environmental Site Assessment (ESA) will be completed for the project to determine if soil and groundwater sampling is recommended.

A noise analysis will be completed for the project to determine if noise barriers are warranted within the project area.

Resource Agency Meeting/Webex: We would like to invite you to participate in a Resource Agency Meeting on Friday November 3, 2017, at the HNTB office at 111 Monument Circle, Suite 1200, Indianapolis, Indiana 46204 from 9:30 a.m. to 11:30 a.m. Indianapolis time. If you plan on attending in person, please go to the 12th floor and someone will escort you to the 11th floor conference room. You may also participate by Webex and conference call using the information below.

[Join WebEx meeting](#)

(<https://hntb.webex.com/hntb/j.php?MTID=m340eee7680f75954aee84e9b53260dca>)

Meeting number (access code): 743 545 769
Meeting password: uWi4RF32

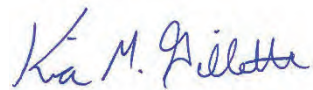
Join by phone

+1-415-655-0002 US Toll

+1-855-797-9485 US Toll free

Comments Request: You are asked to review this information and provide any comments you may have relative to the anticipated effects of the project on areas which you have jurisdiction or special expertise. Should we not receive your response **within thirty (30) calendar days** from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact Kia Gillette, of HNTB Indiana, at kgillette@hntb.com or 317-917-5240 or Runfa Shi, INDOT Project Manager at rshi@indot.IN.gov or 317-234-4912. Thank you in advance for your input.

Sincerely,
HNTB Indiana on behalf of INDOT



Kia M. Gillette
Environmental Project Manager

Attachments: Figure 1: General Project Location Map
Figure 2: USGS 7.5 Minute Topographic Quadrangle Map
Figure 3: Red Flag Investigation Infrastructure Map
Figure 4: Red Flag Investigation Water Resources Map
Figure 5: Red Flag Investigation Mining/Mineral Exploration Map
Figure 6: Red Flag Investigation Hazardous Materials Concerns Map
Figure 7: Photograph Key Maps
Project Location Photographs

Attachments have been removed to avoid duplication. Figures and photos can be found in Appendix A of the Environmental Assessment.

Cc: US Environmental Protection Agency
Indiana Geological Survey
Indiana Department of Natural Resources Division of Fish and Wildlife
Indiana Department of Natural Resources Division of Oil and Gas
Indiana Department of Natural Resources Division of Outdoor Recreation
IDEM Groundwater Section
NRCS State Conservationist
US Army Corps of Engineers, Louisville District
National Parks Service - Midwest Regional Director
US Department of Housing and Urban Development
Federal Highway Administration
US Fish and Wildlife Service
INDOT, Manager of Public Hearings
INDOT, Office of Aviation
INDOT Project Manager
INDOT Greenfield District
Mayor, City of Indianapolis
Indianapolis Department of Public Works
Indianapolis Department of Metropolitan Development
Indy Parks and Recreation
Indianapolis Cultural Trail
Keep Indianapolis Beautiful, Inc.
IndyGo
City-County Council of Marion County
Indianapolis Metropolitan Planning Organization
Marion County Surveyor's Office



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
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Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

October 19, 2017

TO: Ms. Kathy Allen
NPDES PM
City of Indianapolis
1200 Madison Ave., Suite 200
Indianapolis, IN 46225

Sample MS4 Early Notification Letter

FROM: Kia Gillette
HNTB Indiana
111 Monument Circle, Suite 1200
Indianapolis, IN 46204

RE: Early Notification
INDOT DES Numbers: 1592385 & 1600808
Location: I-65/I-70 North Split Interchange
Description: Interchange Reconstruction

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with the above project. You are being notified because this project lies within an Urbanized Area Boundary (UAB). In accordance with 327 IAC 15-13 (Rule 13 - Municipal Separate Storm Sewer Systems), INDOT has developed a Storm Water Quality Management Plan (SWQMP).

As part of its implementation, projects falling within the UAB will be required to consider appropriate post construction storm water quality best management practices (BMPs). These BMPs should take into consideration the available space, pollutants of concern and receiving waters.

This letter is for notification purposes only, and no action is required by you; however, if you would like to provide your input on water quality concerns, please provide this information **within thirty (30) calendar days** from the date of this letter to the undersigned. Should we not receive your response within the specified timeframe, it will be assumed that your agency does not have additional concerns about water quality issues resulting from the proposed project. Should you find that an extension to the response time is necessary, a reasonable amount of time may be granted upon request. If you have any questions regarding this matter, please feel free to contact Kia Gillette, Environmental Project Manager, at 317-917-5240. Thank you in advance for your attention to this matter.

Sincerely,
HNTB Indiana on behalf of INDOT

Kia M. Gillette
Environmental Project Manager

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5

77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

NOV 20 2017

REPLY TO THE ATTENTION OF:

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

Runfa Shi
Project Manager
Indiana Department of Transportation
100 North Senate Avenue, Room 642
Indianapolis, Indiana 46204

Re: Early Coordination - Interstate 65/Interstate 70 (I-65/I-70) North Split Interchange
Reconstruction Project, Indianapolis, Marion County, Indiana.
(DES.Nos. 1592385 & 1600808)

Dear Ms. Allen and Mr. Shi:

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, or Virginia Laszewski of my staff by phone: 312/886-7501 or email 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
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
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/Jason Randolph)
JRANDOLP@idem.IN.gov
Indiana Department of Natural Resources, 402 W. Washington St., Rm. W264,
Indianapolis, IN 46204 (Matt Buffington) 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, jcarr@dnr.in.gov,
wtharp1@dnr.in.gov.
HNTB Corporation, 111 Monument Circle, Suite 1201, Indianapolis, IN 46204
(Kia Gillette, Environmental Project Manager) kgillette@hntb.com

**EPA Early Coordination Comments for the I-65/I-70 North Split Interchange
Reconstruction Project, Indianapolis, Marion County, Indiana**

The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) intend to prepare an environmental assessment (EA) for the subject project. The project is proposed to address deteriorating bridge and pavement conditions, interchange operation issues, and congestion and safety concerns in the project area. The anticipated project includes the following:

- reconstruct the North Split Interchange;
- reconfigure the I-65 exit/entrance ramps along 11th and 12th Streets;
- rehabilitate, replace and/or widen 32 bridges within the project area;
- reconstruct the pavement throughout the project area;
- widen pavement for a future additional through lane (the added capacity projects would be studied as separate NEPA actions); and,
- modify traffic signals at various locations along I-65 and I-65/I-70.

EPA comments are based on our review of the preliminary project information provided in the October 18, 2017, letter from Kia Gillette, HNTB on behalf of INDOT and during the FHWA/INDOT November 3, 2017, resource agencies project introduction meeting/WebEx. FHWA/INDOT indicate a Draft EA will not be released for public and agency review and comment.

Recommendation: EPA recommends the EA identify the 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.

Cultural Resources: Preliminary information identifies 2 National Historic Landmarks, 9 National Register- listed Historic Districts, and 30 National Register-listed individual properties are within the Section 106 Area of Potential Effects for the project.

Recommendation: We recommend the EA document compliance with the National Historic Preservation Act (NHPA). If applicable, identify mitigation measures in the EA. Interagency correspondence related to NHPA compliance should be included as an appendix to the EA.

Water Resources: Preliminary information indicates 28 potential wetlands, and 2 potential streams in the study area. Additional coordination with USACE and IDEM on jurisdiction.

Recommendations:

- EPA recommends the EA document coordination with USACE and IDEM on jurisdiction.

We recommend the EA identify the various water resources in the project area, disclose other existing conditions, and quantify impacts associated with each alternative/interchange option.

- 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/interchange 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.

Flooding and Drainage Control: Preliminary information indicates FHWA/INDOT will coordinate with Indianapolis Department of Public Works (DPW) and Citizens Energy Group (CEG) on stormwater.

The project will most likely result in an increase in impervious surfaces in the study area. EPA understands the public has informed FHWA/INDOT of drainage issues in and near the project study area.

Recommendations:

- EPA recommends the EA document coordination with the Indianapolis DPW and 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.

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 250 potential hazardous material concern sites have been identified in the project area. Phase I Environmental Site Assessments will be completed. Phase II soil and groundwater sampling will be completed if recommended.

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. We also recommend the EA disclose how INDOT intends to prevent potential non-point sources of pollution from project proposed activities be designed into the project and identified in the EA. We recommend the EA describe these spill prevention measures and capabilities, along with any necessary emergency

plan or mitigation of spills in emergencies for all sections of the roadway and all construction and use phases of the roadway's life.

Noise Impacts: Noise Analysis will be completed following INDOT's 2017 Procedure. Construction and/or operational activities associated with the project may cause an increase in local noise levels.

Recommendation: 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.

Air Quality: The preliminary information identifies a CO (carbon monoxide) Maintenance Area along 11th St., south of I-65. An interagency consultation for possible hot spot analysis is proposed.

Recommendation: Include the results of the interagency consultation in the EA. Tony Maietta is the EPA Region 5 Air and Radiation Division contact for this project and may be reached by phone at 312/353-8777 or by email at maietta.anthony@epa.gov.

Environmental Justice (EJ)/Public Involvement: Preliminary census data review indicates potential populations of EJ concern within and near the project area. An EJ analysis will be completed for the project. Significant public involvement will be completed.

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 population¹ that may be influenced by the proposed action. This might include, but is not limited to, rates of asthma and cardiovascular disease.

¹ 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

- 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.²
- 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.

Threatened / Endangered / Species of Concern: Preliminary information identifies the project is anticipated to qualify for the application of the U.S. Fish and Wildlife Service (USFWS) range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat and USFWS project information form will be provided to USFWS for review separately.

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.

(<http://www.countyhealthrankings.org>)

² 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>

From: [McWilliams, Robin](#)
To: [Kia Gillette](#)
Subject: Re: Early Coordination, Des. Nos. 1592385 & 1600808, I-65/I-70 North Split Interchange Reconstruction, Indianapolis, Marion County, Indiana
Date: Tuesday, October 24, 2017 10:05:41 AM
Attachments: [image002.png](#)
[image003.png](#)
[image001.png](#)
[image004.png](#)

Hi Kia,

Thank you for the early coordination letter. I will not be able to make the meeting on Nov. 3, but if you have any specific concerns or questions related to T&E species, please let me know.

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

The project is within the range of the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*) and should follow the new Indiana bat/northern long-eared bat programmatic consultation process, if applicable (*i.e.* a federal nexus is established). We will review that information once it is received.

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

We appreciate the opportunity to comment at this early stage of project planning. If 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 (812) 334-4261.

Sincerely,
Robin

Standard Recommendations:

1. Do not clear trees or understory vegetation outside the construction zone boundaries. **(This restriction is not related to the "tree clearing" restriction for potential Indiana Bat habitat.)**
2. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap.

Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottomed culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community.
3. Restrict channel work and vegetation clearing to the minimum necessary for installation of the stream crossing structure.
4. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques

whenever possible. If rip rap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat.

5. Implement temporary erosion and sediment control methods within areas of disturbed soil. All disturbed soil areas upon project completion will be vegetated following INDOT's standard specifications.

6. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the cofferdams.

7. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing.

Robin McWilliams Munson

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 Thu, Oct 19, 2017 at 9:30 AM, Kia Gillette <kgillette@hntb.com> wrote:

Dear Robin,

Attached is the early coordination letter for the I-65/I-70 North Split Interchange Reconstruction Project in Indianapolis, Indiana, for your review and comment.

In addition, we would like to invite you to participate in a Resource Agency Meeting to discuss the project on Friday November 3, 2017, at the HNTB office at 111 Monument Circle, Suite 1200, Indianapolis, Indiana 46204 from 9:30 a.m. to 11:30 a.m. Indianapolis time. If you plan on attending in person, please go to the 12th floor and someone will escort you to the 11th floor conference room. You may also participate by Webex and conference call using the information included in the attached letter.

Please let me know if you have any questions.



United States Department of Agriculture

Natural Resources Conservation Service
Indiana State Office
6013 Lakeside Boulevard
Indianapolis, IN 46278
317-290-3200

October 19, 2017

Kia M. Gillette
Environmental Department
HNTB Indiana
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204

Dear Ms. Gillette:

The proposed project to reconstruct the I-65 and I-70 North Split Interchange in Marion County (Des. No. 1592385 & 1600808) as referred to in your letter received October 18, 2017, will not cause a conversion of prime farmland.

If you need additional information, please contact Rick Neilson at 317-295-5875.

Sincerely,

Roger Kelt, Acting for

JANE E. HARDISTY
State Conservationist

Enclosure

Helping People Help the Land.



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From: [Estrada, Mary](#)
To: [Kia Gillette](#)
Subject: RE: Early Coordination, Des. Nos. 1592385 & 1600808, I-65/I-70 North Split Interchange Reconstruction, Indianapolis, Marion County, Indiana
Date: Friday, October 20, 2017 3:02:23 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Kia, Wow! That's a very big project with lots of details and possible obstructions. I will be interested in following the work.

I am reporting on the Oil and Gas issues in the area. Most of the wells involved are extremely old and we have very little information on the construction because they were drilled and probably plugged before we existed.

I will start with the well marked by blue X in a white circle on the South side at Louisiana St. & Bates Street, one block west of I70 going North. The Well # is 126569 and was owned by U.S. Rubber Co. The location is recorded as UTMX = 573142 and UTMY as 4401790 or Township/Range/Section as T15N R3E Range 12 with footages: 1380 NL and 1760 from the East line. Elevation is 731. It was drilled on 5/1/1946 as a dry hole down to 402' Total Depth. It does fall in the ½ mile radius, cannot be seen from the surface. You would only hit this well by excavating, so while digging in that area, please go slow and watch for metal cast iron casing setting horizontally in the ground. It probably will not have a well head casing on the top.

Note: Mining/Mineral Exploration Map showing well location is in Appendix E of this EA document.

There is another well at the SW side of College Ave. and Bates Street; Permit #126569 But we believe it was a test hole drilled by U.S. Rubber Co. as a dry hole and presumed plugged at that time. The location is UTMX=573142 and UTMY = 4401790 in Township 15 North, Range 3 East in section 12. It was drilled to 402'.

It probably was not drilled for the recovery of oil or gas but to test the area for stability.

There are other test holes that we really don't have information on. We don't believe they are oil or gas wells but test holes to determine where geological zones levels were recorded and used earlier this century to determine if the ground could support the structure that they wanted to build on. We won't know the status of those two wells located on the west side of Indianapolis between W. 11th Street and I-65 where it curves to go north.

Now that I've listed a few possible situations but they might not be anything at all. I want you to know that we will be a phone call away. I can usually have an inspector to a location anywhere in the State within an hour to an hour and a half. If the work crews hit a cast iron metal pipe (3-10" in diameter) sitting vertically in the ground, please call. It may just be a water well but Indiana history tells us that "wildcatters" went through Indiana drilling holes wherever they pleased without concern for future damages. There are a lot out there that we still don't know about.

Mary Estrada, Asst. Dir.
DNR, Div. of Oil & Gas
402 W. Washington St., W293

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

DNR #: ER-20144

Request Received: October 19, 2017

Requestor: HNTB Corporation
Kia Gillette
111 Monument Circle, Suite 1200
Indianapolis, IN 46204-5178

Project: I-65/I-70 North Split interchange reconstruction down to the Washington Street interchange and including I-65 west to Meridian Street and I-70 east to the bridge over Valley Avenue, Indianapolis; Des #s 1592385 & 1600808: 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: Formal approval by the Department of Natural Resources under the regulatory programs administered by the Division of Water is not required for this project.

Natural Heritage Database: The Natural Heritage Program's data have been checked. The state endangered Kirtland's Snake (*Clonophis kirtlandii*) has been documented within 1/2 mile of the northeast end of the project area both in Sections 30 & 32, Township 16 North, Range 4 East.

Fish & Wildlife Comments: The Kirtland's snake records are in highly developed areas. One record is over 30 years old, and the other is in an area where the snakes were collected and relocated to avoid impacts to them due to other development in the area. This species was not found during a recent site visit by the DNR's herpetologist; however, they could still be in the area. To minimize impacts to this species, we recommend installing a silt fence around any construction areas where ground disturbance will occur.

Based on the information submitted and information presented at the Resource Agency Meeting on November 3, 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, 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 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

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

46135, (765) 276-3047, 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, 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 DFW 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 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>.

Contact Staff:

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



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

Date: November 17, 2017



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N955
Indianapolis, Indiana 46204

PHONE: (317) 232-1477
FAX: (317) 232-1499

Eric Holcomb, Governor
Joe McGuinness, Commissioner

October 26, 2017

Ms. Kia M. Gillette, Environmental Project Manager
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, IN 46204

Subject: Early Coordination Review (Des. No. 1592385 & 1600808)

Dear Ms. Gillette,

In response to your request received on October 18, 2017 for early coordination review of the reconstruction of the I-65/I-70 North Split Interchange in Indianapolis, Marion County, Indiana; the Indiana Department of Transportation, Office of Aviation has reviewed the information and provides the following:

Are there any existing or proposed public-use airports within 5 nautical miles of the project limits (IC 8-21-10-6)?

The Indianapolis Downtown Heliport is located approximately 0.25 nautical miles west of the southernmost portion of the project corridor.

Will an Indiana Tall Structure permit (IC 8-21-10-3-a) and/or Noise Sensitive (IC 8-21-10-3-b) permit be required?

Based upon the provided information, an Indiana Tall Structure permit would not be required unless the project involves the construction of a temporary (e.g., crane) or permanent structure that penetrates a 25:1 slope from the nearest point of the Indianapolis Downtown Heliport helipad.

For any questions related to Indiana Tall Structure and/or Noise Sensitive permitting, please contact James Kinder at (317) 232-1485 or jkinder2@indot.in.gov.

Sincerely,

Adam French, MPA
Chief Airport Inspector, Office of Aviation
Indiana Department of Transportation

From: [Kia Gillette](#)
To: [Philip Kuntz](#)
Cc: [Allen Egilmez](#)
Subject: North Split Indiana Tall Structure Permit - Summary
Date: Friday, April 5, 2019 3:21:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[SKMBT_C36019040310160.pdf](#)
[SKMBT_C36019040310220.pdf](#)
[RE North Split Project.msg](#)

Phil,

I'm sending this email to document our conversation with James Kinder at INDOT Aviation on April 4. I will forget what we discussed if I don't write it up.

On April 4, 2019, Kia and Phil spoke to James Kinder and INDOT Office of Aviation. James' phone number is 317-402-6177.

We discussed the INDOT Aviation early coordination response letter and need for an Indiana Tall Structure Permit for the North Split project. Kia emailed James the attached preliminary figures. James responded with the attached email.

The Indiana Tall Structures Permit is not an FAA permit. They are separate, however, INDOT Aviation gets 60 days to comment on the FAA's aviation study for an FAA permit. He indicated most crane operators are familiar with the FAA permit.

It generally will take 45 days to get through the Indiana Tall Structure permit process once information on height, time and location is available from the contractor. James asked to be cc'd on all coordination with the FAA. This will make the permitting process proceed more smoothly.

Please add anything else you remember that would be relevant.

Thanks,
Kia

Kia Gillette

Environmental Project Manager

Tel (317) 917-5240 Cell (317) 695-0825 Email kgillette@hntb.com

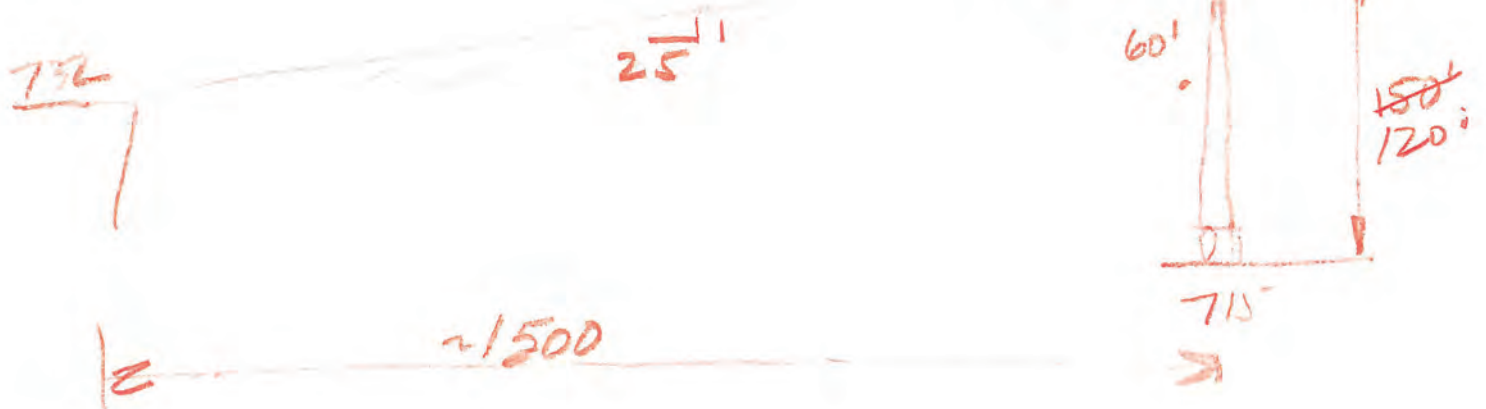
HNTB CORPORATION

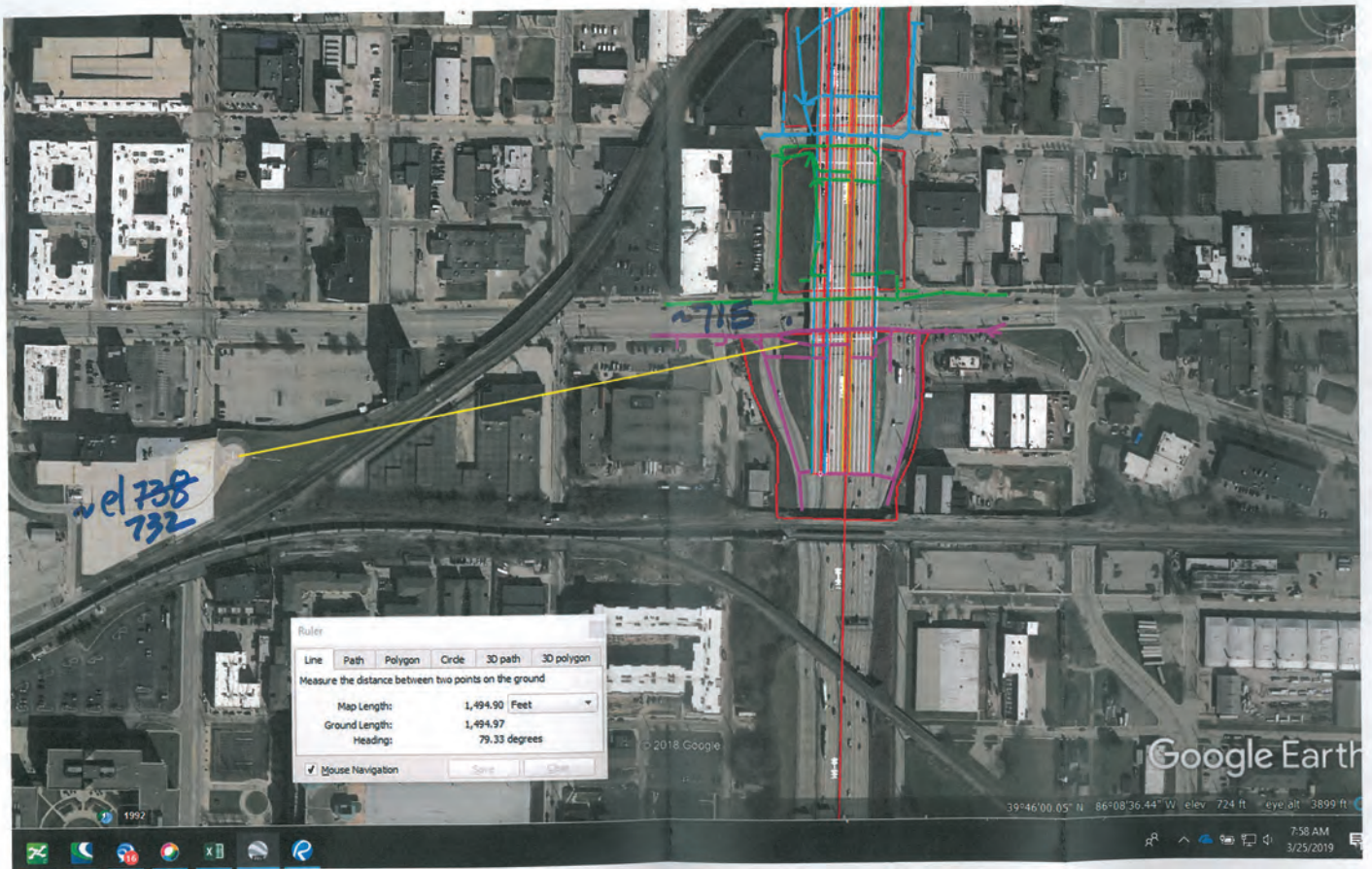
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CRANES ABOVE
25'





From: Kinder, James
To: [Kia Gillette](#)
Subject: RE: North Split Project
Date: Thursday, April 4, 2019 1:26:39 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Kia,

What you have is good. If you put your crane on Washington Street you can add the 17' difference of the elevation of the landing zone to the crane height. So 60' plus 17' would be 77' total crane height.

We do have some information about structures on our website <https://www.in.gov/indot/2808.htm>

Thank You,

James W. Kinder
Program Manager
Indiana Department of Aviation
317-232-1485
www.aviation.indot.in.gov

From: Kia Gillette [mailto:kgillette@HNTB.com]
Sent: Thursday, April 04, 2019 11:02 AM
To: Kinder, James <jkinder@indot.IN.gov>
Cc: Philip Kuntz <pkuntz@HNTB.com>
Subject: North Split Project

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

James,

Attached is a preliminary graphic for the North Split project.

Thanks,
Kia

Kia Gillette
Environmental Project Manager
Tel (317) 917-5240 Cell (317) 695-0825 Email kgillette@hntb.com

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



Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

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(800) 451-6027 • (317) 232-8603 • www.idem.IN.gov

Eric J. Holcomb
Governor

Bruno Pigott
Commissioner

October 24, 2017

66-33

HNTB

Attention: Ms. Kia M. Gillette
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204

Dear Ms. Kia M. Gillette,

RE: Wellhead Protection Area
Proximity Determination
Des No 1592385 & 1600808
I-65/I-70 North Split Interchange
Reconstruction Project
Indianapolis, Marion County, Indiana

Upon review of the above referenced project site, it has been determined that the proposed project area **is not located within** a Wellhead Protection Area. However, the half mile buffer area is located within a Wellhead Protection Area. If the contact information is needed for the WHPA, please contact the reference located at the bottom of the letter for the appropriate information. The information is accurate to the best of our knowledge; however, there are in some cases a few factors that could impact the accuracy of this determination. Some Wellhead Protection Area Delineations have not been submitted, and many have not been approved by this office. In these cases we use a 3,000 foot fixed radius buffer to make the proximity determination. To find the status of a Public Water Supply System's (PWSS's) Wellhead Protection Area Delineation please visit our tracking database at <http://www.in.gov/idem/cleanwater/2456.htm> and scroll to the bottom of the page.

Note: the Drinking Water Branch has launched a new self service feature which allows one to determine wellhead proximity without submitting the application form. Use the following instructions:

1. Go to <http://idemmaps.idem.in.gov/whpa2/>
2. Use the search tool located in the upper left hand corner of the application to zoom to your site of interest by way of city, county, or address; or use the mouse to click on the site of interest displayed on the map.
3. Once the site of interest has been located and selected, use the print tool to create a .pdf of a wellhead protection area proximity determination response.

In the future please consider using this self service feature if it suits your needs.

If you have any additional questions please feel free to contact me at the address above or at (317) 233-9158 and aturnbow@idem.in.gov.

Sincerely,

Alisha Turnbow,
Environmental Manager
Ground Water Section
Drinking Water Branch
Office of Water Quality



Please Reduce, Reuse, Recycle

IDEM (<http://www.in.gov/idem/index.htm>) > Proposed Roadway Letter

Indiana Department of Environmental Management

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

INDOT
Runfa Shi
100 N. Senate Ave.
Room N601
Indianapolis, IN 46204
Date

HNTB
Kia Gillette
111 Monument Circle
Suite 1200
Indianapolis, IN 46204

Dear Grant Administrator or Other Finance Approval Authority:

RE: This project includes the reconstruction of the I-65/I-70 North Split Interchange south along I-65/I-70 to the Washington Street interchange in downtown Indianapolis; including the portion of I-65 west of the North Split interchange to approximately Meridian Street and the portion of I-70 east of the North Split interchange to approximately the bridge over Valley Avenue (west of the Keystone Avenue/Rural Street interchange) in Marion County, Indiana. It also includes the rehabilitation or replacement of 32 bridges, replacement of the pavement in the project area, construction of additional through lane, and reconfiguration of the I-65 exit and entrance ramps along 11th and 12th Streets. A field review of the project area indicated there are 28 potential wetlands and two potential streams (unnamed tributaries) within the existing right-of-way. These are low quality features within roadside ditches or medians. Coordination with the INDOT Ecology & Permits Office, Indiana Department of Environmental Management (IDEM), and the US Army Corps of Engineers (USACE) will occur regarding the jurisdictional status of these features.

The Indiana Department of Environmental Management (IDEM) is aware that many local government or not-for-profit entities are seeking grant monies, a bond issuance, or another public funding mechanism to cover some portion of the cost of a public works, infrastructure, or community development project. IDEM also is aware that in order to be eligible for such funding assistance, applicants are required to first evaluate the potential impacts that their particular project may have on the environment. In order to assist applicants seeking such financial assistance and to ensure that such projects do not have an adverse impact on the environment, IDEM has prepared the following list of environmental issues that each applicant must consider in order to minimize environmental impacts in compliance with all relevant state laws.

IDEM recommends that each applicant consider the following issues when moving forward with their project. IDEM also requests that, in addition to submitting the information requested above, each applicant also sign the attached certification, attesting to the fact that they have read the letter in its entirety, agree to abide by the recommendations of the letter, and to apply for any permits required from IDEM for the completion of their project.

IDEM recommends that any person(s) intending to complete a public works, infrastructure, or community development project using any public funding consider each of the following applicable recommendations and requirements:

WATER AND BIOTIC QUALITY

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

USACE recommends that you have a consultant check to determine whether your project will abut, or lie within, a wetland area. To view a list of consultants that have requested to be included on a list posted by the USACE on their Web site, see USACE Permits and Public Notices (<http://www.lrl.usace.army.mil/orf/default.asp>) (<http://www.lrl.usace.army.mil/orf/default.asp>) (<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. To learn more about the water quality certification 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 body of water 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 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 Office of Water Quality at 317-233-8488.

4. If your project will impact more than 0.5 acres of wetland, stream relocation, or other large-scale alterations to bodies of water such as the creation of a dam or a water diversion, you should seek additional input from the Office of Water Quality, Wetlands staff at 317-233-8488.
5. Work within the one-hundred year floodway of a given body of water is regulated by the Department of Natural Resources, Division of Water. Contact this agency at 317-232-4160 for further information.
6. 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.
7. For projects involving construction activity (which includes clearing, grading, excavation and other land disturbing activities) that result in the disturbance of one (1), or more, acres of total land area, contact the Office of Water Quality – Watershed Planning Branch (317/233-1864) regarding the need for of a Rule 5 Storm Water Runoff Permit. Visit the following Web page
 - <http://www.in.gov/idem/4902.htm> (<http://www.in.gov/idem/4902.htm>)

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

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

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

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

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

8. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317-232-4080) for additional project input.
9. 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.
10. 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.
11. 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 (see page 1) 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 under specific conditions (<http://www.in.gov/idem/4148.htm> (<http://www.in.gov/idem/4148.htm>)). You also can seek an open burning variance from IDEM.

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) on-site, although burying large quantities of such material can lead to subsidence problems.

2. 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.

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 three to five 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 three to five 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.

3. The U.S. EPA and the U.S. 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/4267.htm> (<http://www.in.gov/idem/4267.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, then U.S. EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L or higher, then U.S. 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). 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>).

4. With respect to asbestos removal, all facilities slated for renovation or demolition (except residential buildings that have four (4) 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.

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 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. Billings will occur 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>).

5. 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/idem/permits/guide/waste/leadabatement.html> (<http://www.in.gov/idem/permits/guide/waste/leadabatement.html>).
6. 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 of 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>).
7. 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 (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.
8. 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@idem.in.gov.

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 Polychlorinated Biphenyls (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 (<http://www.in.gov/idem/4999.htm>) (<http://www.in.gov/idem/4999.htm>).

FINAL REMARKS

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

Please note that this letter does not constitute a permit, license, endorsement, or any other form of approval on the part of either the Indiana Department of Environmental Management or any other Indiana state agency.

Should you have any questions relating to the content or recommendations of this letter, or if you have additional questions about whether a more complete environmental review of your project should be conducted, please feel free to contact Steve Howell at (317) 232-8587, snhowell@idem.in.gov.

Signature(s) of the Applicant

I acknowledge that I am seeking grant monies, a bond issuance, or other public funding mechanism to cover some portion of the cost of the public works, infrastructure, or community development project as described herein, which I am working (possibly with others) to complete.

Project Description

This project includes the reconstruction of the I-65/I-70 North Split Interchange south along I-65/I-70 to the Washington Street interchange in downtown Indianapolis; including the portion of I-65 west of the North Split interchange to approximately Meridian Street and the portion of I-70 east of the North Split interchange to approximately the bridge over Valley Avenue (west of the Keystone Avenue/Rural Street interchange) in Marion County, Indiana. It also includes the rehabilitation or replacement of 32 bridges, replacement of the pavement in the project area, construction of additional through lane, and reconfiguration of the I-65 exit and entrance ramps along 11th and 12th Streets. A field review of the project area indicated there are 28 potential wetlands and two potential streams (unnamed tributaries) within the existing right-of-way. These are low quality features within roadside ditches or medians. Coordination with the INDOT Ecology & Permits Office, Indiana Department of Environmental Management (IDEM), and the US Army Corps of Engineers (USACE) will occur regarding the jurisdictional status of these features.

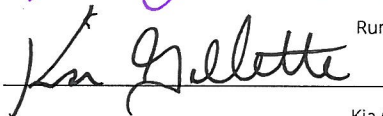
With my signature, I do hereby affirm that I have read the letter from the Indiana Department of Environmental Management that appears directly above. In addition, I understand that in order to complete the project in which I am interested, with a minimum impact to the environment, I must consider all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

Dated Signature of the Public Owner
Contact/Responsible Elected Official



Runfa Shi

Dated Signature of the Project
Planner/Consultant Contact Person



Kia Gillette

Indiana Department of Environmental Management



Organization and Project Information

Project ID: 69322
Des. ID: 1592385 & 1600808
Project Title: I-65/I-70 North Split Interchange Reconstruction
Name of Organization: HNTB
Requested by: Kia Gillette

Environmental Assessment Report

1. Geological Hazards:

- Moderate 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)

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.

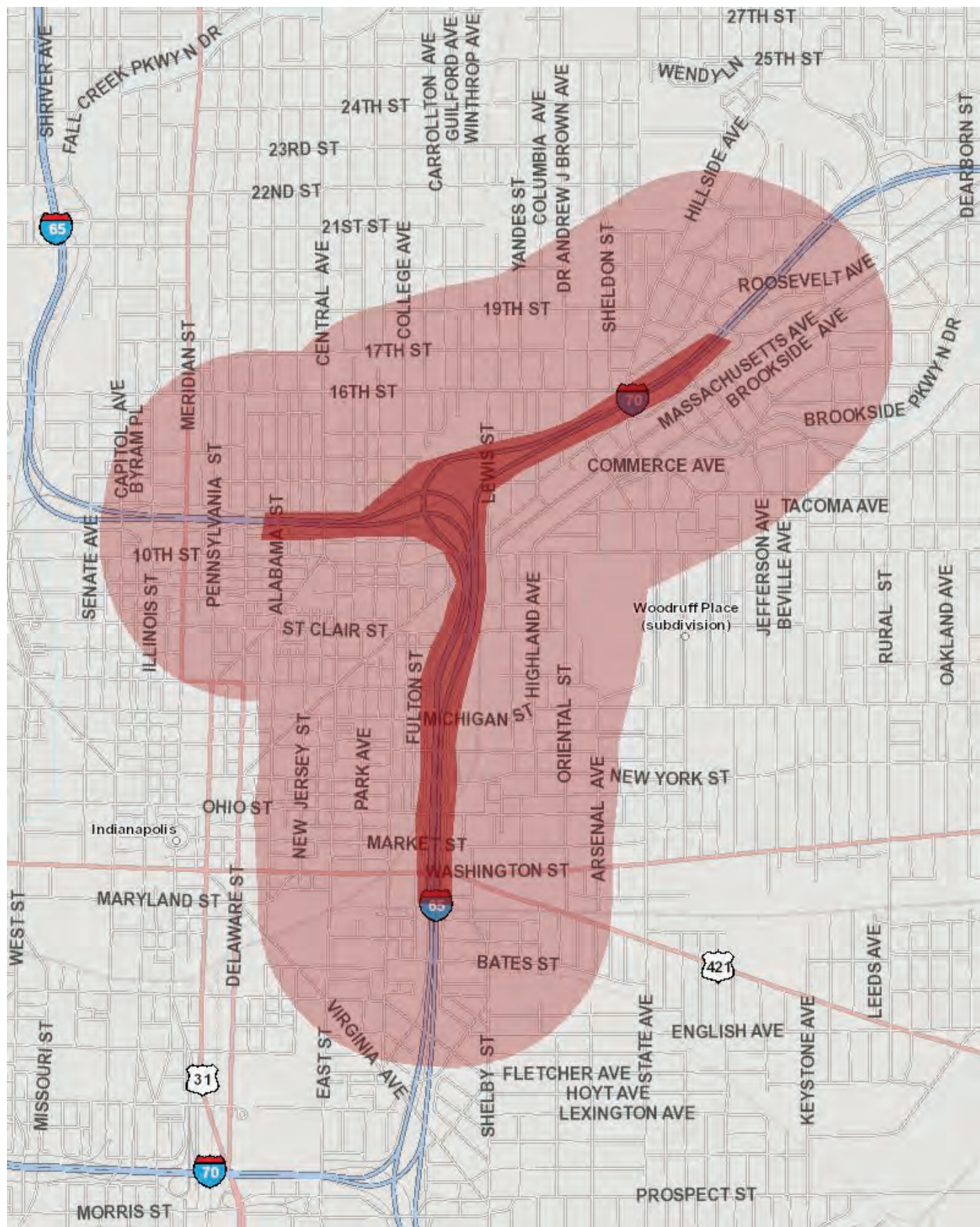
This information was furnished by Indiana Geological Survey

Address: 611 N. Walnut Grove Avenue, Bloomington, IN 47405-2208

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: October 23, 2017



From: [Catlin, Bryan F.](#)
To: [Kia Gillette; rshi@indot.in.gov](#)
Cc: [Jenkins, Debra S.](#); [Fitzpatrick, D.Felicity](#); [Catlin, Bryan F.](#)
Subject: Des. Nos. 1592385 & 1600808 I-65/I-70 North Split Interchange Reconstruction
Date: Wednesday, November 1, 2017 11:50:49 AM

Kia & Runfa:

The Marion County Surveyor's Office does not have any monuments in the project area. Therefore we see no issue with this area if the project is limited to the work described.

However, I assume we were notified under the assumption our office is responsible for legal drains. Since Marion County was reorganized under Unigov, the responsibilities for legal drains the Marion County Surveyor's Office once had are now part of the responsibilities of the Indianapolis Department of Public Works. This was apparently included in the Unigov enabling legislation so there would only be one agency responsible for county wide drainage. Any drainage questions should be directed to DPW.

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

Bryan F. Catlin, PS

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



TO: *Kia Gillette*
HNTB Indiana

DATE: *October 24, 2017*

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

SUBJECT: *Des 1592385 & 1600808 North Split – Early Notification Stormwater Comments*

Dear Ms. Gillette,

The Marion County Stormwater Management District (MCSWMD) received the early notification for proposed improvement for the above referenced projects. Per your request, MCSWMD has reviewed the project information and offer the following comments.

- If there is additional impervious area, the project must consider the downstream capacity of the existing storm sewer system.
- The project must comply with the *City of Indianapolis Storm Water Design and Construction Manual* including Chapter 700 for post-construction water quality requirements. The manual can be found at www.indy.gov/stormwatermanual.
- The project must include sufficient temporary erosion and sediment control measures during all phases of construction.

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

Sincerely,

Kathy Allen, PLA, CPESC
Stormwater Project Manager (Contractor)



From: [Justin Stuehrenberg](#)
To: [Kia Gillette](#); rshi@indot.in.gov
Cc: [Bryan Luellen](#)
Subject: Des. Nos. 1592385 & 1600808
Date: Monday, November 20, 2017 10:22:33 AM

Kia & Runfa,

We received your letter regarding the North Split interchange - I apologize for my delayed response. As you are no doubt aware, this project would have a significant impact on traffic flow in and around downtown. As with previous projects, such as Super 70, IndyGo is happy to be a close partner with INDOT to help mitigate some of those traffic impacts. However, the timeline of your project is critical to ensure we can do that effectively. We have three major Bus Rapid Transit projects that will be constructed in coming years that would provide the type of high-capacity and high-speed transit service that could make a meaningful dent in the traffic volumes.

Our first project, the Red Line phase 1, will start construction in the Spring of 2018 and be open for service in the Summer of 2019. This project runs North/South from Broad Ripple through downtown to the University of Indianapolis on the south side. The opening of the Red Line will also coincide with a massive change in and expansion of our local bus route network.

Our Purple Line project would begin construction in the Summer of 2019 and be open for service by the end of 2020. That project would connect East 38th Street to Downtown. This project could be especially effective at absorbing additional traffic as it could include Park and Ride Facilities near 38th & Fall Creek Parkway (Binford Blvd) and near 38th & Pendleton Pike. Both would provide a convenient alternative to driving all the way to Downtown for commuters coming from the Northeast portion of the Indianapolis region. This project has the most potential to mitigate traffic.

Our Blue Line project would connect the Airport on the West side to Cumberland on the East side via Washington street. It will start construction in the Summer of 2020 and be complete by the end of 2021.

If INDOT is able to start the North Split project **after** some or all of our projects are finished, we will be better situated to absorb the commuters that might be impacted by the project. Regardless, we hope to be included in future discussions to help ease the burden as much as we can.

Thanks!
Justin

Justin Stuehrenberg, PE

Vice President - Planning & Capital Projects

IndyGo - Indianapolis Public Transportation Corporation

O: 317.614.9265 | C: 317.937.8882

jtuehrenberg@indygo.net



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:

October 09, 2019

Consultation Code: 03E12000-2020-SLI-0040

Event Code: 03E12000-2020-E-00171

Project Name: North Split Reconstruction Project

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

To Whom It May Concern:

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

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

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

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

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

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

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

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

Attachment(s):

- Official Species List

Official Species List

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

This species list is provided by:

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

(812) 334-4261

Project Summary

Consultation Code: 03E12000-2020-SLI-0040

Event Code: 03E12000-2020-E-00171

Project Name: North Split Reconstruction Project

Project Type: TRANSPORTATION

Project Description: The Indiana Department of Transportation (INDOT) with funding from the Federal Highway Administration (FHWA) proposes to proceed with the I-65/I-70 North Split Interchange Reconstruction Project (North Split Project) in the City of Indianapolis, Marion County (Des. Nos. 1592385 & 1600808). The project includes reconstruction of the I-65/I-70 North Split interchange as well as bridge and pavement replacement south along I-65/I-70 to the Washington Street interchange, west along I-65 to approximately Meridian Street, and east along I-70 to approximately the bridge over Valley Avenue (west of the Keystone Avenue/Rural Street interchange). The project is located within a highly developed area with no suitable summer bat habitat. All work will be completed within the existing right-of-way. A maximum of 8 acres of tree clearing will be required within the existing right-of-way.

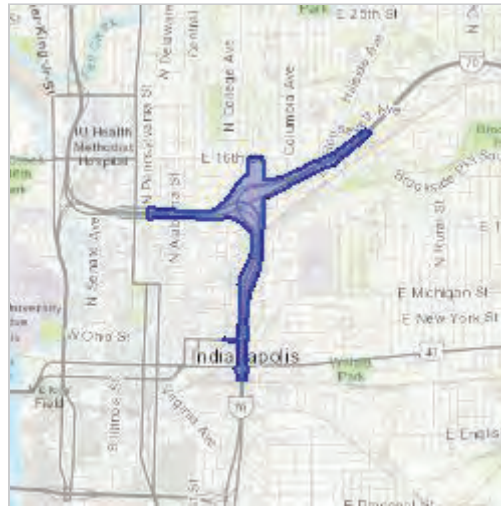
More specifically, the project includes:

- Reconstruction of the North Split interchange;
- Replacement or rehabilitation of the bridges throughout the project area;
- Replacement of the pavement throughout the project area;
- Reconstruction of the Pennsylvania Street exit ramp;
- Reconstruction of the Delaware Street entrance ramp;
- Change which side I-65 and I-70 enter the North Split from the south, eliminating the need for I-65 and I-70 traffic to cross paths from the South Split to the North Split;
- Construction of retaining walls or vegetated slopes (or a combination of the two) along the interstate sideslopes;
- Possible construction of noise barriers;
- Possible construction of detention ponds or other drainage treatments;
- Replacement of light poles, high mast light towers, and signage along the interstate;
- Relocation of the Intelligent Transportation Systems (ITS) tower and possible addition of a new tower within the interchange and installation of ITS signage within the project area;
- Traffic signal modifications at local street intersections;

- Relocation of utilities; and
- Installation of fiberoptic conduits and access vaults.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/39.77837251061342N86.14109861377409W>



Counties: Marion, IN

Endangered Species Act Species

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

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

Mammals

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

Critical habitats

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



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

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

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



IPaC Record Locator: 783-17625778

September 16, 2019

Subject: Consistency letter for the 'North Split Reconstruction Project' project (no current TAILS record) under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated to verify that the North Split Reconstruction Project (Proposed Action) may rely on the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 et seq.).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action will have no effect on the endangered Indiana bat (*Myotis sodalis*) or the threatened Northern long-eared bat (*Myotis septentrionalis*). If the Proposed Action is not modified, no consultation is required for these two species.

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

If the Proposed Action may affect any other federally-listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please advise the lead Federal action agency for the Proposed Action accordingly.

Project Description

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

Name

North Split Reconstruction Project

Description

The Indiana Department of Transportation (INDOT) with funding from the Federal Highway Administration (FHWA) proposes to proceed with the I-65/I-70 North Split Interchange Reconstruction Project (North Split Project) in the City of Indianapolis, Marion County (Des. Nos. 1592385 & 1600808). The project includes reconstruction of the I-65/I-70 North Split interchange as well as bridge and pavement replacement south along I-65/I-70 to the Washington Street interchange, west along I-65 to approximately Meridian Street, and east along I-70 to approximately the bridge over Valley Avenue (west of the Keystone Avenue/Rural Street interchange). The project is located within a highly developed area with no suitable summer bat habitat. All work will be completed within the existing right-of-way. A maximum of 8 acres of tree clearing will be required within the existing right-of-way.

More specifically, the project includes:

- Reconstruction of the North Split interchange;
- Replacement or rehabilitation of the bridges throughout the project area;
- Replacement of the pavement throughout the project area;
- Reconstruction of the Pennsylvania Street exit ramp;
- Reconstruction of the Delaware Street entrance ramp;
- Change which side I-65 and I-70 enter the North Split from the south, eliminating the need for I-65 and I-70 traffic to cross paths from the South Split to the North Split;
- Construction of retaining walls or vegetated slopes (or a combination of the two) along the interstate sideslopes;
- Possible construction of noise barriers;
- Possible construction of detention ponds or other drainage treatments;
- Replacement of light poles, high mast light towers, and signage along the interstate;
- Relocation of the Intelligent Transportation Systems (ITS) tower and possible addition of a new tower within the interchange and installation of ITS signage within the project area;
- Traffic signal modifications at local street intersections;
- Relocation of utilities; and
- Installation of fiberoptic conduits and access vaults.

Determination Key Result

Based on the information you provided, you have determined that the Proposed Action will have no effect on the endangered Indiana bat and/or the threatened Northern long-eared bat. Therefore, no consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 et seq.) is required for these two species.

Qualification Interview

1. Is the project within the range of the Indiana bat^[1]?

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

Automatically answered

Yes

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

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

Automatically answered

Yes

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

A) Federal Highway Administration (FHWA)

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

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

No

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

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

No

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

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

No

7. Is the project located within a karst area?

No

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

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

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

No

9. Does the project include maintenance of the surrounding landscape at existing facilities (e.g., rest areas, stormwater detention basins)?

No

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

No

11. Does the project include slash pile burning?

No

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

Yes

13. Is there any suitable habitat^[1] for Indiana bat or NLEB within 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

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

No

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

No

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

Yes

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

No

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

Yes

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

No

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

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

No

20. Will the project raise the road profile above the tree canopy?

No

21. Is the location of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the project action area not within suitable Indiana bat and/or NLEB summer habitat and is outside of 0.5 miles of a hibernaculum.

22. Is the bridge removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the bridge is more than 1,000 feet from the nearest suitable habitat and is therefore considered unsuitable for use by bats

23. Is the temporary lighting portion of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the lighting will be more than 1,000 feet from the nearest suitable habitat

24. Is the permanent lighting portion of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the lighting will be more than 1,000 feet from the nearest suitable habitat

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

This key was last updated in IPaC on March 16, 2018. Keys are subject to periodic revision.

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

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



Date: November 1, 2019

Subject:

Utility Relocation Work Plan for:	Citizens Energy Group
Facility Type:	Water

Section 1: General Information

A. INDOT/LPA Project Information

1. DES NO.:	1600808
2. Route Number:	I-65/I-70 (North Split) Interchange
3. Location:	I-65 RP 111+0.16 to RP 112+0.94 I-70 RP 81+0.72 to RP 83+0.67
4. Work Type:	Reconstruction
5. Letting Date:	N/A
6. Date Work Plan Needed	10/18/2019
7. Target Date for Utility to be out of conflict with INDOT Project	
Intermediate Phase	N/A
Intermediate Phase	N/A

B. Utility Designated Contact – Information

1. Designated Contact Name:	Scott Ritter
2. Office telephone:	317-927-4434
3. Mobile telephone:	
4. Email address:	sritter@citizensenergygroup.com
5. Agency name	Citizens Energy Group
6. Address:	2150 Dr. Martin Luther King Jr. St.
7. City, State, Zip Code:	Indianapolis In. 46202
8. Construction Emergency Contact:	
Name:	Citizens Energy Group Dispatch
Number:	317-927-6000

- C. By signing here, the Utility has determined to the best of their ability that they do not have facilities within the project area:

Signature of Utility Representative

Print Name

Date

Note: A signature by the utility representative at item “(C)” fulfills the requirement to complete the rest of this form and affirms their contact information above is correct.



D. INDOT/LPA Utility Coordinator Contact Information

1.	Utility Coordinator Name:	Doug Garvin
2.	Office Telephone:	317-917-5263
3.	Mobile Telephone:	N/A
4.	Email Address:	dgarvin@hntb.com
5.	Agency Name:	HTNB Indiana, Inc.
6.	Address:	111 Monument Circle, Suite 1200
7.	City, State, Zip Code	Indianapolis, IN 46204

Section 2: A narrative description of existing facilities within the project limits and any facility relocation that will be required. [IAC 13-3-3(c)]

A. Describe what types of existing active and inactive facilities are present.

Citizens has existing 3, 6, 8, 12, 20, and 24-inch DI, CI, PE water mains (installation dates range from 1875 to 2019), and associated hydrants and valves as shown on plan markups. Citizens also has abandoned 6-inch water main in the project area. No depth information is available at this time.

B. Describe the location of existing active and inactive facilities.

Citizens has a 20-inch CI water main running in the south lane and an abandoned 6-inch water main running in the north lane of Washington St. A 12-inch water main runs in the east lane of Pine St. between Washington St and Market St, an abandoned water main also runs in the east lane. A 12-inch water main runs in the north lane of Market St. A 6-inch water main runs in the north lane of New York St. A 6-inch water main runs in the west lane of Davidson St. A 20-inch water main runs in the south lane of Vermont St. A 24-inch and a 6-inch water main run in the east lane of Delaware St. A 6-inch water main runs in the west lane of both Alabama St and Central Ave. A 20-inch water main in an encased pipe crossed I-65 from Park Avenues west lane on either side. A 6-inch water main runs in the west lane of College Ave. Two 12-inch water main run in each lane of Commerce Ave. An 8-inch water main runs in the south lane of Michigan St. A 20-inch water main runs in the north lane of St Clair St. A 6-inch water main runs east halfway up Ohio St between College Ave and I-65.

No water mains cross I-70 at Dr. Andrew J Brown Ave, Columbia Ave, Arsenal Ave, or Yandes St.

C. Describe what will be done with existing active and inactive facilities.

All active facilities will remain in place with the exception of the following water facility lowerings and relocations. All existing active and abandoned pipe, valves and hydrants will remain in place with specific relocations and lowerings to avoid new interchange project improvements.

Additional relocations, lowerings, or other protections will be required if additional conflicts are created in future design. Citizens requires 10-ft horizontal separation and 1.5-ft vertical separation at a crossing between existing water main and storm or sanitary structures or pipe, at least 4.5-ft of cover over water mains, and drainage to follow Ten State Standards. These requirements are non-inclusive of all possible conflicts.

D. Describe the details of the proposed new facilities.

The 6-inch water main on Davidson St. between Michigan St. and North St. will be relocated and replaced with and 8-inch water main to avoid anticipated storm drainage. Hydrant 1344 will be replaced in conjunction with this work.



A water main lowering is anticipated of the 6-inch water main on Ohio St to accommodate anticipated storm drainage.

- E. Describe the proposed location of the new facilities.

The proposed water main on Davidson St will split the space between the two sanitary sewers on that road connecting at the Michigan St. intersection and at the PE adapter north of North St. The proposed hydrant will be placed near the original location.

The location of the Ohio St water main lowering is to be determined based on storm sewer design.

- F. By signing here, the Utility has determined to the best of their ability that they have facilities within the project area and the facilities are not in conflict with the project based upon the plans received on **August 27, 2019**.

Signature of Utility Representative

Print Name

Date

Note: A signature by the utility representative at item "(F)" fulfills the requirement to complete the rest of this form and affirms their contact information above is correct.

Section 3: A statement whether the facility relocation is or is not dependent on the acquisition of additional property interests with a description of that work. [IAC 13-3-3(c) (2) (B)]

N/A

Section 4: A statement whether the utility is or is not willing to allow the INDOT contractor to do the required work as part of the highway contract. [IAC 13-3-3(c) (3)]

Citizens Energy Group will allow the INDOT contractor to do the required relocation with Citizens' Water Capital Programs contractors TSW Utility Solutions or Miller Pipeline in accordance with Citizens' Water Standards, inspection, and shut out procedures.

Section 5: From the date the work plan is approved by both parties; please provide the Utility's pre-construction scheduling information. [IAC 13-3-3(c) (4), IAC 13-3-3(c) (5)]

A.	The expected lead time in calendar days to obtain required permits:	30
B.	The expected lead time in calendar days to obtain materials:	30
C.	The expected lead time in calendar days to schedule work crews:	45
D.	If the contractor is being selected by competitive bid what is the date of selection?	N/A
E.	The expected lead time in calendar days to obtain new property interests:	N/A
F.	The earliest date when the utility could begin to implement the pre-construction activities of the work plan:	12/16/19
G.	The total number of calendar days for pre-construction activities: (accounting for concurrent activities)	60

Section 6: The Utility Construction Scheduling Information. [IAC 13-3-3(c) (4), IAC 13-3-3(c) (5)]

- A. A statement whether the facility relocation is or is not dependent on work to be done by another utility with a description of that work. [IAC 13-3-3(c)(2)(A)(i)]



1. Utility A, with a description of the required work.
N/A

2. Utility B, with a description of the required work.

3. Utility C, with a description of the required work.

B. A statement whether the facility relocation is or is not dependent on work to be done by the department or the department's contractor with a description of that work. [IAC 13-3-3(c)(2)(A)(ii)]

1. Work item A
N/A

2. Work item B

3. Work item C

C. How many calendar days after the events identified in Sec 6 A and B are completed can the utility begin construction: **N/A**

D. The number of calendar days to complete the relocation work: **60 days**

Section 7: A drawing of sufficient detail with station, offset, elevations, and scale to show the proposed location of the facility relocation, which takes precedence over the narrative description of the work, needs to be on INDOT Construction drawings. [IAC 13-3-3(c) (6)]. Plans must be attached to this Work Plan Document.

See attached plan sheets for verification of water main and hydrant locations and Sht. 135 for the Ohio St. 6-inch water main lowering and Sht. 71 for the Davidson St. 6-inch water main and hydrant relocation.

Section 8: For each work plan the utility shall include a cost estimate for the facility relocation. For reimbursable work the estimate will identify betterment and salvage which is not reimbursable. [IAC 13-3-3(d)]

See attached Exhibit B.

Section 9: For work the utility is entitled to be compensated by the Department, the work plan shall include documentation of property interests and compensable land rights. [IAC 13-3-3(d)]

N/A

Section 10: The implementation of this approved work plan is dependent upon the issuance of: (a notice to proceed will be provided when items in Section 6 are accomplished)

Items Completed	Yes	Not Applicable
An executed reimbursement agreement with INDOT/LPA:	<input checked="" type="checkbox"/>	<input type="checkbox"/>
A relocation permit from INDOT/LPA:	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(Note: Double-click on box in Yes or NA to mark it with an "X")

for SR

Signature of Utility Representative

11/1/19

Date

David A. Clark, P.E.

Utility Representative Name Printed



INDOT/LPA use only below this point ----- INDOT/LPA use only below this point

The following sections are to be used by INDOT personnel to review the utility relocation work plan.

Section 11: The Department shall review the work plan to ensure that it: [IAC 13-3-3(e)]

Description	Yes	N/A	Utility Coordinator Initials
(1.a) is compatible with department permit requirements	<input type="checkbox"/>	<input type="checkbox"/>	
(1.b) is compatible with the project plans	<input type="checkbox"/>	<input type="checkbox"/>	
(1.c) is compatible with the construction schedule	<input type="checkbox"/>	<input type="checkbox"/>	
(1.d) is compatible with other utility relocation work plans	<input type="checkbox"/>	<input type="checkbox"/>	
(2.a) has reasonable relocation scheme	<input type="checkbox"/>	<input type="checkbox"/>	
(2.b) has a reasonable cost for compensable work	<input type="checkbox"/>	<input type="checkbox"/>	

(Note: Double-click on box under Yes or N/A to mark it with an "X")

Utility Coordinator Signature

Date

Utility Coordinator Name Printed

Section 12: Approved Work Plan. [IAC 13-3-3(f)]

I have reviewed the work plan and have been made aware of the schedule and budget.

Project Manager Signature (LPA Project – ERC Signature)

Date

Project Manager Name Printed (LPA Project – ERC Name Printed)

EXHIBIT B

Preliminary Estimate
I-65/I-70 North Split Interchange
Des. 1600808

Ohio Street Lowering

Summary	Preliminary Estimated Cost
CEG Labor	\$12,585
Material	\$7,620
Permits	
Contractor	\$121,680
Alignment Staking	\$2,117
Restoration	\$6,000
Betterment	
Salvage	
Preliminary Estimated Cost	\$150,000

Davidson Street Main Replacement

Summary	Preliminary Estimated Cost
CEG Labor	\$22,653
Material	\$13,716
Permits	
Contractor	\$219,024
Alignment Staking	\$3,810
Restoration	\$10,800
Betterment	
Salvage	
Preliminary Estimated Cost	\$270,000

I-65/I-70 North Split Interchange Reconstruction

Resource Agency Meeting Agenda

HNTB 11th Floor Conference Room – 9:30 a.m. – 11:30 a.m. – November 3, 2017

1. Welcome & Introductions (10 minutes)
2. Purpose of Meeting (5 minutes)
3. Purpose & Need (10 minutes)
4. Project Overview (15 minutes)
5. Environmental Resources (30 minutes)
 - a. Cultural Resources
 - i. Aboveground Historic Resources
 - ii. Archaeological Resources
 - b. Section 4(f) Resources
 - c. Water Resources
 - d. Hazardous Materials
 - e. Noise/Air Quality
 - f. Air Quality
 - g. Community Impacts
 - h. Environmental Justice
6. Public Involvement (5 minutes)
7. Project Schedule (5 minutes)
8. Next Steps (5 minutes)
9. Questions/Comments? (30 minutes)

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

Resource Agency Meeting

November 3, 2017

Agenda



- Welcome/Introductions
- Purpose of Meeting
- Purpose & Need
- Project Overview
- Environmental Resources
- Public Involvement
- Project Schedule
- Next Steps
- Questions/Comments?

2

Need for Project



North Split Interchange

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

3

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
- Possible **safety concerns**

4

Purpose of Project

- Correct the condition of the **bridges** and extend the remaining life of the structures to at least 25 years
- Improve the condition of the **pavement**
- Improve the **operational issues** within the interchange
- Reduce **congestion** along I-65 & I-70
- Improve **safety** (if determined to be a need)

5

Project Overview

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

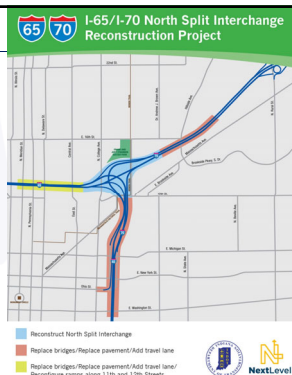


- Reconstruct the North Split Interchange
- Rehabilitate, replace and/or widen 32 bridges
- Reconstruct pavement
- Reconfigure I-65 exit/entrance ramps along 11th and 12th streets
- Additional through lanes on I-65 and I-70

6

Project Limits

- One mile of I-65/I-70, from the North Split to the Washington Street interchange (northern and southern limits)
- Along I-65 from Meridian Street to the North Split (western limit)
- On I-70 from the North Split to just west of the Keystone/Rural interchange (eastern limit)



7

Traffic Maintenance



Factors to consider:

- Travel demands of regional commuters and through traffic
- State and local construction project schedules
- Safety of motorists and workers during construction

Possible impacts:

- Temporary closure
- Re-routed traffic
- Cross streets

8

Finances / Delivery

- Part of Indiana's Next Level Roads initiative
- Project fully funded
- Design-Build Best Value design procurement
 - Accelerates project schedule by allowing successful contractor team to finalize design plans and construct simultaneously
 - Encourages contractors to propose value-added construction solutions that may accelerate construction and reduce costs and impacts



9

Environmental Resources



Environmental Assessment (EA) will study:

- **Impacts** on homes, businesses and the natural environment
 - Cultural Resources
 - Section 4(f) Resources
 - Water Resources
 - Hazardous Materials
 - Noise
 - Air Quality
 - Community Impacts
 - Environmental Justice

10

Cultural Resources

- Section 106 Consultation initiated on Sept. 19, 2017 with early coordination letter
- Consulting Parties meeting on Oct. 6, 2017
- Comments regarding: noise, aesthetics, pedestrian connectivity, Area of Potential Effects
- Next Consulting Parties meeting anticipated in Dec. 2017



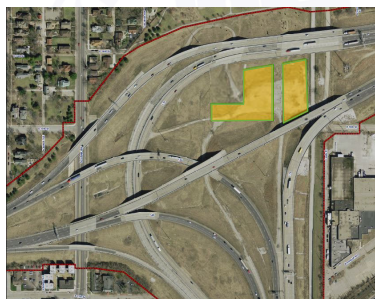
11

Known Aboveground Historic Resources in APE

- **2 National Historic Landmarks**
 - Benjamin Harrison Home
 - James Whitcomb Riley House
- **9 National Register-listed Historic Districts**
- **30 National Register-listed individual properties**



Archaeology Phase 1b Investigation



- Phase 1b done in September 2017 in interchange infield
- Areas chosen for backhoe trenching would not impact existing infrastructure
- 10 trenches were excavated

13

Archaeology Phase 1b Investigation



- Brick-lined cistern identified in Trench 10
- The bottles recovered from cistern indicate portion was filled circa mid-1950s

14

Section 4(f) Resources

- Historic Resources
- Frank & Judy O'bannon Soccer Park
- Monon Trail
- Indianapolis Cultural Trail
- Pogues Run Trail



15

Water Resources



- 28 potential wetlands
- 2 potential streams
- 2 Waters of the US Reports
- Additional coordination with USACE & IDEM on jurisdiction
- Coordinating with Indianapolis Department of Public Works & Citizens Energy Group on storm water

16

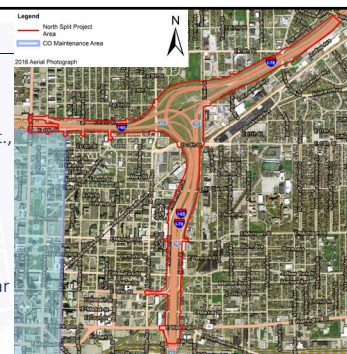
Hazardous Materials

- ~ 250 potential hazardous material concern sites identified in Draft Red Flag Investigation
- IDEM Virtual File Cabinet review will be completed as part of the Red Flag Investigation
- A meeting will be scheduled with IDEM following the Red Flag Investigation to see if there are other known sites in the area
- Phase I Environmental Site Assessment will be completed
- Phase II soil and ground water sampling will be completed if recommended

17

Noise/Air Quality

- Noise Analysis will be completed following INDOT's 2017 Procedure
- CO Maintenance Area along 11th St., south of I-65 – interagency consultation for possible hot spot analysis
- Quantitative MSAT analysis anticipated based on traffic data >140,000 to 150,000 by design year



18

Community Impacts

- Possible right-of-way acquisition
- Possible relocations
- Traffic impacts during construction
- Noise
- Aesthetics
- Connectivity



19

Environmental Justice (EJ)

- Preliminary census data review indicates potential populations of EJ concern within and near the project area
- An EJ analysis will be completed for the project
- Significant public involvement will be completed



20

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



21

Preliminary Project Schedule

2018

- **Early 2018** – First public meeting/2nd Resource Agency meeting held
- **Mid 2018**
 - Preliminary design completed
 - Draft project information published for contractor team review
- **Late 2018** – Final project information advertised

2019

- EA completed
- Public hearing held
- 3rd Resource Agency meeting held
- Final contractor proposals submitted
- INDOT selects winning contractor team
- **Late 2019** – Earliest construction begins

22

Next Steps

- Develop alternatives and draft Alternatives Screening Memo
- Draft Historic Property Report
- Hold next Section 106 Consulting Parties meeting in December
- Start investigating possible Maintenance of Traffic options
- Public meeting in early 2018
- Resource Agency meeting in early 2018

23

Questions/Comments

Please provide comments by **November 20, 2017**

Kia Gillette
HNTB Indiana
Environmental Project Manager
111 Monument Circle, Suite 1200, Indianapolis, IN 46204
(317) 917-5240
kgillette@hntb.com
www.northsplit.com

24



INDIANA DEPARTMENT OF TRANSPORTATION

MEETING SUMMARY

Date: November 3, 2017

Time: 9:30 – 11:30 a.m.

Meeting: I-65/I-70 North Split Interchange Reconstruction Project – Resource Agency Meeting

Location: HNTB Office, Indianapolis, IN

Attendees (based on sign-in sheet):

Name	Organization	Email
Kia Gillette	HNTB	kgillette@hntb.com
Michelle Allen	FHWA	Michelle.allen@dot.gov
Melody Park	DPW	Melody.park@indy.gov
Dan Parker	DPW	daniel.parker@indy.gov
Seth Schickel	HNTB	sschickel@hntb.com
Eryn Fletcher	FHWA	Eryn.fletcher@dot.gov
Emily Kibling	Borshoff	Emily.kibling@borshoff.biz
James Turner	IDEM	Jturner2@idem.in.gov
Matt Buffington	IDNR	mbuffington@dnr.in.gov
Runfa Shi	INDOT	rshi@indot.in.gov
Andy Dietrick	INDOT	adietrick@indot.in.gov
David Cleveland	Corradino Group	dcleveland@corradino.com
Brian Boszor	IDNR	bboszor@dnr.in.gov
Virginia Laszewski (via WebEx)	USEPA	Laszewski.virginia@epa.gov
Deb Snyder (via WebEx)	USACE	Deborah.d.snyder@usace.mil
Jim Sullivan (via WebEx)	IDEM Groundwater	jsullivan@idem.in.gov
Ron Bales (via WebEx)	INDOT	rbales@indot.in.gov
Julie Evans (via WebEx)	INDOT	julevans@indot.in.gov
Laura Hilden (via WebEx)	INDOT	lhilden@indot.in.gov
Olivia Speckman (via WebEx)	INDOT	ospeckman@indot.in.gov
Taylor Darrah (via WebEx)	INDOT	tdarrah@indot.in.gov

1. Welcome

Kia Gillette opened the meeting by thanking resource agency representatives in attendance.

2. Introduction of Project Team

Project Team – Several representatives from the Project Team, INDOT and FHWA were present or on the phone (see attached attendee list)

Guests – Five resource agency representatives were present, while three were on the phone (see attached attendee list)

3. Purpose and Need (see attached presentation)

The I-65/I-70 North Split is one of the most heavily-traveled interchanges in the state of Indiana, accommodating about 170,000 vehicles per day and requires a complete reconstruction. Portions of the current interchange were built 50 years ago, and it is nearing the end of its useful life and operating at full capacity.

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. The current I-65/I-70 North Split interchange has many complex lane change configurations, which cause possible safety concerns. The reconstructed interchange will minimize the number of lane changes drivers must maneuver to get to their destination.

The project will correct the condition of the bridges and extend the remaining life of the structures at least 25 years. It will improve the condition of the pavement and improve operational issues within the interchange. In addition, it will reduce congestion along I-65 and I-70, while improving safety (if determined to be a need).

4. Project Overview (see attached presentation)

The Indiana Department of Transportation (INDOT) is preparing to reconstruct the I-65/I-70 North Split, as part of our Next Level initiative, a sustainable, data-driven plan to fund bridges and roads in Indiana.

As a result, INDOT's Project Team for the I-65/I-70 North Split Reconstruction Project recently began work on the Environmental Assessment (EA), as required by the National Environmental Policy Act (NEPA). We are planning a robust public involvement campaign that will include a wide variety of stakeholders, including employers, local/state officials, civic organizations and neighborhoods. We began our initial Outreach in September.

Over the next year and a half, the Project Team will develop the procurement documents that will allow INDOT to select a contractor in 2019. Construction costs and dates will be determined when we have the bids from potential contractors, and construction may not begin until late 2019 at the earliest.

Question (Q): In a design-build procurement where the design occurs after the contractor is on board and they make changes, how does this impact the original NEPA document? What will the original NEPA document have in it terms of environmental impact? (USEPA)

Answer (A): We will develop to 25 percent design before procurement, which will allow us to establish a footprint both in terms of right of way, the movements that are happening, and how many lanes are needed, etc. Some of these will be non-negotiable for the design-build team, as defined in contract documents. After a design-build team is selected, their final design will not make significant changes, but rather refinements to the preliminary design. We will have certain commitments the design-build teams must follow included in the NEPA document and the contract documents. We base our environmental document on the 25 percent plan and if there happens to be a significant change, it will either be incorporated into the original environmental document or we would re-open the process and look at the environmental impact. *(HNTB)*

Q: How long will the bridge be across the flood plain? *(USEPA)*

A: We will talk about water resources shortly. Natural resource impacts are not anticipated to be a significant concern with this project. We don't anticipate any impacts to floodplains. The anticipated impacts are more to the built environment, such as trails, noise, pedestrian connectivity and aesthetics. *(HNTB)*

5. Environmental Resources (see attached presentation)

The EA will study impacts on homes, businesses and the natural environment. These include cultural resources, Section 4(f) resources, water resources, hazardous materials, noise, air quality, community impacts and Environmental Justice (EJ).

Section 106 Consultation was initiated on September 19, 2017, with an early coordination letter. The Consulting Parties met on October 6, 2017, and provided comments regarding noise, aesthetics, pedestrian connectivity and the Area of Potential Effects (APE). The next Consulting Parties meeting is anticipated to occur in December 2017.

There are two National Historic Landmarks in the APE – the Benjamin Harrison Home and the James Whitcomb Riley House. In addition, there are nine National Register-listed historic districts and 30 National Register-listed individual properties.

The potential Section 4(f) resources for the project include historic resources, the Frank and Judy O'Bannon Soccer Park, Monon Trail, Indianapolis Cultural Trail and Pogues Run Trail.

There are 28 potential wetlands and two potential streams. There will likely be two Waters of the US Reports for the project, and additional coordination with the United States Army Corps of Engineers (USACE) and the Indiana Department of Environmental Management (IDEM) on jurisdiction will be necessary. Coordination with the Indianapolis Department of Public Works (DPW) and Citizens Energy Group on storm water is also underway.

About 250 potential hazardous material concern sites were identified in the Draft Red Flag Investigation within 0.5 mile of the project area. An IDEM Virtual File Cabinet review will be completed as part of the Red Flag Investigation and a meeting will be scheduled with IDEM following the investigation to see if there are other known sites in the area. A Phase I Environmental Site Assessment will be completed, and a Phase II soil and ground water sampling will be completed if recommended.

Q: The earlier you can engage us (IDEM) with this the better. Our office of land quality has good quality GIS location data and an understanding on the historical items as well. (IDEM)

A: We are hoping to have the Draft Red Flag Investigation in to INDOT in early December, so we would anticipate engaging the IDEM Office of Land Quality in early 2018. (HNTB)

A Noise Analysis will be completed following INDOT's 2017 Procedure. The carbon monoxide (CO) Maintenance Area along 11th Street (south of I-65) has resulted in the need for an interagency consultation for a possible hot spot analysis. This will likely begin in the coming month or two. In addition, a quantitative mobile source air toxics (MSAT) analysis is anticipated based on traffic data >140,000 to 150,000 by the design year.

Community impacts include possible right-of-way acquisition, possible relocations, traffic impacts during construction, noise, aesthetics and connectivity.

A preliminary census data review indicated potential populations of EJ concern within and near the project area. An EJ analysis will be completed for the project and significant public involvement will occur.

6. Archaeology Update (see attached presentation)

Evidence for archaeological deposits will be attained through two phases. Phase 1a will include shovel testing for previously undisturbed areas (if needed) and Phase 1b will include backhoe trenching.

The Phase 1b work was done in September 2017 in the interchange infield. Areas chosen for backhoe trenching were done to not impact existing infrastructure. Sanborn Fire Insurance maps (ca. 1914) were used to guide trench placement.

Ten trenches of various size were excavated. Trenches one through nine showed evidence of disturbance. A brick-lined cistern was identified in trench 10. The bottles recovered from the cistern indicate a portion was filled in the mid-1950s.

7. Preliminary Project Schedule (see attached presentation)

In early 2018, the first public meeting/2nd Resource Agency meeting are anticipated to be held. Mid 2018 preliminary design will be completed and draft project information published for contractor team review. Then, in late 2018, the final project information will be advertised.

Q: Do you plan to put out a draft EA for public review? (USEPA)

A: I'm not sure that was the initial plan, but we could discuss with INDOT and FHWA. We would at least get public comment on the EA that would be included in the FONSI request. (HNTB)

Q: Will you be providing the Resource Agencies with the draft EA for review and comments? (USEPA)

A: We had not planned on this, but can discuss between INDOT and FHWA. (HNTB)

Q: Are you planning a resource agency meeting before the EA? What are the comment options for resource agencies? (*FHWA*)

A: In early 2018, we will be sharing the Alternative Screening Memo with both the public and resource agencies. This will include recommended alternatives to carry forward, and we will stress that these are slight variations from what we have out there now. In 2019, we will go back to the public and agencies when we have more information on maintenance of traffic (MOT) because this will be a big concern and not available in early 2018. We will come to this group before publication of the EA to give a preview of what we're thinking and there will be further options for input.

In 2019, the 3rd Resource Agency meeting will occur, the EA will be completed, a public hearing will be held, the final contractor proposals will be submitted and INDOT will select the winning contractor team. Late 2019 is the earliest construction will begin. (*HNTB*)

8. Next Steps (see attached presentation)

In the coming months, we will develop alternatives and draft the Alternatives Screening Memo, draft the Historic Property Report, hold the next Section 106 Consulting Parties meeting in December, start investigating possible MOT options, and hold a public meeting and Resource Agency meeting in early 2018.

9. Resource Agency Feedback

Comments on today's meeting are due by November 20, 2017.

10. Questions and Answers

Q: Could you state when you are going to engage IDEM formally to start looking at areas of hazardous materials concern? (*IDEM*)

A: We don't have an exact date, but likely sometime in January or February. (*HNTB*)

Q: When will you be talking to an EPA air person? (*USEPA*)

A: My thought would be early December. (*HNTB*)

Q: Are these streams tied to any nature features, or just roadside ditches? (*IDNR*)

A: Everything out there looks to be a result of previous construction. We are still working on the drainage design to establish existing drainage patterns and flow output locations. (*HNTB*)

C: The USACE is aware of the stream situation down there and has a strong suspicion that the streams are not jurisdictional, but I can't commit to that. My plan is to strongly encourage you to get an approved jurisdictional determination (JD). I think there is a strong possibility that this will not need a 404 permit. (*USACE*)

Q: Have you done dye trace studies to see where the water is going? (*USEPA*)

- A: We can figure it out based on information from the city and utilities, we just haven't had a chance to examine it yet. We have remarkable data from Citizens Energy Group already that we're still investigating. *(HNTB)*
- C: I suggest you keep IDEM in the loop. As you go a little east, the retention basin on the south side of I-70 has a specific role in Pogues Run and that complex system minimizes flooding. I'm not sure if it's connected to this project. *(IDEM)*
- Q: Are you talking about the big open pond to the east? *(HNTB)*
- A: Yes. This is key with the flooding issues they have at Pogues Run. It has an artistic boat in it. Don't know if that has any impact, just FYI. *(IDEM)*
- Q: Did I hear earlier that Pogues Run is piped under the southern part of the interchange? *(USEPA)*
- A: Yes, but it's a little bit further south in the project area than the interchange proper. *(HNTB)*
- Q: Did I hear you right that there is flooding in downtown in this area? *(USEPA)*
- A: Yes, in the past there have been flooding issues with Pogues Run, but the structure Kia zoomed in on (in Google Earth) has mitigated that (a few miles to the east they built a larger retaining structure). It flows as an open channel toward downtown and it was put into that pipe structure "before a lot of us were born." Pogues Run is under the road and goes into a pipe. It is piped through all of downtown Indianapolis. *(INDOT)*
- Q: Is it an impaired stream based on IDEM criteria? *(USEPA)*
- A: We can look that up. Jim's folks would have a handle on that. *(HNTB)*
- Q: Where does the water show up? *(USACE)*
- A: In the White River. *(HNTB)*
- Q: Is there a second stream or run in this area? *(USACE)*
- A: The best thing we're calling a stream is the concrete-lined basin I zoomed in on within the interchange. Two unnamed tributaries were identified at that location. *(HNTB)*
- Q: Pogues Run goes under the project, but there is no plan to touch this? *(USEPA)*
- A: Yes. We are impacting the bridges over Ohio Street but this won't have an impact on the existing Pogues Run pipes. *(HNTB)*

- C: Someone painted Pogues Run with a blue line which is a good representation of where it runs. It also goes under the football stadium and there are markers on the street where it turns. (DPW)
- Q: Are we still looking at March for the maintenance of traffic (MOT) information? (DPW)
- A: We are shooting to have a draft document in early 2018 and then MOT will come after that. Traffic modeling for MOT will be later in the spring. We are building a base traffic model now and building the alternative traffic models, but that will take a few more months. (HNTB)
- C: DPW, the City and INDOT have already had conversations about pedestrian and bike connectivity, specifically where Vermont Street goes under I-65/I-70. There is an agreement that will eliminate the bridge at Vermont Street and install a pedestrian-only access structure under the highway. (DPW)
- Q: What is the purpose of that? (USACE)
- A: There isn't a lot of car traffic there, so INDOT approached the City about eliminating the bridge at that location. Eliminating a bridge saves money. The City requested that pedestrian/bicycle connectivity be maintained there and INDOT agreed to install a smaller structure. (HNTB)
- Q: So if you eliminate it, would the City be ok? (USACE)
- A: Yes, as long as pedestrian and bicycle connectivity is maintained. (HNTB)
- Q: Are you planning to add additional travel lanes on the interstate there? (USEPA)
- A: We are currently investigating traffic volumes there, so it is possible lanes will be added. This is about where the ramp system will start. Because we will be reconfiguring the ramps in the area, it will look differently. (HNTB)
- C: There is a place where the Monon Trail goes under the interstate (in northern Indianapolis) and it's like a tunnel for a couple hundred feet. It's not intimidating. I think engineering a tunnel in this case that's not 'scary' is doable. (USACE)
- Q: Is the crime rate comparable? (USEPA)
- A: No, but personally I wouldn't be worried about it. (USACE)
- Q: Where are the EJ areas for the project? (USEPA)
- A: We are still defining that, looking at census data and putting together maps. We will have more information by our next meeting. (HNTB)
- Q: When do you think you will have your first neighborhood meetings? (USEPA)

- A: We are planning our first public meeting for early 2018, but we are happy to talk with people now if they want to. We are hoping that by waiting until early 2018, we will have additional information to present to them than what's out there now. *(HNTB)*
- Q: Have you been looking at what people have been writing on internet sites? To see people's opinions? I think they have an expectation or will ask why you wouldn't consider more radical measures for the project. The earlier you engage these groups the better. In other cities major highways have been taken out of the neighborhood (Boston Big Dig, for example) so I think people in the area will be upset. *(USACE)*
- C: DPW has already been contacted by three groups from the neighborhood who want the road gone. Andy has talked to them. Some have just recovered from the highway going in 50 years ago. You will have a strong neighborhood focus and they will be coming at you. Andy knows who they are. So, the earlier you can start the neighborhood conversation the better. I've *(Parker)* already met with three of them. *(DPW)*
- C: Even if it's just Andy meeting with them now, they have extensive questions and they want to shape the project. They don't want to hear that this is the project and they have no say. *(DPW)*
- C: People will already be upset that INDOT is not going to consider a Big Dig, but I think you need to address why it's not feasible in this situation because they've done it in other big cities. So, to say it can't be done is probably not an answer they will be okay with. *(USACE)*
- C: You identified that the project has been funded. If you identify the dollar amount funded for this project, then perhaps this might be a reason why something more expensive can't be done. *(USEPA)*
- Q: Does the Dig Indy tunnel have an impact on this? *(USACE)*
- A: Anything underneath ground has issues with the depth of groundwater. *(HNTB)*
- Q: Do you have preliminary plans on how it's going to look? *(IDNR)*
- A: INDOT is going to consider aesthetics, but we don't have anything visual at this point. We are getting into alternatives, but are not there yet. *(HNTB)*
- Q: With the loss of pollinator habitat, are you considering any native plantings? IDNR has a program that may be able to provide some assistance. This information will be included in our early coordination letter. *(IDNR)*
- A: That is a possibility. If there is excess buffer area it may be possible to do some native plantings. *(HNTB)*

C: I'd like to clarify the earlier Vermont Street conversation. Vermont Street is here in the middle (points at screen). There are eight other crossings under the interstate and each has pedestrian traffic including Vermont. It's just this one where access would change, where the others would stay the same. New York may be the one that doesn't have any. But there is a bicycle network under construction at New York and Michigan. They are currently one-way in opposite directions and they are building bike lanes. (HNTB)

Q: Bicycle trails were mentioned earlier. Those wouldn't actually come down and use this potential tunnel? (USEPA)

A: They could. Those are connected enough that there are north and south streets between them, but there is no trail connection between them. (HNTB)

The Vermont neighborhood actually requested the bigger opening without traffic. If access is removed, however, they wanted the opening to be big enough for trucks to come through (for maintenance work) and emergency vehicles. (INDOT)

Q: The Monon Trail does not come down to Vermont? And the Cultural Trail does not either? (USEPA)

A: Yes, that's correct. We could arrange a field tour for the next meeting if that would be deemed helpful. (HNTB)

Q: Are there any public and/or private daycare/childcare places/facilities in the area? Using the project area maps, USEPA requested the presenters identify where the industrial, commercial and residential areas (including potential EJ communities) are located during this WebEx/meeting/call. (USEPA)

A: The northwest side is the Old Northside Historic District which is largely a neighborhood. There is a larger commercial area further west. There is a soccer park north of the interchange. To the south there is some commercial and residential along the St. Joseph area and Mass Ave. The north is more industrial but it's a redevelopment area. The area I'm circling is an IPS maintenance facility but it may not be that for long as it's currently up for sale. Toward the east along the north side there are some churches and then it becomes more residential. To the south and east the area includes a lot of industrial buildings but it's also a redevelopment area with breweries, etc. There is a private school and the railroad. Along the south is more commercial and developed and there is not as much residential use immediately abutting the interstate at this point. (HNTB)

Q: Just to clarify, where do you think the EJ areas are? (USEPA)

A: Possibly to the east and to the north of I-70. (HNTB)

Q: Do you think you may have to acquire some businesses or homes? (USEPA)

- A: Possibly, but we don't know at this point. We hope to have a better idea when we have the alternative screening discussion early next year. *(HNTB)*
- Q: In terms of construction, design, developing best management practices, will you take into account extreme weather events related to the storm water? I would think the EA would address the issue, but just confirming. *(USEPA)*
- A: We will meet with Citizens Energy Group and DPW on the requirements for this project. INDOT has requirements for storm water quality control and prevention plans, so that's something that's standard on INDOT projects. Best management practices would be addressed in each plan, which is a commitment in the contract. We will adhere with current policy on this project. *(INDOT)*

11. Adjourn

From: [Kia Gillette](#)
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Cc: [David McDougall; North Split Project \(NorthSplit@hntb.com\)](#); ["calendar@northsplit.com"](#)
Subject: I-65/I-70 North Split Project, Indianapolis, Marion County, Indiana - Resource Agency Meeting/Webex - System-Level Analysis
Date: Tuesday, April 24, 2018 11:13:00 AM

Dear Resource Agencies,

In response to feedback from the community regarding the North Split Project, INDOT decided to look at a range of concepts for the entire downtown Indianapolis interstate system. INDOT initiated a system-level analysis to assess the performance, cost and impact of seven concepts for I-65 and I-70 through downtown Indianapolis.

The information from the analysis does not make a final recommendation on the downtown interstate system, but the facts will inform the process moving forward for the North Split interchange. INDOT will share this information with the public and resource agencies early next month and has scheduled a meeting/WebEx to update the resource agencies and to answer questions.

I will send an outlook meeting request following this email but wanted to provide some context for the request.

System-Level Analysis Meeting/WebEx

What: An update and overview of the System-Level Analysis

Where: HNTB Office/WebEx

111 Monument Circle; Suite 1200, Indianapolis, IN 46204

When: Tuesday, May 22, 2018

2-3:30 p.m.

Please feel free to forward to another representative from your agency if they are interested in the project.

If you are unable to attend the meeting, but would like more information, please feel free to contact me.

Thanks,
Kia

Kia Gillette

Environmental Project Manager

Email kgillette@hntb.com



MEETING AGENDA

Date: May 22, 2018

Time: 2 p.m. to 3:30 p.m.

Meeting: North Split Resource Agency Meeting #2


Location: Borshoff Office – 333 North Alabama Street/WebEx

1. Welcome & Introductions
2. Purpose of Meeting
3. Project Evolution
4. System-Level Analysis
 - Key Considerations
 - 7 Concepts Evaluated
 - Concept Comparison
 - Conclusions
5. Next Steps
6. Discussion and Questions
7. Adjourn



Welcome


- Since we met in November:
 - Conversations with elected officials, neighborhood groups, business organizations and others
 - Rethink 65/70 Coalition calls for redefining or decommissioning downtown interstates
 - INDOT directs Project Team to develop a System-Level Analysis for downtown interstates before proceeding with North Split project
- Today, we are sharing results of the System-Level Analysis for downtown interstates with Resource Agencies



NORTH SPLIT
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Project Evolution


- Following federal environmental review (NEPA) process for the North Split Project
- Project introduction, public involvement and early coordination with agencies initiated as a part of NEPA
- System-Level Analysis** for downtown interstates developed as fact finding study by INDOT in response to public comments
- Analysis published at www.northsplit.com



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System-Level Analysis

- Studies all downtown interstates
- Not intended to answer all questions or address all issues
- Focus on basic parameters: performance, cost, and impacts
- Does not identify a specific plan for downtown interstates
- Provides a starting point for possible future studies



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Components Reviewed

- Performance** – How well does the roadway system function (current conditions)?
- Cost** – How much will it cost to construct?
- Impacts** – How will it affect the community?
 - local street and neighborhood traffic
 - construction/MOT
 - neighborhood connectivity/visual continuity
 - right-of-way needs
 - historic resources
 - recreational areas and trails
 - natural resources

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DRIVING PROGRESS

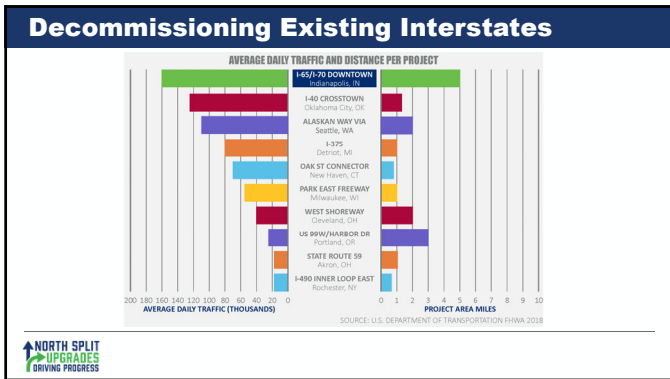
Decommissioning Existing Interstates

- Reviewed urban freeway treatments nationwide
- Where decommissioning works
 - Low traffic volumes
 - Short sections of uncompleted freeways
 - Barriers to waterfronts
 - Remaining segments after realignment
 - Parallel with other freeways
- Focus of System-Level Analysis is, "What works in Indianapolis?"

DECOMMISSIONING PROJECT EXAMPLES

- US 99W/Harbor Drive, Portland, OR
- Park East Freeway, Milwaukee, WI
- I-490 Inner loop East, Rochester, NY
- State Route 59, Akron, OH
- West Shoreway, Cleveland, OH
- I-375, Detroit, MI
- Route 34/Oak Street Connector, New Haven, CT
- I-40 Crosstown Expressway, Oklahoma City, OK
- Route 99/Alaskan Way Viaduct, Seattle, WA
- Scataquada Expressway, Buffalo, NY
- I-345, Dallas, TX
- I-375, Detroit, MI
- I-680, Oakland, CA
- Route 710, Pasadena, CA
- I-490 Inner Loop North, Rochester, NY
- I-280 Spur, San Francisco, CA
- I-81, Syracuse, NY
- Route 29, Trenton, NJ

NORTH SPLIT
UPGRADES
DRIVING PROGRESS



Concepts

1. No-Build (maintain existing)
2. Transportation System Management (TSM) - divert traffic to I-465 or to transit*
3. Upgrade existing interstates
4. Depress downtown interstates*
5. Replace interstates with at-grade boulevards*
6. Construct at-grade boulevards + interstates in tunnels*
7. Construct new interstate link – new I-65 west leg tunnel

* Suggested by community groups

NORTH SPLIT UPGRADES DRIVING PROGRESS

CONCEPT 1

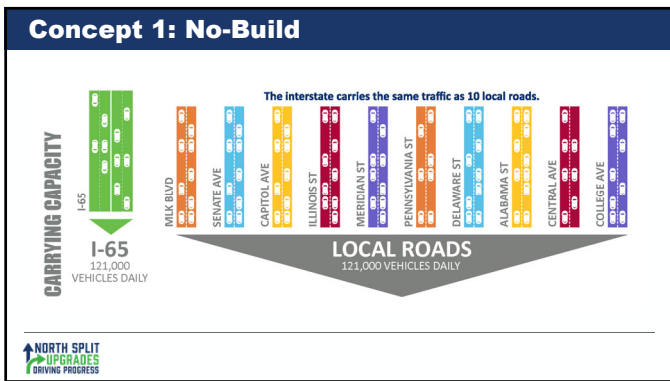
No-Build

NORTH SPLIT UPGRADES DRIVING PROGRESS

Concept 1: No-Build

- Maintain the existing interstate system with no operational improvements
- Preserve number and location of lanes
- Keep existing ramp connections to local streets
- Basis of comparison for other concepts

NORTH SPLIT UPGRADES DRIVING PROGRESS



Concept 1: No-Build

- **Performance**
 - Total delay is baseline for other concepts
 - 21,346 hours (AM peak)
 - 23,471 hours (PM peak)
- **Cost**
 - Cost to maintain inner loop over next 30 years is approximately \$437M
- **Impacts**
 - Regular traffic disruption due to interstate closures to replace pavement and bridges

NORTH SPLIT UPGRADES DRIVING PROGRESS

CONCEPT 2

Transportation System Management



Concept 2: Transportation System Management

- Reduce traffic demand on downtown interstates
- Three potential actions
 - Divert through trips* to I-465
 - Divert downtown interstate trips to transit
 - Divert trips with tolling



*Through trips = Interstate trips from outside I-465, through downtown, to outside I-465



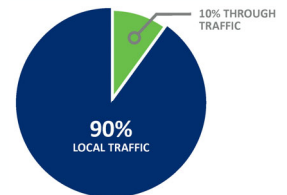
Concept 2: Transportation System Management

- Diversion to I-465
 - Through trips estimated 3 ways
 - Trace trips using IMPO travel demand model
 - Trace trips using location-based services of smartphones
 - Test unlimited capacity on I-465 using IMPO travel demand model



Concept 2: Transportation System Management

- Diversion to I-465
 - Through trips estimated 3 ways
 - Trace trips using IMPO travel demand model
 - Trace trips using location-based services of smartphones
 - Test unlimited capacity on I-465 using IMPO travel demand model
 - Each estimate showed around 10% through trips on downtown interstates in peak periods
 - Diverting through trips to I-465 would not materially affect performance of concepts



2: Transportation System Management

- Diversion to Transit or Tolling
 - Transit: Analysis of bus rapid transit (BRT) ridership shows inner loop traffic reduction less than 1%. Most traffic diversion to BRT will be from local streets, not interstates
 - Tolls: Could only be effective for diverting through trips to I-465 if there were more through trips.

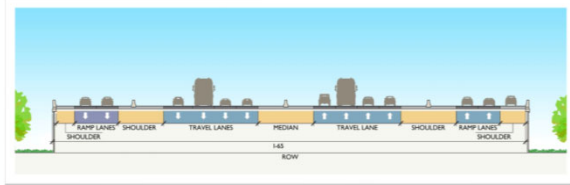


CONCEPT 3

Upgrade Existing Interstate System



Concept 3: Upgrade Existing Interstate System



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UPGRADES
DRIVING PROGRESS

Concept 3: Upgrade Existing Interstate System

- **Performance**
 - Total delay is REDUCED compared to existing
 - 10% less in AM peak, 6% less in PM peak
 - Reduced congestion on interstates
- **Cost**
 - Construction = \$900M - \$1.6B
- **Impacts**
 - Local street traffic generally unchanged
 - 5 years of construction
 - 1 to 5 acres new right of way; 5 to 10 relocations
 - Visual quality mixed, connectivity good



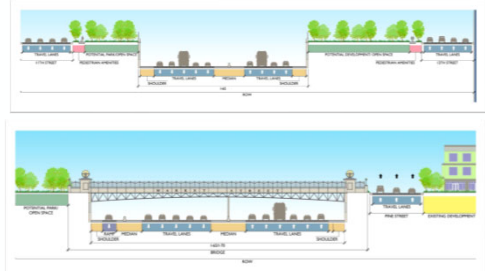
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CONCEPT 4

Depress Downtown Interstates

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Concept 4: Depress Downtown Interstates



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Concept 4: Depress Downtown Interstates

- **Performance**
 - Total delay is REDUCED compared to existing
 - 10% less in AM peak, 6% less in PM peak
 - Reduced congestion on interstates
- **Cost**
 - Construction = \$1.5B - \$2.4B
- **Impacts**
 - Local street traffic generally unchanged
 - 6 years of construction
 - 5 to 10 acres new right-of way; 10 to 15 relocations
 - Visual quality and connectivity good



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CONCEPT 5

Replace Interstates with Boulevards

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Concept 5: Replace Interstates with Boulevards



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Concept 5: Replace Interstates with Boulevards

- **Performance**
 - Total delay is MUCH HIGHER than existing
 - 40% more in AM peak, 145% more in PM peak
 - High level of congestion on all boulevards
- **Cost**
 - Construction = \$500M - \$900M
 - Local street investments not included
- **Impacts**
 - Large traffic increases on streets, interstate queues
 - 4 years of construction
 - 1 to 5 acres new right of way; 1 to 5 relocations
 - Potential for excess right of way
 - Visual quality good, connectivity affected by traffic levels



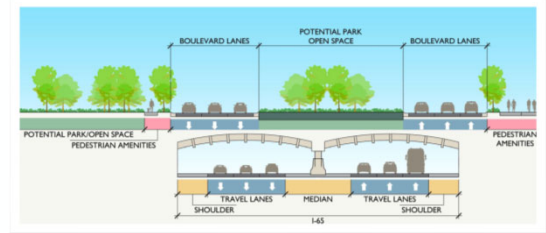
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CONCEPT 6

Replace with Boulevards & Tunnels

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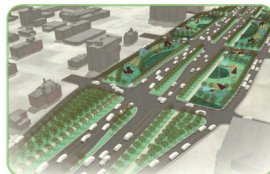
Concept 6: Replace with Boulevards and Tunnels



NORTH SPLIT
UPGRADES
DRIVING PROGRESS

Concept 6: Replace with Boulevards and Tunnels

- **Performance**
 - Total delay is SIMILAR to existing
 - 9% less in AM peak, 3% more in PM peak
 - High congestion levels on boulevards
- **Cost**
 - Construction = \$3.3B - \$5.5B
- **Impacts**
 - Local street traffic generally unchanged
 - 10 years of construction
 - 5 to 10 acres new right-of way; 5 to 10 relocations
 - Visual quality good, connectivity mixed



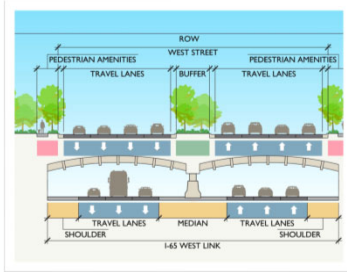
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CONCEPT 7

Construct New Interstate Link

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UPGRADES
DRIVING PROGRESS

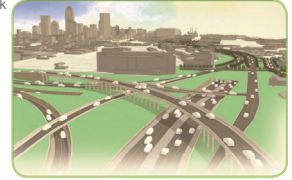
Concept 7: Construct New Interstate Link



NORTH SPLIT
UPGRADES
DRIVING PROGRESS

Concept 7: Construct New Interstate Link

- Performance**
 - Total delay is HIGHER than existing
 - 23% more in AM peak, 24% more in PM peak
 - North boulevard highly congested
- Cost**
 - Construction = \$1.6B - \$2.6B
- Impacts**
 - Traffic increase on streets, south and east
 - 7 years of construction
 - 40 to 50 acres new right of way; 30 to 40 relocations
 - Visual quality and connectivity mixed



NORTH SPLIT
UPGRADES
DRIVING PROGRESS

Concepts at a Glance

Concept	Performance	Costs	Impacts			
	Total Network Delay (compared to existing)	Estimated Costs	Time of Construction	Visual/Connectivity	ROW Total Area	Relocations (Properties)
1 - No Build	No change	No change	---	No change	No change	No change
2 - TSM	---	---	---	---	---	---
3 - Upgrade Existing Interstates	10% less delay (AM) 6% less delay (PM)	\$900M - \$1.6B	5 years	Mixed/Good	1-5 acres	5-10
4 - Depress Downtown Interstates	10% less delay (AM) 6% less delay (PM)	\$1.5B - \$2.4B	6 years	Good/Good	5-10 acres	10-15
5 - Boulevards to Replace Interstates	40% more delay (AM) 145% more delay (PM)	\$500M - \$900M	4 years	Good/Mixed	1-5 acres	1-5
6 - Boulevards and Tunnels	9% less delay (AM) 3% more delay (PM)	\$3.3B - \$5.5B	10 years	Good/Mixed	5-10 acres	5-10
7 - West St Interstate Tunnel and Boulevard	23% more delay (AM) 24% more delay (PM)	\$1.6B - \$2.6B	7 years	Mixed/Mixed	40-50 acres	30-40

NORTH SPLIT
UPGRADES
DRIVING PROGRESS

What does this mean for downtown interstates?

- Many issues to consider in defining the future of downtown interstates
- System-Level Analysis looked at core issues of performance, cost, and impacts
- A starting point for future studies
- The community should take the time necessary to decide the future of downtown interstates.
- Please submit comments on System-Level Analysis by June 7.



NORTH SPLIT
UPGRADES
DRIVING PROGRESS

What does this mean for the North Split Project?

- The North Split interchange needs to be reconstructed in 2 to 4 years due to bridge and pavement conditions.
- Given this timeframe, the interchange will need to connect with existing interstates.
- The cost of reconstructing the North Split interchange now does not automatically preclude future options for the downtown interstate system.
- The Project Team is now starting to develop alternatives for the North Split Project.
- Public comment opportunities will continue throughout the North Split Project.
- Public comment period for alternatives anticipated late summer/fall 2018.

NORTH SPLIT
UPGRADES
DRIVING PROGRESS

North Split Project Next Steps

- Environmental assessment (EA) for the North Split
 - Develop alternatives
- Continue public involvement and feedback
 - Alternatives
 - Neighborhood identity, bicycle/pedestrian connectivity, aesthetics, lighting, public art, landscaping, and noise
 - Section 106 consultation with Consulting Parties



NORTH SPLIT
UPGRADES
DRIVING PROGRESS

Public Open House

- May 23, 2018
- Biltwell Event Center – 950 S. White River Pkwy Dr.
- Open house: 3 – 7 p.m.
- Presentations at 4 and 6 p.m.
- June 7: Public comment period for System-Level Analysis ends



Questions

Report Available: www.northsplit.com
Submit Comments: info@northsplit.com

Contact:
Emily Kibling
Public Involvement
PO Box 44141
Indianapolis, IN 46244
Phone: 317.749.0309





MEETING SUMMARY

Date: May 22, 2018
Time: 9:00 a.m. – 10:30 a.m.
Meeting: Resource Agency Meeting #2
Location: Borshoff Office, Indianapolis, IN

**Complete attendee list on page 3*

1. Introductions

Kia Gillette from HNTB started the meeting by thanking everyone for joining. Resource Agency representatives and Project Team members introduced themselves as did those who participated via phone.

2. System-Level Analysis Overview (see attached presentation)

Kia Gillette and John Myers, also from HNTB, walked attendees through a presentation that overviewed the System-Level Analysis and provided details on each concept.

The Project Team then opened the Question and Answer portion of the meeting.

3. Questions (Q) and Answers (A):

(Q) Were the through traffic diversion measurements completed three separate ways or all together? (U.S. Environmental Protection Agency (USEPA))

(A) All three were done independently to see if there was consistency with the results. (HNTB)

(Q) Did you consider putting a tunnel under West Street but keeping the north leg as an interstate rather than converting to a boulevard? (Indiana Department of Natural Resources (IDNR))

(A) This specific concept was not tested. There are many questions that could be followed up with additional studies. The idea that there could be combinations of what's there today and these concepts is one of them. The team reiterated that its hope is for someone to pick up this study and carry it further, looking at quality of life, economic development and other facets. (HNTB)

(Q) What is the name of the local coalition that has formed? (USEPA)

(A) The Rethink 65/70 Coalition. They have a website and social media pages. (HNTB)

(Q) Have you held specific meetings with just the Coalition? (USEPA)

(A) Yes, a separate meeting with the coalition took place in March. The Project Team explained that there are several coalition members on the project's Community Advisory Committee (CAC) and Section 106 Consulting Parties group.

(Q) Are any of the concepts in the System-Level Analysis going to be part of the National Environmental Policy Act (NEPA) process for the North Split? (IDNR)

(A) Alternatives are currently being developed for the North Split project. Some will be similar to Concept 3, which included improvements to the existing interstate system. The project area would be smaller than the system-level layout. There is not a defined plan to move forward with a NEPA document for the entire downtown interstate system. (HNTB)

(Q) What are the next steps for the current comment period? It appears a lot of interest has been generated for a project that initially started as just a fix. (USEPA)

(A) There has been a lot of community interest and the public has provided some larger-scale ideas early in the process. A dialogue is taking place based on concepts that may or may not work in Indianapolis. The System-Level Analysis was done in response to public comment. Those comments will be combined with the analysis and then if a local or regional group wants to spearhead the next study, they will receive the information. (HNTB)

(Q) Does that mean the regional planning organization hasn't looked at traffic? (USEPA)

(A) The Indianapolis Metropolitan Planning Organization (MPO) has been involved in the project. They have attended traffic modeling meetings as well as regular coordination meetings. The MPO model was the basis for the traffic modeling. Traffic has been considered in the development of the Regional Transportation Plan, but this is the first time that people have suggested removing the highway. The analysis could be used by the MPO and local officials as a starting point for a bigger conversation for the city of Indianapolis, but aging infrastructure has created a need now at the North Split. (HNTB)

(Q) Is someone from the MPO on the CAC? (USEPA)

(A) Yes, and there are also regular meetings held with the City of Indianapolis and the MPO.

4. Closing

The meeting concluded with a reminder of the June 7 comment period and reminder of the public open house on May 23 from 3-7 p.m. at the Biltwell Event Center.

Attendees:

Project Team	
Michelle Allen	FHWA
Andy Dietrick	INDOT
Kia Gillette	HNTB
Laura Hilden	INDOT
Emily Kibling	Borshoff
John Myers	HNTB
Janice Osadczuk	FHWA
Erin Pipkin	Compass Outreach Solutions
Katie Rounds	INDOT
Seth Schickel	HNTB
Resource Agency Representatives	
Matt Buffington	Indiana Department of Natural Resources
Virginia Laszewski	U.S. Environmental Protection Agency
Robin McWilliams-Munson	U.S. Fish and Wildlife Service
Melody Park	Indianapolis Department of Public Works
Dan Parker	Indianapolis Department of Public Works
Deb Snyder	U.S. Army Corps of Engineers
Jim Sullivan	Indiana Department of Environmental Management
James Turner	Indiana Department of Environmental Management

From: [Kia Gillette](#)
To: [Melody.Park@indy.gov](#); [Daniel Parker \(Daniel.Parker@indy.gov\)](#); [James Turner \(jturner2@idem.in.gov\)](#); [Boszor, Brian](#); [Matt Buffington \(mbuffington@dnr.in.gov\)](#); [Karstin Carmany-George \(KCarmanyGeorge2@indot.IN.gov\)](#); [Jim Sullivan \(jsulliva@idem.IN.gov\)](#); [Robin McWilliams-Munson \(Robin_McWilliams@fws.gov\)](#); [Westlake.Kenneth@EPA.gov](#); [laszewski.Virginia@epa.gov](#); [Deborah Snyder \(Deborah.D.Snyder@usace.army.mil\)](#)
Cc: [Runfa Shi \(rshi@indot.IN.gov\)](#); [Katie Rounds \(KRounds@indot.IN.gov\)](#); [Laura Hilden \(lhilden@indot.IN.gov\)](#); [Ronald Bales \(rbales@indot.IN.gov\)](#); [Michelle Allen \(michelle.allen@dot.gov\)](#); [Eryn Fletcher \(Eryn.Fletcher@dot.gov\)](#); [Seth Schickel; dcleveland@corrado.com](#); [John W. Myers](#); [Ali Hernandez \(ali.hernandez@borshoff.biz\)](#); [erin@compassoutreachsolutions.com](#); [Sandra Bowman \(SBowman@indot.IN.gov\)](#); [Jim Poturalski \(JPOTURALSKI@indot.IN.gov\)](#); [NorthSplit](#)
Subject: I-65/I-70 North Split Project, Indianapolis, Marion County, Indiana - Alternatives Screening Report
Date: Friday, November 22, 2019 1:18:02 PM

Dear Resource Agencies,

We would like to invite you to participate in a Resource Agency Meeting for the North Split project on Wednesday October 17, 2018, at HNTB's office (or via WebEx) at 111 Monument Circle, Suite 1200, Indianapolis, Indiana 46204 from 9:00 a.m. to 11:00 a.m. Indianapolis time. An outlook meeting invitation was sent prior to this email.

At this meeting, we will discuss the North Split Alternatives Screening Report and preliminary preferred alternative. The Alternatives Screening Report is available for review on the project website: <https://northsplit.com/project-documents/alternatives-screening-report/>

Please let me know if you would prefer a hard copy. We are requesting comments by Monday October 29.

In addition, INDOT is hosting a Public Open House on **Wednesday, October 10 from 5:30-7:30 p.m. at Arsenal Tech High School**. Please encourage others who may be interested to come learn more about the North Split project, the preliminary preferred alternative, and the Alternatives Screening Report. See details below.

Thank you,
Kia

I-65/I-70 North Split Project Public Meeting

-

What: Open to anyone, attendees will have the opportunity to dialog with the Project Team and get information on the North Split Project. A presentation on the Alternatives Screening Report will focus on the preliminary preferred alternative for the North Split.

Where: Arsenal Tech High School

1500 E Michigan St, Indianapolis, IN 46202

When: Wednesday, October 10, 2018
5:30-7:30 p.m.

Contact : Entry # 565**Name**

Virginia Laszewski

Comments from North Split website - www.northsplit.com**Email**laszewski.virginia@epa.gov**Message**

1. Due date for comments regarding the Alternatives Screening Report?
2. Name, street address and email address to send to send comments to?
3. On the projects website: where exactly does one find all the public and agencies comments regarding this project since its inception?
4. Thank you.

Contact : Entry # 568	
Name	Virginia Laszewski
Email	<div>Comments from North Split website - www.northsplit.com</div> laszewski.virginia@epa.gov
Message	<div>1. Why haven't I received a response to my first inquiry?</div> <div>2. Where on this project's website may a citizen find a copy of EPA, Region 5's Early Coordination Letter (dated 11/20/2017) addressed to FHWA/INDOT regarding the proposed I-65/I-70 North Split Interchange Reconstruction Project?</div> <div>3. Please advise, thank you.</div>

From: Erin Pipkin
To: laszewski.virginia@epa.gov
Cc: [Kia Gillette](#); info@northsplit.com; [NorthSplit](#)
Subject: North Split comment form - follow up
Date: Friday, October 5, 2018 12:19:47 PM

Dear Ms. Laszewski,

Thank you for your messages to and about the North Split project website. I apologize for the delay in the response; we've updated the notification settings so we also receive emails when someone fills out the form. We appreciate you pointing that out.

The deadline for comments is October 29. We had that language a couple different places, but I've added it to the Alternatives Screening Report page, along with how to submit them; and I've made it more prominent in others and on the fact sheet. We only post comments given during formal public comment periods as part of the meeting summaries. The meeting summary for the System-Level Analysis is available [here](#).

We've also added some documentation to the advisory committee pages:

- Resource Agencies - [Early Coordination Letter Responses](#)
- Section 106 - [Addendum to the Historic Property Report](#) and [Section 106 Update Memo 2](#)

Thank you again. Please let us know if you have any additional questions or suggestions.

Sincerely,
Erin Pipkin
Public Involvement Team

Erin Pipkin, APR

Owner/Principal



CompassOutreachSolutions.com

erin@compassoutreachsolutions.com

317.966.7301

[LinkedIn](#)



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

OCT 24 2018

REPLY TO THE ATTENTION OF:

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

Runfa Shi
Project Manager
Indiana Department of Transportation
100 North Senate Avenue, Room 642
Indianapolis, Indiana 46204

Re: Alternatives Screening Report - Interstate 65/Interstate 70 (I-65/I-70) North Split Interchange Reconstruction Project (North Split), Indianapolis, Marion County, Indiana (dated September 21, 2018)

Dear Ms. Allen and Mr. Shi:

The U.S. Environmental Protection Agency (EPA) reviewed Indiana Department of Transportation's (INDOT) referenced alternatives screening report (Report) and participated in INDOT's October 17, 2018, *Resource Agency Meeting #3 – Alternatives Screening Report* via WebEx. The EPA previously provided early coordination comments regarding the proposed North Split project in our letter to the Federal Highway Administration (FHWA) and INDOT dated November 20, 2017 (copy enclosed). Our comments are submitted pursuant to Section 309 of the Clean Air Act and Section 102 (2)(c) of the National Environmental Policy Act (NEPA). EPA comments are in addition to our early coordination comments.

The purpose of the North Split Alternatives Screening Report is to identify a preliminary preferred alternative to be evaluated in the Environmental Assessment (EA) for the project (page 1-1). The report identifies Alternative 4c Efficient Interchange – Partial Meridian/Pennsylvania and Meridian/Delaware Ramp Access (Alternative 4c) as INDOT's preliminary preferred alternative. No additional through lanes would be constructed for Alternative 4c. The report presents the process and the rationale INDOT used to help them identify Alternative 4c as their preliminary preferred alternative to be analyzed in detail in the EA.

Alternative 4c and West Street: According to the Report and Resource Agency Meeting #3 discussions, implementation of Alternative 4c would most likely add additional traffic on West Street. EPA understands there may be residences and environmental justice (EJ) communities in the West

Street area. Increased traffic would introduce increased vehicle emissions, noise, and possibly safety concerns for children that live, attend school and/or play in the West Street area.

Recommendation: EPA recommends air quality, noise and safety concerns associated with increased traffic on West Street, due to the North Split project, be addressed and mitigation identified in the EA.

Construction/Demolition Air Quality: Diesel powered equipment will most likely be used during project construction and demolition.

Recommendations: To protect air quality and human health in the project area during project construction/demolition, we recommend INDOT consider strategies to reduce diesel emissions, such as project construction/demolition contracts that require the use of equipment with clean diesel engines and the use of clean diesel fuels. See the enclosed Diesel Emission Reduction Checklist for additional information.

Also, Tony Maietta, Air and Radiation Division, is our clean diesel program contact. He can provide further clean construction/diesel information and answer any questions. Tony may be reached by email at Maietta.anthony@epa.gov, or by phone at (312) 353-8777.

The Alternatives Screening Report is not clear whether existing structures, such as ramps and bridges, that would be modified or removed might contain lead paint and/or asbestos materials.

Recommendation: We recommend the EA address the potential for encountering lead paint and/or asbestos materials during project construction/demolition. If applicable, identify the mitigation measures that INDOT will undertake to protect the health of project workers and the public.

Landscaping/Lighting/Noise/Air Quality: Alternative 4c would be contained within existing rights-of-ways and have a smaller footprint.

Recommendations: EPA recommends the use of energy efficient lighting, including the use of solar powered lights when feasible. We also recommend incorporating native saplings and shrubs into the landscape plan for the right-of-way, to help reduce noise, and maintain air quality for nearby residences and trail users. For additional information, see EPA's *Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-Road Air Quality* at: https://www.epa.gov/sites/production/files/2016-08/documents/recommendations_for_constructing_roadside_vegetation_barriers_to_improve_near-road_air_quality.pdf.

EPA appreciates the opportunity to review the Alternatives Screening Report and provide additional comments regarding the environmental assessment and NEPA documentation for the North Split

project. We look forward to reviewing the draft EA. Please send EPA one paper copy and two thumb drives of the draft EA when it is available.

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, or Virginia Laszewski of my staff by phone: 312/886-7501 or email laszewski.virginia@epa.gov.

Sincerely,



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

Enclosures: 1) EPA November 20, 2017, early coordination letter
2) EPA Diesel Emission Reduction Check List

cc (via email):

Enclosure 1) EPA November 20, 2017, early coordination letter is included as pages 8-15 in Appendix C.

U.S. Army Corps of Engineers – Indianapolis Regulatory Office, 8902 Otis Avenue,
Indianapolis, Indiana 46216 (Debra Snyder) 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.
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/James (Jay) Turner)
JTurner2@idem.IN.gov.
Indiana Department of Natural Resources, 402 W. Washington St., Rm. W264,
Indianapolis, IN 46204 (Matt Buffington) 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, jcarr@dnr.in.gov,
wtharp1@dnr.in.gov.
HNTB Corporation, 111 Monument Circle, Suite 1201, Indianapolis, IN 46204
(Kia Gillette, Environmental Project Manager) kgillette@hntb.com.
North Split Project Public Comment Site, info@northsplit.com.

U.S. Environmental Protection Agency - Diesel Emission Reduction Checklist

- Use low-sulfur diesel fuel (15 ppm sulfur maximum) in construction vehicles and equipment.
- Retrofit engines with an exhaust filtration device to capture diesel particulate matter before it enters the construction site.
- Position the exhaust pipe so that diesel fumes are directed away from the operator and nearby workers, reducing the fume concentration to which personnel are exposed.
- Use catalytic converters to reduce carbon monoxide, aldehydes, and hydrocarbons in diesel fumes. These devices must be used with low sulfur fuels.
- Use enclosed, climate-controlled cabs pressurized and equipped with high efficiency particulate air (HEPA) filters to reduce the operators' exposure to diesel fumes. Pressurization ensures that air moves from inside to outside. HEPA filters ensure that any incoming air is filtered first.
- Regularly maintain diesel engines, which is essential to keep exhaust emissions low. Follow the manufacturer's recommended maintenance schedule and procedures. Smoke color can signal the need for maintenance. For example, blue/black smoke indicates that an engine requires servicing or tuning.
- Reduce exposure through work practices and training, such as turning off engines when vehicles are stopped for more than a few minutes, training diesel-equipment operators to perform routine inspection, and maintaining filtration devices.
- Repower older vehicles and/or equipment with diesel- or alternatively-fueled engines certified to meet newer, more stringent emissions standards. Purchase new vehicles that are equipped with the most advanced emission control systems available.
- Use electric starting aids such as block heaters with older vehicles to warm the engine reduces diesel emissions.
- Use respirators, which are only an interim measure to control exposure to diesel emissions. In most cases, an N95 respirator is adequate. Workers must be trained and fit-tested before they wear respirators. Depending on work being conducted, and if oil is present, concentrations of particulates present will determine the efficiency and type of mask and respirator. Personnel familiar with the selection, care, and use of respirators must perform the fit testing. Respirators must bear a NIOSH approval number.

Per Executive Order 13045 on Children's Health¹, EPA recommends operators and workers' pay particular attention to worksite proximity to places where children live, learn, and play, such as homes, schools, daycare centers, and playgrounds. Diesel emission reduction measures should be strictly implemented near these locations in order to be protective

¹ Children may be more highly exposed to contaminants because they generally eat more food, drink more water, and have higher inhalation rates relative to their size. Also, children's normal activities, such as putting their hands in their mouths or playing on the ground, can result in higher exposures to contaminants as compared with adults. Children may be more vulnerable to the toxic effects of contaminants because their bodies and systems are not fully developed and their growing organs are more easily harmed. EPA views childhood as a sequence of life stages, from conception through fetal development, infancy, and adolescence.



RESOURCE AGENCY MEETING #3 AGENDA

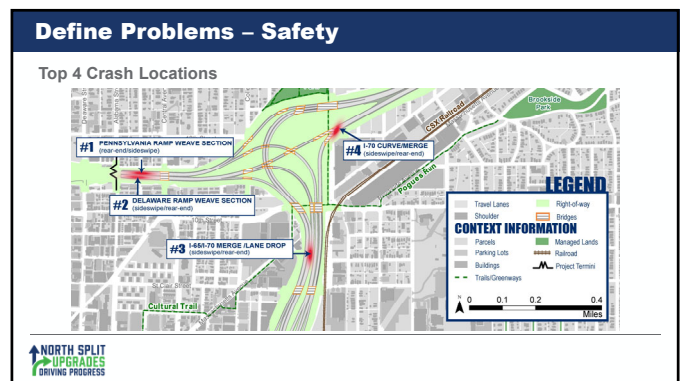
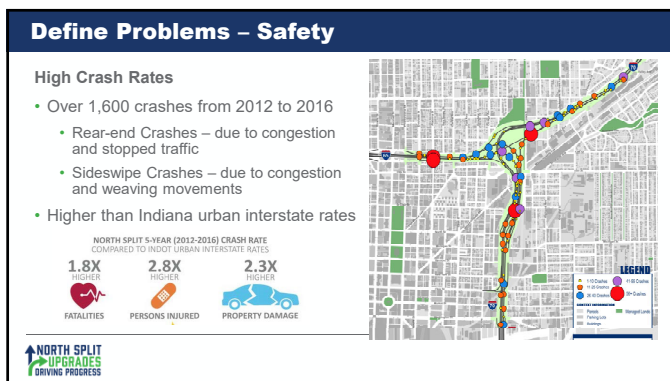
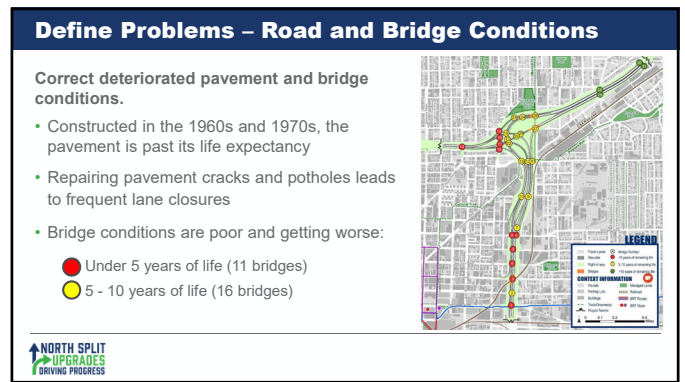
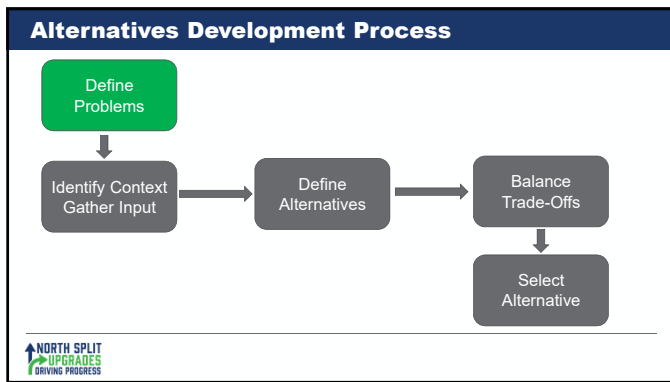
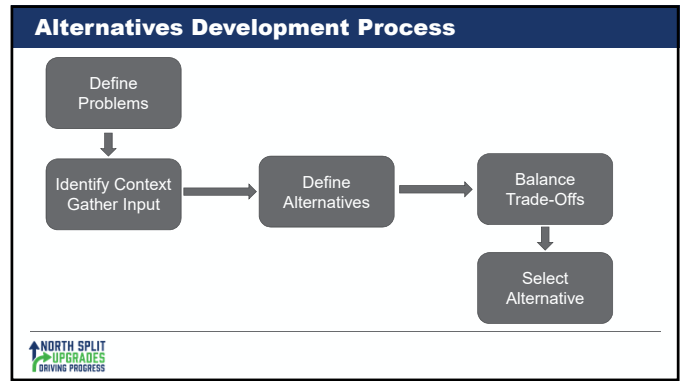
Date: October 17, 2018

Time: 9:00 to 11:00 a.m.

Meeting: North Split Resource Agency Meeting #3

Location: HNTB, Indianapolis, IN/WebEx

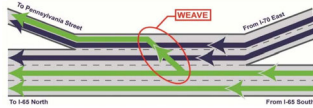
1. Welcome and Introductions
2. Alternatives Screening Report
3. Next Steps
4. Questions?



Define Problems – Weaving Areas

- Highest number of crashes are on west leg of the interchange, in weaving areas:

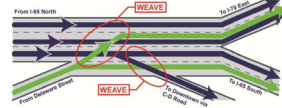
Pennsylvania Street Exit Ramp



Most frequent crash type:

- Rear-end, followed by sideswipe

Delaware Street Entrance Ramp



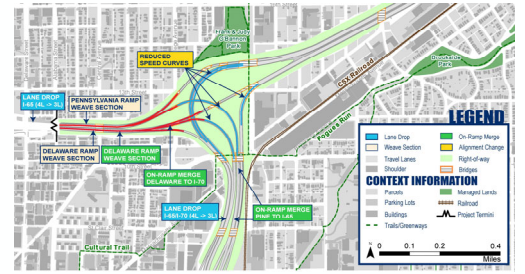
Most frequent crash type:

- Sideswipe, followed by rear-end



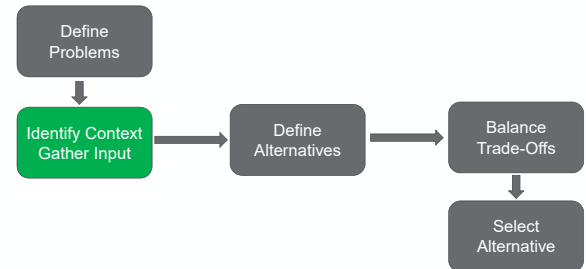
Define Problems – Operations

North Split Bottlenecks



Purpose and Need – Performance Measures

Project Need	Performance Measures
Correct Deteriorated Bridge Conditions	- Address deficient structural condition
Correct Deteriorated Pavement Conditions	- Address deficient pavement condition
Improve Safety	Alternative must address weaves on the west leg of the North Split: 1. Eliminate Meridian/Pennsylvania Street exit ramp weave 2. Eliminate Meridian/Delaware Street entrance ramp weave Alternative should include improvements at the following two crash locations: 3. Improve conditions at I-65 southbound/I-70 westbound merge point 4. Improve curvature on I-70 northbound to I-70 eastbound
Improve Interchange Operations and Reduce Congestion	- Improve Interstate level of service over no-build condition - Eliminate "big weave" on I-65/I-70 south of North Split



Environmental Resources

North Split Project Area Environmental Resources

- Historic Districts
- Park Property
- Monon Greenway
- Cultural Trail
- CSX Railroad



Public and Agency Input

Public meetings, community groups, advisory committees, social media - ongoing

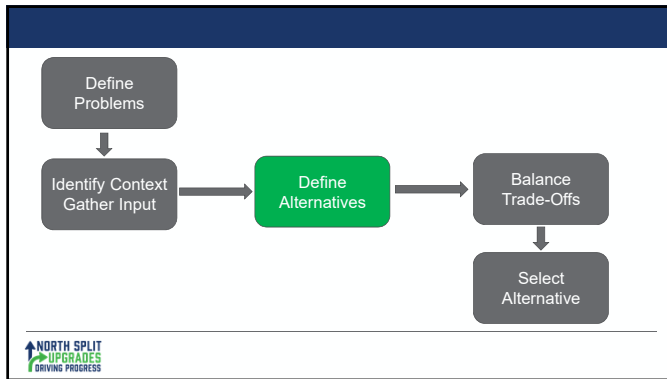
Indianapolis Mayor Joe Hogsett - June 2018

- Make necessary bridge repairs to address valid safety concerns, but keep the interstate within the existing road bed
- Strike an appropriate balance between the needs of downtown residents and suburban commuters

Indianapolis Chamber of Commerce/Rethink Coalition - July 2018

- No above-grade walls in legs outside the North Split interchange;
- No expansion of the number of above-grade through lanes





Eliminated Alternatives – Low Cost / Minimal

- No Build** – Leave the interchange as it is, with no replacement of pavement and bridges, and no safety or operational improvements
- Transportation System Management (TSM)** – Policy, strategy, and technology improvements, including traffic demand reduction or diversion
- Bridge and Pavement Replacement In-Kind** – Rehab or replace bridges and pavement at their current locations

Alternatives 1-3 Eliminated -- they do not meet project purpose and need.

NORTH SPLIT UPGRADES DRIVING PROGRESS

Eliminated Alternative – Added Through Lanes

5. Full Interchange Reconstruction – Eliminated due to added through lanes and large retaining walls near right-of-way lines

NORTH SPLIT UPGRADES DRIVING PROGRESS

Alternative 4 – Options a, b, and c

4. Efficient Interchange Reconstruction
Reconfigure interchange with no added through lanes

Three options to meet purpose and need by:

- Replacing pavement and bridges
- Addressing major safety problems
- Eliminating bottlenecks and improving level of service

NORTH SPLIT UPGRADES DRIVING PROGRESS

Alternative 4 – Common Features of Options

Common Features

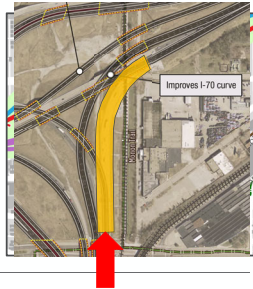
- Smaller footprint and modernized design features
- Increase safety at top four crash locations
 - Two weaves, the merge and the curve
- Improve bottlenecks
- Eliminate "big weave" on I-65/I-70
- Opportunities to improve aesthetics and connectivity

NORTH SPLIT UPGRADES DRIVING PROGRESS

Alternative 4 – Improve I-65 / I-70 Merge

NORTH SPLIT UPGRADES DRIVING PROGRESS

Alternative 4 – Improve I-70 Curve



NORTH SPLIT
UPGRADES
DRIVING PROGRESS

Alternative 4 Options

- Where do the options differ?
- West leg of interchange differs
 - East and south legs same

Three ways to eliminate weaves on the west leg



NORTH SPLIT
UPGRADES
DRIVING PROGRESS

Alt. 4a: Pennsylvania and Delaware Ramps Closed

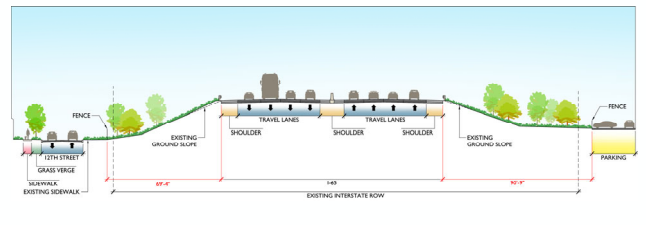
- West Leg of North Split
 - Eliminate existing weaving movements
 - Close Pennsylvania Street exit ramp and Delaware Street entrance ramp
 - Minimal pavement widening and no retaining walls



NORTH SPLIT
UPGRADES
DRIVING PROGRESS

Alt. 4a: Pennsylvania and Delaware Ramps Closed

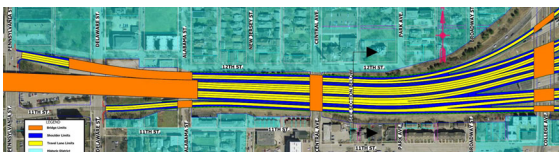
I-65 Cross Section View near Central Avenue (looking east)



NORTH SPLIT
UPGRADES
DRIVING PROGRESS

Alt. 4b: Pennsylvania and Delaware Ramps Open

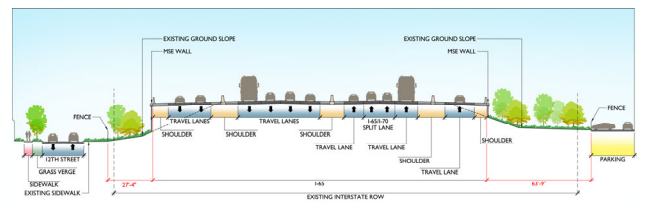
- West Leg of North Split
 - Eliminate existing weaving movements
 - Maintain full access at Pennsylvania Street exit ramp and Delaware Street entrance ramp
 - Install retaining walls up to 18 feet high north and up to 33 feet high south



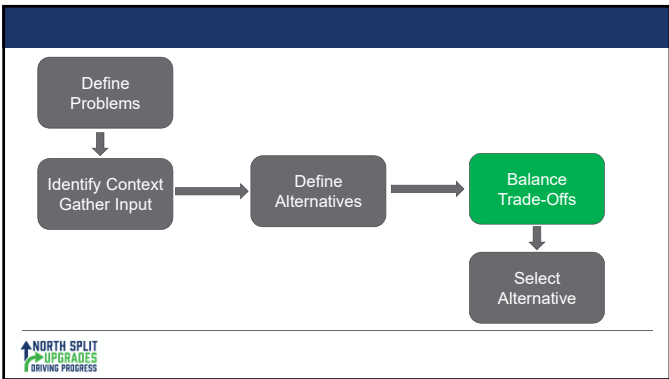
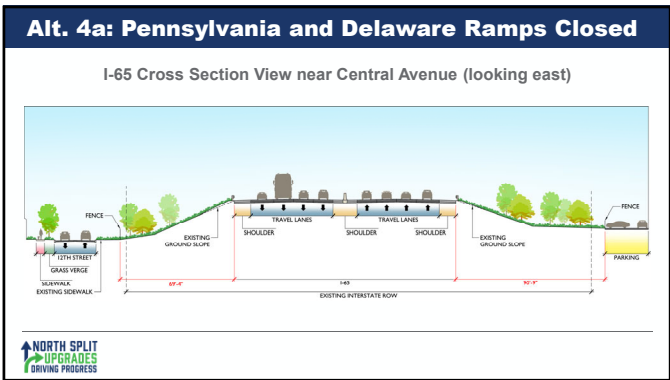
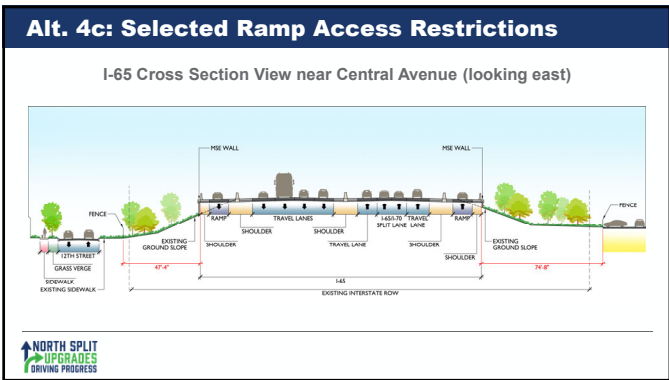
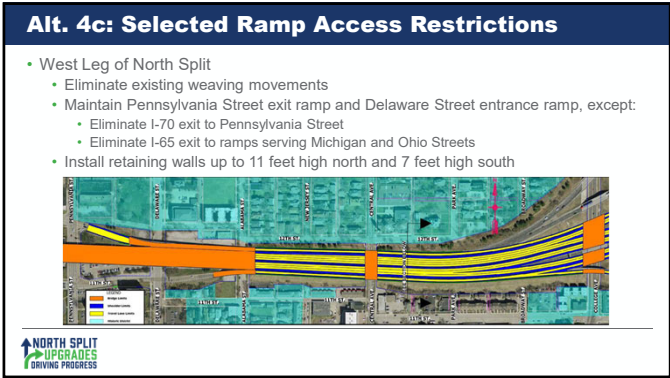
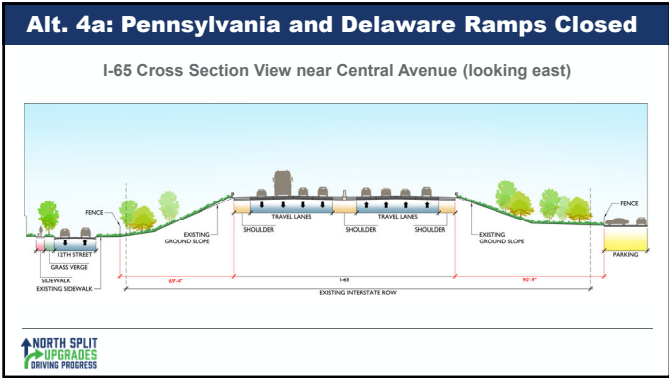
NORTH SPLIT
UPGRADES
DRIVING PROGRESS

Alt. 4b: Pennsylvania and Delaware Ramps Open

I-65 Cross Section View near Central Avenue (looking east)



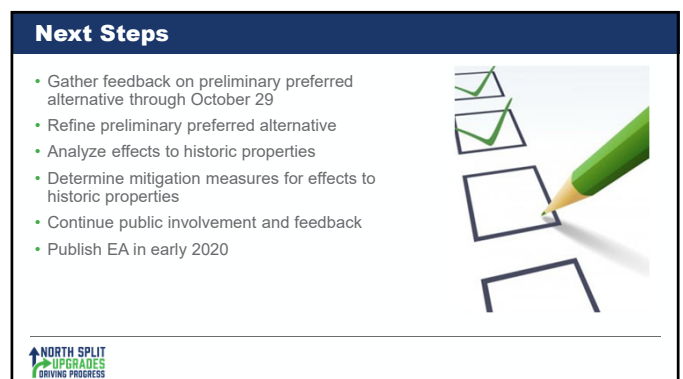
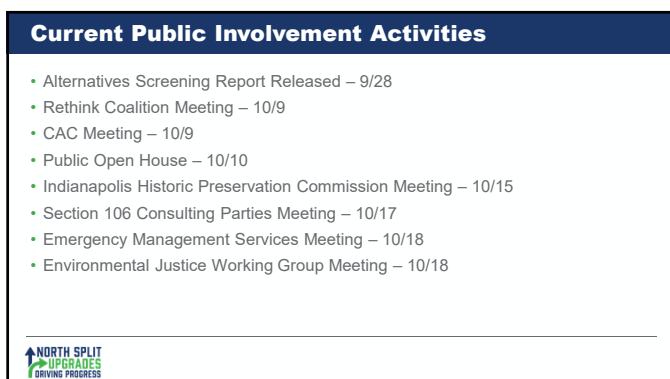
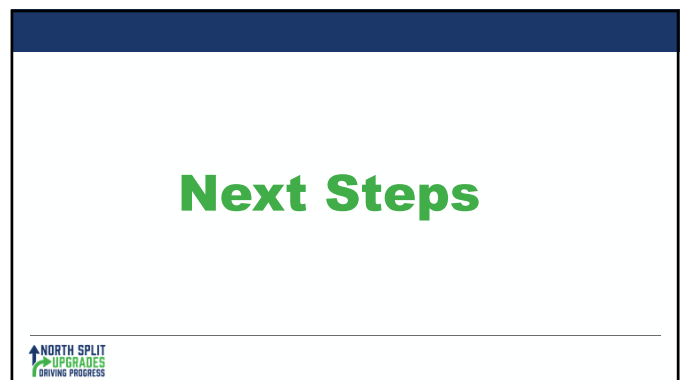
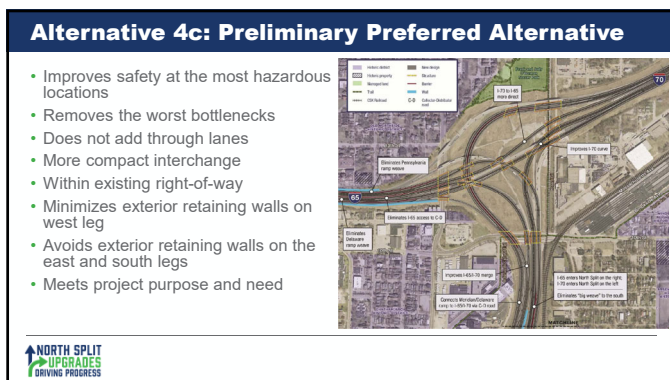
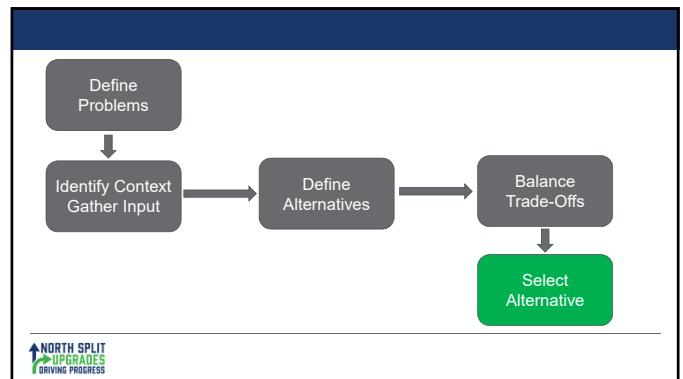
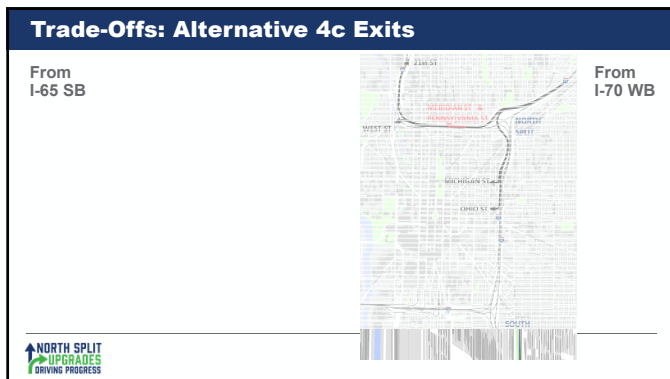
NORTH SPLIT
UPGRADES
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Trade-Offs: Alternative 4 Options and Alternative 5

Alternative	To Pennsylvania Street Ramp		From Delaware Street Ramp		To Ohio/Michigan Ramps (via C-D Road?)		Approximate Maximums Wall Height (distance from PCW line)		Added Through Lanes	Estimated Cost
	I-65	I-70	I-65	I-70	I-65	I-70	North of West Leg	South of West Leg		
Alternative 4a All Ramps Closed	✗	✗	✗	✗	✓	✓	None	None	No	\$215 M to \$265 M
Alternative 4b All Ramps Open	✓	✓	✓	✓	✓	✓	18 feet (27 feet)	33 feet (64 feet)	No	\$270 M to \$330 M
Alternative 4c Selected Ramps Closed	✓	✗	✓	✓	✗	✓	11 feet (47 feet)	7 feet (75 feet)	No	\$225 M to \$275 M
Alternative 5 All Ramps Open + added Through Lanes	✓	✓	✓	✓	✓	✓	30 feet (17 feet)	37 feet (32 feet)	Yes	\$305 M to \$370 M

NORTH SPLIT
UPGRADES
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Alternatives Screening Report Available:

www.northsplit.com/alternatives-screening-report

Submit Comments: info@northsplit.com or kgillette@hntb.com

Comments due October 29, 2018

Contact:

PO Box 44141

Indianapolis, IN 46244

Phone: 317.749.0309





MEETING SUMMARY

Date: October 17, 2018
Time: 10:00 – 11:00 a.m.
Meeting: Resource Agency Meeting #3
Location: HNTB, Indianapolis, IN

**Complete attendee list begins on page 5*

Meeting officially began at 11 a.m.

1. Welcome and Introductions

Kia Gillette with HNTB started off the meeting with introductions. She summarized the previous Resource Agency Meeting held on May 22, 2018. This meeting focused on the System-Level Analysis (SLA). The SLA was a result of a great deal of public involvement from various groups. After the SLA, the INDOT decided to refocus on the North Split interchange. Since the project inception, the INDOT has taken public input seriously and the project scope changed because of this. The current focus centers on safety and infrastructure needs. The preliminary preferred alternative has no additional travel lanes, minimal retaining walls, a smaller interchange footprint, and stays within the existing right-of-way.

Kia explained this meeting would focus on the problems and needs for the North Split interchange as well as solutions and the preliminary preferred alternative.

2. Alternatives Screening Report

Kia Gillette from HTNB discussed the problems with the North Split interchange and the process for identifying the surrounding environmental resources and gathering input. High-level points included:

Problems

- The North Split interchange was constructed in the 1960s and 1970s, the pavement is past its life expectancy.
- The interchange is constantly in need of maintenance and repairs due to its condition.
- Bridge conditions are getting worse and there are 11 bridges with a service life of less than five years and 16 bridges with a service life of 5-10 years.
- The North Split interchange has crash rates higher than other Indiana urban interstates.
- Fatalities are almost two times higher, injuries are almost three times higher, and property damage crashes are more than two times higher in the North Split interchange.
- There are four top crash locations within the North Split interchange:

- #1 Pennsylvania Ramp Weave Section
- #2 Delaware Ramp Weave Section
- #3 I-65/I-70 Merge/Lane Drop
- #4 I-70 Curve/Merge
- Highest number of crashes occur on the west leg of the interchange in weaving areas at the Pennsylvania Street exit and Delaware Street entrance ramps.

Purpose and Need/Context

- The purpose and need of the North Split project is to correct deteriorated bridge and pavement conditions, improve safety, and improve interchange operations to reduce congestion.
- The North Split project area is surrounded by environmental resources such as historic districts, a park, the Monon Greenway, the Cultural Trail, and the CSX Railroad.
- INDOT and the project team have spent numerous hours meeting and talking with the public at public meetings, community and neighborhood group meetings, advisory committees, and through social media, email and phone calls.
- INDOT has listened to public input and significantly changed the scope of the North Split project – the preliminary preferred alternative does not include added through lanes or large retaining walls.

Questions (Q) and Answers (A):

Q: Can you explain, generally, about how many times you've met with the public? (FHWA)

A: We've met with more than 50 neighborhood groups and community organizations.
(HNTB)

Alternatives

Dave Cleveland with Corradino walked through the alternatives from the Alternative Screening Report. High level points included:

- Three alternatives considered are low/cost or minimal and have been eliminated because they did not meet the purpose and need:
 - #1 No-build
 - #2 Transportation System Management
 - #3 Bridge and Pavement Replacement in Kind
- One alternative was eliminated due to impacts:
 - #5 Full Interchange Reconstruction
- Alternative 4 includes three options that address the purpose and need with trade-offs between access and level of impacts.
 - 4a - Pennsylvania and Delaware ramps closed
 - 4b - Pennsylvania and Delaware ramps open with all current access
 - 4c - Selected ramp access restrictions

Alternative 4c improves safety, removes the worst bottlenecks, does not add through lanes, is more compact, is within the existing right-of-way, has minimal walls, and meets

the project purpose and need. It has been identified by INDOT as the preliminary preferred alternative, subject to public and agency feedback.

Q and A:

Q: It may be worth mentioning a little bit about the history of the interstate – originally to accommodate I-69. For Alternative 3, you’d be replacing it to something that was to accommodate a future design which in its current state, is not the best design. (FHWA)

A: Originally, the interchange was designed to accommodate I-69, which would have connected from the northeast side of Indianapolis. There are bridges over nothing that were to accommodate a future extension. This interchange was actually conceived to have four legs. It will never be four, therefore there are opportunities to shrink the footprint. (Corradino)

Q: When was this constructed? (USEPA)

A: The late-60s/early-70s. When it was first opened, it wasn’t as heavily populated. Now, traffic is much higher. (Corradino)

Q: Alternative 4b had a weave, on that exit ramp, if you’re on I-65 northbound and you wanted to get off on Pennsylvania, you would have to weave across to the right single lane? (USEPA)

A: No, there would be a barrier wall separating I-65 and I-70 traffic. (Corradino)

Q: Can you explain 4c again? (USEPA)

A: Yes, the only thing that differs with this alternative is the west leg of the interchange. With 4a, the Pennsylvania and Delaware ramps were totally closed. With 4b, the ramps stayed open and all movements stayed open. Alternative 4c keeps the ramps open but only allows I-65 northbound traffic to access Pennsylvania. I-70 westbound can no longer access the Pennsylvania exit ramp. From the Delaware entrance ramp, you would be able to directly access I-70 eastbound, but you have to go through that Collector-Distributor (C-D) to get on I-65 southbound. (Corradino)

Q: Because of increased traffic on West Street, will that require some additional work at that exit? (USEPA)

A: We are still working through the traffic studies to determine what the traffic changes will be. There may be a short segment that needs restriping or signal work on West Street between 10th Street and 11th Street. We’re not far enough to know for sure. (Corradino)

Q: Regarding northbound ramps to I-70 eastbound, did you say you are going to relocate it? (USEPA)

A: We’re looking at relocating the ramp within the interchange and making it smoother. It’s a safety issue. We’re looking at bringing it in on the right side where I-70 joins traffic on I-65. It works better from a traffic standpoint. (Corradino)

Q: Will it still be within the existing highway right-of-way? (USEPA)

A: Yes. (HNTB)

3. Next Steps

Kia Gillette discussed next steps for the North Split project. Next steps will be to gather feedback on the preliminary preferred alternative and the Alternative Screening Report through October 29. The project team will continue to refine the preliminary preferred alternative which will include analyzing effects to historic properties and determining mitigation measures for effects to historic properties. The project team anticipates publishing the Environmental Assessment in early 2020.

4. Q and A

Q: Will we get copies of the slides? (USEPA)

A: Yes. (*Kia Gillette emailed slides after the meeting.*) (HNTB)

Q: How much more traffic will be at West Street? Is that a residential area? Will Environmental Justice be looked at during the NEPA process? (USEPA)

A: Traffic on West Street will be looked at in the Interstate Access Document. The initial numbers were not very large. We will continue to do traffic studies to see what would be anticipated. There might be a historic district on the west border, we'll be looking at this in the Environmental Assessment, as well as Environmental Justice and other historic resources. (Corradino/HNTB)

Q: Will it answer what the effects are? We don't want problems on other ramps. (USEPA)

A: The Environmental Assessment will look at potential impacts. This is our next step. We've done enough traffic modeling to know Alternative 4a would cause some traffic issues, but we don't anticipate major concerns with Alternative 4c. We still need to refine the traffic modeling. (HNTB)

Q: After your meetings with other groups, who is not on board for Alternative 4c and what are the issues? (USEPA)

A: We released the report on Friday September 28, met with the Rethink Coalition on the morning of October 9 and the North Split Community Advisory Committee (CAC) on the afternoon of October 9. We held a public open house on October 10. We will meet with the Consulting Party members tonight and we present to the Emergency Management Services committee and the Environmental Justice Working Group tomorrow, October 18.

There was a lot of coordination between INDOT and the City prior to the release to make sure the City was comfortable. They released a statement saying they were supportive of the effort and compromise. Some of the Rethink Coalition members recognize the compromise, but some members would like to see a more dramatic change for the entire inner loop. Only 60 people attended the public open house, which is less than we expected.

Many of the comments received so far are from people who are concerns with the interstate access restrictions. We are accepting comments until October 29. (HNTB)

Q: It looks like anyone commuting into downtown Indianapolis would only be able to use West Street, is that correct? (USEPA)

A: It depends on where you are commuting from and where you are going to, if you are coming from I-70 from the east, you could use West Street and the C-D system. If you are coming from I-65 from the northwest, you could use West Street or Meridian/Illinois Streets. East Street, south of the C-D system, is still open as well. (Corradino)

Q: Have you taken bus/rapid transit routes into consideration? (USEPA)

A: The blue line will go across Washington Street. The transit lines are radial. The interstates are more circumferential. The proposed BRT lines are included in the traffic model. (Corradino)

Q: Do the buses/rapid transit systems use the interstate? (USEPA)

A: They may go under the interstate, but do not use the interstate directly. (Corradino)

Q: What about trail users? (USEPA)

A: We will consider possible detours, construction concerns and how to maintain usability during construction. (HNTB)

Q: What about existing storm water run-off? (USEPA)

A: We're still working through the storm water design. (HNTB)

Attendees:

Project Team	
Sandy Bowman (via WebEx)	INDOT
Dave Cleveland	Corradino
Kia Gillette	HNTB
Ali Hernandez	Borshoff
Brandon Miller	INDOT
Chris Poland	United Consulting
Runfa Shi	INDOT
Resource Agencies	
Robert Dirks	FHWA
Virginia Laszewski (via WebEx)	USEPA
Robin McWilliams-Munson (via WebEx)	USFWS
Deb Snyder (via WebEx)	USACE
Jim Sullivan (via WebEx)	IDEM
Jay Turner	IDEM



MEETING AGENDA

Date: April 30, 2020

Time: 10 a.m. to noon

Meeting: North Split Resource Agency Meeting #4



Location: Meeting conducted online via WebEx

1. Welcome & Introductions
2. Public Involvement
3. Project Background
4. Environmental Resources
5. Public Survey
6. Noise Barrier Recommendations
7. Section 106 Update
8. Traffic Impacts of Construction
9. Next Steps
10. Aesthetic Design Guidelines
11. Discussion and Questions
12. Adjourn





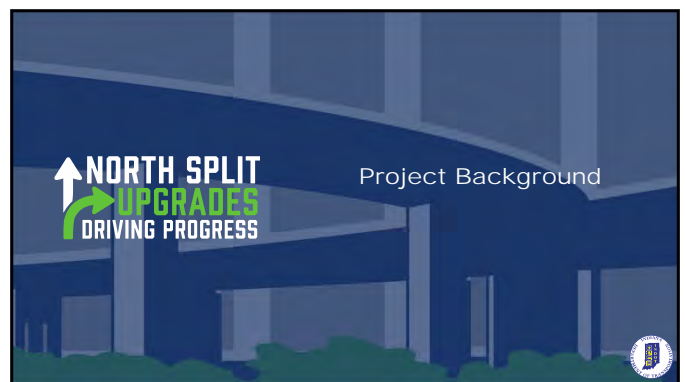
Meeting Agenda

- Welcome & Introductions
- Public Involvement
- Project Background
- Project Update
 - Environmental Resources
 - Public Survey
 - Noise Barrier Recommendations
 - Section 106 Update
 - Traffic Impacts of Construction
 - Next Steps
 - Aesthetic Design Guidelines
- Adjourn



Public/Stakeholder Involvement

- CAC April 21, 10 am - noon
- EJ Working Group April 23, 2 - 4 pm
- Virtual Public Open House April 28, 2 - 4 pm
- Virtual Public Open House April 30, 6 - 8 pm
- <https://northsplit.com/virtual-open-house/>
- NEPA Public Hearing Summer (Date TBD)



North Split Project

- Where I-65 and I-70 meet at northeast corner of downtown Indianapolis inner loop
- Second-busiest interchange in Indiana
 - 214,000 vehicles per day
- Constructed in 1960s and 1970s – pavement and bridges need replaced
- Safety concerns – over 1,600 crashes from 2012 to 2016
- Originally designed for a 4th interstate leg to the northeast

North Split Project

- New interchange is smaller and more compact
- New pavement and bridges
- Corrects the biggest safety problems
- Removes the worst bottlenecks
- Does not add through lanes

Environmental Assessment

- Analyzes impacts to both human and natural environment
- Key North Split focus areas:
 - Highway Noise
 - Environmental Justice/Public Survey
 - Historic Properties (Section 106)
 - Traffic Impacts of Construction
- Extensive Public Involvement Process
- EA Published in Summer 2020
- NEPA determination in Fall 2020



Project Status

COMPLETE

- Project kickoff
- System-Level Analysis
- Alternative screening report
- Alternative refinement
- Highway noise studies
- Public survey
- Aesthetic Design Guidelines

ACTIVE

- Historic properties (Section 106)
- Environmental Assessment (NEPA)
- Mobility Management Plan
- Design-build procurement
- Context Sensitive Solutions (CSS)
- Public involvement



Habitat Impacts

- No new right-of-way
- No surface streams in project area
- Wetland impacts
 - 25 possible wetland features
 - 7 jurisdictional wetlands (USACE/IDEM)
 - 1 isolated wetland (IDEM)
 - 0.038 acre wetland impacts
- ~5.5 acres of mature trees possibly impacted
- ~7 acres of immature trees/shrubs possibly impacted
- ~3 acres mature trees/1 acre immature trees/shrubs protected in Do Not Disturb areas



Hazardous Materials

- Red Flag Investigation and IDEM Virtual File Cabinet (VFC) Review
- 2 meetings with IDEM Office of Land Quality staff
- Soil and groundwater sampling in excavation areas
 - Soil results – cadmium, lead, mercury, naphthalene above IDEM Remediation Closure Guide (RCG) screening levels
 - Verification of conditions, soil sampling for lead, mercury, and cadmium for proper handling and disposal
 - Groundwater results – elevated metals but below RCG levels
 - Per VFC review, possible elevated chlorinated solvents in groundwater – proper management if dewatering is necessary
- Lead and asbestos on bridges
- Hazardous Materials Management Plan
 - Handling, transporting, disposing of hazardous materials
 - Protecting safety of on-site staff and public



Air Quality

- Worked closely with the Indianapolis MPO; project is within the TIP and STIP
- Interagency Consultation with INDOT, FHWA, USEPA, IDEM, MPO
 - CO maintenance area
 - Traffic signal work only
 - No hot spot analysis required
 - Mobile Source Air Toxics (MSATs)
 - Minimal changes in No Build and Build total traffic and truck traffic based on modeling data
 - FHWA and USEPA concurred traffic changes not significant and a quantitative MSAT analysis not necessary





Public Survey - Content

Conducted online survey to:

- Gain better understanding of project impacts
- Help identify potential disproportionately high and adverse effects on minority and low-income communities

Promoted via:

- 43,000+ postcards mailed to residents
- Project email, website, newsletters, & social media
- Fliers to IPS students and in grocery stores
- Hard copies in libraries, community centers and neighborhood meetings
- Booth at the Transit Center and ads on IndyGo buses

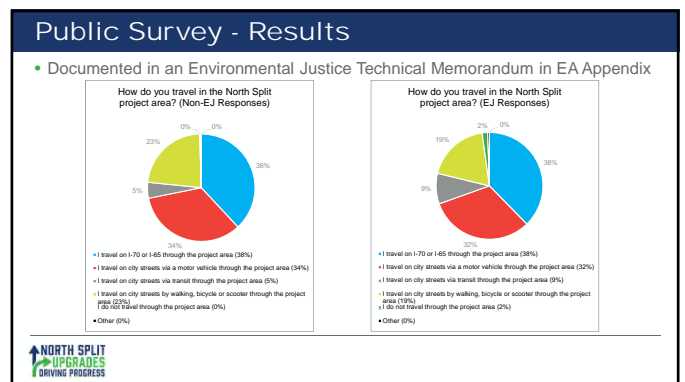
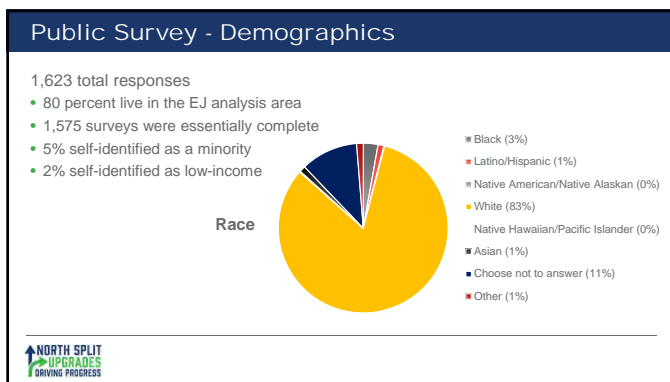
**NORTH SPLIT
UPGRADES
DRIVING PROGRESS**

The I-65 to North Split interchange project is designed to improve safety and repair deteriorating bridges, upgrade pavement conditions in the area, reduce congestion and improve safety for Indiana's second-busiest interchange.

IDOT is conducting an online survey to determine potential impacts and benefits of the North Split project.

We want to hear from you.

northsplit.com/survey



Public Survey - Responses

Responses from EJ communities paralleled those of the non-EJ community

EJ community members travel on I-65 and I-70 more frequently than non-EJ

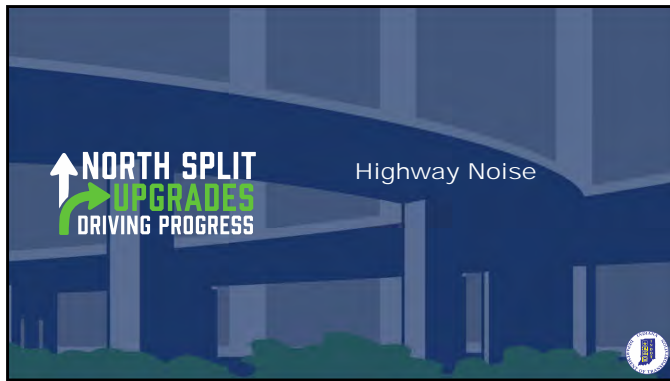
Other notable trends in responses:

- The public receives project updates
- Clear and proactive communication is desired
- Travel via personal automobiles, carpools or ridesharing services
- Most people travel on I-70, I-65, and local streets
- Most support the project
- Most agree it will improve vehicular and pedestrian safety

**NORTH SPLIT
UPGRADES
DRIVING PROGRESS**



Pause for Questions

**NORTH SPLIT
UPGRADES
DRIVING PROGRESS**



Noise Barriers



- Considered where there are **noise impacts** (66 dB(A) for residences)
- Barriers can reduce noise levels by 5 to 10 dB(A)
- Location and height determined by the Traffic Noise Model

Noise Barriers

Predicted noise exceeds current criteria (66 dB(A) for residences)



- Five potential locations
- Each location feasible
- Possibly reasonable
- Subject to input by benefited receptors

Noise Barriers

- Recommended*
 - NB3E, NB3W
 - Noise surveys show support
- Not Recommended
 - NB4, NB5, NB7
 - Noise survey results mixed
 - Section 106 Adverse Effect

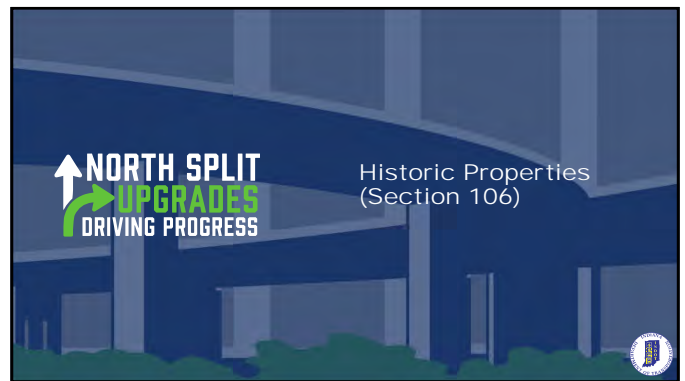
*Re-evaluation of the noise analysis to occur during final design to determine whether conditions have changed.

Noise Reducing Technology

- Continuous Reinforced Concrete (CRC) Pavement
 - Jointless pavement
 - Double the design life
- "Next Generation" Pavement Grooving
 - Longitudinal grooves, rather than transverse
 - Reduces pavement noise 3 to 5 decibels
- Jointless Concrete Bridges
 - More durable, quieter structures than existing
 - Integral / Semi-Integral ends





Historic Properties Impacts

- Section 106 of the National Historic Preservation Act of 1966 (NHPA) protects historic districts and properties
- Adverse effect identified for 4 historic districts/properties:
 - Old Northside Historic District/Morris Butler House
 - St. Joseph Neighborhood Historic District
 - Chatham-Arch Historic District
- Mitigation commitments are compensation for the diminishment of a historic property

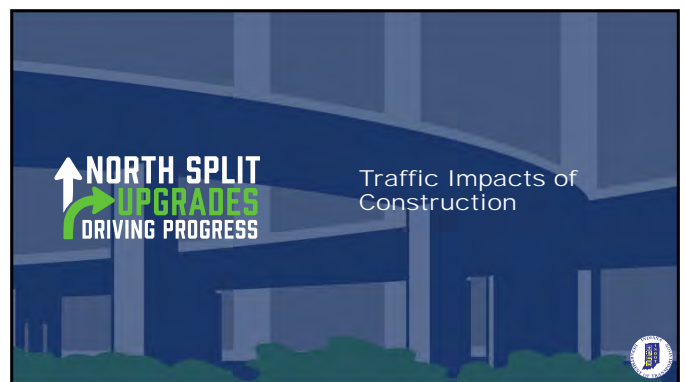


Monon Detour/Monon Loop

- Monon Trail detour during construction / Section 4(f) *de minimis* use
- North and west portions to be permanent feature (from Monon to College)
- Working with the City to keep the portion southwest of interchange as a permanent feature (from College to 10th)



Pause for Questions



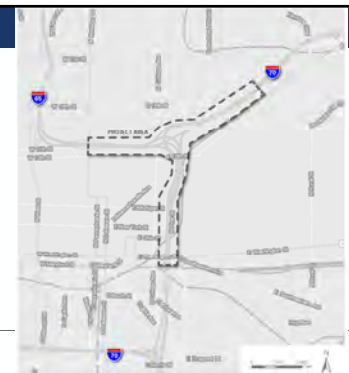
Traffic Impacts

- Long-term traffic changes minimal due to no added through lanes
- Most traffic impacts will occur during construction
- Maintenance of Traffic (MOT) plan to be developed by design-build contractor
- MOT plan must meet INDOT criteria
- "Conceptual MOT Plan" by INDOT used to establish MOT criteria



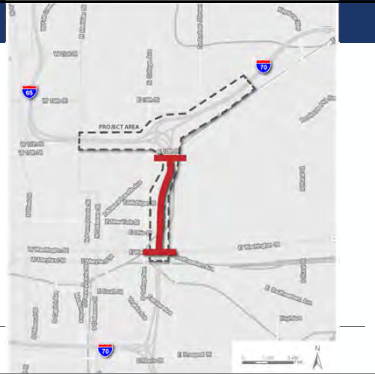
Downtown Access

- North Split Construction Limits



Downtown Access

- I-65/I-70 through traffic closed between the North Split and Washington Street
- Through traffic detour to I-465



NORTH SPLIT
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DRIVING PROGRESS

Downtown Access

- I-65/I-70 through traffic closed between the North Split and Washington Street
- Through traffic detour to I-465



NORTH SPLIT
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Downtown Access

- Downtown exit and entrance ramps outside the North Split project area open at all times



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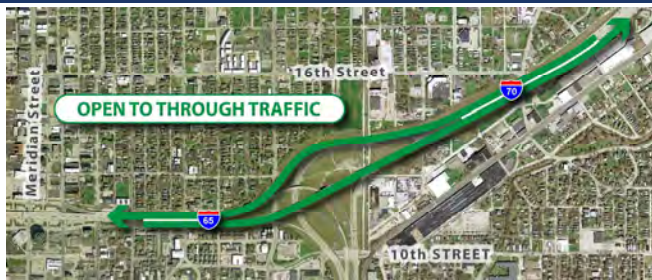
Downtown Access

- I-65 to I-70 link across the north part of the North Split open to traffic each way
- May be short closure (up to 45 days) for construction of one bridge



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Downtown Access



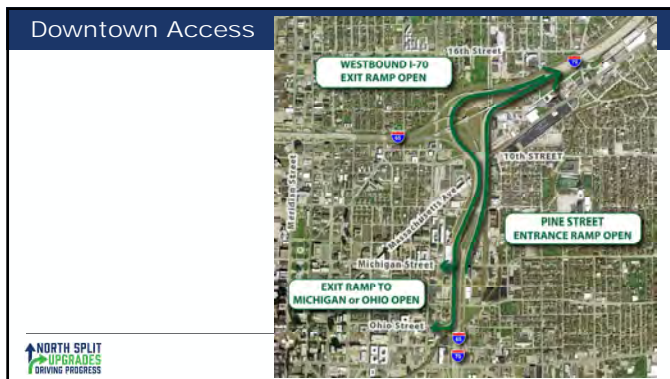
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Downtown Access

- Pine Street entrance ramp to eastbound I-70 open at all times
- Westbound I-70 exit ramp open at all times to collector-distributor road
- Collector-distributor road to serve either Michigan Street or Ohio Street at all times



NORTH SPLIT
UPGRADES
DRIVING PROGRESS



Movement Closure Guidelines

MOVEMENT	MAXIMUM
I-65 Mainline	520 days
I-70 Mainline	430 days
Eastside Exits* (Ohio /Michigan)	260 days
Local ramps & bridges (not adjacent)	90 days

*Ohio and Michigan Street not closed at same time

NORTH SPLIT UPGRADES DRIVING PROGRESS

Mobility Management Plan (MMP)

- MMP Goals
 - Optimize traffic operations on the available transportation network
 - Reduce overall roadway network demand
 - Provide enhanced motorist information
- MMP Task Groups
 - MOT/Construction
 - Local Traffic Operations
 - Subgroup – Emergency Response
 - Travel Demand Management
 - Communications & Public Outreach

NORTH SPLIT UPGRADES DRIVING PROGRESS

Travel Demand Management

- Mode Choice
 - Transit
 - Carpool/Vanpool
 - Bike/Walk
- Trip Reduction / Reschedule
 - Staggered Work hours
 - Flextime
 - Work from Home
- Public and employer education program
- Real-time traveler information

NORTH SPLIT UPGRADES DRIVING PROGRESS

Regional Traffic Improvements

- Adjacent Interchanges
 - Washington Street lane realignments
 - West Street added ramp lanes
- Regional traffic program
 - Working with Indianapolis DPW on ways to improve traffic flow
 - Indianapolis traffic signal improvements
 - Spot intersection and roadway improvements

NORTH SPLIT UPGRADES DRIVING PROGRESS

Next Steps

Start Project Development	March 2017
System-Level Analysis	May 2018
Alternatives Screening Report	September 2018
Preliminary Design / Enviro Study	2019 - 2020
Select Design-Build Team	June 2020
EA Published	Summer 2020
EA Public Hearing	Summer 2020
Final Environmental Approval	Fall 2020
Construction start	Late 2020
Construction complete	Late 2022

NORTH SPLIT UPGRADES DRIVING PROGRESS

Pause for Questions

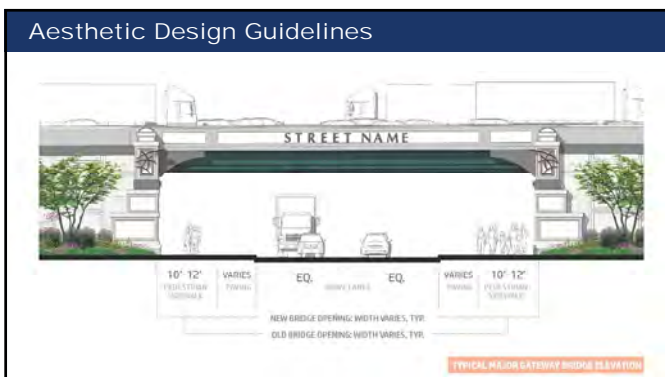


Aesthetic Design Guidelines

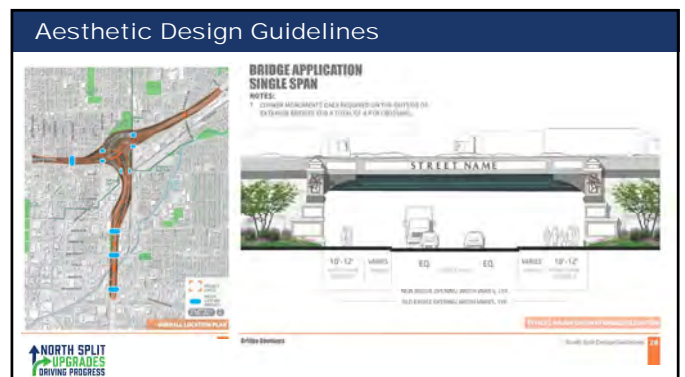
- The purpose of the Aesthetic Design Guidelines is to provide the Design-Build Team with aesthetic direction for their final design.
- The Aesthetic Design Guidelines are the result of an extensive public engagement process over the last 12 months, including meetings with:
 - Local neighborhoods and neighborhood organizations
 - Local agencies and oversight departments
 - Key local resource groups
 - Local business organizations
 - Local stakeholders and stakeholder groups




Aesthetic Design Guidelines



Aesthetic Design Guidelines




Aesthetic Design Guidelines



BRIDGE APPLICATION

NOTES:


- PLANTING AND LIGHTING (EXCEPT ZONES ONLY REQUIRED BY CITY CLAMP STREET LIGHTING)
- COMMON DIMENSIONS ONLY INDICATED FOR TOP SUPPORT OF EXISTING BRIDGES FOR A TYPICAL A PER CROSSING



BRIDGE DIMENSIONS

North Split Area Design Guidelines 14


Aesthetic Design Guidelines



BRIDGE APPLICATION

NOTES:

- PLANTING AND LIGHTING (EXCEPT ZONES ONLY REQUIRED BY CITY CLAMP STREET LIGHTING)
- COMMON DIMENSIONS ONLY INDICATED FOR TOP SUPPORT OF EXISTING BRIDGES FOR A TYPICAL A PER CROSSING



BRIDGE DIMENSIONS

North Split Area Design Guidelines 15

Aesthetic Design Guidelines

MAJOR GATEWAY SURFACING SUMMARY

- A consistent 3'-0" wide asphalt black paved lane shall be constructed immediately adjacent to the back of curb and parallel to the roadway. Materials shall be a "typical" brand. Color shall be white. Minimum thickness as required.
- Asphalt black paved lane shall be white color and perpendicular to the roadway. Lane width shall be 3'-0" wide at 10'-0" O.C. maximum. Materials shall be a "typical" brand. Color shall be white. Minimum thickness as required.
- Standard concrete pavement will separate each independent asphalt paved lane. All concrete surfaces shall be smooth as indicated in the following drawings and include a standard Crown Finish.



WALKWAY SURFACE



Surfacing

North Split Area Design Guidelines 16

Aesthetic Design Guidelines

DOWN LIGHTING

Wall Mounted:

Bar type down lighting shall be surface mounted to aluminum wall using for address pedestrian level lighting requirements. Plug-up shall be required for approval.



WALL MOUNTED LIGHT

Column Mounted:

Down lighting shall be mounted to the pole top. Available light wash shall be directed vertically down the column and horizontally across the bridge under side.



COLUMN MOUNTED LIGHT

Lighting

North Split Area Design Guidelines 17

Aesthetic Design Guidelines

UP LIGHTING

BAR LIGHT:

Bar type up lighting shall be surface mounted to aluminum wall using for address pedestrian level lighting requirements. Plug-up shall be required for approval.



SPOT LIGHT:

Spot type up lighting shall be ground mounted to a concrete base and directed vertically up the column and horizontally across the bridge under side.



MONUMENT UP LIGHTING

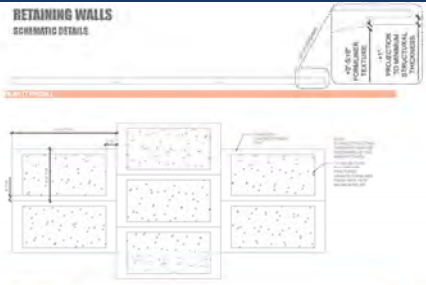
Lighting

North Split Area Design Guidelines 18

Aesthetic Design Guidelines

RETAINING WALLS

SCHEMATIC DETAILS



Retaining Walls

North Split Area Design Guidelines 19

[illegible]

Aesthetic Design Guidelines



This architectural rendering shows a street scene under a concrete overpass. The overpass has a green-painted top surface and the words "STREET NAME" in gold lettering. The street below has a green-painted curb, a green-painted bike lane, and a green-painted pedestrian sidewalk. A white car is driving on the street, and a white car is parked on the sidewalk. Pedestrians are walking on the sidewalk. The scene is set during the day with a clear sky and some clouds. The rendering is a perspective view from the side of the street.

- Prototypical Treatment Application- Daytime View



The logo for North Split Upgrades Driving Progress. It features a stylized green arrow pointing upwards and to the right, with the text "NORTH SPLIT" in blue, "UPGRADES" in green, and "DRIVING PROGRESS" in blue below it.

Aesthetic Design Guidelines



A night-time rendering of a street crossing a bridge. The bridge has a green-painted structure and a sign that reads "STREET NAME". The street below has two lanes with yellow dashed lines. Pedestrians are walking on the sidewalks, and two cars are driving on the street. The scene is illuminated by streetlights and the bridge's lighting.

Prototypical Treatment Application- Night-time View

NORTH SPLIT
UPGRADES
DRIVING PROGRESS

Aesthetic Design Guidelines

Aesthetic Design Guidelines

LANDSCAPE OVERVIEW

Landscape Design Typology

The landscape palette includes a range of landscape types that focus primarily on active green infrastructure to enhance the aesthetic appeal of the project and provide a range of benefits to the community. The landscape palette is designed to be flexible and adaptable to the specific needs of the project and the surrounding community.

Typology 1: Tree Penetration

Tree Penetration areas provide trees that are deemed "highly" to the landscape. Tree penetration areas are determined through the Section 106 Consultation Process and are included in the first "On Street Design" area for the project site.

Typology 2: 10' Buffer-Zone

The 10' Buffer-Zone is intended to provide a buffer between the landscape area and existing functions.

Typology 3: Side Slope Plantings

Plants, either that extended off-sidewalk, can be used to provide erosion control and soil stabilization along the Interstate embankment as a cost-effective and low infrastructure dependent option.

Typology 4: Screen Plantings

Plants can minimize the appearance of sound barriers from adjacent residents.

Typology 5: Interchange Plantings

Plants are relevant to improve spaces, within and around the interchange, in a manner that is low cost and low maintenance intensive, while still providing visual interest.

Typology 6: Detention Basin Plantings

Plants allow for the filtration and infiltration of water for the purpose of stormwater detention area for the purpose of stormwater detention area. A heavily planted area can provide a naturalized retention area for the benefit to life after the urban landscape.

Landscape Typologies

- 10' Buffer-Zone
- Tree Penetration
- Side Slope Plantings
- Screen Plantings
- Interchange Plantings
- Detention Basin Plantings

Aesthetic Design Guidelines

Aesthetic Design Guidelines

TYPOLGY 2: 10' BUFFER-ZONES

10' Buffer-Zones
The 10' Buffer-Zones are intended to maintain a setback for plantings to the 10' minimum distance between the landscape and the roadway. The landscape is to be maintained as a buffer zone along the roadway.

Design Concept: "The Lawn"
The Buffer-Zones provide a soft edge around the roadway, allowing for a "natural" look, while having a maintained appearance of lawn around the urban corridor. This approach is to be used through the use of a "low-maintenance" plant mix.

Standard Conditions: Buffer-Zone (Using Level 10')
1. Standard Conditions: Buffer-Zone (Using Level 10')

Potential Condition: Street
The potential condition is a street with a 10' Buffer-Zone.

Potential Condition: Street
The potential condition is a street with a 10' Buffer-Zone.

Notes: The Buffer-Zones shall occur in the areas between side streets and property lines, as well as along the edge of any trail/road.

Benefits:

- Mitigates noise associated with moving and maintenance.
- Creates a soft, open buffer zone along the roadway.
- Provides order to landscaped plantings.

NORTH SPLIT UPGRADES DRIVING PROGRESS

Aesthetic Design Guidelines

TYPOLGY 3: SIDE SLOPE PLANTINGS

Design Intent:
Plants, other than established infrastructure, can be used for environmental and aesthetic purposes along the interchange and roadway. The landscape is to be maintained as a buffer zone along the roadway.

Design Concept: "The Upland"
The design concept is to provide a soft edge around the roadway, allowing for a "natural" look, while having a maintained appearance of lawn around the urban corridor. This approach is to be used through the use of a "low-maintenance" plant mix.

Standard Conditions: Buffer-Zone (Using Level 10')
1. Standard Conditions: Buffer-Zone (Using Level 10')

Potential Condition: Street
The potential condition is a street with a 10' Buffer-Zone.

Potential Condition: Street
The potential condition is a street with a 10' Buffer-Zone.

Notes: The Buffer-Zones shall occur in the areas between side streets and property lines, as well as along the edge of any trail/road.

Benefits:

- Mitigates noise associated with moving and maintenance.
- Creates a soft, open buffer zone along the roadway.
- Provides order to landscaped plantings.

NORTH SPLIT UPGRADES DRIVING PROGRESS

Aesthetic Design Guidelines

TYPOLGY 4: SCREEN PLANTINGS

Design Intent:
Plants can screen and soften the appearance of road barriers.

Design Concept: "The Woodland"
The design concept is to provide a soft edge around the roadway, allowing for a "natural" look, while having a maintained appearance of lawn around the urban corridor. This approach is to be used through the use of a "low-maintenance" plant mix.

Standard Conditions: Buffer-Zone (Using Level 10')
1. Standard Conditions: Buffer-Zone (Using Level 10')

Potential Condition: Street
The potential condition is a street with a 10' Buffer-Zone.

Potential Condition: Street
The potential condition is a street with a 10' Buffer-Zone.

Notes: The Buffer-Zones shall occur in the areas between side streets and property lines, as well as along the edge of any trail/road.

Benefits:

- Mitigates noise associated with moving and maintenance.
- Creates a soft, open buffer zone along the roadway.
- Provides order to landscaped plantings.

NORTH SPLIT UPGRADES DRIVING PROGRESS

Aesthetic Design Guidelines

TYPOLGY 5: INTERCHANGE PLANTINGS, CANOPY TREES

Design Intent:
Plants can screen and soften the appearance of road barriers.

Design Concept: "The Prairie's Edge"
The design concept is to provide a soft edge around the roadway, allowing for a "natural" look, while having a maintained appearance of lawn around the urban corridor. This approach is to be used through the use of a "low-maintenance" plant mix.

Standard Conditions: Buffer-Zone (Using Level 10')
1. Standard Conditions: Buffer-Zone (Using Level 10')

Potential Condition: Street
The potential condition is a street with a 10' Buffer-Zone.

Potential Condition: Street
The potential condition is a street with a 10' Buffer-Zone.

Notes: The Buffer-Zones shall occur in the areas between side streets and property lines, as well as along the edge of any trail/road.

Benefits:

- Mitigates noise associated with moving and maintenance.
- Creates a soft, open buffer zone along the roadway.
- Provides order to landscaped plantings.

NORTH SPLIT UPGRADES DRIVING PROGRESS

Aesthetic Design Guidelines

TYPOLGY 6: DETENTION BASIN PLANTINGS

Design Intent:
Plants can screen and soften the appearance of road barriers.

Design Concept: "The Wetland"
The design concept is to provide a soft edge around the roadway, allowing for a "natural" look, while having a maintained appearance of lawn around the urban corridor. This approach is to be used through the use of a "low-maintenance" plant mix.

Standard Conditions: Buffer-Zone (Using Level 10')
1. Standard Conditions: Buffer-Zone (Using Level 10')

Potential Condition: Street
The potential condition is a street with a 10' Buffer-Zone.

Potential Condition: Street
The potential condition is a street with a 10' Buffer-Zone.

Notes: The Buffer-Zones shall occur in the areas between side streets and property lines, as well as along the edge of any trail/road.

Benefits:

- Mitigates noise associated with moving and maintenance.
- Creates a soft, open buffer zone along the roadway.
- Provides order to landscaped plantings.

NORTH SPLIT UPGRADES DRIVING PROGRESS

Aesthetic Design Guidelines

Design Intent:
Plants can screen and soften the appearance of road barriers.

Design Concept: "The Prairie's Edge"
The design concept is to provide a soft edge around the roadway, allowing for a "natural" look, while having a maintained appearance of lawn around the urban corridor. This approach is to be used through the use of a "low-maintenance" plant mix.

Standard Conditions: Buffer-Zone (Using Level 10')
1. Standard Conditions: Buffer-Zone (Using Level 10')

Potential Condition: Street
The potential condition is a street with a 10' Buffer-Zone.

Potential Condition: Street
The potential condition is a street with a 10' Buffer-Zone.

Notes: The Buffer-Zones shall occur in the areas between side streets and property lines, as well as along the edge of any trail/road.

Benefits:

- Mitigates noise associated with moving and maintenance.
- Creates a soft, open buffer zone along the roadway.
- Provides order to landscaped plantings.

NORTH SPLIT UPGRADES DRIVING PROGRESS

Aesthetic Design Guidelines



NORTH SPLIT
UPGRADES
DRIVING PROGRESS

Pause for Questions

NORTH SPLIT
UPGRADES
DRIVING PROGRESS

NORTH SPLIT
UPGRADES
DRIVING PROGRESS

I-65/I-70 North Split Project

Project Information: www.northsplit.com





MEETING SUMMARY

Date: April 30, 2020
Time: 10 a.m. to noon
Meeting: North Split Resource Agency Meeting #4
Location: Meeting conducted online via WebEx

**Complete attendee list begins on page 13.*

1. Welcome and Introductions

Kia Gillette from HNTB introduced North Split Project Team members, and Resource Agency participants introduced themselves. Kia thanked everyone for participating in the meeting and said the presenters would pause during the presentation for questions. Since the number of meeting participants was small, Kia said participants could also ask questions at any time during the presentation and that she would also monitor the chat feature for questions.

2. Public Involvement

Kia provided an overview of recent and upcoming North Split public and stakeholder meetings:

- North Split Community Advisory Committee (CAC) meeting – Tuesday, April 21.
- North Split Environmental Justice (EJ) Working Group meeting – Thursday, April 23.
- First Virtual Public Open House – Tuesday, April 28, from 2 to 4 pm.
- Second Virtual Public Open House will be this evening, April 30, from 6 to 8 p.m. Information for accessing the Public Open House is on the project website at northsplit.com/virtual-open-house.
- A National Environmental Policy Act (NEPA) Public Hearing for the North Split will be conducted this summer, following publication of the Environmental Assessment (EA).

3. Project Background

Kia provided background on the North Split Project:

- The North Split is where I-65 and I-70 meet at the northeast corner of downtown Indianapolis.
- Second busiest interchange in Indiana with 214,000 vehicles traveling it every day.
- Constructed in the 1960s and 1970s, and due to age and deterioration, the pavement and bridges need to be replaced.
- The interchange has safety concerns, with over 1,600 crashes in a five-year period, from 2012 to 2016.
- Originally designed for a fourth interchange leg to travel to the northeast to Fishers. That will not be constructed, and the current design is not efficient for a three-legged interchange.

The new North Split interchange will:

- Be smaller and more compact.
- Have new pavement and bridges.
- Correct the biggest safety problems.
- Remove the worst bottlenecks.
- Not add through lanes along the interstates.

Kia provided an overview of the North Split EA:

- The EA considers impacts to both the human and natural environments.
- The key North Split focus areas for the EA are:
 - Highway noise
 - Environmental Justice (EJ)
 - Historic Properties, under Section 106
 - Traffic impacts of construction
- The Project has included an extensive Public Involvement process
- The EA will be published this summer, with NEPA determination in the fall

Kia provided an update on the North Split Project status. Completed activities include:

- Project kickoff in 2017
- System-Level Analysis
- Alternatives Screening Report
- Alternative refinement
- Highway noise studies
- Public survey
- Aesthetic Design Guidelines

Current activities include:

- Historic properties, under Section 106
- EA completion
- The Mobility Management Plan
- Design-build procurement
- Context-Sensitive Solutions (CSS) – results being presented to the public now
- Public involvement, which will continue into the construction period

4. Project Update

a. Environmental resources

Kia provided an overview of the habitat impacts of the North Split Project:

- Any habitat impacts are within the existing transportation right-of-way.
- There are no stream impacts.
- There is a small amount of wetland impact:
 - 25 possible wetland features were initially identified.
 - There are 7 jurisdictional wetlands under the control of the U.S. Army Corps of Engineers (USACE) or the Indiana Department of Environmental Management (IDEM).
 - IDEM is taking jurisdiction over one isolated wetland.
 - In total, there will be 0.038 acres of wetland impacts by the project.
- Approximately 5.5 acres of mature trees are possibly impacted.
- Approximately 7 acres of immature trees/shrubs are possibly impacted.

- Approximately 3 acres of mature trees and 1 acre of immature trees/shrubs are protected in Do Not Disturb areas.

Kia reviewed the hazardous materials investigations North Split:

1. The Project Team completed a Red Flag Investigation, an IDEM Virtual File Cabinet (VFC) Review, and conducted two meetings with the IDEM Office of Land Quality.
2. Following those meetings, a soil and groundwater sampling plan was developed for the project area, which focused on areas where excavation is expected. Some hazardous materials results were found, but not many. They include:
 - Soil results – Cadmium, lead, mercury, and naphthalene levels were found to be above the IDEM Remediation Closure Guide (RCG) screening levels.
 - Verification of conditions and soil sampling was conducted for lead, mercury and cadmium for proper handling and disposal.
 - Groundwater results – There were elevated levels of metals, but they were below the RCG screening levels.
 - Per VFC review, other areas throughout and adjacent to the project area may have chlorinated solvents in the groundwater. The Design-Build Team is required to perform proper management if dewatering is necessary.
 - Based on bridge inspection reports, there is asbestos on the bridges, and there may be some bridges that have lead paint.
 - The Design-Build Team will be required to complete a Hazardous Materials Management Plan and it will be approved by INDOT. The plan will detail what would occur if hazardous materials are discovered or if there is a spill, including handling, transporting, and disposing of the hazardous materials. It will also discuss the protection of on-site staff and the public.

Kia provided an overview of air quality as it relates to the North Split construction:

- The North Split Project Team has been working closely with the Indianapolis Metropolitan Planning Organization (MPO) since the project is within the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). The Project Team has monthly meetings with the MPO and also meets, when needed, with their technical modeling staff.
- The Project Team has also completed Interagency Consultation with the Federal Highway Administration (FHWA), the U.S. Environmental Protection Agency (USEPA), IDEM, and Indianapolis MPO for two different concerns:
 - Carbon monoxide (CO) maintenance area
 - Traffic signal work was only being conducted in this area.
 - Based on Interagency Consultation, it was determined that no hot spot analysis was required.
 - The Project Team discussed Mobile Source Air Toxics (MSATs) with the Interagency Consultation team.
 - There were minimal changes in No Build and Build total traffic and truck traffic based on modeling data.
 - It was determined that no quantitative MSAT analysis was necessary, and the FHWA and USEPA concurred with this. A qualitative MSAT analysis will be included in the EA.

b. Public Survey

Kia provided an update on the EJ Public Survey. The survey was open to all members of the public, and the North Split Project Team encouraged everyone to complete the survey. The goal of the survey was to achieve a better understanding of overall project impacts and help identify whether the North Split Project had disproportionately higher impacts on minority and lower-income communities.

The Project Team met with the EJ Working Group prior to the distribution of the survey to obtain their ideas, and the Project Team implemented several of their ideas. The Public Survey was heavily promoted:

- More than 43,000 postcards were mailed to residents.
- The survey was promoted by email, on the North Split website, and on social media.
- Bilingual fliers were sent home with Indianapolis Public Schools students and posted in local grocery stores.
- Flier hard copies were posted in libraries, community centers, and distributed at neighborhood meetings.
- IndyGo allowed the Project Team to set up a booth at the downtown IndyGo Transit Center, with iPads to assist residents in completing the survey. The Project Team also partnered with IndyGo to put ads in and on the outside of buses.

A total of 1,623 survey responses were received. The results of the survey questions are in the EJ Technical Memo, which will be an appendix to the EA. Kia said that while she was not going to review all the results during the presentation, there were some things she wanted to point out.

- 1,575 surveys were fully completed.
- 80 percent of the respondents lived in the EJ analysis area.
- 5 percent of those respondents self-identified as a minority.
- 2 percent of those respondents identified as low-income.

The North Split Project Team compared the EJ community responses and non-EJ community responses. The Public Survey found that EJ community responses were similar to responses from non-EJ community members. For example, the question regarding how residents travel through the North Split Project area – 5 percent of the non-EJ community used public transit compared to 9 percent of the EJ community – did not show a sizable difference. However, this does reveal the importance of close coordination between the Project Team, IndyGo, and other transit agencies during construction.

Based on survey responses, it did appear the EJ community traveled more frequently on I-65 and I-70 than the non-EJ community. Other notable trends in responses were:

- Clear and proactive communication is desired.
- Travel is primarily via automobiles, carpools, and ridesharing services.
- Most people travel on I-65, I-70, and local streets.
- Most support the project.
- Most agree that the project will improve vehicular and pedestrian safety.

Pause for Questions

Kia paused the presentation for questions. *(See Discussion and Questions at the end of these notes.)*

c. Noise Barrier Recommendations

Kia reviewed North Split noise barrier recommendations resulting from the 2019 noise analysis.

- Noise barriers are considered where noise impacts are predicted to reach a level of 66 decibels for residences, as part of the INDOT noise policy.
- Noise barriers can reduce noise levels by 5 to 10 decibels.
- The location and height of noise barriers are determined by the Traffic Noise Model.

The noise analysis identified five possible noise barriers. Noise barriers 7A and 7B were grouped into a single barrier because they were fairly continuous. Each noise barrier location was feasible and possibly reasonable. Per INDOT's noise policy, the Project Team distributed surveys to benefited residents and property owners to determine if they were in favor of having a noise barrier. In addition, the Project Team conducted four neighborhood noise meetings.

INDOT is recommending construction of noise barriers 3E and 3W due to a high level of support from benefited receptors and those at community meetings. INDOT is not recommending construction of noise barriers 4, 5, and 7. The surveys of benefited receptors for these noise barriers had mixed results, and neighborhood meeting participants were very concerned about the visual impacts of the noise barriers. In addition, noise barriers 4, 5, and 7 would have been an Adverse Effect to historic properties under Section 106, which was an important factor in not recommending them for construction.

In addition to noise barriers, INDOT will use innovative noise-reducing technology for the North Split.

- Continuous Reinforced Concrete Pavement: Typical pavement has joints, which makes it noisier. Continuous Reinforced Concrete Pavement is jointless and has double the design life.
- "Next Generation" Pavement Grooving: Instead of driving transversely across the grooves in the pavement, which is noisier, the "Next Generation" pavement has longitudinal grooves, so drivers are driving with the grooves and not against them.
- Jointless Concrete Bridges: The bridges in the North Split Project area are noisy, especially when heavy trucks cross them. The new jointless concrete bridges will be quieter and more durable because they have no open joints.

d. Section 106 Update

Kia provided an update on the Section 106 Process:

- Section 106 of the National Historic Preservation Act of 1966 (NHPA) protects historic districts and properties.
- As part of the Section 106 process, adverse effects were identified for The Old Northside Historic District and the Morris-Butler House, which are north of I-65 and west of the North Split interchange, and the St. Joseph Neighborhood Historic District and Chatham-Arch Historic District, which are west of the interchange and south of I-65.
- Mitigation commitments are defined to compensate for the diminishment of a historic property and are documented in a Memorandum of Agreement, or MOA. A draft MOA has been distributed to the Consulting Parties for review, and the Project Team is coordinating with the Advisory Council on Historic Preservation. The final MOA will be distributed in the next few weeks.

Kia reviewed the Monon Detour to be provided during North Split construction.

- The Monon Trail must be closed for North Split construction, requiring the provision of a detour.
- The Monon Detour will include the existing Old Northside Trail, which will be widened from the Monon Trail to College Avenue in the O'Bannon Soccer Park north of the interchange. The detour will be located on the east side of College Avenue to the south edge of the interchange. From that point it will extend southeast to 10th Street to connect with the Cultural Trail.
- INDOT is committed to keeping the northern portion and the College Avenue portion of the Monon Detour as a permanent feature after completion of construction.
- There is a desire from the public to keep the entire loop of the Monon Detour permanent after construction. The North Split Project Team is working with the City to keep the portion of the detour between College Avenue and 10th Street as a permanent feature.

Pause for Questions

Kia paused the presentation for questions. *(See Discussion and Questions at the end of these notes.)*

e. Traffic Impacts of Construction

Seth Schickel from HNTB addressed the traffic impacts during construction and when construction will move forward.

- Long-term traffic changes are minimal. After construction, there will be no additional through lanes. Movements after construction will be similar to those there today.
- Most traffic impacts will occur during the construction phase.
- The Design-Build Team will develop a Maintenance of Traffic (MOT) plan, which must meet specific INDOT criteria. INDOT will have full review and approval of the plan.
- To help develop its criteria, INDOT created a “conceptual MOT plan” to review the time it will take to build the project and likely impacts on traffic movements.

Seth reviewed downtown access during construction, starting with what will be closed:

- I-65/I-70 through lanes will be closed between the North Split and Washington Street.
- Regional through traffic will be detoured to I-465.

Downtown exit and entrance ramps outside the North Split Project area will be open. The following ramps serving downtown will be open at all times during construction:

- Entrance and exit ramps at West Street
- Meridian Street exit and entrance ramps
- West Street and Missouri Street ramp system on the south side of downtown
- Exit and entrance ramps near Madison Avenue and Meridian Street
- Washington Street exit and entrance ramps
- Keystone Avenue/Rural Street exit and entrance ramps on I-70 east of downtown

Downtown access within the construction area will be provided as follows:

- The I-65/I-70 link across the north part of the North Split will be open both ways throughout the project. A short closure of up to 45 days may be needed for bridge construction.
- The Pine Street entrance ramp on the east side of downtown will provide access to I-70 eastbound throughout construction.
- The westbound I-70 ramp to the collector-distributor serving Michigan Street and Ohio Street will remain open at all times.

- A ramp to either Michigan Street or Ohio Street will remain open at all times.

The guidelines allow the following durations for movement closures:

- The mainline of I-65 will be closed for a maximum of 520 days, which will take up most of the two construction seasons the project will encompass.
- The Ohio Street and Michigan Street ramps – each can be closed up to 260 days, but when one is closed, the other must remain open, enabling continued access to downtown exits from the east side of Indianapolis.
- Local ramps and bridges over local streets – each can be closed up to 90 days. However, adjacent local streets cannot be closed at the same time. As an illustration, when the Central Avenue bridge is replaced, College Avenue will remain open during that time up to 90 days. Similarly, when the College Avenue bridge is replaced, Central Avenue will be open.

Seth reviewed the Mobility Management Plan (MMP), which INDOT is developing to improve transportation conditions during the construction project. The plan has three goals:

1. Optimize traffic operations on the available transportation network.
2. Reduce overall demand on the roadway network.
3. Provide enhanced motorist information using streets in the downtown area.

MMP task groups will be developed, which include:

- MOT/Construction, to focus on the construction area.
- Local Traffic Operations, including city agency representatives, to help address local traffic conditions. One subgroup is emergency responders since they play a vital public health and safety role.
- Travel Demand Management, to focus on reducing overall system demand during peak travel periods.
- Communications and Public Outreach, to develop a construction-phase Public Information Plan with the goal of enhancing public outreach to communicate changing conditions in the area of this major thoroughfare.

The MMP will be in place before construction and will address needs during construction.

Seth reviewed the Travel Demand Management aspect of the plan, which includes:

- Mode Choice, how people travel in the area
 - Transit
 - Carpool/vanpool
 - Bike/walk
- Trip Reduction/Reschedule, focusing on reducing demand on highways and local streets during commuter times
 - Staggered work hours
 - Flextime
 - Work from home
- Public and employer education programs, to encourage best practices for reducing demand during construction
- Real-time traveler information, such as Waze, Google Maps, etc. The North Split Project Team will develop a partnership with these organizations to update the information they share with users

Seth described regional improvements for traffic in anticipation of this and other INDOT project.

- **Adjacent Interchanges**
 - Washington Street will have changes to lane alignments to improve traffic flow into and out of the project. Existing lanes will be restriped and optimized to make the most of what is already there. This is especially important for Washington Street, which will become a major downtown access location when the interstates are closed.
 - Additional ramp lanes will be added to the West Street interchange to smooth traffic flow on and off the interstate. The southbound one-lane exit ramp will become a two-lane ramp. The ramp from West Street to I-65 will be widened from one lane to two lanes at 11th Street. These changes will be in place before North Split construction begins and will remain in place permanently, as they provide long term benefits to downtown traffic flow.
- **Regional Traffic Program with the City of Indianapolis**
 - The North Split Project Team is working with the Indianapolis Department of Public Works (DPW) on ways to improve traffic flow. There are two focus areas for this program:
 - Traffic signal improvements concentrated in downtown Indianapolis will include new technology and upgrades to allow for better interconnection and operational improvements.
 - Spot intersection and roadway improvements will be implemented at key locations in the region before the North Split construction begins.

f. Next Steps

Seth reviewed the North Split Project steps that have already been completed:

- Started Project Development in March 2017.
- Conducted System-Level Analysis in May 2018.
- Developed an Alternatives Screening Report in September 2018.
- Conducted Preliminary Design and Environmental Study in 2019-2020.

Next steps are:

- In June 2020, the Design-Build Team will be on board.
- This summer (2020), the EA will be published, and a public hearing will be conducted.
- Anticipating a final NEPA decision in fall 2020.
- Construction will start in late 2020 or early 2021.
- Construction will be complete in late 2022.

Pause for Questions

Seth paused the presentation for questions. *(See Discussion and Questions at the end of these notes.)*

g. Aesthetic Design Guidelines

Ron Taylor from TSW Design Group provided an overview of the Aesthetic Design Guidelines (ADG). The purpose of the ADG is to provide the Design-Build Team with aesthetic direction for the final design so when the North Split interchange is constructed, the aesthetics are in alignment with the community's desires.

To inform the ADG, the North Split Project Team conducted an extensive public engagement process during the past 12 months, meetings with numerous stakeholders, including:

- Local neighborhoods and neighborhood organizations

- Local agencies and oversight departments
- Key local resource groups
- Local business organizations
- Local stakeholders and stakeholder groups

The ADG have two overarching focus areas – infrastructure and landscape treatments. The infrastructure design process began with two different conceptual designs and looked at how those designs could be integrated into the local neighborhoods without being overbearing. Community and neighborhood groups and residents provided feedback that they wanted something unique but requested using the bridge design and engineering as a major component.

Bridge columns provide an aesthetic gateway treatment on the bridges, and portions of the infrastructure are designed for future community art. The art is not part of the North Split Project, so the areas will be created to function on their own even if future art installations do not occur. There are other placemaking opportunities on the bridge overpass.

Ron reviewed the bridge design applications and the bridge underpasses:

Bridge design applications

- Bridge design applications vary based on their location.
- Two of the bridge design applications are very similar, and the focus is on the character and quality of the bridge as well as the pedestrian experience traveling under the bridge.
- The second bridge treatment is a very similar application, with only minor modifications.
- The third bridge application is a standard treatment applied to interior bridges that are not as visible, as well as some bridges that are only being rehabilitated. The same design vocabulary will be extended to these bridges to ensure consistency.

Bridge underpasses

- Experience traveling through the underpasses was a major concern of local stakeholders – not only the perception of safety, but also the cleaning and formalizing of those spaces. The Project Team incorporated these concerns into the underpass design.
- The ADG specify pedestrian surfacing treatments, ensuring there is pavement that delineates walkways but also prevents areas that gather mud and trash.
- Another area of concern to residents was lighting. This was addressed by the ADG in two different manners:

Downlighting

- Downlighting was incorporated into the underpasses and adjacent areas specifically to provide pedestrian-level lighting for safety. The ADG also gives attention to the entrances and exits from the underpasses, ensuring there will be no bright spots directly under the underpass and then dark areas as soon as someone exits from the underpass.
- Additional downlighting will be incorporated into the middle of the interchange to highlight some of the details of the columns for a visual statement.

Up lighting

- Up lighting for the monuments on the bridge will be incorporated into the underpass design.

Retaining walls and wall patterns

Through the CSS process, the North Split Project Team heard from the community that they wanted simple patterns and textures for retaining walls and noise barriers to help those walls be minimized. Therefore, the ADG specifies that the same pattern, color, and texture is consistent across the entire retaining wall design.

Ron reviewed the second major focus area of the ADG, which is landscaping treatments. He emphasized the ADG does not include planting plans or final design drawings. Those will be prepared by the Design-Build Team and its landscape architect. The ADG provides guidance on the types of landscape treatments the community indicated it would like to see. These landscape treatments are divided into six typologies:

1. Tree Preservation Areas – These identify areas where existing vegetation will be preserved in the interchange. The tree preservation areas identify “Do Not Disturb” areas, giving the Design-Build Team guidance on activities they need to perform pre-construction, during construction, and post-construction.
2. Buffer Zone – There will be a 10-foot buffer zone for all landscape plantings along the interstate and city streets. This is important because as trees start to mature, the branches will be at roadway levels. The buffer zones help ensure they do not interfere with the interstate or city streets.
3. Side Slope Plantings – Several side slope conditions are identified in the ADG to specify how plants should be planted in those areas, as well as recommended plant species.
4. Screen Plantings – One of the side slope plantings will be in areas where there will be noise barriers. Neighbors near the noise barriers have asked for plantings that help scale-down the noise barriers, so the number of evergreen tree plantings are a little higher in those areas to reduce the visual impact of the noise barriers.
5. Interchange Plantings and Canopy Trees – This area will introduce a tree canopy into the interchange to address the community’s desire to create more of an urban forest. There will be a mixture of tree species and seed mixes for the ground plantings. Some of the ongoing maintenance will be minimized with the different tree species, and the variation in the rate of tree growth will make this area more of a natural landscape.
6. Detention Basin Plantings – The North Split Project Team recognizes there may be areas within the interchange that may become more wet or take more drainage. The ADG provide guidance on plant species and seed mixes that can tolerate a slightly wetter environment.

Pause for Questions

Ron paused the presentation for questions. *(See Discussion and Questions at the end of these notes.)*

5. Adjourn

Kia adjourned the meeting at 11:48 a.m.

Comments and Q&A

Q: I am curious about the last pie chart that was shown. Are those numbers based on the 1,600 surveys that were received? Or are those survey outcomes only from people who live in the

Environmental Justice (EJ) area? (USEPA)

A: The survey was broadly advertised, and anyone could fill it out. The Environmental Justice area is a large area that is 6 square miles in size and corresponds to the detailed traffic modeling area. Eighty percent of the survey responses were received from the EJ analysis area.

Q: The idea that EJ residents use the interstates more often than non-EJ residents may not be true because it only reflects those who responded to the survey. (USEPA)

A: Correct. The information contained in the EJ Technical Memorandum is only based on responses from the public survey.

Q: What were the survey results for the numbers of pedestrians using the area around the North Split interchange? (USEPA)

A: Nineteen (19) percent of EJ community members and 23 percent of non-EJ community members said, "I travel on city streets by walking, bicycle or scooter through the project area."

Q: Is there a figure showing where the Section 106 properties and the EJ communities are in relation to the noise walls? (USEPA)

A: Members of the EJ community are adjacent to recommended noise barriers 3W and 3E, and they were in favor of having noise barriers. The North Split Project Team received a great deal of community input on the noise walls beyond just the benefited receptors, including neighborhood associations. All the neighborhood associations adjacent to noise barriers 4, 5, and 7 wrote letters opposing construction of the noise barriers. These barriers are not recommended for construction. The State Historic Preservation Office indicated noise barriers 4, 5, and 7 would result in severe visual impacts to historic districts. This information will be described in the North Split noise report, which is an appendix to the EA.

Q: So, there are not EJ communities near noise barriers 4, 5, and 7? (USEPA)

A: There may be EJ communities near those proposed noise barriers. However, results were mixed for the surveys from benefited receptors. In addition, the Section 106 process found that proposed noise barriers at 4, 5, and 7 would have Adverse Effects to the adjacent historic districts, which is why those barriers will not be constructed.

Q: Has there been any thought given to replacing the loss of 5 acres of trees in the downtown Indianapolis urban environment? (IDNR)

Q: Yes, this is addressed in the Aesthetic Design Guidelines. The community was very vocal in their desire for trees within the North Split project area, and the Project Team has listened to this request.

Q: Once the North Split Project construction is completed, what will be the design speed on the interchange roadways? (USEPA)

A: Generally, the design speed will be 55 miles per hour. The design speed will be lower in some parts of the interchange, such as curves and ramps.

Q: What is the design speed on the North Split interchange currently? (USEPA)

A: The design speed is generally 50 miles per hour on interstate legs and 40 miles per hour for ramps. Typically, interstates are designed for higher speed than they are signed for. The project will realign and improve the safety of the ramps and change the design speeds for safe ramp movements.

Q: Regarding adding a second lane to the ramps before the North Split Project begins, will it just be restriping or will construction work need to be done? (USEPA)

A: On the southbound direction of the I-65/West Street interchange, most of required pavement is already there, so a strip of pavement will be added in the existing right-of-way, which will not impact the footprint of the interchange. This is similar for the northbound ramp.

Q: What will be the timing for the West Street construction work? (USEPA)

A: It will take about a month to build. INDOT will have a contractor on board in May, and the project is expected to finish in July.

Q: The southeast quadrant of I-465 has been closed for major reconstruction recently. Will that construction be completed before North Split work begins? (USEPA)

A: Yes, I-465 is open now with no closures.

Q: There are some lanes that need to be constructed for the tie-in of the new I-69 to I-465, and those will be happening about the same time as the North Split. Do you envision that construction on I-69 at I-465 will create any problems with the North Split diversions of through traffic? (USEPA)

A: The I-69 project does have some time overlap with the North Split. Construction to upgrade SR 37 to form I-69 south of I-465 will occur during the North Split construction. Impacts to I-465 will not occur until the North Split construction is completed. INDOT has stipulated that I-465 traffic lanes will not be restricted while the North Split is under construction.

Q: So, the North Split work will be finished before the last of the I-465/I-69 construction is done? (USEPA)

A: Yes.

Q: Do you have a visual showing where the proposed detention basins will be? (USEPA)

A: A general location is shown in the rendering. There is an area north of the interchange ramps where the detention basin space is anticipated, should it be needed. The Design-Build Team will determine where the detention basin will be located.

Q: Where will roadway runoff be directed? (USEPA)

A: The Design-Build Team will address drainage throughout entire North Split project area. It will tie into existing pipes, including a large pipe along I-65 that empties into Pogue's Run and eventually White River.

Q: Will the water receive any treatment before it gets to White River? (USEPA)

A: INDOT is not proposing any post-construction stormwater treatment for the project.

Q: Why not? (USEPA)

A: INDOT does not require that at this time.

Q: Who makes up the Design-Build Team? (USEPA)

A: A Design-Build Team consists of construction contractors and design engineers qualified to do this work.

Q: So, there is no guarantee anything you showed is actually going to happen? (USEPA)

A: The ADG are requirements the Design-Build Team has to follow. While the Design-Build Team will create the final design and planting plans, they are required to follow the requirements (such as planting typologies) as part of the contract. INDOT will monitor this throughout the project.

Q: IDNR has promoted minimizing as much up-casting light as possible, and we would like the design to take that into consideration. (IDNR)

A: Most fixtures under consideration will do this, and the North Split Project Team has also looked at minimizing light pollution as much as possible.

Q: Will the seed mix and planting guidelines in the ADG encourage pollinator-friendly species? We encourage that to provide more benefit to insect and bird communities. (USEPA)

A: The Project Team will verify this.

Q: What type of lighting will be used? A lot of communities are trending toward LED lighting, and certain lights have been shown to be detrimental to humans as well as and wildlife populations. IDNR recommends you consult the International Dark Sky Association website. (IDNR)

A: The North Split Project Team has identified which LED lights should be used, and the Project Team will review the final lighting prior to installation.

Q: I strongly encourage the use of native trees to the extent possible. A native tree will perform better than hybrids and cultivars in the long run. The Indiana Division of Fish and Wildlife has a program called the CORRIDORS Program that is designed to assist with developing seed mixes and plantings to improve pollinator habitats. I encourage you reach out to that program as well. (IDNR)

A: The Aesthetic Design Guidelines include native species as well as cultivated varieties of native species. The final landscape plans, including specific tree species, will be approved by the North Split Project Team and INDOT prior to finalizing and installing the trees.

Q: Regarding the underpasses and abutment walls, did the community feedback provide any thoughts on making the walls friendly for murals and artwork? (USEPA)

A: While public art is not being installed by INDOT, panels for art are provided at underpasses. A type of panel that can be an anchor for a future piece of art will be incorporated into the abutment wall designs created by the Design-Build Team. Those panels are intended to facilitate some type of art should the local community put that program in place.

Attendees:

Resource Agency Team Members	
Brian Boszor	IDNR
Matt Buffington	IDNR
Virginia Laszewski	USEPA
Robin McWilliams-Munson	U.S. Fish and Wildlife Service
Deborah Snyder	Army Corp. of Engineers
Jay Turner	IDEM
Ken Westlake	USEPA

North Split Team Members	
Michelle Allen	FHWA
Ron Bales	INDOT
David Cleveland	Corradino Group
Andy Dietrick	INDOT
Eryn Fletcher	FHWA
Kia Gillette	HNTB
Megan Gross	Borshoff
Amy Hanna	Borshoff
Laura Hilden	INDOT
Brandon Miller	INDOT
John Myers	HNTB
Erin Pipkin	Compass Outreach Solutions
Seth Schickel	HNTB
Runfa Shi	INDOT
Scott Siefker	TSW
Ron Taylor	TSW
Luke Waltz	TSW



MEETING AGENDA

Date: October 18, 2018

Time: 10-11:30 a.m.

Meeting: Emergency Management Services Meeting #1

Location: Indiana State Police Post: District 52 (8620 E 21st St, Indianapolis, IN 46219)

1. Welcome and Introductions
2. Alternatives Screening Report
3. Questions/Comments
4. Adjourn



MEETING SUMMARY

Date: October 18, 2018
Time: 10:00 to 11:00 a.m.
Meeting: Emergency Management Services Meeting
Location: Indianapolis Traffic Management Center
Attendees: See page 5

Meeting officially began at 10:05 a.m.

1. Welcome and Introductions

Kia Gillette from HNTB started off the meeting with introductions. Emergency responder representatives and members of the project team introduced themselves by name and organization.

2. Purpose of Meeting

This meeting is focused on the problems and needs for the North Split interchange, as well as possible solutions and the preliminary preferred alternative.

3. Alternatives Screening Report

Kia Gillette from HTNB discussed the problems with the North Split interchange and the process for identifying context and gathering input. High-level points included:

Problems

- The North Split interchange was constructed in the 1960s and 1970s, the pavement is past its life expectancy.
- The interchange is constantly in need of maintenance and repairs due to its condition.
- Bridge conditions are getting worse and there are 11 bridges with a service life of less than five years and 16 bridges with a service life of 5-10 years.
- The North Split interchange has crash rates higher than other Indiana urban interstates.
- Fatalities are almost two times higher, injuries are almost three times higher, and property damage crashes are more than two times higher in the North Split interchange.
- There are four top crash locations within the North Split interchange:
 - #1 Pennsylvania Ramp Weave Section
 - #2 Delaware Ramp Weave Section
 - #3 I-65/I-70 Merge/Lane Drop
 - #4 I-70 Curve/Merge

- Highest number of crashes occur on the west leg of the interchange in weaving areas at the Pennsylvania Street exit and Delaware Street entrance ramps.

Purpose and Need/Context

- The purpose and need of the North Split project is to correct deteriorated bridge and pavement conditions, improve safety, and improve interchange operations to reduce congestion.
- The North Split project area is surrounded by environmental resources such as historic districts, a park, the Monon Greenway, the Cultural Trail, and the CSX Railroad.
- INDOT and the project team have spent numerous hours meeting and talking with the public at public meetings, community and neighborhood group meetings, advisory committees, and through social media, email and phone calls.
- INDOT has listened to public input and significantly changed the scope of the North Split project – the preliminary preferred alternative does not include added through lanes or large retaining walls.

Alternatives

Seth Schickel with HNTB walked through the alternatives from the Alternative Screening Report. High level points included:

- Three alternatives considered are low/cost or minimal and have been eliminated because they did not meet the purpose and need:
 - #1 No-build
 - #2 Transportation System Management
 - #3 Bridge and Pavement Replacement in Kind
- One alternative was eliminated due to impacts:
 - #5 Full Interchange Reconstruction
- Alternative 4 includes three options that address the purpose and need with trade-offs between access and level of impacts.
 - 4a - Pennsylvania and Delaware ramps closed
 - 4b - Pennsylvania and Delaware ramps open with all current access
 - 4c - Selected ramp access restrictions

Alternative 4c improves safety, removes the worst bottlenecks, does not add through lanes, is more compact, is within the existing right-of-way, has minimal walls, and meets the project purpose and need. It has been identified by INDOT as the preliminary preferred alternative, subject to public and agency feedback.

4. Next Steps

Next steps will be to gather feedback on the preliminary preferred alternative and the Alternative Screening Report through October 29. The project team will then refine the preliminary preferred alternative, as well as analyze environmental impacts. The project team anticipates publishing the Environmental Assessment in early 2020.

The next time we anticipate meeting with this group is spring 2019. We'll have more specifics about preliminary maintenance of traffic plans then. In the meantime, please submit comments or concerns to us.

5. Discussion and Questions

Questions (Q) & Answers (A):

Q: Does the ramp from West Street to I-65 contribute to the congestion and weaves near Pennsylvania and Delaware streets?

A: Yes, it likely contributes to it but its effects are reduced by distance. West Street is just outside of the project area.

Q: How much space does I-65 traffic have before motorists take the Keystone Avenue exit from I-70? Will I-70 change east of the project area?

A: It will look the same as it does today. Technically, exiting onto Keystone isn't considered a weave because all traffic is on I-70 east of the North Split.

Q: How do you prohibit I-70 westbound traffic from weaving into the Pennsylvania Street exit?

A: The exit lane will be separated from I-70 traffic merging onto I-65 northbound by a concrete barrier to prohibit people from crossing the lanes.

Q: How did the Mayor react to closing the I-65 traffic's access to the C-D road?

A: INDOT presented this alternative to the Mayor's office and the Department of Public Works and they support it. We had to balance the trade-offs with requests from the businesses and neighborhoods that asked us to stay within the existing right-of-way, not add through lanes, and not build large retaining walls.

Q: Can I-65 traffic exit at Meridian and then jump back on Delaware to access the C-D road?

A: Yes, based on current concepts, that movement will be allowed and the traffic model shows people doing that during the AM peak hour. We have not fully defined local traffic impacts or potential changes.

Q: Ambulances usually avoid the downtown streets because of traffic lights and use the interstate instead.

A: They will still be able to use the Delaware Street entrance ramp to access the C-D road. You just won't be able to access it from I-65 southbound.

Q: Have you factored in the loss of capacity on the local streets south of I-65 to bike lanes?

A: We use the Indy Metropolitan Planning Organizations (MPO)'s traffic model that includes those projects. We're not done with design and the environmental study that will look closer at potential changes to traffic on local streets.

Q: For I-65 northbound traffic to exit onto Pennsylvania, where does the ramp begin?

A: Traffic will have to make that decision somewhere around Michigan Street.

Q: When will construction start and how long would it last?

A: The earliest it would start is mid-2020, which we recognize is in the middle of a lot of tournaments and conferences that require access to downtown. It could be two or three construction seasons, but it could also be shorter if the interchange is completely closed.

Q: Would a full closure have to be done in segments?

A: Yes, it could be done by the west, south and east/interchange segments. We know INDOT has had similar closures to these in the past.

Q: Ambulances have trouble with the sharp curves. Will those radii be improved with this project?

A: Making those curves smoother is one of the first things the project team will look at as we start refining the design. The ramp for northbound I-65 traffic to continue north will be similar, but motorists will no longer have a decision to make after that curve, so people will stay in their lanes.

Q: When you consider closures, do you consider emergency evacuation routes for hazmat incidents?

A: That is something the project team will consider.

Q: Are you communicating with convention and sports organizations about the maintenance of traffic plans?

A: Yes, those organizations are members of our Community Advisory Committee. We met with them last week about the screening report and will continue to meet with them.

Q: Will you eliminate access from 11th Street to the interstate?

A: Not under Alternative 4c. Alternative 4a would have done that.

Q: If there's a complete shut down, would it be one-and-a-half or two years? What does that do to I-465?

A: It's likely, but we'll look at a variety of phasing options and everything is very preliminary right now. We've found that there's not a lot of through traffic during the peak hours who might redirect to I-465.

6. Adjourn

Meeting concluded at 11 a.m.

Attendees:

Project Team Members	
Eryn Fletcher	FHWA
Dave Cleveland	Corradino
Kia Gillette	HNTB
Ali Hernandez	Borshoff
Erin Pipkin	Compass Outreach Solutions
Seth Schickel	HNTB

Emergency Responders	
Andrew Bowes	Indianapolis Emergency Medical Services
Kassandra Buster	IMPD Homeland Security Bureau
Adarius Gardner	IU Methodist Hospital
Fred Ilnicki	Indianapolis Metropolitan Police Department
Joseph Krebsbach	Indianapolis Fire Department
Kim Peters	Indianapolis Traffic Management Center



MEETING SUMMARY

Date: December 6, 2018
Time: 1:00 – 2:00 p.m.
Meeting: Indiana State Police
Location: Indiana Government Center North Room N335

Meeting officially began at 1:00 p.m.

1. Welcome and Introductions

Ali Hernandez introduced presenters Kia Gillette and Seth Schickel from HNTB.

2. Alternatives Screening Report

Kia Gillette discussed the problems with the North Split interchange and the process for identifying surrounding resources and gathering input. High-level points included:

Problems

- The North Split interchange was constructed in the 1960s and 1970s, the pavement is past its life expectancy.
- The interchange is constantly in need of maintenance and repairs due to its condition.
- Bridge conditions are getting worse and there are 11 bridges with a service life of less than five years and 16 bridges with a service life of 5-10 years.
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- INDOT has listened to public input and significantly changed the scope of the North Split project – the preliminary preferred alternative does not include added through lanes or large retaining walls.

Alternatives

Seth Schickel with HNTB walked through the alternatives from the Alternative Screening Report. High level points included:

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Alternative 4c improves safety, removes the worst bottlenecks, does not add through lanes, is more compact, is within the existing right-of-way, has minimal walls, and meets the project purpose and need. It has been identified by INDOT as the preliminary preferred alternative, subject to public and agency feedback.

Questions (Q) and Answers (A):

Q: Will the collector-distributor road be removed all together?

A: No, you can still access from I-70

Q: What is the traffic flow from Delaware to the collector-distributor road?

A: The numbers are a lot lower than the traffic off I-65. An estimate is that it's in the thousands vs. the hundreds.

Q: What is the timeline?

A: Our plan is to start designing in 2019. In 2020, we'll have a contractor on board to construct. Later in 2020, we'll get into construction. This is the plan right now and things could change.

Q: How long will this take once construction is underway?

A: If we close everything, which would be very challenging, it would go faster. Maybe they could get it done in one year. If we keep some access, it will go longer than one year.

Q: Could we close it completely?

A: Some in the business community like that idea. Neighbors think the faster you can do it, the better. Commuters would be very challenged by a full closure. We would need to consider other construction projects will be going on at the same time. Right now, INDOT is focused on the interstates that are 50 years old and due for major rehabilitations. A lot of people are using the North Split. There will be more projects in the early 2020s.

Q: Have there been discussions on how the project will affect police presence out there and how it will be funded?

A: We have an Emergency Services Committee and we'll have additional meetings with this group to get more information and insight. We'll continue to engage all of you.

The presentation ended at 1:45 p.m.



November 22, 2019

Willie D. Winfrey
Church of God in Christ
44 West 15th Street
Indianapolis, IN 46202

Sample Community Facility Letter

Re: Des. Nos. 1592385 & 1600808
I-65/I-70 North Split Interchange Reconstruction Project
Indianapolis, Marion County, Indiana

Dear Pastor Winfrey,

The Indiana Department of Transportation (INDOT) is preparing to reconstruct the I-65/I-70 North Split interchange, where I-65 and I-70 meet on the northeast side of downtown Indianapolis. The North Split project will replace the existing pavement and replace or repair deteriorating bridges. As it is reconstructed, the interchange will be reconfigured to reduce traffic congestion and improve safety. This is the first project to replace the bridges and pavement since the North Split interchange was constructed in the 1960s and 1970s.

The project area along the interstates will extend to Washington Street on the south, Valley Avenue on the east, and Alabama Street (to Illinois Street along 11th and 12th Streets) on the west. All work will be completed within the existing state and city right-of-way. Because your facility is adjacent or near the North Split project limits, we want to make you aware of the North Split project and timeline and let you know where you can learn more.

INDOT and the North Split Project Team are currently completing the following activities for the project:

- **Context Sensitive Solutions (CSS):** Developing project design treatments based on input from residents and neighborhoods near the project area, as well as oversight agencies.
- **Noise barriers:** Meeting with and surveying residents regarding possible noise barriers in accordance with INDOT's Traffic Noise Analysis Procedure (2017).
- **Section 106 consultation for historic resources:** Coordinating with representatives of local historic and preservation societies, local government, landowners, and residents about the project's effect on historic properties.
- **Environmental data collection:** Preparing an Environmental Assessment, in accordance with the National Environmental Policy Act (NEPA), to identify and document potential project impacts.
- **Mobility Management Plan (MMP):** Portions of I-65 and I-70 will be closed during the project construction. INDOT is initiating a process to maintain access to and through downtown during construction by means of local traffic improvements, travel demand management strategies, and a dynamic public information program. MMP activities will continue throughout the construction process.



A construction contractor for the project will be selected in 2020. Construction is anticipated to start in late 2020 and proceed through 2022.

If you have questions or would like more information about the North Split Project, please:

- Visit NorthSplit.com for information and resources.
- Follow the North Split Project on social media: @NorthSplit on Twitter and [Facebook.com/North Split](https://www.facebook.com/NorthSplit).
- Email the North Split Project Team at info@northsplit.com.

If your organization would like to request a meeting to discuss the North Split Project, please email the North Split Project Team at info@northsplit.com.

Sincerely,

A handwritten signature in blue ink that reads "Kia M. Gillette".

Kia M. Gillette
Environmental Project Manager

Community Facility Mailing List

Last Name	First Name	Title	Entity	Street Address	City	State	Zip Code
Bodie	Dorothy L.	Deaconess, Church Secretary	New Bethel Missionary Baptist Church	1535 Dr. Andrew J. Brown Ave	Indianapolis	IN	46202
Winfrey	Willie D.	Pastor	Church of God in Christ	44 West 15th Street	Indianapolis	IN	46202
Hay	Diana	Executive Assistant/Events Coordinator	Saints Peter and Paul Roman Catholic Cathedral	1347 N Meridan Street	Indianapolis	IN	46202
Macon	Charlesfontaine	Pastor	African Methodist Episcopal Church - Allen Chapel	637 E. 11th Street	Indianapolis	IN	46202
Day	Ken	Senior Pastor	Grace Missionary Baptist Church	1501 N. College Avenue	Indianapolis	IN	46202
Williams Sr.	Jonathan	Pastor	Eastside New Hope Missionary Baptist Church	1601 N. Sheldon Street	Indianapolis	IN	46218
Bramlett	Ryan	Campus Pastor	Traders Point Christian Church Downtown	1201 N. Delaware Street	Indianapolis	IN	46202
			Hillside Christian Church	1737 Ingram Street	Indianapolis	IN	46218
			Upper Room Apostolic Church	1019 Broadway Street	Indianapolis	IN	46202
			Greater Bethlehem Missionary Baptist Church	1439 Yandes Street	Indianapolis	IN	46202
			Foundation of Truth Worship Center	920 E. Michigan Street	Indianapolis	IN	46202
			Church of Christ Park Avenue	620 E. 10th Street	Indianapolis	IN	46202
			Legacy Learning Center	1102 E. Roosevelt Avenue	Indianapolis	IN	46202
			The Oaks Academy	1301 E. 16th Street	Indianapolis	IN	46202
Elcesser	John	Executive Director	Indiana Non-Public Education Association	1400 N. Meridian Street	Indianapolis	IN	46202
Chand	Parveen	Chief Operating Officer	IU Health Methodist Hospital	1701 North Senate Blvd	Indianapolis	IN	46202
Caster	Tory	Senior Vice President of Government Affairs	IU Health Methodist Hospital	1701 North Senate Blvd	Indianapolis	IN	46202
Cislak	Lauren		IU Health Methodist Hospital	1701 North Senate Blvd	Indianapolis	IN	46202
Brouder	Michael	General Manager	Channel 13	1000 N Meridian Street	Indianapolis	IN	46202
Stricklen	Kristian		Indianapolis Public Schools	120 E. Walnut Street	Indianapolis	IN	46204
			Pielet Brothers	145 W. 123rd Street	New York	NY	10027