

- 1 NO CHANGE REQUIRED TO EXISTING SIGN AND SUPPORTS
- 7 REMOVE EXISTING SHEET SIGN AND SUPPORTS
- 8 REMOVE EXISTING GROUND MOUNTED PANEL SIGN, SUPPORTS, AND FOUNDATION
- 9 REMOVE EXISTING OVERHEAD SIGN, SUPPORTS, AND FOUNDATION

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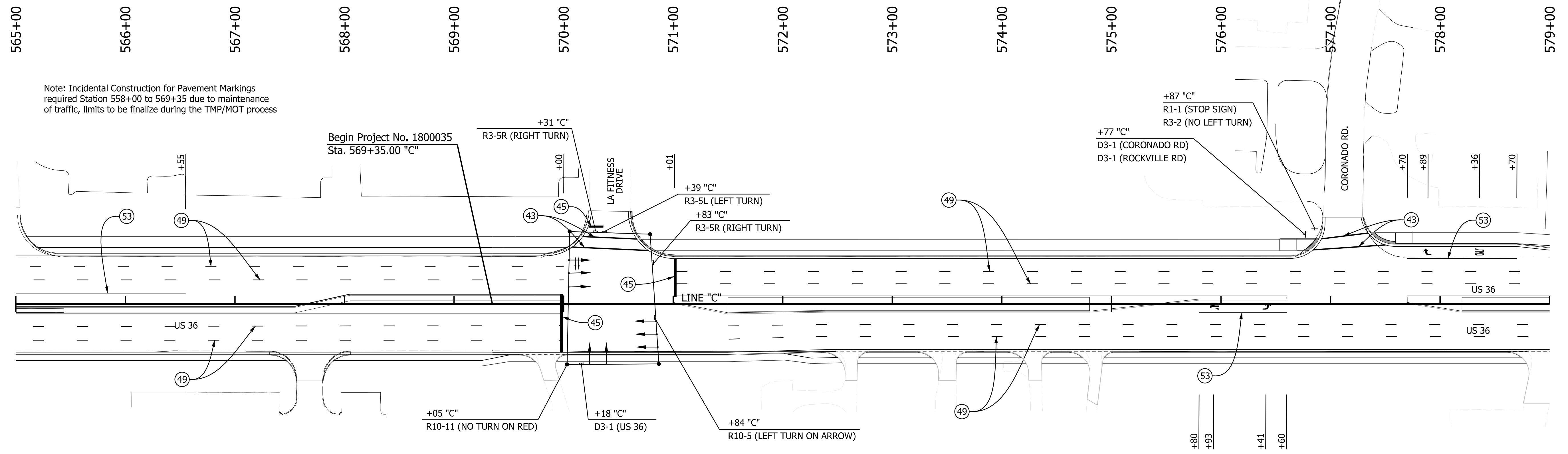
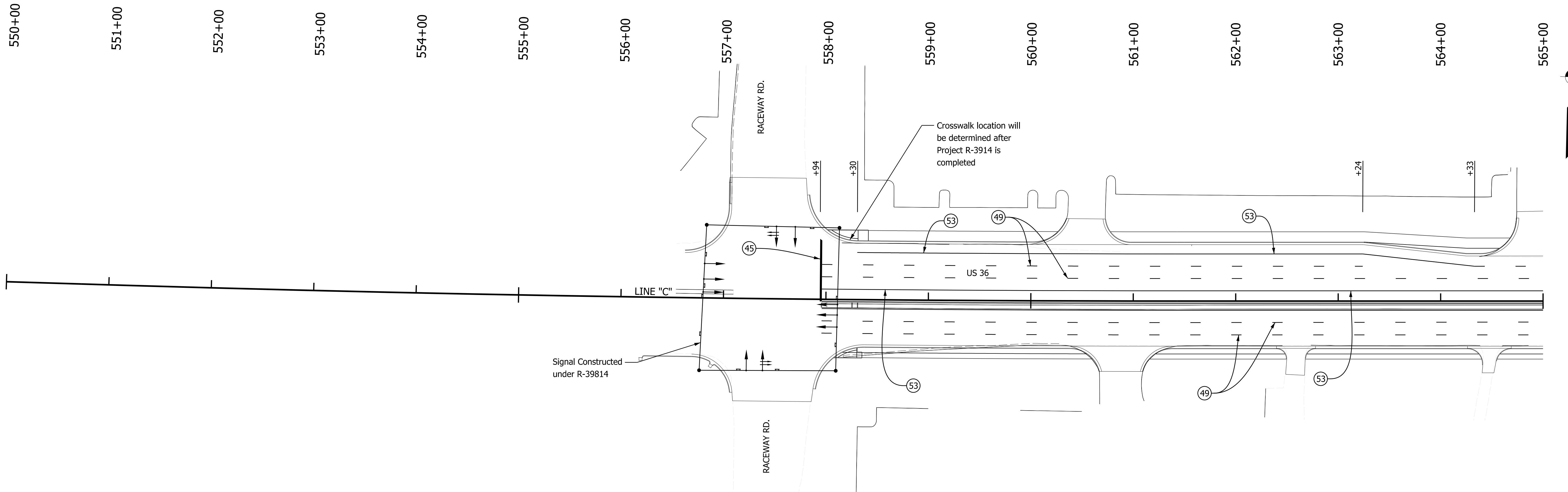
STAGE 2 SUBMITTAL	
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER DATE
DESIGNED: JAH	DRAWN: KGR
CHECKED: RT	CHECKED: RT

INDIANA DEPARTMENT OF TRANSPORTATION
EXISTING PAVEMENT MARKINGS & SIGNS STA. 699+00 TO STA. 724+00 "C"

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	
VERTICAL SCALE	DESIGNATION
N/A	1800035
SURVEY BOOK	SHEETS
	of
CONTRACT	PROJECT
	1800035

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Note:
All ground mounted existing sheet signs & posts shall be removed, unless otherwise noted.



Note: Incidental Construction for Pavement Markings required Station 558+00 to 569+35 due to maintenance of traffic, limits to be finalize during the TMP/MOT process

Begin Project No. 1800035
Sta. 569+35.00 "C"

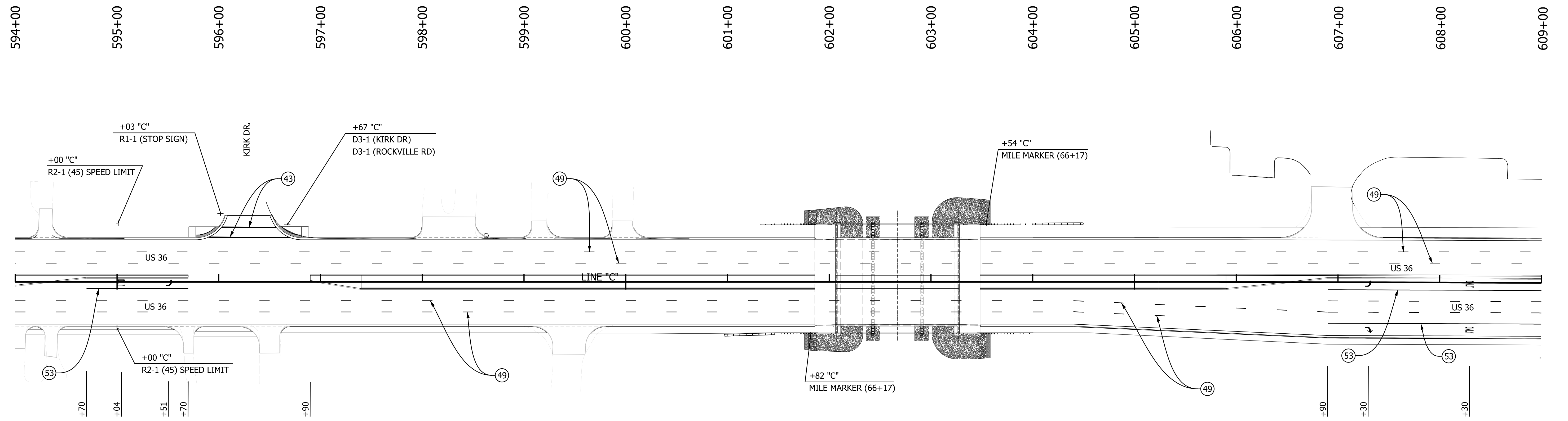
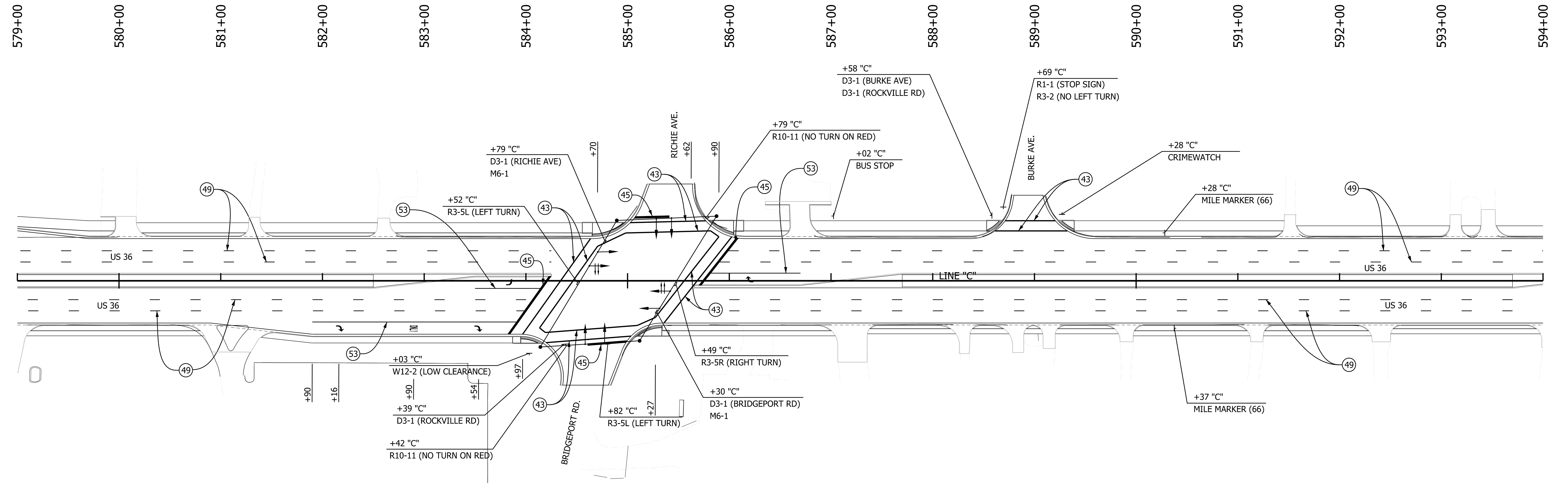
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 443999

- | | | |
|---|---|--|
| (36) Lane Reduction Arrow, Thermoplastic, Pmnt. Message Mrkg. | (45) Transverse Marking, Thermo., Stop Line, White, 24 IN. | (51) Line, Thermoplastic, Dotted, White 4 IN. (2' LINE, 6' GAP) |
| (37) Lane Indication Arrow, Thermoplastic, Pmnt. Message Mrkg. | (46) Line, Preformed Plastic, Solid, White, 4 IN., Wet Reflective | (52) Line, Thermoplastic, Dotted, Yellow 4 IN. (2' LINE, 6' GAP) |
| (38) ONLY, Thermoplastic, Pavement Message Marking | (47) Line, Preformed Plastic, Solid, Yellow, 4 IN., Wet Reflective | (53) Line, Thermoplastic, Solid, White, 4 IN. |
| (39) Line, Thermoplastic, Solid, White, 8 IN. | (48) Line, Thermoplastic, Dotted, White 4 IN. (3' LINE, 9' GAP) | (54) Line, Thermoplastic, Solid, Yellow, 4 IN. |
| (43) Transverse Marking, Thermo., Crosswalk Line, White, 12 IN. | (49) Line, Preformed Plastic, Broken, White, 4 IN., Wet Reflective | (55) Line, Thermoplastic, Broken, White, 4 IN. |
| (44) Transverse Marking, Thermo., Crosshatch, White, 12 IN. | (50) Line, Preformed Plastic, Broken, Yellow, 4 IN., Wet Reflective | (56) Line, Thermoplastic, Solid, Yellow, 4 IN. |
| | | (57) Transverse Marking, Thermo., Crosshatch, Yellow, 12 IN. |

STAGE 2 SUBMITTAL	RECOMMENDED FOR APPROVAL _____ DATE _____	
	DESIGN ENGINEER	
	DESIGNED: JAH	DRAWN: KGR
	CHECKED: RT	CHECKED: RT

INDIANA DEPARTMENT OF TRANSPORTATION PROPOSED PAVEMENT MARKING & SIGNS STA. 550+00 TO STA. 579+00 "C"
--

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	
VERTICAL SCALE	DESIGNATION
N/A	1800035
SURVEY BOOK	SHEETS
	of
CONTRACT	PROJECT
	1800035



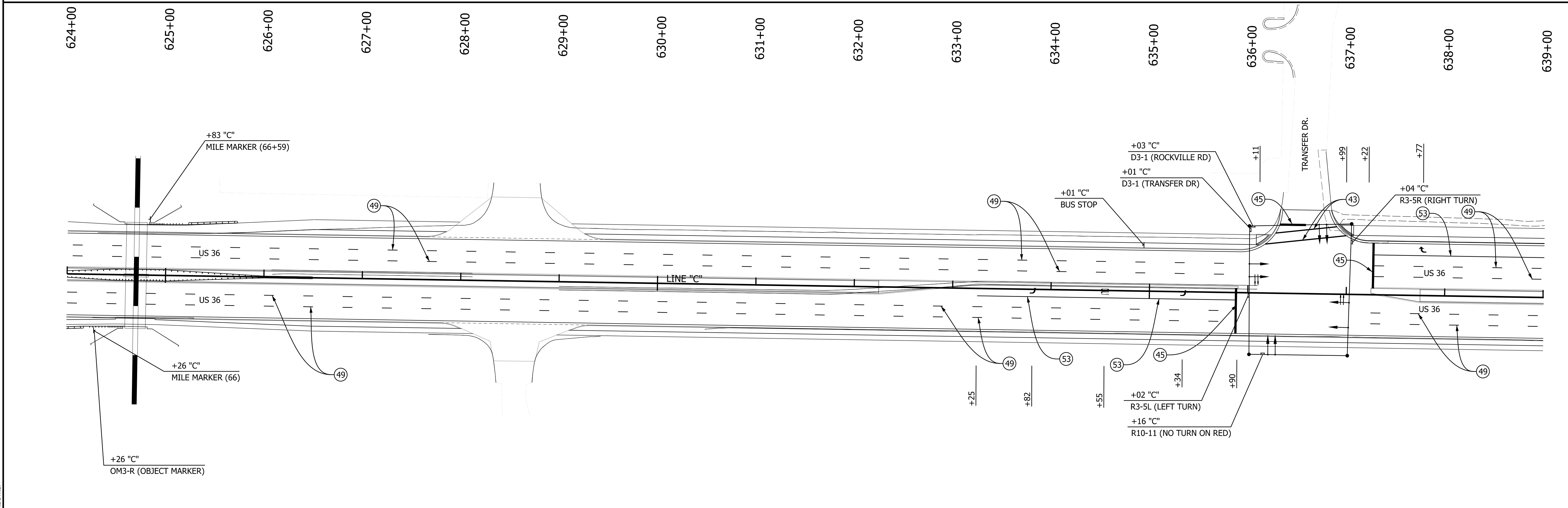
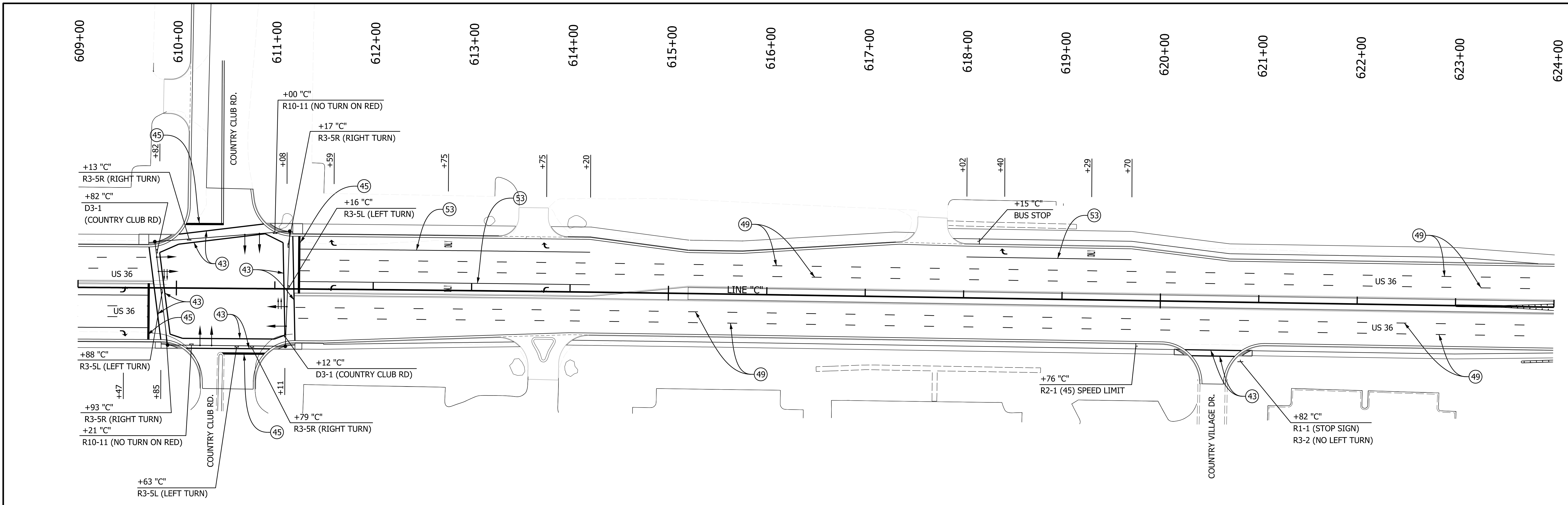
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- | | | |
|---|---|--|
| (36) Lane Reduction Arrow, Thermoplastic, Pvm. Message Mrkg. | (45) Transverse Marking, Thermo., Stop Line, White, 24 IN. | (51) Line, Thermoplastic, Dotted, White 4 IN. (2' LINE, 6' GAP) |
| (37) Lane Indication Arrow, Thermoplastic, Pvm. Message Mrkg. | (46) Line, Preformed Plastic, Solid, White, 4 IN., Wet Reflective | (52) Line, Thermoplastic, Dotted, Yellow 4 IN. (2' LINE, 6' GAP) |
| (38) ONLY, Thermoplastic, Pavement Message Marking | (47) Line, Preformed Plastic, Solid, Yellow, 4 IN., Wet Reflective | (53) Line, Thermoplastic, Solid, White, 4 IN. |
| (39) Line, Thermoplastic, Solid, White, 8 IN. | (48) Line, Thermoplastic, Dotted, White 4 IN. (3' LINE, 9' GAP) | (54) Line, Thermoplastic, Solid, Yellow, 4 IN. |
| (43) Transverse Marking, Thermo., Crosswalk Line, White, 12 IN. | (49) Line, Preformed Plastic, Broken, White, 4 IN., Wet Reflective | (55) Line, Thermoplastic, Broken, White, 4 IN. |
| (44) Transverse Marking, Thermo., Crosshatch, White, 12 IN. | (50) Line, Preformed Plastic, Broken, Yellow, 4 IN., Wet Reflective | (56) Line, Thermoplastic, Solid, Yellow, 4 IN. |
| | | (57) Transverse Marking, Thermo., Crosshatch, Yellow, 12 IN. |

STAGE 2 SUBMITTAL	RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____	DATE _____
	DESIGNED: _____	JAH	DRAWN: _____	KGR
	CHECKED: _____	RT	CHECKED: _____	RT

INDIANA DEPARTMENT OF TRANSPORTATION
PROPOSED PAVEMENT MARKING & SIGNS STA. 579+00 TO STA. 609+00 "C"

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	
VERTICAL SCALE	DESIGNATION
N/A	1800035
SURVEY BOOK	SHEETS
	of
CONTRACT	PROJECT
	1800035



- (36) Lane Reduction Arrow, Thermoplastic, Pmnt. Message Mrkg.
- (37) Lane Indication Arrow, Thermoplastic, Pmnt. Message Mrkg.
- (38) ONLY, Thermoplastic, Pavement Message Marking
- (39) Line, Thermoplastic, Solid, White, 8 IN.
- (43) Transverse Marking, Thermo., Crosswalk Line, White, 12 IN.
- (44) Transverse Marking, Thermo., Crosshatch, White, 12 IN.
- (45) Transverse Marking, Thermo., Stop Line, White, 24 IN.
- (46) Line, Preformed Plastic, Solid, White, 4 IN., Wet Reflective
- (47) Line, Preformed Plastic, Solid, Yellow, 4 IN., Wet Reflective
- (48) Line, Thermoplastic, Dotted, White 4 IN. (3' LINE, 9' GAP)
- (49) Line, Preformed Plastic, Broken, White, 4 IN., Wet Reflective
- (50) Line, Preformed Plastic, Broken, Yellow, 4 IN., Wet Reflective
- (51) Line, Thermoplastic, Dotted, White 4 IN. (2' LINE, 6' GAP)
- (52) Line, Thermoplastic, Dotted, Yellow 4 IN. (2' LINE, 6' GAP)
- (53) Line, Thermoplastic, Solid, White, 4 IN.
- (54) Line, Thermoplastic, Solid, Yellow, 4 IN.
- (55) Line, Thermoplastic, Broken, White, 4 IN.
- (56) Line, Thermoplastic, Solid, Yellow, 4 IN.
- (57) Transverse Marking, Thermo., Crosshatch, Yellow, 12 IN.

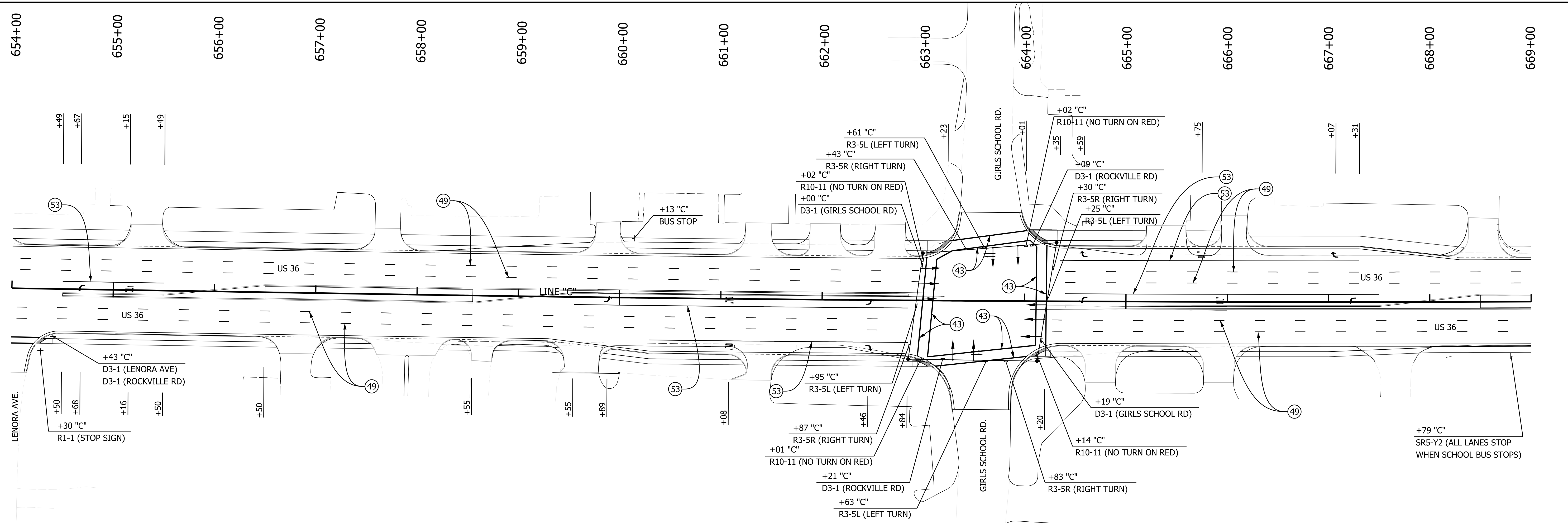
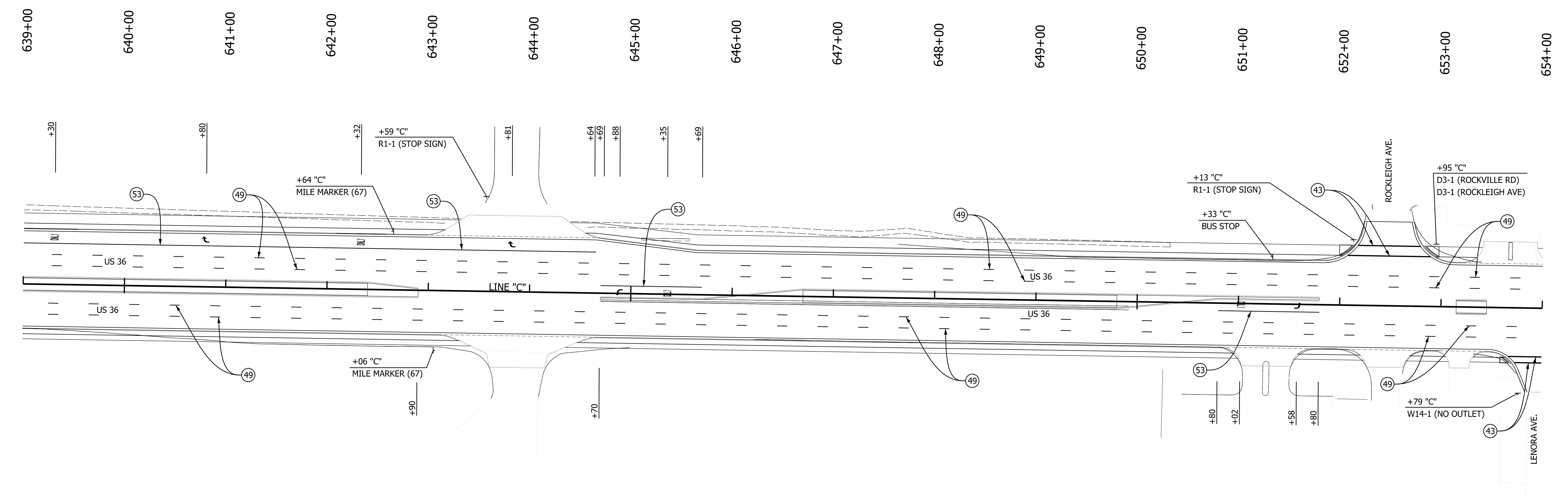
STAGE 2 SUBMITTAL	RECOMMENDED FOR APPROVAL _____	
	DESIGNED: JAH	DRAWN: KGR
	CHECKED: RT	CHECKED: RT
	DATE _____	

**INDIANA
DEPARTMENT OF TRANSPORTATION**

**PROPOSED PAVEMENT MARKING & SIGNS
STA. 609+00 TO STA. 639+00 "C"**

HORIZONTAL SCALE 1" = 50'	BRIDGE FILE
VERTICAL SCALE N/A	DESIGNATION 1800035
SURVEY BOOK	SHEETS
CONTRACT	PROJECT 1800035

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 RCD:tlb

- | | | |
|---|---|--|
| 36 Lane Reduction Arrow, Thermoplastic, Pmnt. Message Mrkg. | 45 Transverse Marking, Thermo., Stop Line, White, 24 IN. | 51 Line, Thermoplastic, Dotted, White 4 IN. (2' LINE, 6' GAP) |
| 37 Lane Indication Arrow, Thermoplastic, Pmnt. Message Mrkg. | 46 Line, Preformed Plastic, Solid, White, 4 IN., Wet Reflective | 52 Line, Thermoplastic, Dotted, Yellow 4 IN. (2' LINE, 6' GAP) |
| 38 ONLY, Thermoplastic, Pavement Message Marking | 47 Line, Preformed Plastic, Solid, Yellow, 4 IN., Wet Reflective | 53 Line, Thermoplastic, Solid, White, 4 IN. |
| 39 Line, Thermoplastic, Solid, White, 8 IN. | 48 Line, Thermoplastic, Dotted, White 4 IN. (3' LINE, 9' GAP) | 54 Line, Thermoplastic, Solid, Yellow, 4 IN. |
| 43 Transverse Marking, Thermo., Crosswalk Line, White, 12 IN. | 49 Line, Preformed Plastic, Broken, White, 4 IN., Wet Reflective | 55 Line, Thermoplastic, Broken, White, 4 IN. |
| 44 Transverse Marking, Thermo., Crosshatch, White, 12 IN. | 50 Line, Preformed Plastic, Broken, Yellow, 4 IN., Wet Reflective | 56 Line, Thermoplastic, Solid, Yellow, 4 IN. |
| | | 57 Transverse Marking, Thermo., Crosshatch, Yellow, 12 IN. |

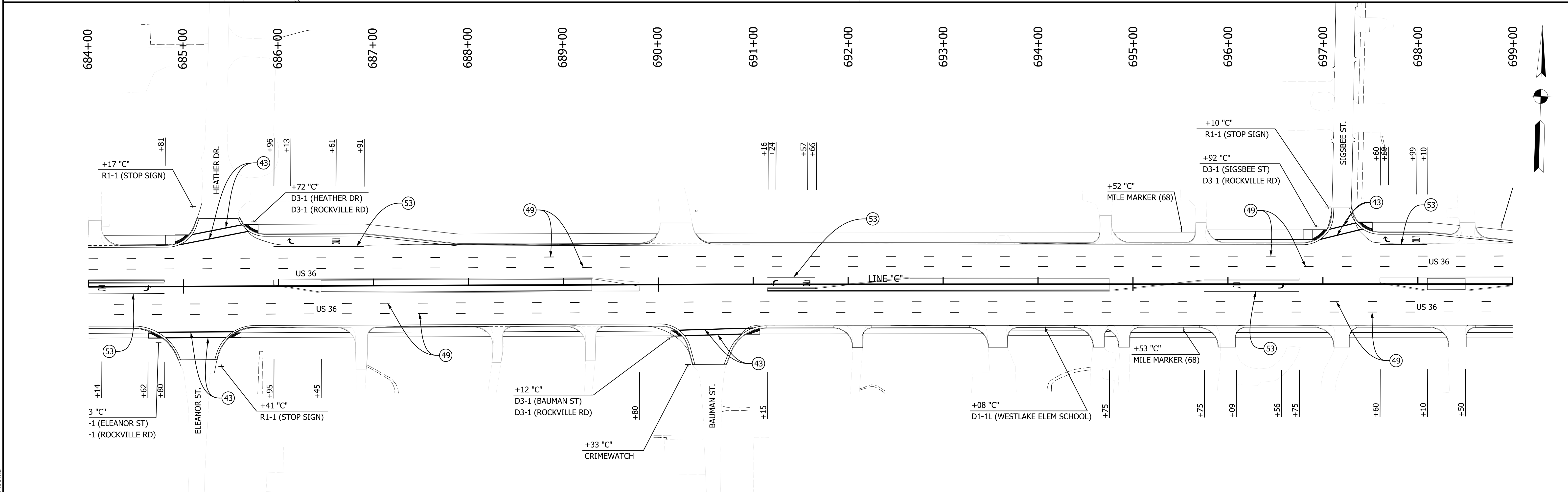
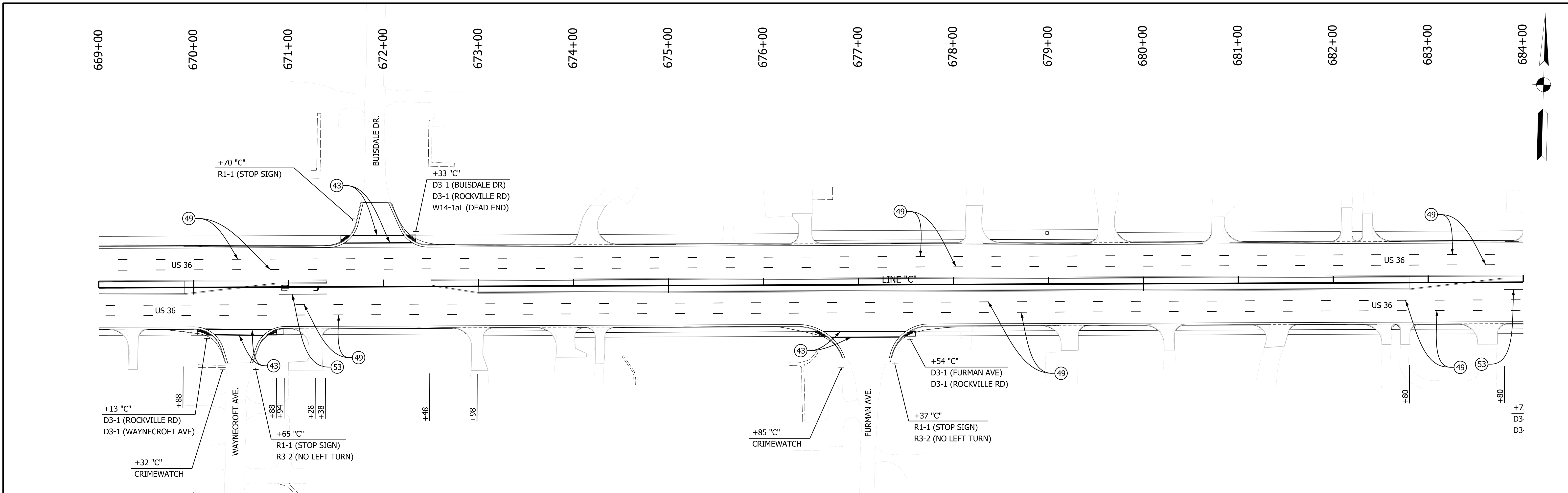
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RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: JAH	DRAWN: KGR	
CHECKED: RT	CHECKED: RT	

INDIANA
DEPARTMENT OF TRANSPORTATION
PROPOSED PAVEMENT MARKING & SIGNS
STA. 639+00 TO STA. 669+00 "C"

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	
VERTICAL SCALE	DESIGNATION
N/A	1800035
SURVEY BOOK	SHEETS
	of
CONTRACT	PROJECT
	1800035

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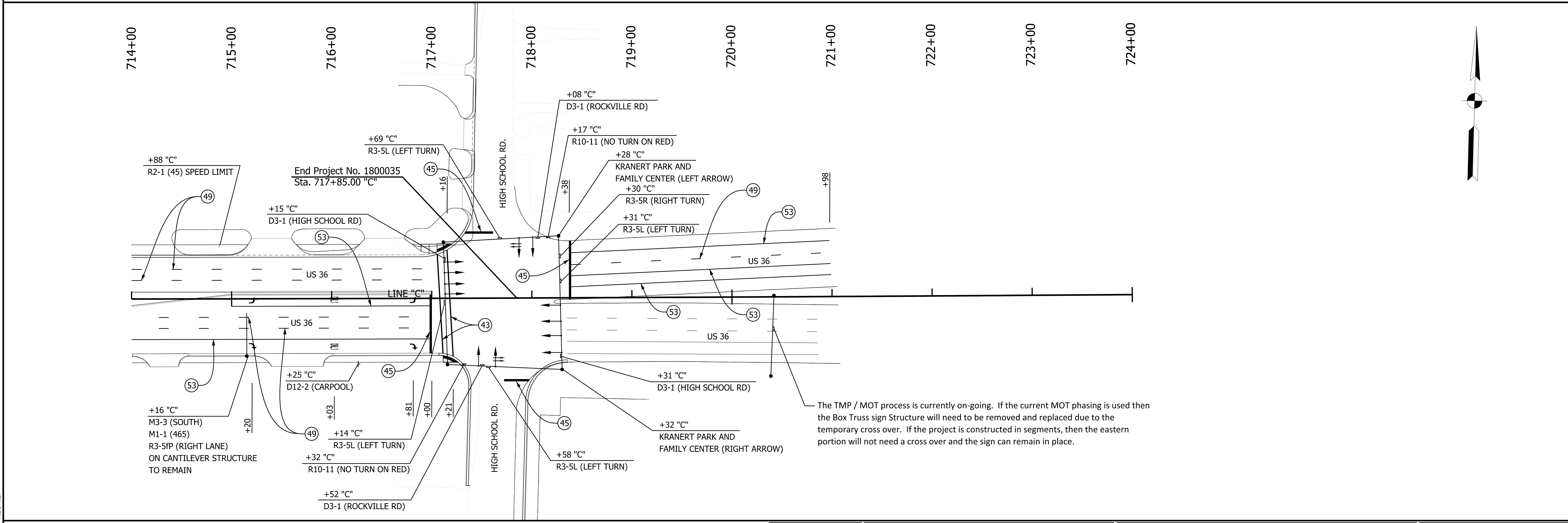
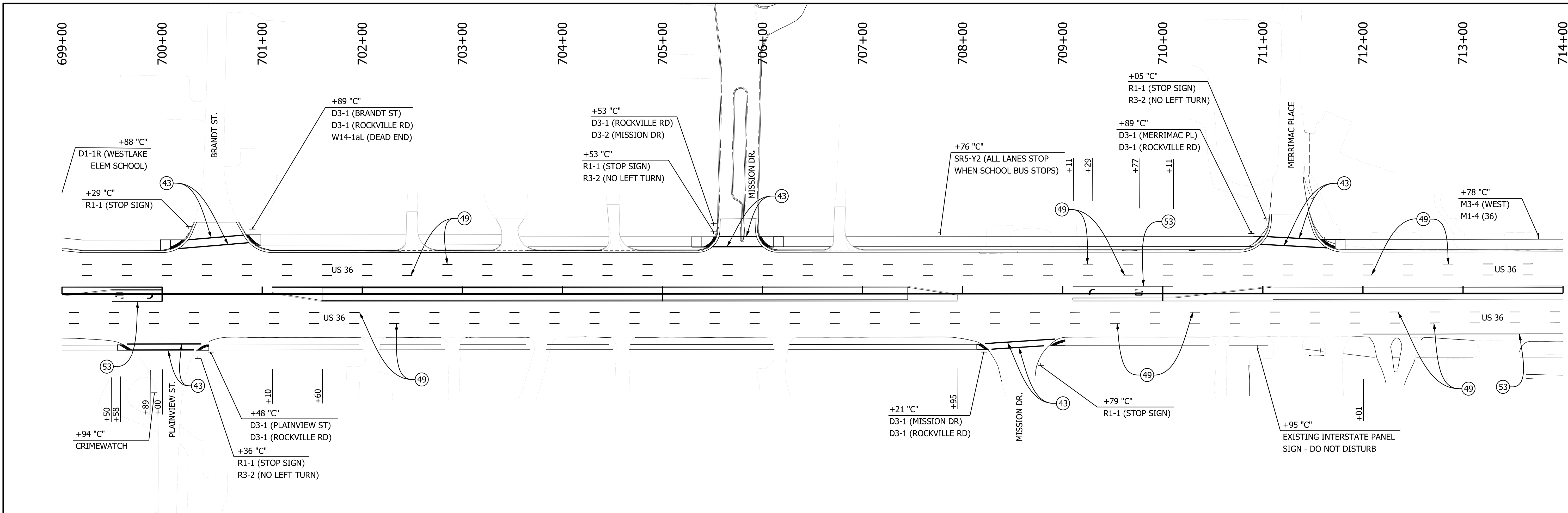


- (36) Lane Reduction Arrow, Thermoplastic, Pmnt. Message Mrkg.
- (37) Lane Indication Arrow, Thermoplastic, Pmnt. Message Mrkg.
- (38) ONLY, Thermoplastic, Pavement Message Marking
- (39) Line, Thermoplastic, Solid, White, 8 IN.
- (43) Transverse Marking, Thermo., Crosswalk Line, White, 12 IN.
- (44) Transverse Marking, Thermo., Crosshatch, White, 12 IN.
- (45) Transverse Marking, Thermo., Stop Line, White, 24 IN.
- (46) Line, Preformed Plastic, Solid, White, 4 IN., Wet Reflective
- (47) Line, Preformed Plastic, Solid, Yellow, 4 IN., Wet Reflective
- (48) Line, Thermoplastic, Dotted, White 4 IN. (3' LINE, 9' GAP)
- (49) Line, Preformed Plastic, Broken, White, 4 IN., Wet Reflective
- (50) Line, Preformed Plastic, Broken, Yellow, 4 IN., Wet Reflective
- (51) Line, Thermoplastic, Dotted, White 4 IN. (2' LINE, 6' GAP)
- (52) Line, Thermoplastic, Dotted, Yellow 4 IN. (2' LINE, 6' GAP)
- (53) Line, Thermoplastic, Solid, White, 4 IN.
- (54) Line, Thermoplastic, Solid, Yellow, 4 IN.
- (55) Line, Thermoplastic, Broken, White, 4 IN.
- (56) Line, Thermoplastic, Solid, Yellow, 4 IN.
- (57) Transverse Marking, Thermo., Crosshatch, Yellow, 12 IN.

STAGE 2 SUBMITTAL	RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____ DATE _____	
	DESIGNED: _____	JAH	DRAWN: _____	KGR
	CHECKED: _____	RT	CHECKED: _____	RT

INDIANA DEPARTMENT OF TRANSPORTATION
PROPOSED PAVEMENT MARKING & SIGNS STA. 669+00 TO STA. 699+00 "C"

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	
VERTICAL SCALE	DESIGNATION
N/A	1800035
SURVEY BOOK	SHEETS
	of
CONTRACT	PROJECT
	1800035



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| (36) Lane Reduction Arrow, Thermoplastic, Pmnt. Message Mrkg. | (45) Transverse Marking, Thermo., Stop Line, White, 24 IN. | (51) Line, Thermoplastic, Dotted, White 4 IN. (2' LINE, 6' GAP) |
| (37) Lane Indication Arrow, Thermoplastic, Pmnt. Message Mrkg. | (46) Line, Preformed Plastic, Solid, White, 4 IN., Wet Reflective | (52) Line, Thermoplastic, Dotted, Yellow 4 IN. (2' LINE, 6' GAP) |
| (38) ONLY, Thermoplastic, Pavement Message Marking | (47) Line, Preformed Plastic, Solid, Yellow, 4 IN., Wet Reflective | (53) Line, Thermoplastic, Solid, White, 4 IN. |
| (39) Line, Thermoplastic, Solid, White, 8 IN. | (48) Line, Thermoplastic, Dotted, White 4 IN. (3' LINE, 9' GAP) | (54) Line, Thermoplastic, Solid, Yellow, 4 IN. |
| (43) Transverse Marking, Thermo., Crosswalk Line, White, 12 IN. | (49) Line, Preformed Plastic, Broken, White, 4 IN., Wet Reflective | (55) Line, Thermoplastic, Broken, White, 4 IN. |
| (44) Transverse Marking, Thermo., Crosshatch, White, 12 IN. | (50) Line, Preformed Plastic, Broken, Yellow, 4 IN., Wet Reflective | (56) Line, Thermoplastic, Solid, Yellow, 4 IN. |
| | | (57) Transverse Marking, Thermo., Crosshatch, Yellow, 12 IN. |

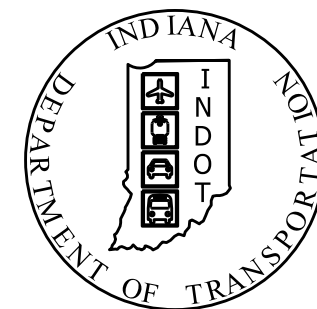
STAGE 2 SUBMITTAL	RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		DATE
	DESIGNED: JAH	DRAWN: KGR			
	CHECKED: RT	CHECKED: RT			

INDIANA DEPARTMENT OF TRANSPORTATION PROPOSED PAVEMENT MARKING & SIGNS STA. 699+00 TO STA. 724+00 "C"
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HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	
VERTICAL SCALE	DESIGNATION
N/A	1800035
SURVEY BOOK	SHEETS
	of
CONTRACT	PROJECT
	1800035

PROJECT	DESIGNATION
1800035	1900340 & 1900341
CONTRACT	BRIDGE FILE
R-41781	036-49-03898 BEBL & BWBL

INDIANA DEPARTMENT OF TRANSPORTATION



TRAFFIC DATA	Raceway Rd to Railroad	Railroad to Girls School Rd	Girls School Rd to High School Rd
A.A.D.T. (2025)	38,128 V.P.D.	42,156 V.P.D.	40,820 V.P.D.
A.A.D.T. (2045)	42,469 V.P.D.	46,955 V.P.D.	45,468 V.P.D.
D.H.V. (2045)	3,581 V.P.H.	3,887 V.P.H.	3,797 V.P.H.
DIRECTIONAL DISTRIBUTION	54.0 %	51.0 %	52.0 %
TRUCKS	3.8 % D.H.V. 3.9 % A.D.T.	4.7 % D.H.V. 4.8 % A.D.T.	4.8 % D.H.V. 4.7 % A.D.T.

DESIGN DATA	Raceway Rd to Railroad	Railroad to Girls School Rd	Girls School Rd to High School Rd
DESIGN SPEED	45 M.P.H.	45 M.P.H.	45 M.P.H.
PROJECT DESIGN CRITERIA	(4R) Reconstruction (Non-Freeway)	(4R) Reconstruction (Non-Freeway)	(4R) Reconstruction (Non-Freeway)
FUNCTIONAL CLASSIFICATION	Principal Arterial	Principal Arterial	Principal Arterial
RURAL/URBAN	URBAN (Intermediate)	URBAN (Intermediate)	URBAN (Intermediate)
TERRAIN	LEVEL	LEVEL	LEVEL
ACCESS CONTROL	NONE	NONE	NONE

SEE NEXT SHEET FOR ADDITIONAL TRAFFIC DATA/DESIGN DATA

STRUCTURE INFORMATION

STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
036-49-03898 BEBL 036-49-03898 BWBL	TWIN, CONTINUOUS REINF. CONCRETE SLAB BRIDGES	3 SPANS: 36'-0", 48'-0", 36'-0" SKEW: NONE	LITTLE WHITE LICK CREEK	602+67 "C"

KIN PROJECT INFORMATION

DESIGNATION	PROJECT DESCRIPTION
1800035 (LEAD) 1800037	US 36 HMA ADDED TRAVEL LANES

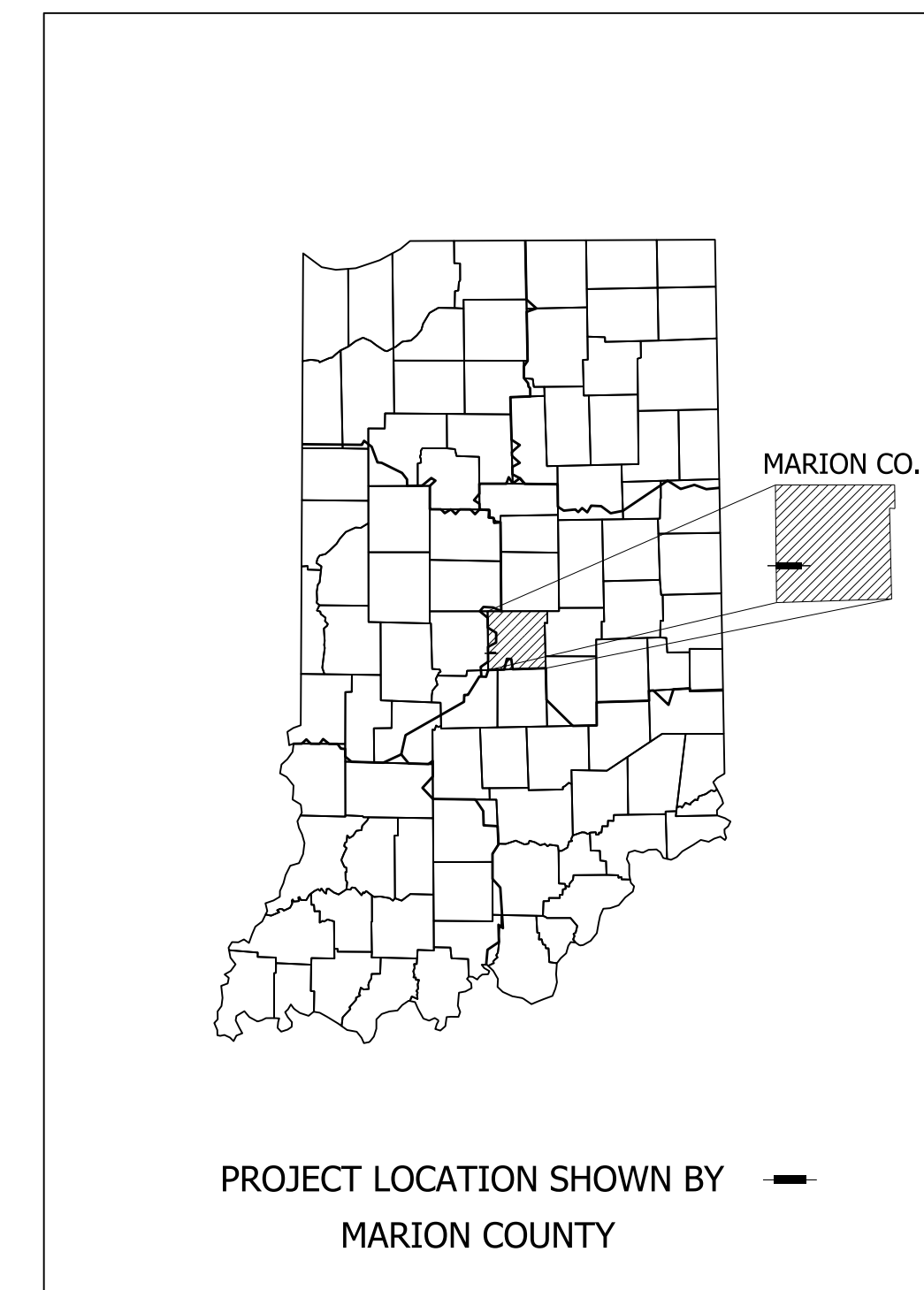
BRIDGE PLANS

FOR SPANS OVER 20 FEET

ROUTE: U.S. 36 AT: RP 66+23
 PROJECT NO. 1800035 P.E.
 1800035 R/W
 1800035 CONST.

NO ADDITIONAL RIGHT-OF-WAY REQUIRED FOR THIS PROJECT

BRIDGE WIDENING AND OVERLAY ON US 36 ROCKVILLE RD OVER LITTLE WHITE LICK CREEK LOCATED APPROXIMATELY 2.3 MILES WEST OF I-465 IN SECTION 4, T-15-N, R-2-E, WAYNE TOWNSHIP, MARION COUNTY, INDIANA

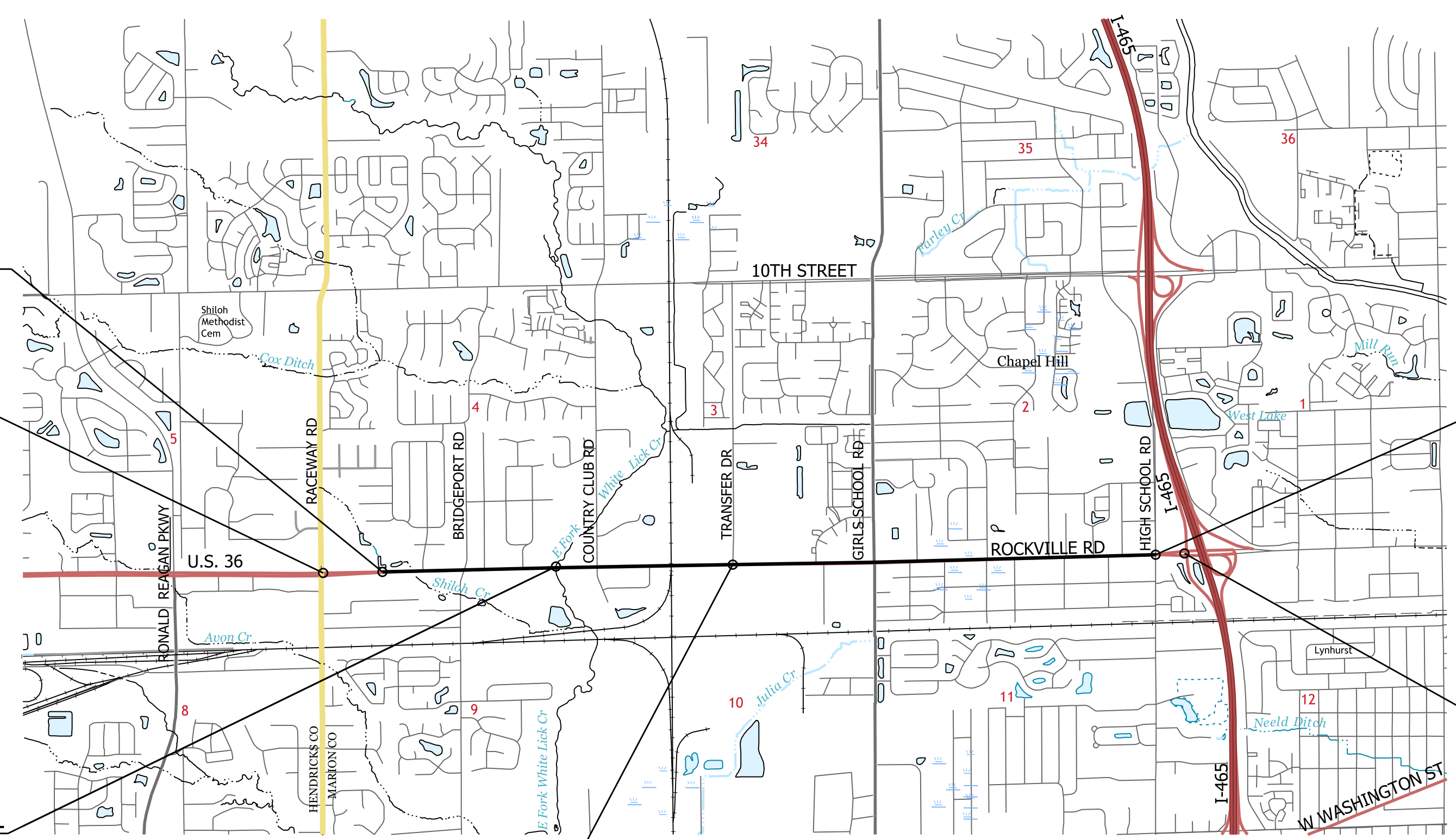


BEGIN PROJECT NO. 1800035
STA. 569+35.00 "C"

BEGIN INCIDENTAL CONSTRUCTION
PROJECT NO. 1800035
STA. 558+01.67 "C"

STRUCTURES
036-49-03898 BEBL & BWBL
1900340 (EBL)
1900341 (WBL)
STA. 601+85.75 "C" TO
STA. 603+48.25 "C"

END DES. NO. 1800035
BEGIN DES. NO. 1800037
STA. 636+50.00 "C"



LOCATION MAP
MARION COUNTY

SCALE: 1" = 2000'

END PROJECT NO. 1800035
STA. 717+85.00 "C"

END INCIDENTAL CONSTRUCTION
PROJECT NO. 1800035
STA. 721+05.00 "C"

DES. NO. 1800035	LATITUDE: 39° 45' 49" N	LONGITUDE: 86° 19' 20" W
DES. NO. 1800037	LATITUDE: 39° 45' 53" N	LONGITUDE: 86° 16' 11" W
BRIDGE LENGTH:	0.031	MI.
ROADWAY LENGTH:	2.782	MI.
TOTAL LENGTH:	2.813	MI.
MAX. GRADE:	1.0 % (EXIST.)	%

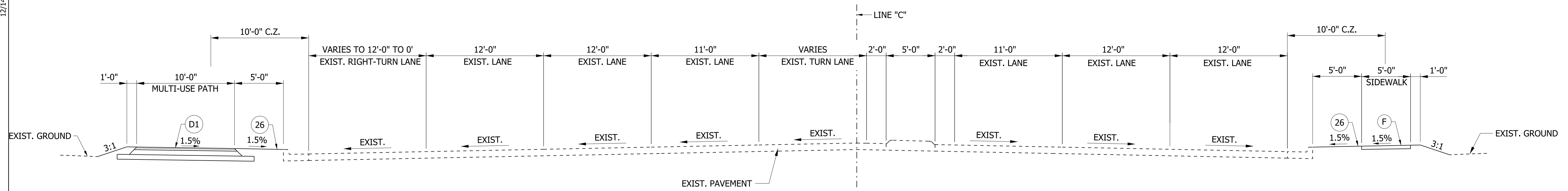
INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2022
TO BE USED WITH THESE PLANS



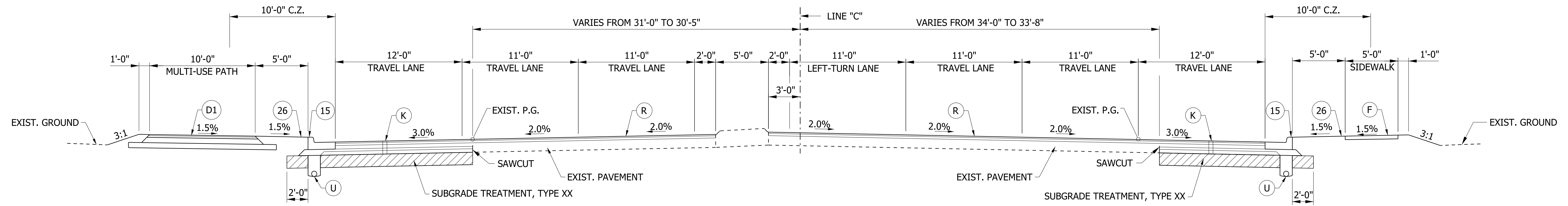
Michael Baker International, Inc.
3815 River Crossing Parkway, Suite 120
Indianapolis, IN 46240
Tel: 317-663-8430 Fax: 317-663-8410
www.mbakertnt.com

PLANS PREPARED BY:	Michael Baker International, Inc.	317-663-8430 PHONE NUMBER
CERTIFIED BY:		DATE
APPROVED FOR LETTING:	INDIANA DEPARTMENT OF TRANSPORTATION	DATE

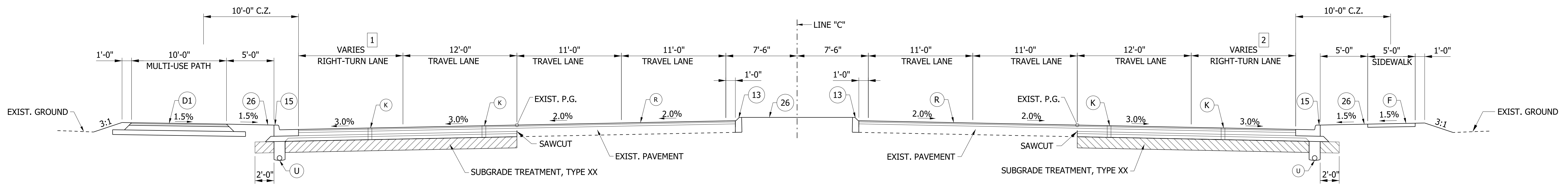
BRIDGE FILE	
036-49-03898 BEBL & BWBL	
DESIGNATION	
1900340 & 1900341	
SURVEY BOOK	SHEETS
	1 of 15
CONTRACT	PROJECT
R-41781	1800035



TYPICAL SECTION - INCIDENTAL CONSTRUCTION
 STA. 558+01.67 "C" TO STA. 569+35.00 "C"



TYPICAL SECTION - E.B. LEFT-TURN LANE
 STA. 569+35.00 "C" TO STA. 570+00.00 "C"



1 EQUALS 11'-0" FROM STA. 577+70.00 "C" TO STA. 578+70.00 "C"
 VARIES FROM 11'-0" @ STA. 578+70.00 "C" TO 0'-0" @ STA. 579+70.00 "C"
 EQUALS 11'-0" FROM STA. 611+20.00 "C" TO STA. 614+20.00 "C"
 EQUALS 0'-0" FROM STA. 614+20.00 "C" TO STA. 614+75.00 "C"
 VARIES FROM 0'-0" @ STA. 614+75.00 "C" TO 11'-0" @ STA. 617+34.00 "C"
 EQUALS 11'-0" FROM STA. 617+34.00 "C" TO STA. 619+70.00 "C"
 VARIES FROM 11'-0" @ STA. 619+70.00 "C" TO 0'-0" @ STA. 620+70.00 "C"
 EQUALS 11'-0" FROM STA. 637+25.00 "C" TO STA. 644+65.00 "C"
 VARIES FROM 11'-0" @ STA. 644+65.00 "C" TO 0'-0" @ STA. 645+65.00 "C"
 EQUALS 11'-0" FROM STA. 664+35.00 "C" TO STA. 667+30.00 "C"
 VARIES FROM 11'-0" @ STA. 667+30.00 "C" TO 0'-0" @ STA. 668+30.00 "C"
 EQUALS 11'-0" FROM STA. 685+95.00 "C" TO STA. 686+90.00 "C"
 VARIES FROM 11'-0" @ STA. 686+90.00 "C" TO 0'-0" @ STA. 687+90.00 "C"

TYPICAL SECTION
 STA. 571+00.00 "C" TO STA. 574+80.00 "C"
 STA. 577+70.00 "C" TO STA. 582+50.00 "C"
 STA. 587+70.00 "C" TO STA. 593+70.00 "C"
 STA. 596+90.00 "C" TO STA. 601+85.75 "C"
 STA. 603+48.25 "C" TO STA. 605+90.00 "C"
 STA. 615+20.00 "C" TO STA. 632+25.00 "C"
 STA. 637+25.00 "C" TO STA. 642+90.00 "C"
 STA. 646+70.00 "C" TO STA. 649+80.00 "C"
 STA. 653+15.00 "C" TO STA. 653+45.00 "C"
 STA. 656+50.00 "C" TO STA. 658+55.00 "C"
 STA. 668+50.00 "C" TO STA. 669+90.00 "C"
 STA. 672+50.00 "C" TO STA. 682+80.00 "C"
 STA. 685+95.00 "C" TO STA. 689+80.00 "C"
 PAVING EXCEPTION
 STA. 601+85.75 "C" TO STA. 603+48.25 "C"

2 VARIES FROM 0'-0" @ STA. 580+90.00 "C" TO 11'-0" @ STA. 581+90.00 "C"
 EQUALS 11'-0" FROM STA. 581+90.00 "C" TO STA. 583+95.00 "C"
 VARIES FROM 0'-0" @ STA. 659+30.00 "C" TO 11'-0" @ STA. 660+30.00 "C"
 EQUALS 11'-0" FROM STA. 660+30.00 "C" TO STA. 662+85.00 "C"

- LEGEND**
- (K) HMA, FULL DEPTH RECONSTRUCTION
 - (R) 440 LB/SYD QC/QA HMA, SURFACE ON 4" MILLING, ASPHALT
 - (D1) HMA MULTI-USE PATH
 - (J) COMPACTED AGGREGATE, NO. 53
 - (F) SIDEWALK, CONCRETE, 4"
 - (U) UNDERDRAIN, TYPE 4, 6"
 - (13) CONCRETE CURB, TYPE B
 - (15) COMBINED CONCRETE CURB & GUTTER
 - (22) CONCRETE CENTER CURB, TYPE D
 - (26) SODDING, NURSERY

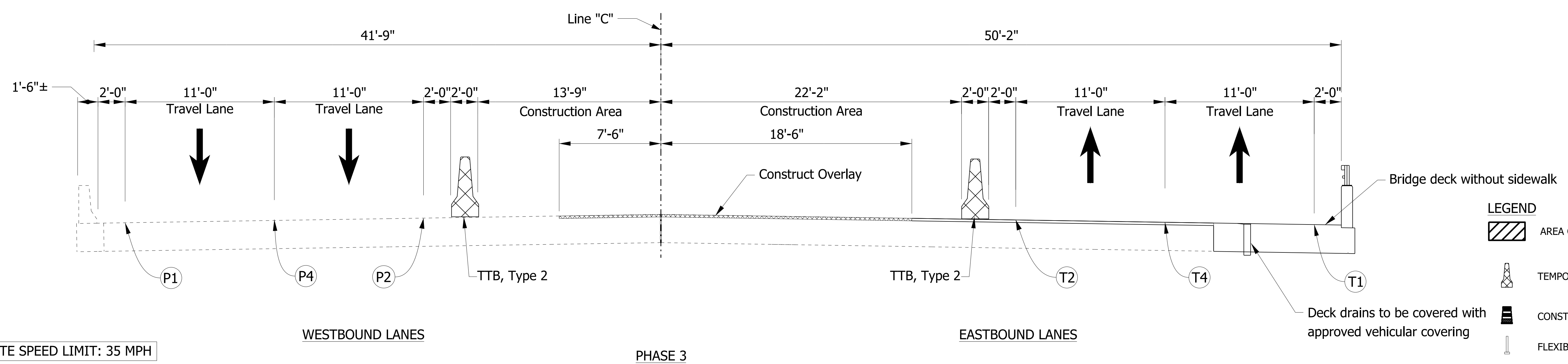
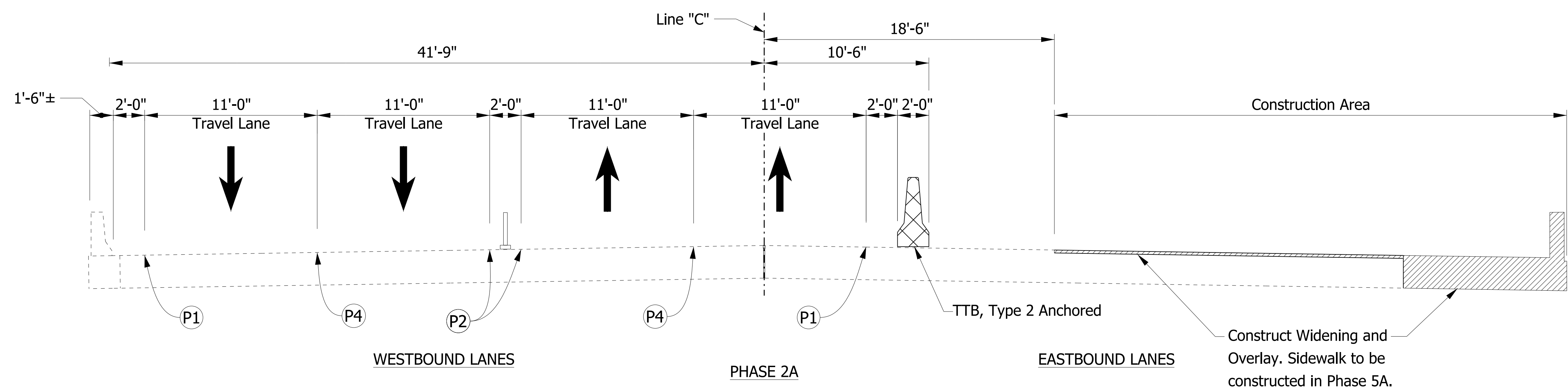
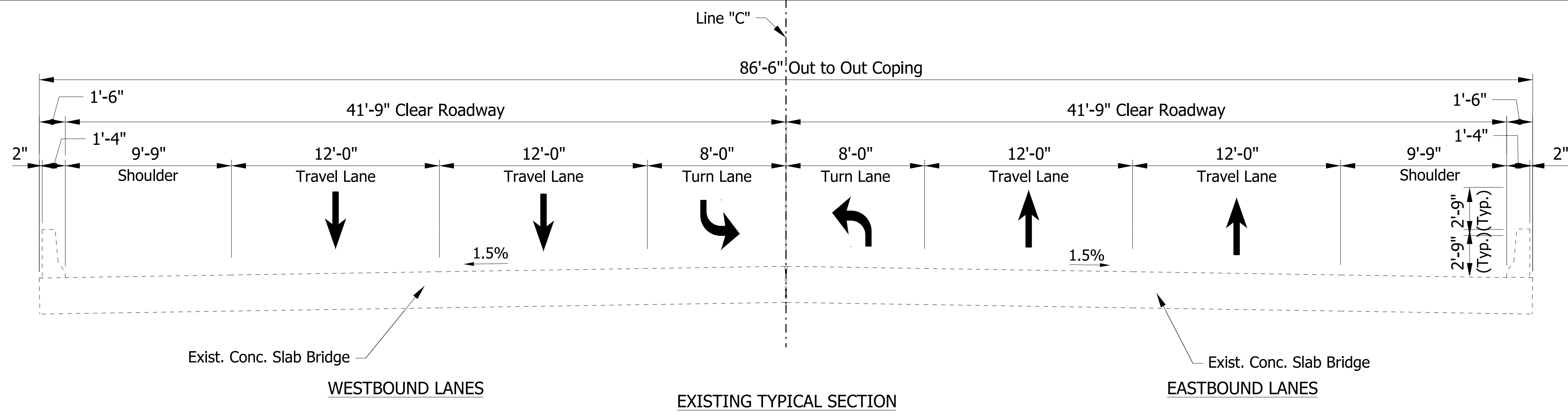
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: LDW	DRAWN: JWM	
CHECKED: WRC	CHECKED: LDW	

INDIANA
 DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS
 LINE "C"

HORIZONTAL SCALE	BRIDGE FILE
3/16" = 1'-0"	
VERTICAL SCALE	DESIGNATION
3/16" = 1'-0"	1800035/1800037
SURVEY BOOK	SHEETS
	3 of 15
CONTRACT	PROJECT
R-41781	1800035

NOTE TO REVIEWER:
 For information only.
 MOT for Des. 1900340/1900341 is developed under Des. 1800035/1800037.
 TMP is currently under development, see 1800035 for MOT details.



WORKSITE SPEED LIMIT: 35 MPH

LEGEND

	AREA OF CONSTRUCTION
	TEMPORARY TRAFFIC BARRIER
	CONSTRUCTION DRUM
	FLEXIBLE TUBULAR MARKER

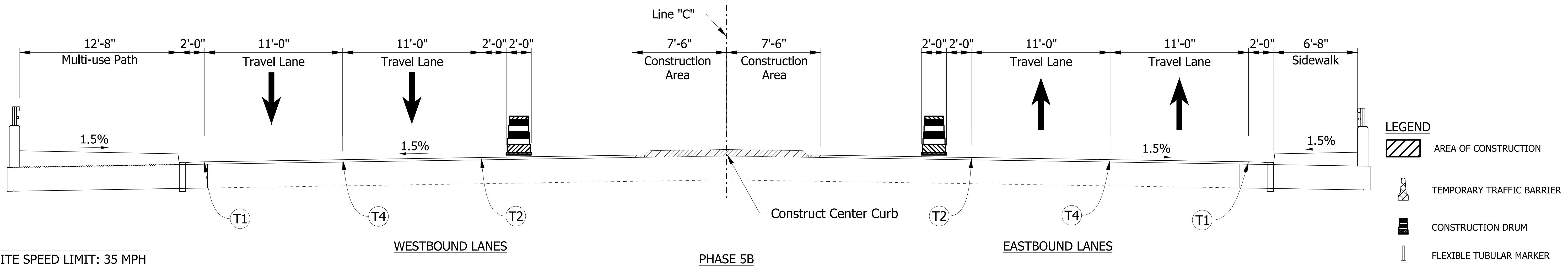
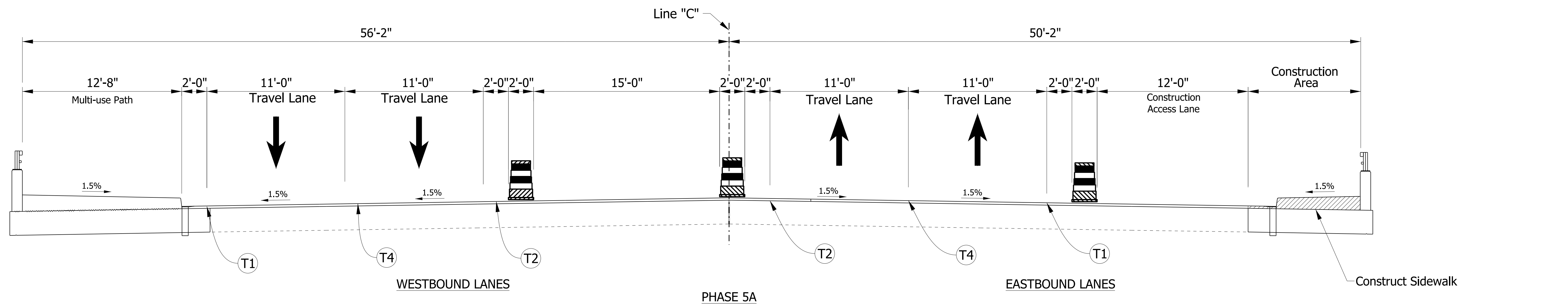
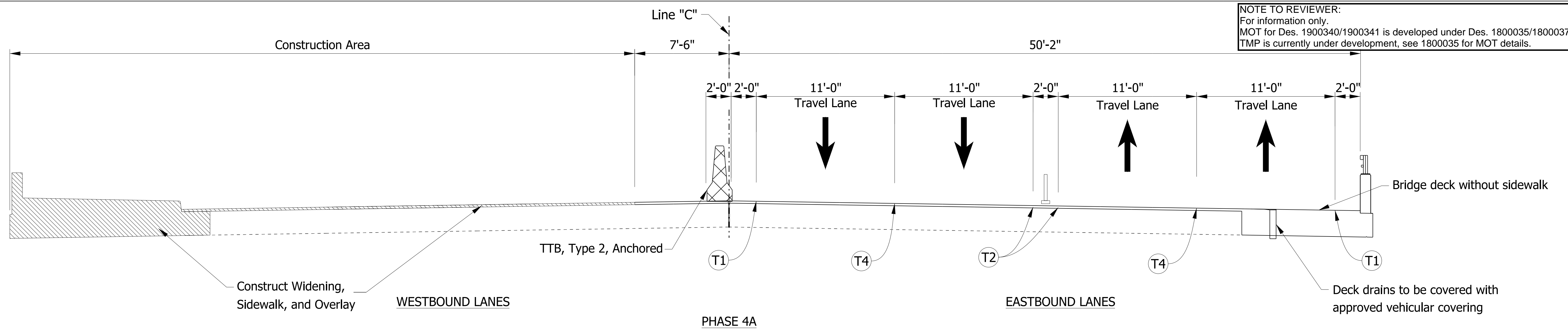
- | | |
|--|---|
| ① Temp. Pavement Marking, Removable, 4 In. (White, Solid) | ① Temp. Pavement Marking, 4 In. (White, Solid) |
| ② Temp. Pavement Marking, Removable, 4 In. (Yellow, Solid) | ② Temp. Pavement Marking, 4 In. (Yellow, Solid) |
| ③ Temp. Pavement Marking, Removable, 4 In. (White, Dotted) | ③ Temp. Pavement Marking, 4 In. (White, Dotted) |
| ④ Temp. Pavement Marking, Removable, 4 In. (White, Broken) | ④ Temp. Pavement Marking, 4 In. (White, Broken) |

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: FJBM	DRAWN: SWB	
CHECKED: DZR	CHECKED: DZR	

INDIANA DEPARTMENT OF TRANSPORTATION	
MOT TYPICAL SECTIONS	

HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'-0"	036-49-03898 BEBL & BWBL
VERTICAL SCALE	DESIGNATION
N/A	1900340 & 1900341
SURVEY BOOK	SHEETS
	4 OF 15
CONTRACT	PROJECT
R-41781	1800035

NOTE TO REVIEWER:
 For information only.
 MOT for Des. 1900340/1900341 is developed under Des. 1800035/1800037.
 TMP is currently under development, see 1800035 for MOT details.



LEGEND

	AREA OF CONSTRUCTION
	TEMPORARY TRAFFIC BARRIER
	CONSTRUCTION DRUM
	FLEXIBLE TUBULAR MARKER

WORKSITE SPEED LIMIT: 35 MPH

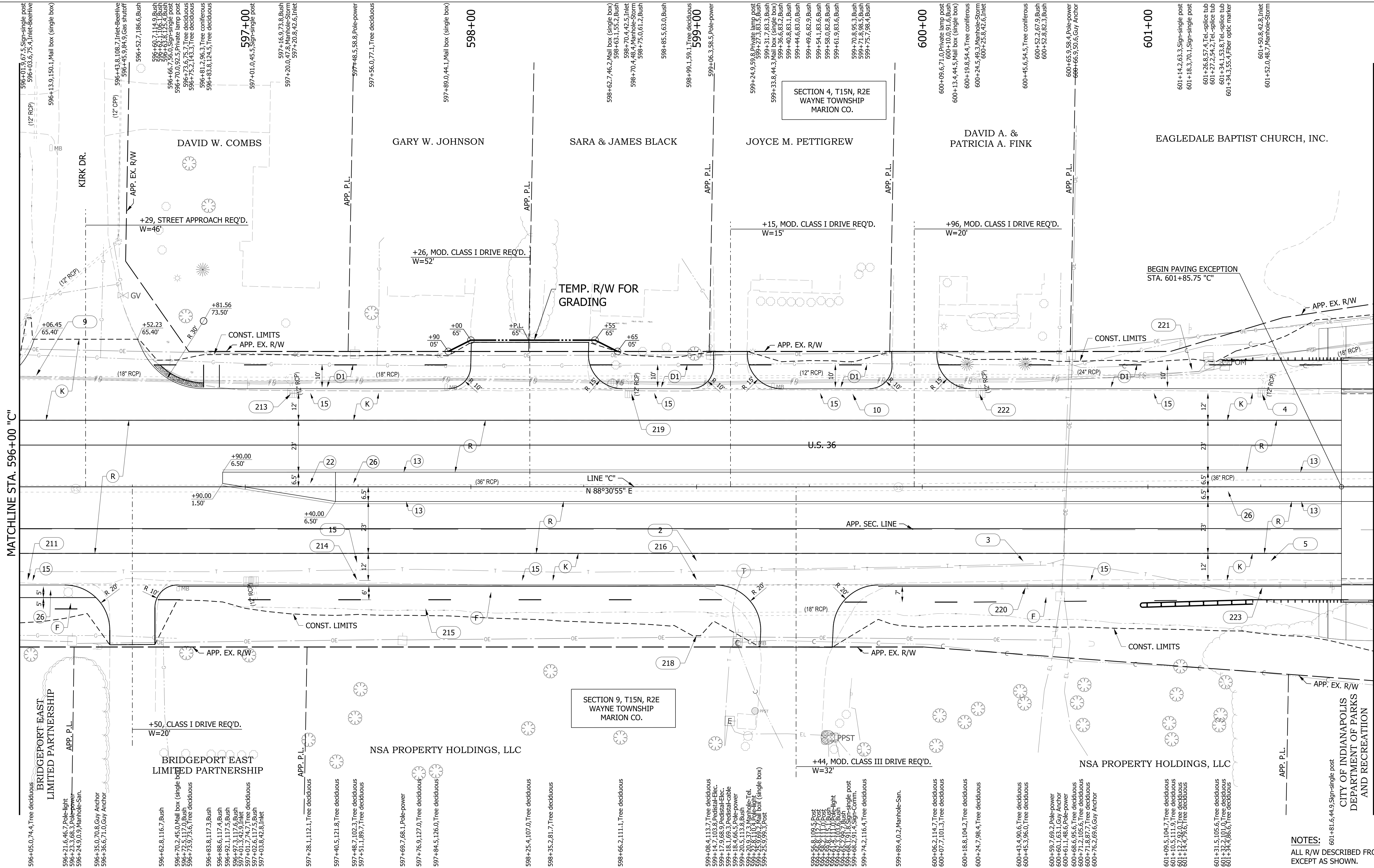
- | | |
|---|--|
| (T1) Temp. Pavement Marking, Removable, 4 In. (White, Solid) | (P1) Temp. Pavement Marking, 4 In. (White, Solid) |
| (T2) Temp. Pavement Marking, Removable, 4 In. (Yellow, Solid) | (P2) Temp. Pavement Marking, 4 In. (Yellow, Solid) |
| (T3) Temp. Pavement Marking, Removable, 4 In. (White, Dotted) | (P3) Temp. Pavement Marking, 4 In. (White, Dotted) |
| (T4) Temp. Pavement Marking, Removable, 4 In. (White, Broken) | (P4) Temp. Pavement Marking, 4 In. (White, Broken) |

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: FJBM	DRAWN: SWB	
CHECKED: DZR	CHECKED: DZR	

INDIANA
 DEPARTMENT OF TRANSPORTATION

MOT TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'-0"	036-49-03898 BEBL & BWBL
VERTICAL SCALE	DESIGNATION
N/A	1900340 & 1900341
SURVEY BOOK	SHEETS
	5 OF 15
CONTRACT	PROJECT
R-41781	1800035



MATCHLINE STA. 596+00 "C"

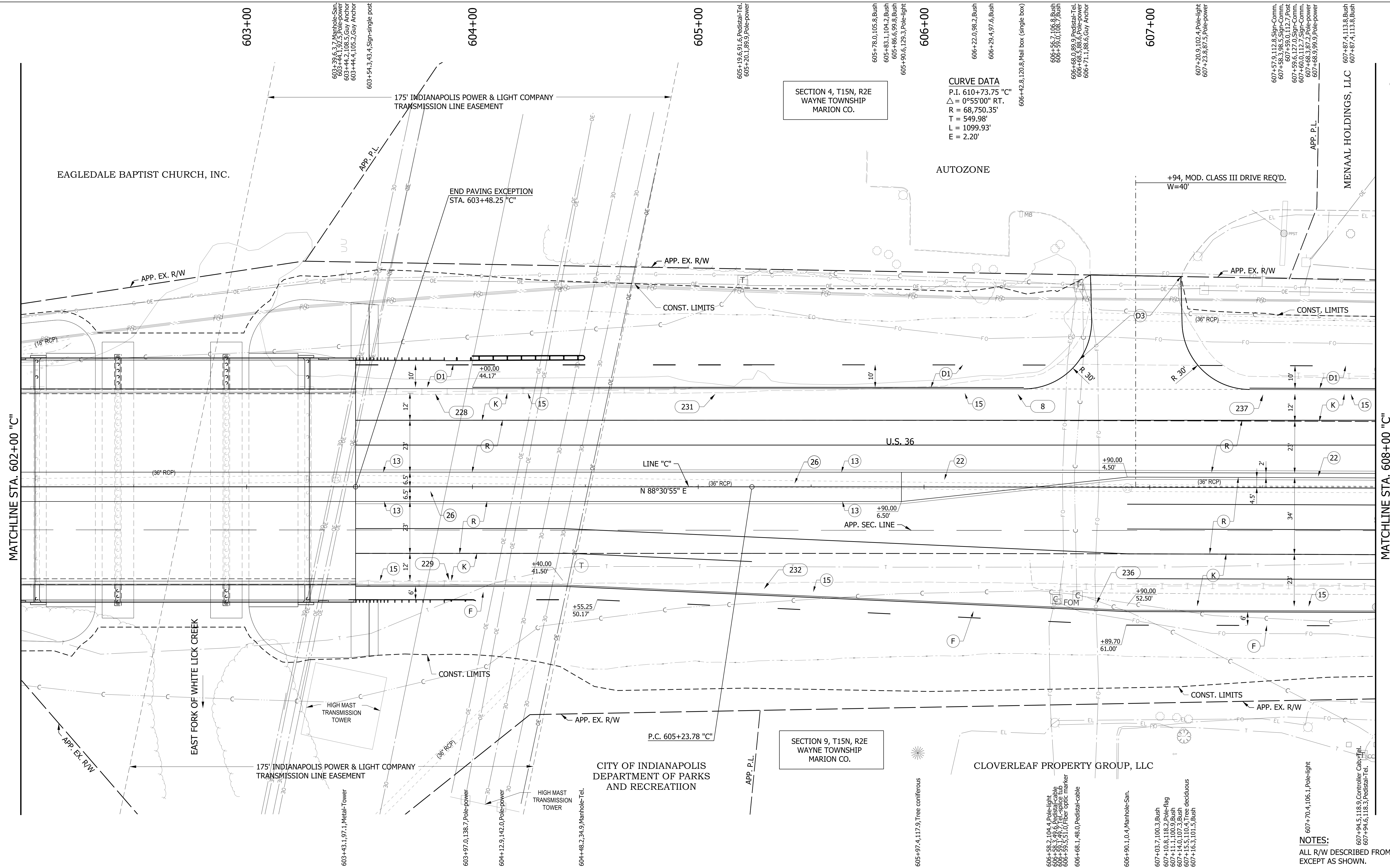
MATCHLINE STA. 602+00 "C"

NOTES:
ALL R/W DESCRIBED FROM LINE "C", EXCEPT AS SHOWN.

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: LDW	DRAWN: JWM	
CHECKED: WRC	CHECKED: LDW	

INDIANA DEPARTMENT OF TRANSPORTATION	
PLAN - LINE "C"	

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	
VERTICAL SCALE	DESIGNATION
N/A	1800035
SURVEY BOOK	SHEETS
	6 of 15
CONTRACT	PROJECT
R-41781	1800035



SECTION 4, T15N, R2E
WAYNE TOWNSHIP
MARION CO.

CURVE DATA
P.I. 610+73.75 "C"
Δ = 0°55'00" RT.
R = 68,750.35'
T = 549.98'
L = 1099.93'
E = 2.20'

SECTION 9, T15N, R2E
WAYNE TOWNSHIP
MARION CO.

CLOVERLEAF PROPERTY GROUP, LLC

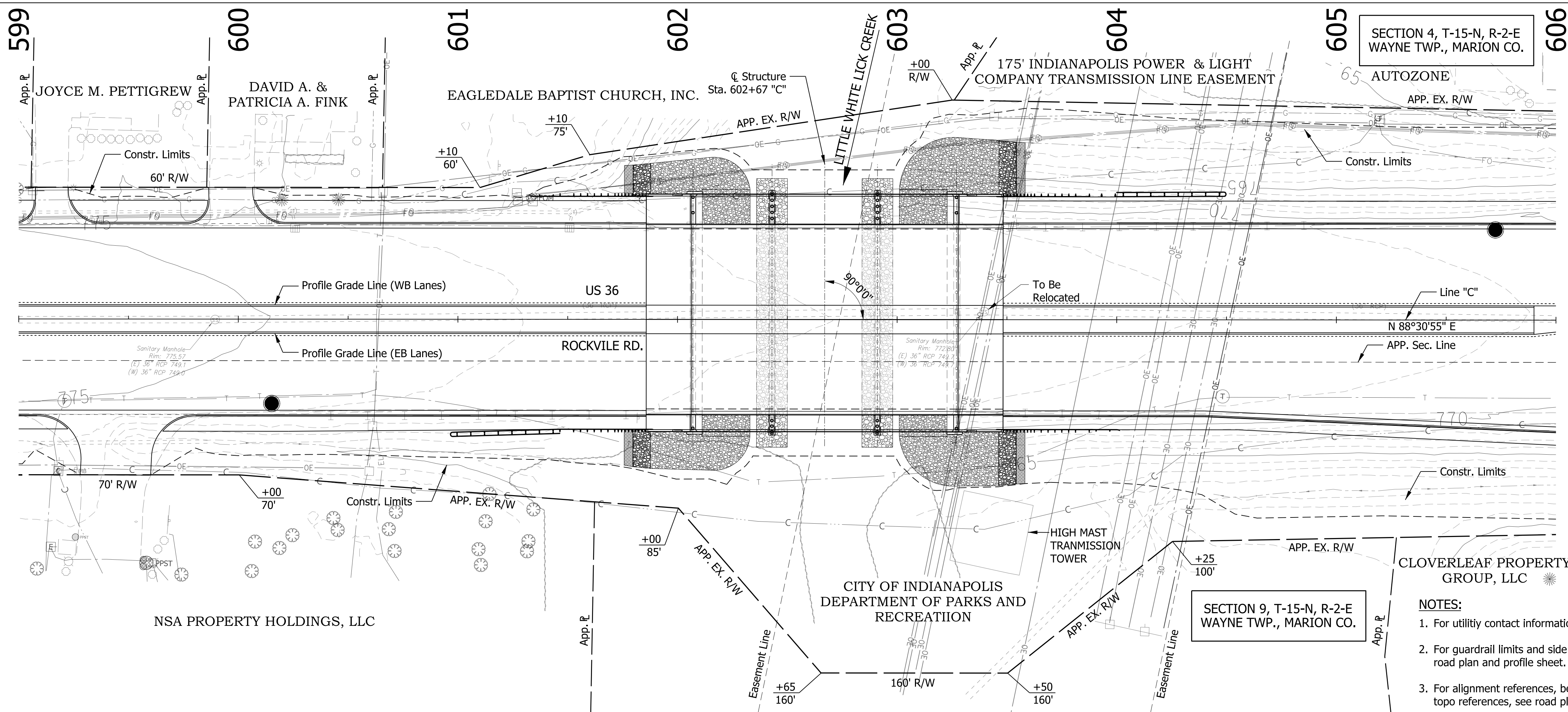
NOTES:
ALL R/W DESCRIBED FROM LINE "C",
EXCEPT AS SHOWN.

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: LDW	DRAWN: JWM	
CHECKED: WRC	CHECKED: LDW	

**INDIANA
DEPARTMENT OF TRANSPORTATION**

PLAN - LINE "C"

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	
VERTICAL SCALE	DESIGNATION
N/A	1800035
SURVEY BOOK	SHEETS
	8 of 15
CONTRACT	PROJECT
R-41781	1800035



SECTION 4, T-15-N, R-2-E
WAYNE TWP., MARION CO.

AUTOZONE
APP. EX. R/W

Constr. Limits

Constr. Limits

Constr. Limits

Constr. Limits

Constr. Limits

Constr. Limits

Constr. Limits

Constr. Limits

Constr. Limits

Constr. Limits

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Constr. Limits

Constr. Limits

Constr. Limits

Constr. Limits

Constr. Limits

Constr. Limits

Constr. Limits

Constr. Limits

EXISTING STRUCTURE

The existing structures are twin 3 span slab bridges with spans of 36'-0", 48'-0" and 36'-0". Each structure has a 41'-9" clear roadway width and no skew. The existing structure is on file with the INDOT Central Office as bridge files 36-49-03898, 36-49-03898A. Portions of the existing structure is to be removed.

These plans were prepared according to current survey datum (N.A.V.D. 1988).

HYDRAULIC DATA

Drainage Area	= 12,303 sq. mi.
Q ₁₀₀ (AEP 1%)	= 4060 cfs.
Q ₁₀₀ (AEP 1%) Elevation	= 768.63 ft.

EXISTING STRUCTURE HYDRAULIC SUMMARY

Q ₁₀₀ Water Surface Elevation	= 768.63 ft.
Q ₁₀₀ Backwater	= 0.59 ft.
Q ₁₀₀ Headwater Elevation	= 769.20 ft.
Q ₁₀₀ Velocity	= 5.07 ft./sec.
Waterway Opening Below Q ₁₀₀ Elevation (Str.)	= 832.40 sq. ft.
Road Overflow Waterway Area	= 0.00 sq. ft.
Low Structure Elevation	= 769.95 ft.
Skew	= 0.00 deg.

PROPOSED STRUCTURE HYDRAULIC SUMMARY

Q ₁₀₀ Water Surface Elevation	= 768.63 ft.
Q ₁₀₀ Backwater	= 0.59 ft.
Q ₁₀₀ Headwater Elevation	= 769.37 ft.
Q ₁₀₀ Velocity	= 5.05 ft./sec.
Waterway Opening Below Q ₁₀₀ Elevation (Str.)	= 837.00 sq. ft.
Road Overflow Waterway Area	= 0.00 sq. ft.
Min. Low Structure Elevation	= 769.73 ft.
Skew	= 0.00 deg.

SCOUR DATA

Q ₁₀₀ (AEP 1%) Contraction Scour	= 23.56 ft.
Q ₁₀₀ (AEP 1%) Total Scour	= 27.77 ft.
Q ₁₀₀ (AEP 1%) Low Scour Elevation	= 729.68 ft.
Q ₁₀₀ (AEP 1%) Max. Velocity	= 6.76 ft./sec.
Q ₁₀₀ (AEP 1%) Avg. Velocity	= 5.28 ft./sec.
Flowline Elevation	= 757.45 ft.

EARTHWORK SUMMARY

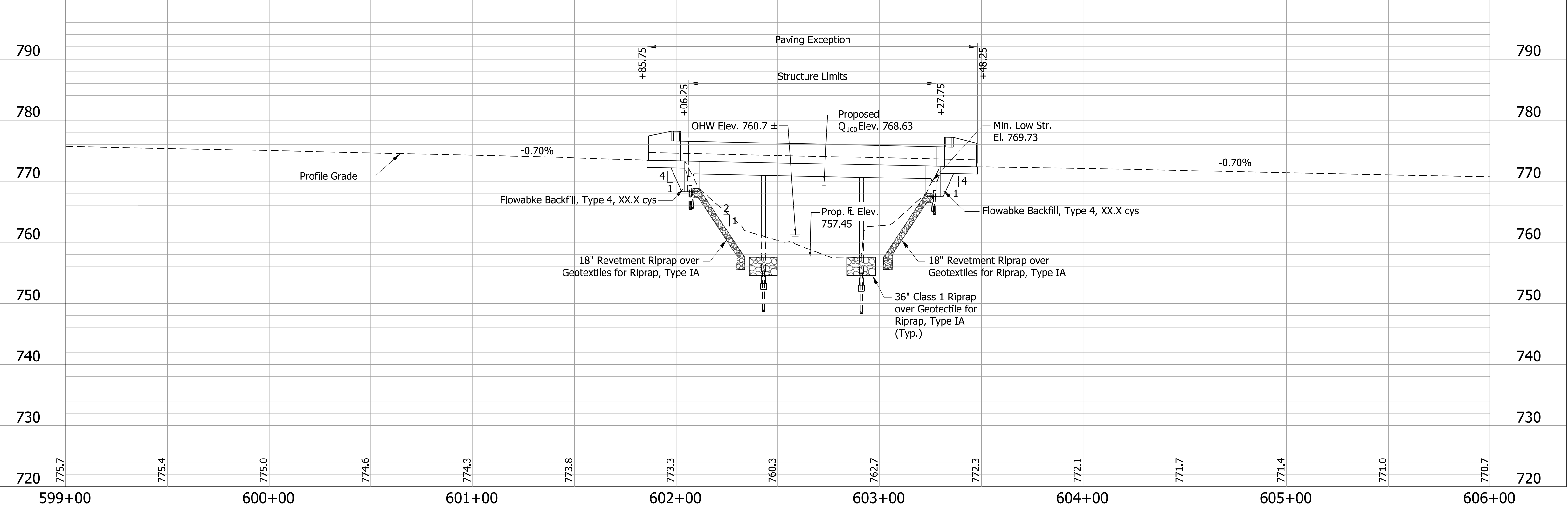
Fill + 20%	XXX.XX CYS.
Common Excavation *	XXX.XX CYS.
Usable Waterway Excavation (70%)	XXX.XX CYS.
Borrow or Waste	XXX.XX CYS.
Total Waterway Excavation	XXX.XX CYS.
Benching (Estimated)	XXX.XX CYS.

* Includes XXX.XX CYS. of unsuitable material
No direct payment for Benching. Benching will not be paid for as Common Excavation.

LEGEND

- Indicates Limits of Class 1 Riprap over Geotextiles for Riprap, Type IA. (Est. Qty. = xxx Tons of Class 1 Riprap over xxx Sys of Geotextiles for Riprap, Type IA)
- Indicates Limits of Revetment Riprap over Geotextiles for Riprap, Type IA. (Est. Qty. = xxx Tons of Revetment Riprap over xxx Sys of Geotextiles for Riprap, Type IA)
- Indicates Limits of Sodding Strip

CONTINUOUS REINFORCED CONCRETE SLAB BRIDGES
3 SPANS: 36'-0", 48'-0", 36'-0"
37'-0" CLEAR ROADWAYS; NO SKEW
U.S. 36 OVER LITTLE WHITE LICK CREEK
MARION COUNTY

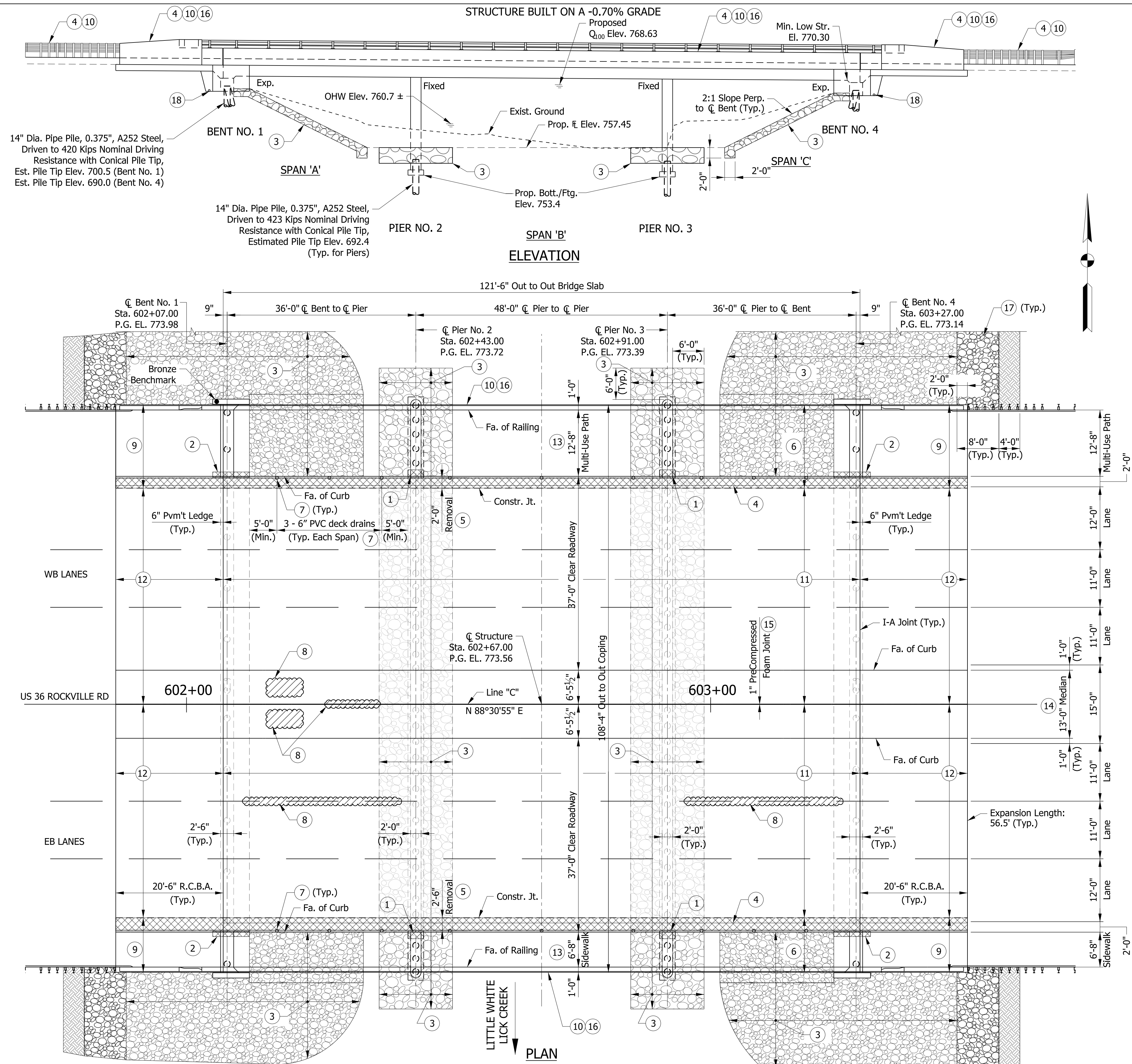


RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: FJBM	DRAWN: SWB	
CHECKED: DZR	CHECKED: DZR	

INDIANA
DEPARTMENT OF TRANSPORTATION

LAYOUT

HORIZONTAL SCALE	BRIDGE FILE
1"=30'	036-49-03898 BEBL & BWBL
VERTICAL SCALE	DESIGNATION
1"=10'	1900340 & 1900341
SURVEY BOOK	SHEETS
	10 of 15
CONTRACT	PROJECT
R-41781	1800035



- ### LEGEND
- Remove existing exterior pier stem noses at both piers of eastbound and westbound structures. Widen piers and footings in kind to accommodate the widening superstructures. INDOT approved anchor system for reinforcement and galvanic anodes shall be used at the connection between existing and new concrete pier stems.
 - Remove existing wingwalls of eastbound and westbound structures. Widen end bents in kind at both end bents to accommodate the widening superstructures. INDOT approved anchor system for reinforcement and galvanic anodes shall be used at the connection between existing and new concrete bent caps. Construct new wingwalls.
 - Construct 18" Revetment Riprap slope walls at the widening portions of end bents. Install 36" Class 1 Riprap Scour protection at the entirety of the piers.
 - Remove and replace existing bridge concrete railings, railing transitions, approach guardrail transitions, guardrails, and guardrail end treatments of eastbound and westbound structures.
 - Remove existing outside slab coping of eastbound and westbound structures as shown limits.
 - Widen the eastbound and westbound bridge slabs to accommodate the added travel lanes and sidewalks. INDOT approved anchor system for reinforcement and galvanic anodes shall be used at the connection between existing and new concrete slabs.
 - Install 6" PVC deck drains.
 - Remove unsound concrete, Patch Concrete Structure on underside of eastbound and westbound slabs. Est. Qty. = 125 sft (EBL) and 30 sft (EBL)
 - Widen the eastbound and westbound bridge approach slabs and slab extensions to accommodate the added travel lanes and sidewalks.
 - Construct modified railing PS-1, modified transition TPS-1, MGS guardrail transition, MGS guardrail and guardrail end treatments.
 - Remove existing overlay, mill 1/4" of existing slabs and perform hydrodemolition; seal the crack over the existing longitudinal construction joint in the slab with concrete deck sealer/healer; mill the new widening portion of slab to match the existing slab elevation after milling; provide a uniform 2 1/2" overlay thru the whole clear roadway width on both structures.
 - Remove and replace existing approach slabs on eastbound and westbound structures. INDOT approved anchor system for reinforcement shall be used between connections at the construction joints.
 - Construct sidewalk on both structures.
 - Construct raised median on both structures.
 - Install Precompressed Foam Joint in longitudinal median open joint.
 - Surface seal bridge railings, railing transitions and the surface of widening pier and bent cap.
 - Install riprap drainage turnouts.
 - Remove existing end bent drainage pipes.

GENERAL NOTES

Reinforcing steel cover shall be 2 1/2" in top and 1" minimum in bottom of floor slab, 3" in footings, except bottom steel which shall be 4", and 2" in all other parts unless noted.

These plans were prepared according to current survey datum (N.A.V.D. 1988).

Existing bridge elevations shall be checked by the contractor to ensure proper fit of new concrete to existing concrete.

Contractor shall check all dimensions and conditions in the field and report any errors or discrepancies to the engineer and assume responsibility for their correctness and the fit of the new part to the old.

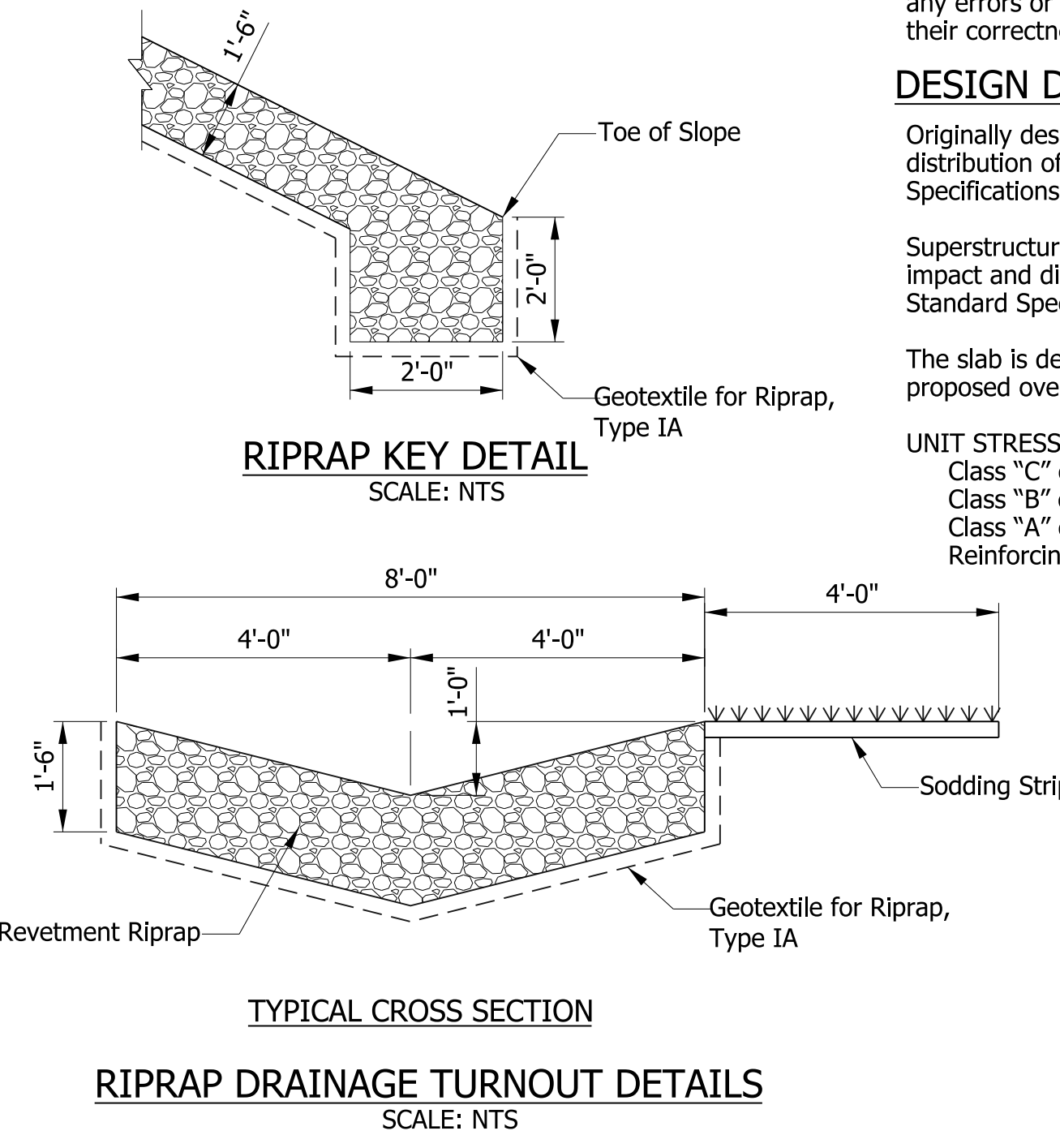
DESIGN DATA

Originally designed for HS 20-44 loading in accordance with distribution of loads in accordance with 1973 AASHTO Specifications.

Superstructure and substructure designed for HS-20 loading with impact and distribution of loads in accordance with AASHTO Standard Specifications for Highway Bridge, 17th Edition, 2002.

The slab is designed for 24" minimum structural thickness with proposed overlay as shown on plans.

UNIT STRESSES:
 Class "C" concrete: f_c = 4,000 psi
 Class "B" concrete: f_c = 3,000 psi
 Class "A" concrete: f_c = 3,500 psi
 Reinforcing steel: F_y = 60,000 psi



- ### LEGEND
- Indicates Removal
 - Indicates Patching
 - Indicates Limits of 18" Revetment Riprap over Geotextiles for Riprap, Type IA.
 - Indicates Limits of 36" Class 1 Riprap over Geotextiles for Riprap, Type IA.
 - Indicates Limits of Sodding Strip
- NOTE**
For General Plan Typical Section, see sheet 13.

CONTINUOUS REINFORCED CONCRETE SLAB BRIDGE

3 SPANS: 36'-0", 48'-0", 36'-0"
 37'-0" CLEAR ROADWAYS; NO SKEW
 U.S. 36 OVER LITTLE WHITE LICK CREEK
 MARION COUNTY

DATE	REVISION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: FJBM	DRAWN: SWB	
CHECKED: DZR	CHECKED: DZR	

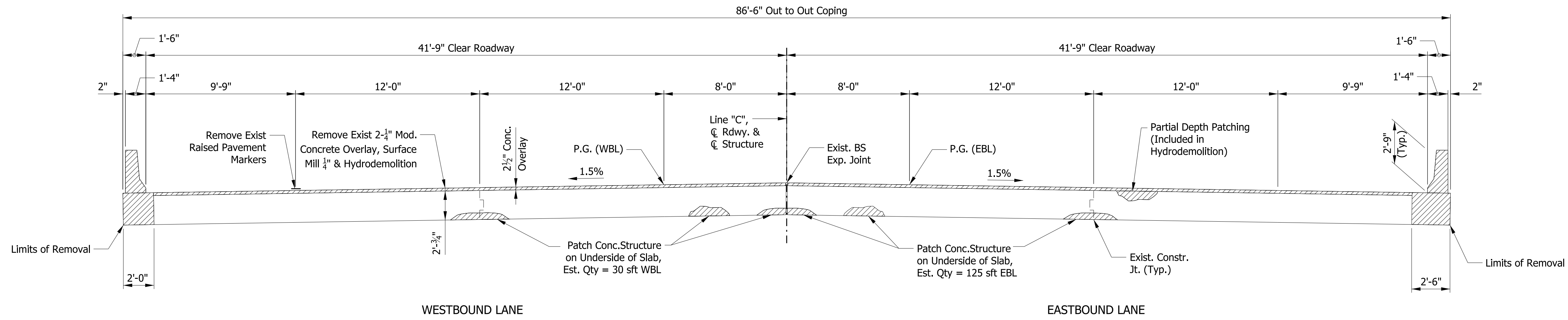
INDIANA
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN

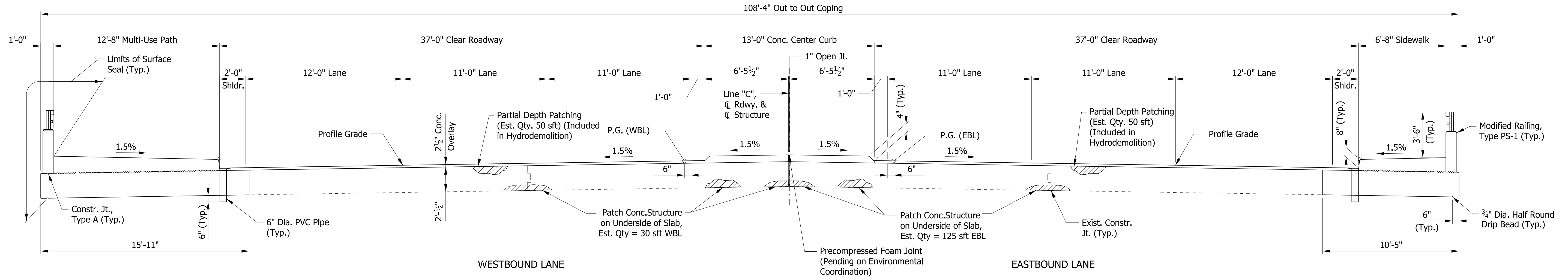
HORIZONTAL SCALE	BRIDGE FILE
3/32" = 1'-0"	036-49-03898 BEBL & BWBL
VERTICAL SCALE	DESIGNATION
	1900340 & 1900341
SURVEY BOOK	SHEETS
	11 OF 15
CONTRACT	PROJECT
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MATERIAL NOTES

Bridge Deck Overlay
 2 1/2" Latex Modified Portland Cement Concrete
 or
 2 1/2" SilicaFume Modified Structural Concrete
 (See Provisions for details)



EXISTING BRIDGE TYPICAL SECTION



PROPOSED BRIDGE TYPICAL SECTION

CONTINUOUS REINFORCED CONCRETE SLAB BRIDGE
 3 SPANS: 36'-0", 48'-0", 36'-0"
 37'-0" CLEAR ROADWAY; NO SKEW
 U.S. 36 OVER LITTLE WHITE LICK CREEK
 MARION COUNTY

c:\users\sean.bengochea\appdata\local\berntley\projectwise\workingdir\mb-us-pw\berntley.com_mf-us-pw\03\sean.bengochea@berntley.com\dms17663176159_BR_SHT_TYPICAL.dgn

DATE	REVISION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: FJBM	DRAWN: SWB	
CHECKED: DZR	CHECKED: DZR	

INDIANA DEPARTMENT OF TRANSPORTATION	
TYPICAL SECTIONS	

HORIZONTAL SCALE 1/4" = 1'-0"	BRIDGE FILE 036-49-03898 BEBL & BWBL
VERTICAL SCALE 1/4" = 1'-0"	DESIGNATION 1900340 & 1900341
SURVEY BOOK	SHEETS
	12 OF 15
CONTRACT R-41781	PROJECT 1800035

APPENDIX C

Early Coordination

DES 1800035, 1800037, 1900340, 1900341, 2002284

Example Early Coordination Page

December 30, 2020

INDOT Greenfield District
32 South Broadway
Greenfield, IN 46140

Re: Des. No.: US 36 Modern Rockville Road
Indianapolis, Marion County, Indiana
Des. Nos. 1800035 (lead #), 1800037, 1900340, and 1900341
Environmental Early Coordination

Dear Environmental Coordinator:

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with improvements to US 36 (Rockville Road) in Marion County, Indiana. INDOT has named the project “Modern Rockville Road”. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project’s environmental impacts.

This project is located from approximately 800 feet east of Raceway Road to I-465 in Marion County, Indiana. Roadway improvements from 800 feet east of Raceway Road to Transfer Drive will be included under Des. No. 1800035, while improvements from Transfer Drive to I-465 will be included under Des. No. 1800037. Improvements to the existing bridge over the East Fork of White Lick Creek will be included under Des. Nos. 1900340 (eastbound lanes) and 1900341 (westbound lanes). See Attachment A for project location maps. The posted speed limit is 45 mph. The existing roadway has a typical pavement width of 84 feet, consisting of four 12 feet wide travel lanes with a 16 feet wide center two-way-left-turn-lane (TWLTL) as well as 10 feet wide paved shoulders on each side. This cross section width increases slightly at intersections with dedicated right turn lanes.

The need for this project is based on the existing congestion and delay experienced by motorists, especially at the signalized intersections. Congestion and delays are anticipated to worsen in future years. Portions of US 36 within the project area have a crash history greater than what is expected for a facility of this type with this level of traffic volume. The purpose of the project is to improve traffic operations and increase safety throughout the corridor.

The project will not change the vertical or horizontal alignment or the roadway cross-section. The required land acquisition for the likely alternatives to be analyzed could range from 0.71 acre to 4.64 acres of permanent right-of-way, temporary right-of-way has not been determined at this time, and range from 0 to 3 relocations. The project is currently scheduled for later Winter 2023 letting.

Two (2) stream segments, East Fork White Lick Creek and Shiloh Creek, occur within the project limits and both are impaired for Impaired Biotic Communities (IBC). One (1) NWI-Line is located within the

project area. Two (2) wetlands are located adjacent to the project area. One (1) lake is located adjacent to the project area. Two (2) floodplains are located within the project limits. Three (3) religious facilities are located adjacent to the project area. One (1) airport, Indianapolis International Airport, is located within 3.8 miles of the project area. One (1) recreational facility is adjacent to the project area. Two (2) pipelines are located within the project limits. One (1) railroad is located within the project limits. One (1) managed land, Cloverleaf Conservation Area, is adjacent to the project area. One (1) petroleum well is located within the project limits. This project qualifies for the application of the USFWS range-wide programmatic informal consultation for the Indiana Bat and Northern Long-eared Bat and project information will be submitted through USFWS's Information for Planning and Consultation (IPaC) separately. The INDOT Cultural Resources Office (CRO) will investigate the areas of additional right-of-way for archaeological and historic resources for Section 106.

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 Rachel Pluckebaum of Corradino LLC, at 317-488-2363 or rpluckebaum@corradino.com or the INDOT Project Manager, Richard Gilyeat at rgilyeat@indot.in.gov. Thank you in advance for your input.

Sincerely,



Rachel Pluckebaum
Corradino LLC
200 South Meridian Street, Suite 330
Indianapolis, IN 46225

Attachments:

- A. Project Location Maps
- B. Site Photos

The following agencies received Early Coordination Letters:

U.S. Fish and Wildlife Service
Bloomington Indiana Field Office
62 South Walker Street
Bloomington, IN 47403-2121

Federal Highway Administration
Federal Office Building, Room 254
575 North Pennsylvania Street
Indianapolis, Indiana 46204

State Conservationist
Natural Resource Conservation Service
6013 Lakeside Boulevard
Indianapolis, IN 46278

Indiana Geological Survey
611 North Walnut Grove
Bloomington, IN 47405

Environmental Coordinator
Indiana Department of Natural Resources
Division of Fish and Wildlife
402 West Washington Street, Rm. W273
Indianapolis, IN 46204

IDEM
Automatic coordination website

IDEM – Groundwater Section
Electronic Submittal

Manager, Public Hearings
Indiana Department of Transportation
100 N. Senate Avenue, Rm. 642
Indianapolis, IN 46204

Field Environmental Officer
Chicago Regional Office
US Department of Housing & Urban
Development

Metcalf Fed. Bldg.
77 W. Jackson Blvd. Room 2401
Chicago, IL 60604

Regional Environmental Coordinator
Midwest Regional Office
National Park Service
601 Riverfront Drive
Omaha, Nebraska 68102

U.S. Army Corps of Engineers
Louisville District
ATTN: CELRL-RDN
P.O. Box 59
Louisville, KY 40201-0059

Marion County Surveyor
200 E. Washington St., Suite 742
Indianapolis, IN 46204

Indiana Department of Transportation
Greenfield District
32 S. Broadway St.
Greenfield, IN 46140

INDOT – Utilities and Railroads
100 North Senate Avenue IGCN 642
Indianapolis, IN 46204-2251

Marion County Commissioners
200 E. Washington St.
Indianapolis, IN 46204

Indiana Department of Transportation
Environmental Policy Manager
100 N. Senate Avenue, Rm. 642
Indianapolis, IN 46204

INDOT – Aviation Section
100 N. Senate Ave., IGCN 955
Indianapolis, IN 46204

IDNR – Oil and Gas
402 W. Washington St., Room 293
Indianapolis, IN 46204

Westlake Church of God
6696 Rockville Road
Indianapolis, IN 46214

Rockville Road Church of Christ
7045 Rockville Road
Indianapolis, IN 46214

Indianapolis Parks & Rec Department
2420 E. Riverside Dr.
Indianapolis, IN 46208

IDNR – Division of Outdoor Recreation
402 W. Washington Street, W271
Indianapolis, IN 46204

MSD of Wayne Township
1220 South High School Rd.
Indianapolis, IN 46241

Indianapolis Metropolitan Police Department
50 N. Alabama St.
Indianapolis, IN 46204

Wayne Township Fire Department
700 N. High School Rd.
Indianapolis, IN 46214

Indianapolis EMS
3930 Georgetown Rd.
Indianapolis, IN 46254

Bridge Administrator
U.S. Coast Guard, Eighth District
1222 Spruce Street, Room 2.102D
St. Louis, MO 63103

Director
Indianapolis Parks and Recreation
1720 Burdsal Parkway
Indianapolis, IN 46202



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Rachel Pluckebaum
Corradino LLC
200 South Meridian Street, Suite 330
Indianapolis, IN 46225
317-488-2363
rpluckebaum@corradino.com

February 7, 2021

Re: Early Coordination Review, Des. No. 1800035, 1800037, 1900340 and 1900341, Marion County, US 36 Modern Rockville Road, Indianapolis, Indiana

Dear Ms. Pluckebaum:

The Indiana Department of Transportation (INDOT) Environmental Services Division (ESD) appreciates the opportunity to assist you on the project referenced above. Pursuant to your early coordination request for an environmental review, we have performed a preliminary search of the project area.

There appear to be several active INDOT projects you should be aware of that are near Des. 1800035's project area. A summary of these projects is provided below. Contact information for the project managers is listed below if you would like to request additional information.

DES: 2002284: Small Structure Replacement on US 36, 0.33 mi. E of Hendricks Co. Line

Project Manager: Jonathan Wallace, jwallace2@indot.in.gov

Timeline: Letting scheduled for Fall 2024

DES: 1901481: Concrete Pavement Restoration (CPR) on I-465 at 1.15 mi S of I-70 W junction to 0.77 mi N of I-74 W junction

Project Manager: Christine Williams, chwilliams@indot.in.gov

Timeline: Letting scheduled for Summer 2023

DES: 1600627: Intersection Improvement with added Turn Lanes on Route US 36; 0.11 miles W of I-465 EB at High School Road

Project Manager: Hung Pham, hpham@indot.in.gov

Timeline: Project Let in November 2020

DES: 1700844: Bridge Thin Deck Overlay on Route I-465; US 36/Rockville Road, I-465 SB/NB, Ramp

Project Manager: Christine Williams, chwilliams@indot.in.gov


Timeline: Letting scheduled for Summer 2023

Appropriate hazardous materials investigations should be conducted in areas of excavation. If during the hazardous material investigation, sites are identified that have a reasonable potential to impact the project area(s), ESD recommends that the Indiana Department of Environmental Management's (IDEM) Virtual File Cabinet (VFC) be consulted. The VFC will provide information that is useful in assessing the risk of impacts.

If your project will require the use of state right-of-way please contact the In-House Services Manager at the INDOT Greenfield District Office.

As always, be sure to follow all applicable processes as well as federal and state laws and local requirements. Thank you for the opportunity to assist you with your project. If you have any questions, please contact a member of my staff, Terri Fair: (317) 417-1348 or TFair@indot.IN.gov.

Sincerely,

A handwritten signature in cursive script that reads "Ronald E. Bales".

Ronald Bales
Environmental Policy Manager,
Environmental Services Division

FW: Des. No. 1800035, 1800037, 1900340, 1900341 - Early Coordination Letter**From:** Courtade, Julian <JCourtade@indot.IN.gov>**Sent:** Monday, January 4, 2021 8:07 AM**To:** Rachel Pluckebaum <rpluckebaum@CORRADINO.com>**Subject:** RE: Des. No. 1800035, 1800037, 1900340, 1900341 - Early Coordination Letter

Rachel –

After reviewing the Early Coordination Letter, I have determined that if any object, obstruction, or equipment will exceed 100 ft. in height, further coordination will be required with our office and the FAA. This is due to the close proximity of Indianapolis International Airport and the need for any obstructions within 5 miles to meet a 100:1 glideslope to the nearest runway according to 14 CFR Part 77 standards. You can find these standards and information on filing at the website below:

<https://oeaaa.faa.gov/oeaaa/external/portal.jsp>

Please let me know if you have any questions!

Best,

Julian L. Courtade

Chief Airport Inspector

100 North Senate Ave, N758-MM

Indianapolis, IN 46204

Cell: (317) 954-7385

Email: jcourtade@indot.in.gov



January 28, 2021

Rachel Pluckebaum
Corradino, LLC
200 South Meridian Street, Suite 330
Indianapolis, Indiana 46225

Dear Rachel Pluckebaum:

The proposed project to make improvements along US 36 modern Rockville Road in Indianapolis, Marion County, Indiana (Des No. 1800035, 1800037, 1900340, 1900341), as referred to in your letter received January 21, 2021, will not cause a conversion of prime farmland.

If you need additional information, please contact John Allen at 317-295-5859.

Sincerely,

RICHARD
NEILSON

Digitally signed by
RICHARD NEILSON
Date: 2021.02.02
06:49:48 -05'00'

RICK NEILSON
State Soil Scientist



From: [Catlin, Bryan F.](#)
To: [Rachel Pluckebaum](#); rgilveat@indot.in.gov
Cc: [Jenkins, Debra S.](#); [Wilburn, James L.](#); [Farris, Joshua](#)
Subject: Des. Nos. 1800035 (lead #), 1800037, 1900340, and 1900341, US 36 Modern Rockville Road
Date: Monday, January 11, 2021 9:16:37 AM
Attachments: [15021201.pdf](#)
[15020902.pdf](#)
[15021002.pdf](#)
[15021101.pdf](#)
[15021102.pdf](#)
[15021001.pdf](#)
[US 36 Modern Rockville Road Des. 1800035 SURVEYOR MONUMENTS.pdf](#)

Rachel:

The Marion County Surveyor's Office has 6 monuments the project area. I have attached our ties sheets for them for your convenience as well as a diagram showing their locations. These monuments will need to be replaced by INDOT under the supervision of our office per IC 8-23-9-24 if they are disturbed. Our office can provide cast iron Harrison monuments to replace the current monuments if you desire.

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

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

Bryan F. Catlin, PS

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

Organization and Project Information

Project ID: Modern Rockville Road
Des. ID: Des. No.: 1800035, 1800037, 1900340, 1900341
Project Title: Modern Rockville Road
Name of Organization: Corradino, LLC
Requested by: Rachel Pluckebaum

Environmental Assessment Report

1. Geological Hazards:
 - Moderate liquefaction potential
 - Floodway
2. Mineral Resources:
 - Bedrock Resource: Moderate Potential
 - Sand and Gravel Resource: Low 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.

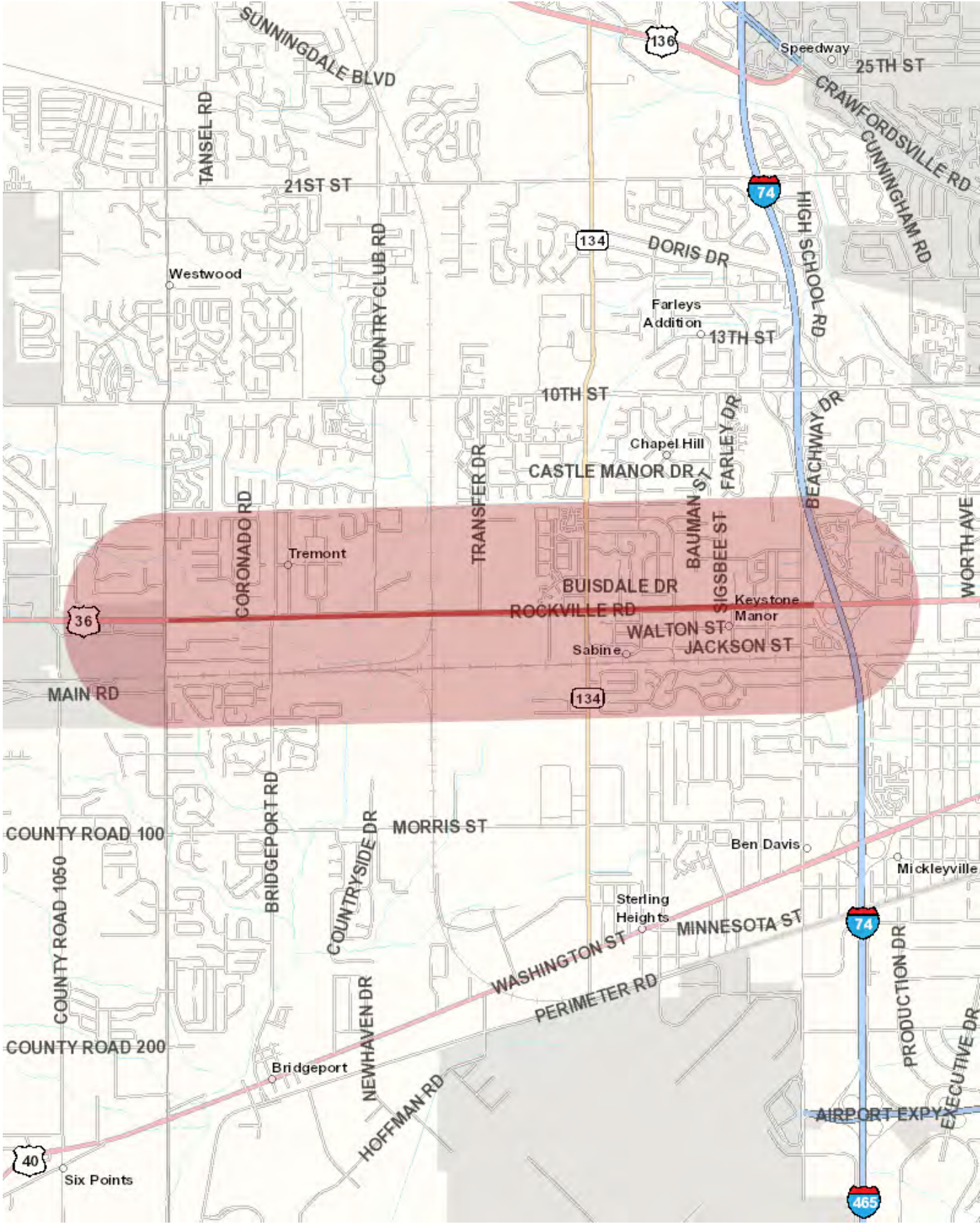
This information was furnished by Indiana Geological Survey

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

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: January 05, 2021



Metadata:

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

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

DNR #: ER-23318

Request Received: December 30, 2020

Requestor: Corradino LLC
Rachel Pluckebaum
200 South Meridian Street, Suite 330
Indianapolis, IN 46225-1076

Project: US 36 (Rockville Road) improvements from 800' east of Raceway Road to Transfer Drive (Des #1800035), from Transfer Drive to I-465 (Des #1800037), and EB & WB bridge improvements over East Fork White Lick Creek (Des #1900340 & 1900341), Indianapolis

County/Site info: Marion

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

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

Regulatory Assessment: This proposal will require the formal approval of our agency for construction in a floodway, pursuant to the Flood Control Act (IC 14-28-1), unless it qualifies for a bridge exemption (see enclosure) or qualifies under the INDOT and IDNR Memorandum of Understanding for Maintenance Activity Exemption, dated March 1997. Please include a copy of this letter with the permit application, if required.

Natural Heritage Database: The Natural Heritage Program's data have been checked. Indy Parks' Cloverleaf Conservation Area is located immediately south of the project area. Also, the state endangered Kirtland's snake (*Clonophis kirtlandii*) has been documented at two (2) locations within 1/2 mile south and east of the project area.

Fish & Wildlife Comments: We do not foresee any impacts to the Kirtland's Snake as a result of this project.

There was initially no information submitted regarding what this project entails; however, additional information was made available in a virtual public meeting held on January 21, 2021. Based on that information, the Added Travel Lanes Option appears to be the best available option in terms of minimizing impacts to fish, wildlife, and botanical resources. This option was the only one that indicated the project being contained almost entirely within the existing footprint and featured a raised median that appeared to be vegetated. The information indicated that drainage and lighting improvements would be included as part of the project, but there was no information on what is proposed at the existing crossing structures over Shiloh Creek and East Fork White Lick Creek.

We are unable to fully assess the potential impacts of this project with the information submitted. Details regarding the proposed work on the stream crossings would be needed to further assess the potential impacts. As the project develops, avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The following are preliminary recommendations that address potential impacts identified in the proposed project area:

Attachments: A - Bridge Exemption Criteria

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1) Induced Demand/Traffic:

There is some scientific evidence to suggest that adding additional travel lanes along a particular transportation corridor may actually increase traffic congestion rather than decrease it. It is understood that the proposed project is also intended to improve motorist safety in addition to adding capacity. The Division of Fish & Wildlife recommends at a minimum considering the potential negative impacts of increasing capacity into the planning process. It appears that pedestrian facilities are being considered for inclusion as well as the potential for an expansion of the Indy Go Blue Line. Including these types of transportation alternatives is recommended for inclusion in a project of this type to potentially offset some of the negative impacts of induced demand / traffic. The following is a link to a Federal Highway Administration Office of Planning webpage that discusses the basics of induced travel - <https://www.fhwa.dot.gov/planning/itfaq.cfm>.

2) Raised Vegetated Median:

The Division of Fish & Wildlife supports converting a portion of the existing center turn lanes into a raised and vegetated median both for improved safety and a reduction of impervious surfaces. We highly recommend including native plant species where appropriate within the median, within any roadside drainage ditches, and along any proposed pedestrian / multi-use trail facilities to benefit urban wildlife species. The Division of Fish & Wildlife may have cost share options for any native plantings included along the proposed corridor. Contact Erin Basiger (ebasiger@dnr.in.gov), South Urban Biologist, for information on current cost share programs related to the use of native vegetation in urban areas.

3) Stream Crossings:

No information was provided related to what might be proposed in relation to the existing stream crossing structures over Shiloh Creek and East Fork White Lick Creek. Improving fish and wildlife passage for stream crossing structures is a high priority for the Division of Fish & Wildlife to reduce roadway related wildlife fatalities and improve motorist safety. Based on submitted photos, the Shiloh Creek structure is an undersized CMP structure that is perched above the flowline. This structure should likely be replaced or consideration should be given to improving fish and wildlife passage for this structure. The East Fork White Lick Creek structure is an existing bridge which appears to provide fish and wildlife passage opportunities.

If any modifications are proposed to either of these structures, the modified crossing structure, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. If replacement of either structure is proposed, the replacement structure must be designed to pass fish and wildlife resources. There are a number of techniques and materials for incorporating fish and wildlife passage into the design of a crossing structure. Coordination with an Environmental Review Biologist to address fish and wildlife passage issues before submitting a permit application is encouraged to avoid delays in the permitting process. The following links are good resources to consider in the design of stream crossing structures to maintain fish and wildlife passage:

<http://www.fs.fed.us/wildlifecrossings/library/>,

https://roadecology.ucdavis.edu/files/content/projects/DOT-FHWA_Wildlife_Crossing_Structures_Handbook.pdf, https://www.fs.fed.us/biology/nsaec/fishxing/aop_pdfs.html, <https://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf>.

4) Riparian Habitat:

We recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation guidelines (and plant lists) can be found online at: <http://iac.iga.in.gov/iac/20200527-IR-312200284NRA.xml.pdf>.

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Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however.

5) Improved Lighting:

Improved lighting appears to be a concern noted during the public engagement process. 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. Scientific evidence suggests that artificial light at night has negative and deadly effects on many organisms including amphibians, birds, mammals, insects and plants (<https://www.darksky.org/light-pollution/wildlife/>). A June 2016 American Medical Association (AMA) report, "Human and Environmental Effects of Light Emitting Diode Community Lighting," concluded that "white LED street lighting patterns may contribute to the risk of chronic disease in the populations of cities in which they have been installed." The International Dark-Sky Association has developed recommendations (see <https://www.darksky.org/our-work/lighting/lighting-for-citizens/led-guide/>) for communities choosing LED lighting systems that will aid in the selection of lighting that is energy and cost efficient, yet ensures safety and security, protects wildlife, and promotes the goal of reducing light pollution.

6) Improved Drainage:

Improving drainage and stormwater management is mentioned a number of times in the virtual public meeting information. The Division of Fish & Wildlife recommends considering a more sustainable approach to stormwater management than just adding curbs, gutters, and additional inlets to the existing infrastructure. 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.) and recharging groundwater using infiltration techniques (infiltration basins or trenches, pervious pavement, etc.). The following links give a good overview of traditional and sustainable stormwater management systems and their pros and cons for consideration during the design of the proposed project:

<https://www.epa.gov/greeningepa/epa-facility-stormwater-management>;
<https://www.epa.gov/greeningepa/stormwater-management-practices-epa-facilities>.

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

1. Revegetate all bare and disturbed areas that are not currently mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in

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- currently mowed areas only. A native herbaceous seed mixture must include at least 5 species of grasses and sedges and 5 species of wildflowers.
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
 3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
 4. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
 5. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
 6. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
 7. Do not use broken concrete as riprap.
 8. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
 9. Minimize the movement of resuspended bottom sediment from the immediate project area.
 10. Do not deposit or allow demolition/construction materials or debris to fall or otherwise enter the waterway.
 11. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
 12. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

Contact Staff:

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

Christie L. Stanifer

Date: January 29, 2021

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



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848
FAX: (855) INDOT4U

Eric Holcomb, Governor
Joe McGuinness,
Commissioner

September 22, 2021

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

RE: Standard Informal Consultation for the Indiana Bat and Northern Long-eared Bat
Des. 1800035, 1800037, 1900340, 1900341
US 36 (Rockville Road) Added Travel Lanes from Raceway Road to I-465
Marion County, Indiana

Dear Ms. McWilliams-Munson,

The Indiana Department of Transportation (INDOT), is acting on behalf of the Federal Highway Administration (FHWA), and submitting this letter for standard informal consultation for the Indiana bat, *Myotis sodalis*, and northern long-eared bat, *Myotis septentrionalis* (NLEB). This project does not qualify for the Range-wide Programmatic Agreement because (Include reason why project does not qualify for the Range-wide Programmatic Agreement).

Background

The proposed project is located on US 36, also known as Rockville Road, on the west side of Indianapolis in Marion County, Indiana. The proposed project is a 3-mile-long roadway project that spans from the western terminus located approximately 0.15 mile (800 ft) east of the Raceway Road intersection and extends to the east along US 36 to the eastern terminus at the I-465 southbound ramps intersection.

Coordination was sent to the Indiana Department of Natural Resources – Division of Fish and Wildlife (IDNR-DFW) and a response was received on December 30, 2020 (Attachment 7-1). IDNR-DFW noted the presence of Indy Park's Cloverleaf Conservation Area to the south of the project, and the state endangered Kirtland's Snake (*Clonophis kirtlandii*) within a half mile of the project area. IDNR-DFW did not foresee any impacts to Kirtland's Snake (*Clonophis kirtlandii*) as a result of this project. IDNR-DFW recommends consideration of alternatives that address increased traffic, a raised vegetated median, improving fish and wildlife passage at stream crossings, mitigation for riparian habitat, consideration of the effects of Light Emitting Diodes (LEDs), improving drainage, avoidance of work in the waterway during the fish spawning season from April 1 through June 30, avoidance of tree clearing during the active bat roosting season from April 1 through September 30, use of minimum 6-inch riprap below

water levels to provide aquatic habitat, and recommendations related to erosion, sediment control, revegetation, and protection of stream channels.

During field visits to the bridges over East Fork of White Lick Creek on September 17 and October 7 in 2020 and January 28, May 20, June 8, and July 22 in 2021, evidence of bat use was found, including visual and auditory confirmation of presence and extensive guano and staining. See “Existing Habitat and Bat Data” section for additional information about the field visits completed on the bridge.

Existing Conditions

The twin bridges are three-span concrete slabs (National Bridge Inventory #011680 and 011681). Each of the bridges consists of two 12 feet travel lanes, a 10 feet outside shoulder and an 8 feet median. The total out to out width of the structures is 86 feet 6 inches. The bridges were original constructed in 1976 and were rehabilitated in 1991 including new concrete barrier rail, and slab milling and concrete overlay. The substructures are bent caps and wall piers supported by piles. The slab surfaces are in satisfactory condition with some transverse and longitudinal cracking. The slab undersides have spalling and efflorescence, and severe spalling on copings. The substructures are in good condition and the pier stem walls have some minor vertical cracks. The approach slabs are in fair condition with wide cracks and minor spalls.

Proposed Improvements

The proposed project will include roadway and intersection improvements, pedestrian sidewalks, multi-use path, roadway curbs and curb ramps, bridge widening, and drainage improvements, pedestrian sidewalks, multi-use path, roadway curbs and curb ramps, bridge widening, and drainage improvement as well as possible lighting structures. The improvements have been separated into the following four Designation Numbers (Des. No.):

Des. No. 1800035: Roadway Improvements from 0.15-mile (800 feet) east of Raceway Road to Transfer Drive in Marion County

Des. No. 1800037: Roadway improvements from Transfer Drive east to I-465 southbound ramps in Marion County

Des. No. 1900340: Bridge widening for US 36 (Rockville Road) eastbound over East Fork of White Lick Creek

Des. No. 1900341: Bridge widening for US 36 (Rockville Road) westbound over East Fork of White Lick Creek

Up to 0.41 acre of tree clearing is expected for this project. All tree clearing will be within 100 feet of the existing roadway.

The proposed rehabilitation would consist of bridge widening, replacing bridge railings, deck patching and overlay. The outer 2 feet of the north side copings and outer 2 feet 6 inches of the south side copings for each slab will be removed. Following the removal of the outer coping, the existing overlay will be removed through milling and unsound concrete will be removed using hydrodemolition and a new 2 feet 6 inches concrete overlay will be placed. The bridges would then be widened along the exterior fascia and configured to add a third travel lane in each direction, a 6 feet 8 inches wide raised sidewalk on the southside and a 12 feet 8 inches wide raised multi-use path on the northside. A 13 feet wide and 4 feet tall concrete center curb would be installed on the median to separate the EBL and WBL traffic. The total out to out width of the structures would be 108 feet 4 inches. The existing bridge railings would be removed and replaced with concrete bridge railings. The substructures would be widened to

accommodate the widened superstructures. Riprap would be installed around the piers, over the end bent spill slopes and spill cones. The approach slabs to the bridges would be replaced.

The Shiloh Creek culvert may be replaced as part of this project or that may be assigned to another project. The only other culvert within the project limits is located just east of Richie Avenue over an unnamed tributary (UNT2 to Shiloh Creek in the Waters of the U.S. Report), but it is in good condition and no work will be needed.

The current preferred roadway alternative (Added Travel Lanes) would provide a third travel lane in each direction throughout the corridor with raised medians that would narrow at each intersection to allow for the left-turn lanes at all signalized intersections.

An additional turn lane will be provided on the north approach for both Country Club Road and High School Road. The existing paved shoulders on both sides of US 36 that would be milled and overlaid. The depth of milling will be determined during the pavement design process.

The project will include a 6-foot-wide sidewalk adjacent to the southside of the US 36 roadway. Three Sidewalk Alternatives are being considered along the northern side of US 36 including 1) a 6-foot wide sidewalk adjacent to the roadway, 2) 5-foot-wide sidewalk with a 5-foot grass buffer, and 3) a 10-foot-wide multi-use path with a 5-foot grass buffer. Some areas along the corridor have sidewalk and would receive updated improvements to the sidewalk to match the other sidewalk improvements. American Disability Act (ADA) compliant curb ramps would be included throughout the project for each of these alternatives.

Work is anticipated to start in the spring of 2023 and will last for two seasons. Tree clearing will be completed in the first season. Two main areas of trees occur within the project limits. Tree clearing is expected at Shiloh Creek and at East Fork White Lick Creek. There may be small amounts of tree clearing at the residential areas between Burke Avenue and Kirk Drive, the CSX Railroad crossing, and west of Buisdale Road. See Attachment 10 for maps of potential tree clearing areas. Sporadic and incidental roadside trees may at other areas of the project, but these trees are ornamental or yard trees rather than in woodland areas. Aside from these wooded areas, the remainder of the project is either roadside mowed grassy habitat consisting primarily of a mixture of dominant fescue (*Festuca* sp.), Kentucky Bluegrass (*Poa pratensis*), and White Clover (*Trifolium repens*) or paved area.

Existing Habitat and Bat Data

At a meeting on May 6, 2021, the U.S. Fish and Wildlife Service mentioned that Indiana Bats (*Myotis sodalis*) have been recorded three miles downstream from the project area. A review of the USFWS GIS database for Indiana Bat (*Myotis sodalis*) and Northern Long-eared Bat (*Myotis septentrionalis*) roosting, hibernacula and capture sites was conducted on October 1, 2021. There are no documented sites within a half mile the project area.

Wooded areas occur along the roadside of U.S. 36 at Shiloh Creek and East Fork White Lick Creek and these constitute likely “suitable summer habitat” for bat roosting. Dominant tree species within or adjacent to the project area primarily include Boxelder (*Acer negundo*), Red Maple (*Acer rubrum*), Silver Maple (*Acer saccharinum*), Common Hackberry (*Celtis occidentalis*), Black Walnut (*Juglans nigra*), American Sycamore (*Platanus occidentalis*), Eastern Cottonwood (*Populus deltoides*), Callery Pear (*Pyrus calleryana*), Black Locust (*Robinia pseudoacacia*), and other species.

Incidental roadside and/or ornamental trees may be cleared at other areas along U.S. 36. These trees may include Norway Maple (*Acer platanoides*), Red Maple (*Acer rubrum*), Silver Maple (*Acer*

saccharinum), Common Hackberry (*Celtis occidentalis*), Honeylocust (*Gleditsia triacanthos*), crabapple (*Malus* sp.) Red Mulberry (*Morus rubra*), and Callery Pear (*Pyrus calleryana*). All tree clearing will occur within 100 feet of existing roadways. These areas are similar to the “Examples of unsuitable habitat... Trees found in highly-developed urban areas (e.g. street trees)” found within the 2020-2021 USFWS Range-wide Indiana Bat Survey Guidelines ([USFWS: Indiana Bat Survey Guidance](#)). Therefore, the portions of the project area with individual roadside and ornamental trees are not considered likely “suitable summer habitat.”

Trees in proximity to the East Fork White Lick Creek bridge were investigated on January 28, 2021 for suitable bat habitat. The riparian area contains small sized Boxelder (*Acer negundo*) and Red Maple (*Acer rubrum*) with smooth bark and diameter at breast height (DBH) estimated up to 8 inches DBH. The northeast quadrant consisted mostly of brushy habitat with smooth barked Callery Pear (*Pyrus calleryana*) up to 3 inches DBH and approximately 20 feet tall. The northwest quadrant is brushy habitat also, consisting mostly of honeysuckle (*Lonicera* sp.). Approximately 60 feet north of US 36 and outside the right-of-way there are some Black Locust (*Robinia pseudoacacia*) and one more distant tree, apparently an oak (*Quercus* sp.) Direct and binocular inspection of these trees did not reveal any peeling bark, hollows, horizontal crevices, or any other shelter suitable for bat roosting. The southeast quadrant has no trees greater than 3 inches DBH and is scrubby habitat. The southwest quadrant has scrubby habitat consisting mostly of honeysuckle (*Lonicera* sp.) and Eastern Redbud (*Cercis canadensis*) and three large Black Locust (*Robinia pseudoacacia*) approximately 70 feet south of US 36 and outside the right-of-way. One of the Black Locust (*Robinia pseudoacacia*) has a sizeable hollow with an approximately 3 foot opening beginning at about 2.5 feet above the ground. No guano was found in this hollow and there were apparent claw marks which matched the size of a Northern Raccoon (*Procyon lotor*), for example. See Attachment 9-6 for photos of this tree.

During inspection of the East Fork White Lick Creek slab bridge on September 17, 2020, an extensive amount of guano was found in center joint between the eastbound and westbound slab structures and on the ground directly below the center joint. Guano was found under the center joint of all three spans of the bridge. All other joints, cracks, and crevices were inspected and no other guano was noted. After consultation with INDOT, a DNA sampling kit was ordered from Northern Arizona University.

On October 7, 2020, sampling for guano was conducted. While under the bridge, squeaking was heard and spotlighting revealed the presence of bats. Eleven bats were counted in the east span, approximately 30 bats were estimated in the center span, and no bats were found in the west span. All of these bats were believed to be Big Brown Bats (*Eptesicus fuscus*) based on visual observations. All the bats in both spans appeared to be the same size, body type, color, and species. Field identification is based on size (estimated 4-5 inches from nose to tail), color of the face (dark, not pink or pale brown), body color (uniform brown fur with blackish membranes), apparent keeled calcar, apparent broad tragus, and apparent presence of odor glands on the upper lips. See photos in Attachment 9.

After documenting the bat presence, guano sampling occurred. Two samples were taken from the west span, two from the central span, and one from the east span. A desiccated bat pup was found at the east span and tissue was taken from that specimen. On the same date as this sampling, the bridge was visually inspected and again evidence of bat presence was confined to the center joint in all three spans and the ground immediately below this joint. DNA results from Northern Arizona University were received on January 22, 2021. All three spans showed evidence of Big Brown Bat (*Eptesicus fuscus*). The west span additionally showed DNA evidence of mouse-eared bat (*Myotis* sp.), but could not be identified to species, likely due to a poor quality sample (e.g DNA may have been old/degraded). The bat pup tissue was identified as Big Brown Bat (*Eptesicus fuscus*).

On January 28, 2021, bridge investigation was done for winter bat habitat. No bats were present in the

center joint or anywhere else in the bridge. Guano was readily noticeable in the east and west spans, but not present on the ground in the center span – as it had likely been washed away.

During the summer of 2021, inspection of the bridge was conducted on three occasions. On all occasions, apparent Big Brown Bat (*Eptesicus fuscus*) were found in the center joint with no other bat species identified and no bats found in any other part of the bridge. On May 20, 2021 28 bats were counted in the west span, 28 bats in the center span, and 22 bats in the east span. On June 8, 2021, approximately 20 bats were estimated in the west span, 40 bats estimated in the center span, and 20 bats estimated in the east span. On July 22, 2021, 17 bats were counted in the west span, 64 in the center span, and zero bats were found in the east span.

Guano was sampled on June 8, 2021 from all three spans with two samples taken from the center span and three samples each taken from the west and east spans. Results were received from Northern Arizona University on July 23, 2021. All samples indicated DNA from Big Brown Bat (*Eptesicus fuscus*) and no other bat DNA was found.

Bat presence in the East Fork White Lick Creek bridge appears to be confined to the center joint in all three (east, west, and center) spans of the bridge. Use of the bridge by up to approximately 80 bats appears to occur throughout the summer months and the presence of a desiccated Big Brown Bat (*Eptesicus fuscus*) pup indicates that species utilizes the bridge for maternity. Big Brown Bat (*Eptesicus fuscus*) is the species indicated by field work, but DNA testing reveals that an unidentified species of mouse-eared bat (*Myotis* sp.) has been present in the west span. Bats of any species were not detected in January and guano deposits had not been replenished in areas subject to occasional creek flow. One tree, approximately 70 feet south of US 36 and outside the right-of-way, shows no signs of bat use and possible signs of use by a bat predator were detected. At other areas of the project, trees of appropriate roosting size for bats occur within or near the project area.

The culverts at Shiloh Creek and UNT2 to Shiloh Creek were inspected for evidence of bat presence on September 17, 2020 by Corradino, LLC. No evidence of bat use was found. The Shiloh Creek culvert is a corrugated metal pipe and the UNT2 to Shiloh Creek is a smooth concrete pipe with no evident cracking. Both culverts lack crevasses sufficient for bat shelter and exhibit smooth concave surfaces which are not ideal for bat roosting.

During the field visits, abandoned Barn Swallow (*Hirundo rustica*) and active House Sparrow (*Passer domesticus*) nests were found. Barn Swallow is protected by the Migratory Bird Treaty Act.

Water Resources and Wetlands

A Waters of the U.S. Report was completed on August 11, 2021. See Attachment 8 for an excerpt of the Waters of the U.S. Report. The following waters are found in or adjacent to the project area:

NAME	TYPE	USACE Jurisdiction?
Shiloh Creek	Intermittent Tributary	Yes
UNT (Unnamed Tributary)1 to Shiloh Creek	Ephemeral Tributary	No
UNT2 to Shiloh Creek	Ephemeral Tributary	No
East Fork White Lick Creek	Perennial Tributary	Yes
UNT to East Fork White Lick Creek	Intermittent Tributary	Yes
Wetland 1	Emergent Wetland	Yes
Wetland 2	Emergent Wetland	No

Open Water 1	Pond	Yes
Open Water 2	Pond	No
Jurisdictional Aquatic Resource 1	Concrete Ditch with Emergent Wetland Flora	No

Shiloh Creek, East Fork White Lick Creek, UNT to East Fork White Lick Creek, Open Water 1, and Wetland 1 within the project area are waterways directly traceable to the White River and therefore are apparent jurisdictional Waters of the U.S. INDOT acknowledges that Open Water 2, Wetland 2, JAR1, UNT1 to Shiloh Creek and UNT2 to Shiloh Creek would likely not meet the definition of a Waters of the U.S. However, INDOT is requesting that the USACE take jurisdiction of these streams, wetlands, and jurisdictional aquatic resource. Based on current project construction limits and the Waters of the U.S. Report, up to 646 linear feet of stream and 0.576 acre of wetland may be impacted (permanent and temporary) by this project. These amounts may be reduced as project design refines further.

Impacts

Unavoidable impacts to wetlands, streams, and trees will be necessary for the completion of this project. Wetland, stream, and tree impacts have been minimized by the restriction of permanent and temporary right-of-way to the extent practicable. Project activities avoid the Cloverleaf Conservation Area and Open Water 1. Percussive work at the East Fork White Lick Creek, including demolition, will occur in the inactive season for bats and along the edges of the bridge to avoid the roosting area observed for Big Brown Bat (*Eptesicus fuscus*). All wetland, stream, and tree impacts will occur within 100 feet of existing roadway. Tree clearing is expected in the non-roosting season of 2023.

The proposed impacts to streams and wetlands were identified in the Waters of the U.S. Report (see Attachment 8). Wetland and stream impacts will be minimized and permitted through the application of Section 401 Water Quality Permit (WQC) and Section 404 WQC through in the Indiana Department of Environmental Management and United States Army Corps of Engineers. Impacts within the floodway will be permitted through the application of a Construction in a Floodway permit through the Indiana Department of Natural Resources.

Tree clearing will primarily occur at Shiloh Creek and East Fork White Lick Creek, with the sporadic need for individual tree clearing in areas considered not likely “suitable summer habitat” elsewhere throughout the project.

Table 1. Tree Clearing Summary

Location of Suitable Summer Habitat	Acres of Trees <100 feet from Existing Paved Surfaces	Acres of Trees from 100 ft - 300 feet from Existing Paved Surfaces	Acres of Trees < 300 feet from Existing Paved Surfaces	Total Acres
Shiloh Creek	0.15	0	0	0.15
East Fork White Lick Creek	0.26	0	0	0.26
Entire Project Area	0.41	0	0	0.41

Lighting

This project does not include the installation of any permanent lighting. It is unknown whether temporary lighting will be needed during construction, so its use will be assumed. Temporary lighting would be directed away from suitable habitat during the bats' active season.

Commitments

The following commitments are proposed as Avoidance and Minimization Measures (AMMs) to reduce potential impacts to the Indiana Bat (*Myotis sodalis*) and Northern Long-eared Bat (*Myotis septentrionalis*) (NLEB).

Firm

Structures 036-49-03898 and 036-49-03898 have shown evidence of use (i.e. nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA) during the September 7, 2020 inspection. Avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8 – April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1 – September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the "Potential Migratory Bird on Structure" USP."

"USFWS Bridge/Structure Assessments are only valid for two years. If construction will begin after July 22, 2023, an inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately."

GENERAL AMM 1- Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.

LIGHTING AMM 1- Direct temporary lighting away from suitable habitat during the active season.

TREE REMOVAL AMM 1- Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.

TREE REMOVAL AMM 2- Apply time of year restrictions [April 1st to September 30th] for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.

TREE REMOVAL AMM 3- Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).

TREE REMOVAL AMM 4- Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat at any time of year.

For consideration

Structures 036-49-03898 and 036-49-03898 have shown evidence of use (i.e. guano and/or live bats) by a non-listed bat species during the September 17 and October 7, 2020 and January 28, May 20, June 8, and July 22, 2021 inspections. To minimize bat disturbance, work on the structures shall be completed after September 30 and before April 1. If the structure work cannot be completed before April 1, the crevices shall temporarily be filled, for the entire length of the structure, with an expandable material. The structure shall also be inspected for bats prior to demolition, exclusion, or any construction activities. If signs of bats are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. Details of the required procedures are outlined in the “Bat Inspection and Coordination USP.”

Conclusion

Based on coordination with USFWS and INDOT, additional surveys conducted on the structure and surrounding habitat, and applied AMMs and commitments, the FHWA has determined the proposed project has an effect finding of “May Affect, Not Likely to Adversely Affect - with AMMs” for the federally endangered Indiana Bat (*Myotis sodalis*) and the federally threatened Northern Long-eared Bat (*Myotis septentrionalis*).

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

Please contact Kirk Roth of Corradino, LLC at 317-385-5388 or kroth@corradino.com or Richard Gilyeat of INDOT at 765-361-5684 or rgilyeat@indot.in.gov if you have any questions or require additional information. We appreciate your attention to this project.

- Attachment 1 - State Location Map
- Attachment 2 - USGS Topographic Map
- Attachment 3 - Aerial Map
- Attachment 4 - IPaC Species List
- Attachment 5 - Bridge/Structure Assessment Forms
- Attachment 6 - Bat DNA Analysis
- Attachment 7 - Indiana Department of Natural Resources – Early Coordination
- Attachment 8 - Waters of the U.S. Report Excerpt
- Attachment 9 – Photos
- Attachment 10 – Tree Clearing Maps

Note:

State Location Map, USGS Topographic Map, and Aerial Map may be found in Appendix B of this CE document.

IPaC Species List may be found in Appendix C-54 to C-69.








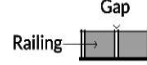

Waters of the U.S. Report may be found in Appendix F of this CE document.

IDNR Coordination may be found in Appendix C-14 to C-17.








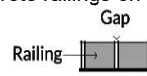

Bat DNA Analysis may be found in Appendix I-171 to I-177.

Tree Clearing Maps may be found in Appendix I-178 to I-182.










Bridge/Structure Bat Assessment Form

Date & Time of Assessment 10/7/20; 3:30 pm	DOT Project Number 1900340, 1900341	Route/Facility Carried US 36	County Marion
Federal Structure ID 011680	Structure Coordinates 39.763958; -86.310754 (latitude and longitude)	Structure Height (approximate) 15 feet	Structure Length 150 feet
Structure Type (check one)		Structure Material (check all that apply)	
Bridge Construction Style		Deck Material	Beam Material
<input type="radio"/> Cast-in-place 	<input type="radio"/> Pre-stressed Girder 	<input type="checkbox"/> Metal	<input type="checkbox"/> None
<input checked="" type="radio"/> Flat Slab/Box 	<input type="radio"/> Steel I-beam 	<input checked="" type="checkbox"/> Concrete	<input checked="" type="checkbox"/> Concrete
<input type="radio"/> Truss 	<input type="radio"/> Covered 	<input type="checkbox"/> Timber	<input type="checkbox"/> Steel
<input type="radio"/> Parallel Box Beam 	<input type="radio"/> Other:	<input type="checkbox"/> Open grid	<input type="checkbox"/> Timber
		<input type="checkbox"/> Other:	<input type="checkbox"/> Other:
Culvert Type	Other Structure	Culvert Material	End/Back Wall Material
<input type="radio"/> Box	<input type="radio"/>	<input type="checkbox"/> Metal	<input checked="" type="checkbox"/> Concrete
<input type="radio"/> Pipe/Round	<input type="radio"/>	<input type="checkbox"/> Concrete	<input type="checkbox"/> Timber
<input type="radio"/> Other:	<input type="radio"/>	<input type="checkbox"/> Plastic	<input type="checkbox"/> Stone/Masonry
		<input type="checkbox"/> Stone/Masonry	<input type="checkbox"/> Other:
		<input type="checkbox"/> Other:	Creosote Evidence
			<input type="radio"/> Yes <input checked="" type="radio"/> No
			<input type="radio"/> Unknown
			Notes:
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)	
<input checked="" type="checkbox"/> Bare ground	<input type="checkbox"/> Open vegetation	<input type="checkbox"/> Agricultural	<input type="checkbox"/> Grassland
<input type="checkbox"/> Rip-rap	<input type="checkbox"/> Closed vegetation	<input checked="" type="checkbox"/> Commercial	<input type="checkbox"/> Ranching
<input checked="" type="checkbox"/> Flowing water	<input type="checkbox"/> Railroad	<input type="checkbox"/> Residential-urban	<input checked="" type="checkbox"/> Riparian/wetland
<input type="checkbox"/> Standing water	<input type="checkbox"/> Road/trail - Type:	<input type="checkbox"/> Residential-rural	<input type="checkbox"/> Mixed use
<input type="checkbox"/> Seasonal water	<input checked="" type="checkbox"/> Other: Sandbar	<input checked="" type="checkbox"/> Woodland/forested	<input type="checkbox"/> Other:
Areas Assessed (check all that apply)			
Check all areas that apply. If an area is not present in the structure, check the "not present" box. Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.			
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)	
<input checked="" type="checkbox"/> All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input checked="" type="checkbox"/> Concrete surfaces (open roosting on concrete)	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input checked="" type="checkbox"/> Spaces between concrete end walls and the bridge deck	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input checked="" type="checkbox"/> Crack between concrete railings on top of the bridge deck 	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input checked="" type="checkbox"/> Vertical surfaces on concrete I-beams	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input checked="" type="checkbox"/> Spaces between walls, ceiling joists	<input type="checkbox"/> Not present	<input checked="" type="checkbox"/> Visual - live # 40	<input type="checkbox"/> dead # 1
		<input checked="" type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input checked="" type="checkbox"/> Guano	<input checked="" type="checkbox"/> Odor
		<input checked="" type="checkbox"/> Staining	<input checked="" type="checkbox"/> Photos
<input checked="" type="checkbox"/> Weep holes, scupper drains, and inlets/pipes	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input checked="" type="checkbox"/> All guiderails	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input checked="" type="checkbox"/> All expansion joints	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
Name: Kirk Roth		Signature: 	

Bridge/Structure Bat Assessment Form

Date & Time of Assessment 9/17/20; 1:30 pm	DOT Project Number 1800035	Route/Facility Carried US 36	County Marion
Federal Structure ID N/A	Structure Coordinates 39.764046; -86.320797 (latitude and longitude)	Structure Height (approximate) 10 feet	Structure Length 150 feet
Structure Type (check one)		Structure Material (check all that apply)	
Bridge Construction Style		Deck Material	Beam Material
<input type="radio"/> Cast-in-place 	<input type="radio"/> Pre-stressed Girder 	<input type="checkbox"/> Metal	<input type="checkbox"/> None
<input type="radio"/> Flat Slab/Box 	<input type="radio"/> Steel I-beam 	<input type="checkbox"/> Concrete	<input type="checkbox"/> Concrete
<input type="radio"/> Truss 	<input type="radio"/> Covered 	<input type="checkbox"/> Timber	<input type="checkbox"/> Steel
<input type="radio"/> Parallel Box Beam 	<input type="radio"/> Other:	<input type="checkbox"/> Open grid	<input type="checkbox"/> Timber
		<input type="checkbox"/> Other:	<input type="checkbox"/> Other:
Culvert Type	Other Structure	Culvert Material	Creosote Evidence
<input type="radio"/> Box	<input type="radio"/>	<input checked="" type="checkbox"/> Metal	<input type="radio"/> Yes <input checked="" type="radio"/> No
<input checked="" type="radio"/> Pipe/Round		<input type="checkbox"/> Concrete	<input type="radio"/> Unknown
<input type="radio"/> Other:		<input type="checkbox"/> Plastic	Notes: Corrugated Steel - no shelter locations
		<input type="checkbox"/> Stone/Masonry	
		<input type="checkbox"/> Other:	
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)	
<input type="checkbox"/> Bare ground	<input type="checkbox"/> Open vegetation	<input type="checkbox"/> Agricultural	<input type="checkbox"/> Grassland
<input type="checkbox"/> Rip-rap	<input type="checkbox"/> Closed vegetation	<input checked="" type="checkbox"/> Commercial	<input type="checkbox"/> Ranching
<input checked="" type="checkbox"/> Flowing water	<input type="checkbox"/> Railroad	<input type="checkbox"/> Residential-urban	<input checked="" type="checkbox"/> Riparian/wetland
<input type="checkbox"/> Standing water	<input type="checkbox"/> Road/trail - Type:	<input type="checkbox"/> Residential-rural	<input type="checkbox"/> Mixed use
<input type="checkbox"/> Seasonal water	<input type="checkbox"/> Other:	<input checked="" type="checkbox"/> Woodland/forested	<input type="checkbox"/> Other:
Areas Assessed (check all that apply)			
Check all areas that apply. If an area is not present in the structure, check the "not present" box. Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.			
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)	
<input checked="" type="checkbox"/> All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas	<input type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> Concrete surfaces (open roosting on concrete)	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
	N/A	<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> Spaces between concrete end walls and the bridge deck	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
	N/A	<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> Crack between concrete railings on top of the bridge deck 	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
	N/A	<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> Vertical surfaces on concrete I-beams	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
	N/A	<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> Spaces between walls, ceiling joists	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
	N/A	<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> Weep holes, scupper drains, and inlets/pipes	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
	N/A	<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> All guiderails	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
	N/A	<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> All expansion joints	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
	N/A	<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
Name: Kirk Roth		Signature: 	

Bridge/Structure Bat Assessment Form

Date & Time of Assessment: 9/17/20; 3:30 pm	DOT Project Number: 1800035	Route/Facility Carried: US 36	County: Marion
Federal Structure ID: N/A	Structure Coordinates (latitude and longitude): 39.763748; -86.316108	Structure Height (approximate): 4 feet	Structure Length: 150 feet
Structure Type (check one)		Structure Material (check all that apply)	
Bridge Construction Style		Deck Material	Beam Material
<input type="radio"/> Cast-in-place 	<input type="radio"/> Pre-stressed Girder 	<input type="checkbox"/> Metal	<input type="checkbox"/> None
<input type="radio"/> Flat Slab/Box 	<input type="radio"/> Steel I-beam 	<input type="checkbox"/> Concrete	<input type="checkbox"/> Concrete
<input type="radio"/> Truss 	<input type="radio"/> Covered 	<input type="checkbox"/> Timber	<input type="checkbox"/> Steel
<input type="radio"/> Parallel Box Beam 	<input type="radio"/> Other:	<input type="checkbox"/> Open grid	<input type="checkbox"/> Timber
		<input type="checkbox"/> Other:	<input type="checkbox"/> Other:
Culvert Type		Culvert Material	End/Back Wall Material
<input type="radio"/> Box	<input type="radio"/> Other Structure	<input type="checkbox"/> Metal	<input type="checkbox"/> Concrete
<input checked="" type="radio"/> Pipe/Round		<input checked="" type="checkbox"/> Concrete	<input type="checkbox"/> Timber
<input type="radio"/> Other:		<input type="checkbox"/> Plastic	<input type="checkbox"/> Stone/Masonry
		<input type="checkbox"/> Stone/Masonry	<input type="checkbox"/> Other:
		<input type="checkbox"/> Other:	Creosote Evidence
			<input type="radio"/> Yes <input checked="" type="radio"/> No
			<input type="radio"/> Unknown
Crossings Traversed (check all that apply)		Surrounding Habitat (check all that apply)	
<input type="checkbox"/> Bare ground	<input type="checkbox"/> Open vegetation	<input type="checkbox"/> Agricultural	<input type="checkbox"/> Grassland
<input type="checkbox"/> Rip-rap	<input type="checkbox"/> Closed vegetation	<input checked="" type="checkbox"/> Commercial	<input type="checkbox"/> Ranching
<input type="checkbox"/> Flowing water	<input type="checkbox"/> Railroad	<input type="checkbox"/> Residential-urban	<input checked="" type="checkbox"/> Riparian/wetland
<input type="checkbox"/> Standing water	<input type="checkbox"/> Road/trail - Type:	<input type="checkbox"/> Residential-rural	<input type="checkbox"/> Mixed use
<input type="checkbox"/> Seasonal water	<input checked="" type="checkbox"/> Other: Dry culvert bottom	<input checked="" type="checkbox"/> Woodland/forested	<input type="checkbox"/> Other:
Areas Assessed (check all that apply)			
Check all areas that apply. If an area is not present in the structure, check the "not present" box. Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.			
Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)	
<input checked="" type="checkbox"/> All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas	<input type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input checked="" type="checkbox"/> Concrete surfaces (open roosting on concrete)	<input type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> Spaces between concrete end walls and the bridge deck	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
	N/A	<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> Crack between concrete railings on top of the bridge deck 	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
	N/A	<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> Vertical surfaces on concrete I-beams	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
	N/A	<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> Spaces between walls, ceiling joists	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
	N/A	<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> Weep holes, scupper drains, and inlets/pipes	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
	N/A	<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> All guiderails	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
	N/A	<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> All expansion joints	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
	N/A	<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
Name: Kirk Roth		Signature: 	



Picture 1—Southwest view of bridge; 17 SEP 2020.



Picture 2— Center span—note line of guano at bridge center; 17 SEP 2020.



Picture 3—Center span guano pile; 17 SEP 2020.



Picture 4—Center span guano pile; 17 SEP 2020.



Picture 5—Guano; 17 SEP 2020.



Picture 6—Guano stains at ceiling joint; 17 SEP 2020.



Picture 7—Center span guano; 17 Sep 2020.



Picture 8—Ceiling joint; 17 Sep 2020.



Picture 9—West span guano; 17 SEP 2020.



Picture 10—West span ceiling; 17 SEP 2020.



Picture 11—East span ceiling; 17 Sep 2020.



Picture 12— East span guano; 17 Sep 2020.



Picture 13—note calcar



Picture 14 - note facial glands



Picture 15



Picture 16



Picture 17—Desiccated bat pup



Picture 18



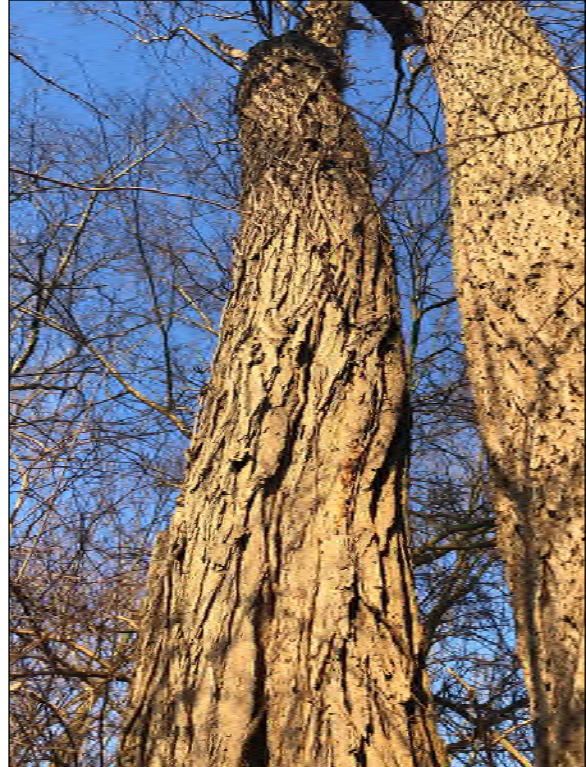
Picture 19—note facial glands



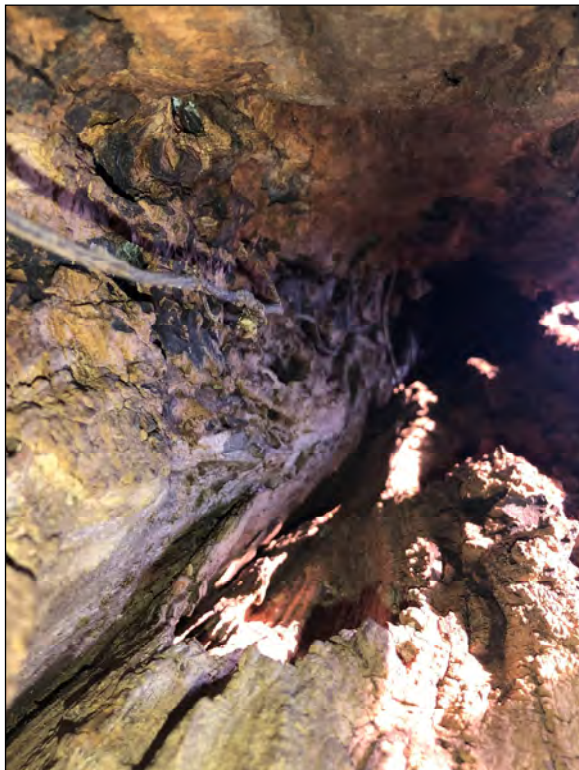
Picture 20



Picture 21—Hollow in Black Locust (*Robinia pseudoacacia*), southwest quadrant outside of right-of-way; 28 JAN 2021.



Picture 22—Black Locust (*Robinia pseudoacacia*), southwest quadrant outside of right-of-way; 28 JAN 2021.



Picture 23—Inside the Black Locust (*Robinia pseudoacacia*) hollow—looking up; 28 JAN 2021.



Picture 24—Inside the Black Locust (*Robinia pseudoacacia*) hollow—looking down; note large claw markings; 28 JAN 2021.



United States Department of the Interior Fish and Wildlife Service



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December 20, 2021

Karstin Carmany-George
Federal Highway Administration
575 N. Pennsylvania St. Room 254
Indianapolis, Indiana 46204
(sent via email)

Des. 1800035, 1800037, 1900340, 1900341. US 36 (Rockville Road) Added Travel Lanes from Raceway Road to I-465, Marion County, Indiana

Dear Ms. Carmany-George:

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

We received your request for informal consultation on this project on October 19, 2021. This project does not qualify for the Indiana bat and northern long-eared bat rangewide programmatic consultation for transportation projects due to bat use of the existing structure.

PROPOSED ACTION

The proposed project is located on US 36, also known as Rockville Road, on the west side of the City of Indianapolis in Marion County, Indiana. It is a 3-mile-long roadway project that spans from approximately 0.15-mile (800 ft) east of the Raceway Road intersection and extends to the east along US 36 to the I-465 southbound ramps.

The proposed project will include roadway and intersection improvements, pedestrian sidewalks, a multiuse path, roadway curbs and curb ramps, bridge widening, drainage improvements, and possible lighting structures. The improvements have been separated into the following four Designation Numbers (Des. No.):

Des. No. 1800035: Roadway Improvements from 0.15-mile (800 feet) east of Raceway Road to Transfer Drive in Marion County

Des. No. 1800037: Roadway improvements from Transfer Drive east to I-465 southbound ramps in Marion County

Des. No. 1900340: Bridge widening for US 36 (Rockville Road) eastbound over East Fork of White Lick Creek

Des. No. 1900341: Bridge widening for US 36 (Rockville Road) westbound over East Fork of White Lick Creek

Work is anticipated to start in the spring of 2023 and will last for two seasons. Tree clearing will be completed in the first season and is expected to occur primarily at the crossings of Shiloh Creek and East Fork White Lick Creek. Incidental roadside and/or ornamental trees may be cleared at other areas along U.S. 36. All tree clearing will occur in the winter and within 100 feet of existing roadways.

Per an email from Michael Baker International to the Indiana Department of Transportation, because of the spring 2023 letting date, the project will be split into east/west segments, with the east end of the project being constructed in 2023. The west end of the project, including the bridge, would be constructed during the 2024 construction season, with bridge work starting as early as November 2023. Winter work would include removal of 2'-2.5' of the outside of the bridge deck, excavation for substructure units, pile driving, and potentially casting of substructure units. The remainder of the work, including milling, deck patching, etc. would be completed during the normal construction season, based on the project phasing.

STUDY AREA

The project is in a highly developed area on the west side of the City of Indianapolis. Adjacent land use consists of residential and commercial properties, with a couple of limited riparian areas near stream crossings.

Wooded areas occur along the roadside of U.S. 36 at Shiloh Creek and East Fork White Lick Creek and these constitute likely "suitable summer habitat" for bat roosting. Dominant tree species within or adjacent to the project area primarily include Boxelder (*Acer negundo*), Red Maple (*Acer rubrum*), Silver Maple (*Acer saccharinum*), Common Hackberry (*Celtis occidentalis*), Black Walnut (*Juglans nigra*), American Sycamore (*Platanus occidentalis*), Eastern Cottonwood (*Populus deltoides*), Callery Pear (*Pyrus calleryana*), Black Locust (*Robinia pseudoacacia*), and other species.

During an inspection of the East Fork White Lick Creek bridge on September 17, 2020, an extensive amount of guano was found below the center joint that runs between the eastbound and westbound structures in all three spans. Sampling of guano was conducted three weeks later and during that visit approximately 40 bats were noted using the center joint. These bats all appeared to be big brown bats (*Eptesicus fuscus*). The DNA analysis indicated all three spans had big brown bat use. The west span additionally showed DNA evidence of a *myotis* species; however a specific identification could not be determined. A desiccated bat pup found at the east span was also collected and tissue analysis confirmed the specimen to also be a big brown bat. A follow up site visit in January 2021 showed no bats using the structure at that time.

In the summer of 2021 three additional bridge inspections were conducted. On each occasion, big brown bats were found within the center joint; no other bat species were noted. On May 20,

2021, 28 bats were counted in the west span, 28 bats in the center span, and 22 bats in the east span. On June 8, approximately 20 bats were estimated in the west span, 40 bats estimated in the center span, and 20 bats estimated in the east span. And, on July 22, 17 bats were counted in the west span, 64 in the center span, and zero bats were found in the east span. During the June 8th visit eight additional guano samples were collected along the length of the center joint; all samples were determined to be from big brown bats.

Based on field investigations and guano analysis, the bridge is thought to be used by up to approximately 80 bats throughout the summer months and likely serves as a big brown bat maternity colony. All observed bats appeared to be big brown bats and almost all guano samples (and the one dead specimen) contained only big brown bat DNA. One sample from the initial collection in October 2020 contained genetic material from an unidentified *myotis* species and suggests some occasional use of the bridge by this genus.

The following firm project commitments are proposed by the Indiana Department of Transportation (INDOT) as Avoidance and Minimization Measures (AMMs) to reduce potential impacts to listed and non-listed bat species:

- **General AMM 1:** Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.
- **Tree Removal AMM 1:** Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal in excess of what is required to implement the project safely.
- **Tree Removal AMM 2:** Apply time of year (TOY) restrictions for tree removal when bats are not likely to be present (October 1-March 31), or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.
- **Tree Removal AMM 3:** Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).
- **Tree Removal AMM 4:** Do not remove:
 - **documented** Indiana bat or NLEB roosts that are still suitable for roosting; or
 - trees within 0.25 miles of roosts; or
 - **documented** foraging habitat any time of year.
- **USFWS Bridge/Structure Assessments:** If construction will begin after July 22, 2023, an inspection of the structure by a qualified individual must be performed. Inspection of the structure should check for presence of bats/bat indicators and presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must

be contacted immediately. Structures 036-49-03898 and 036-49-03898 have shown evidence of use (*i.e.*, nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA) during the September 7, 2020 inspection. Avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8 – April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1 – September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the “Potential Migratory Bird on Structure” USP.”

INDOT has also proposed the following for consideration:

To minimize bat disturbance, work on the bridges/structures should be completed after September 30 and before April 1. If the work cannot be completed before April, the existing crevices shall temporarily be filled, for the entire length of the structure, with an expandable material. All areas will be inspected prior to any exclusion activities.

The Service requests that the structure be inspected for bats prior to demolition, exclusion, or any construction activities. If any bats are documented during these inspections, the INDOT District Environmental Manager and the Service must be contacted immediately.

We strongly encourage any work that may affect bats roosting in this structure to occur outside of the maternity season, and more importantly, outside of the period when bat pups are not yet volant (able to fly; May through July).

THREATENED AND ENDANGERED SPECIES

As noted in your coordination letter, the proposed project is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*) (NLEB). There are records of both species in Marion County, including a known Indiana bat maternity colony near the Indianapolis Airport, approximately five miles south of the project site. Suitable summer habitat for the Indiana bat and NLEB exists in several areas along the project corridor and the nearest record for either species is approximately three miles south.

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

The NLEB was listed as threatened under the Endangered Species Act (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) in April 2015. A 4(d) rule was published in the *Federal Register* on January 14, 2016. The 4(d) rule specifically defines "take" prohibitions

for the NLEB. At this time, no critical habitat has been proposed.

The entire State of Indiana is within the range of the NLEB. During the summer, NLEBs typically roost singly or in colonies in cavities, underneath bark, crevices, or hollows of both live and dead trees and/or snags (typically ≥ 3 inches dbh). Males and non-reproductive females may also roost in cooler places, like caves and mines. This bat appears opportunistic in selecting roosts, using tree species based on presence of cavities or crevices or presence of peeling bark. It has also been occasionally found roosting in structures like barns and sheds (particularly when suitable tree roosts are unavailable). They forage for insects in upland and lowland woodlots and tree lined corridors. During the winter, northern long-eared bats predominately hibernate in caves and abandoned mine portals.

PROJECT IMPACTS/EFFECTS

Forest

Tree clearing will primarily occur at the crossings of Shiloh Creek (0.15 acres) and East Fork White Lick Creek (0.26 acres), with the sporadic need for individual tree clearing along a few residential/commercial areas considered unsuitable habitat for bats. All tree clearing will take place within the inactive bat season (October 1 to March 31) and within 100 feet of the existing roadway.

Streams/Wetlands

Based on current project construction limits and the Waters of the U.S. Report, up to 646 linear feet of stream and 0.576 acre of wetlands may be impacted (permanent and temporary) by this project. These amounts may be reduced as project design is further refined.

Where applicable, waterway impacts will be permitted through the application of Section 401 Water Quality Permit (WQC), a Section 404 Regional General Permit, and a Construction in a Floodway Permit through the Indiana Department of Environmental Management, United States Army Corps of Engineers, and the IDNR respectively.

Lighting/Noise

This project does not include the installation of any permanent lighting. It is unknown whether temporary lighting will be needed during construction. If temporary lighting is used, it will be directed away from suitable habitat during the bats' active season.

Noise and vibrations throughout the work areas may increase above current levels due to construction activities; however, this work will be short term in nature and is not expected to impact any listed species.

CONCLUSION

Based on the information we have reviewed, including the field investigations, guano and tissue analysis, and proposed avoidance and minimization measures such as seasonal tree-clearing

activities and lighting AMMS, we concur that the proposed project may affect, but is not likely to adversely affect, the Indiana bat or NLEB.

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act of 1973, as amended. If, however, new information on endangered species or the extent of impacts at the site becomes available, or if project plans are changed significantly, please contact our office for further consultation.

ADDITIONAL RECOMMENDATIONS

We recommend the following additional measures be included in the final project plans (where applicable) to minimize adverse impacts on fish and wildlife resources:

1. Revegetate all disturbed soil areas immediately upon project completion, using native trees and shrubs in the riparian zone wherever feasible. We recommend reforestation occur along all impacted riparian areas, extending at least 50 feet (preferably 100) perpendicular from the streambank. The East Fork White Lick Creek corridor has been shown to be used by Indiana bats and NLEBs and maintaining and improving the existing riparian habitat would be beneficial to these species.
2. 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.)**
3. Minimize the extent of artificial bank stabilization and use bioengineering methods wherever feasible.
4. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat (if applicable).
5. Use best methods to contain soil and sediment runoff during construction. Use silt curtains or other devices at the downstream end of the project to contain bottom sediment in the newly excavated channel and to prevent it from adding to the downstream sediment load. Maintain such devices by removal of accumulated sediment.
6. 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.

7. 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.

8. 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.

We appreciate the opportunity to comment at this stage of project planning. We look forward to continuing to coordinate as the project develops. If you have any questions about our recommendations, please contact Robin McWilliams Munson at robin_mcwilliams@fws.gov.

Sincerely,

SCOTT PRUITT Digitally signed by SCOTT PRUITT
Date: 2021.12.21 10:21:01 -05'00'

Scott E. Pruitt
Field Supervisor

Cc (via email):

Sandy Bowman, INDOT, Indianapolis, IN

Taylor Darrah, INDOT, Indianapolis, IN

Kirk Roth, Corradino, Inc., Indianapolis, IN



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

In Reply Refer To:

October 12, 2022

Project Code: 2023-0003502

Project Name: DES 1800035, 1800037, 1900340, 1900341, 2002284 - US 36 Added Travel Lanes

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

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

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

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](http://www.fws.gov/section7process/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.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see <https://www.fws.gov/birds/policies-and-regulations.php>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see <https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of

Executive Order 13186, please visit <https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php>.

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

Attachment(s):

- Official Species List
- Migratory Birds
- Wetlands

Official Species List

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

This species list is provided by:

Indiana Ecological Services Field Office

620 South Walker Street
Bloomington, IN 47403-2121
(812) 334-4261

Project Summary

Project Code: 2023-0003502

Project Name: DES 1800035, 1800037, 1900340, 1900341, 2002284 - US 36 Added Travel Lanes

Project Type: Road/Hwy - Maintenance/Modification

Project Description: The proposed project is located on US 36, also known as Rockville Road, on the west side of Indianapolis in Marion County, Indiana. The proposed project is a 3-mile-long roadway project that spans from the western terminus located approximately 0.15 mile (800 ft) east of the Raceway Road intersection and extends to the east along US 36 to the eastern terminus at the I-465 southbound ramps intersection. The proposed project will include roadway and intersection improvements, pedestrian sidewalks, multi-use path, roadway curbs and curb ramps, bridge widening, and drainage improvements, pedestrian sidewalks, multi-use path, roadway curbs and curb ramps, bridge widening, and drainage improvement as well as possible lighting structures. Tree clearing is expected to be 0.41 acre or less and will be less than 100 feet from the roadway. Construction is expected to begin in spring 2023 and last 20 months. An early coordination letter from the Indiana Department of Natural Resources on December 30, 2020 did not indicate the presence of any federally threatened or endangered species within 0.5 mile of the project area. The most recent bridge inspection found evidence of bat use and DNA testing of guano revealed *Eptesicus fuscus* and *Myotis* sp. from samples taken on October 7, 2020 and *E. fuscus* only from samples taken on June 8, 2021. Live bats observed on October 7, 2020, May 20, 2021, June 8, 2021, and July 23, 2021 all had characteristics (e.g size, color, face and ear shape, etc.) consistent with *E. fuscus*. No permanent lighting will be installed and it is unknown whether temporary lighting will be needed, thus temporary lighting will be assumed.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@39.76428,-86.29487788741214,14z>



Counties: Marion County, Indiana

Endangered Species Act Species

There is a total of 3 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 does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	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

Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Critical habitats

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

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

-
1. The [Migratory Birds Treaty Act](#) of 1918.
 2. The [Bald and Golden Eagle Protection Act](#) of 1940.
 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern \(BCC\) list](#) or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Golden-plover <i>Pluvialis dominica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Oct 15 to Aug 31

NAME	BREEDING SEASON
<p>Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9399</p>	Breeds May 15 to Oct 10
<p>Bobolink <i>Dolichonyx oryzivorus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 20 to Jul 31
<p>Cerulean Warbler <i>Dendroica cerulea</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/2974</p>	Breeds Apr 21 to Jul 20
<p>Chimney Swift <i>Chaetura pelagica</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds Mar 15 to Aug 25
<p>Kentucky Warbler <i>Oporornis formosus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds Apr 20 to Aug 20
<p>Lesser Yellowlegs <i>Tringa flavipes</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9679</p>	Breeds elsewhere
<p>Prothonotary Warbler <i>Protonotaria citrea</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds Apr 1 to Jul 31
<p>Red-headed Woodpecker <i>Melanerpes erythrocephalus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 10 to Sep 10
<p>Rusty Blackbird <i>Euphagus carolinus</i></p> <p>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA</p>	Breeds elsewhere
<p>Short-billed Dowitcher <i>Limnodromus griseus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9480</p>	Breeds elsewhere
<p>Upland Sandpiper <i>Bartramia longicauda</i></p> <p>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA</p> <p>https://ecos.fws.gov/ecp/species/9294</p>	Breeds May 1 to Aug 31
<p>Wood Thrush <i>Hylocichla mustelina</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p>	Breeds May 10 to Aug 31

Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

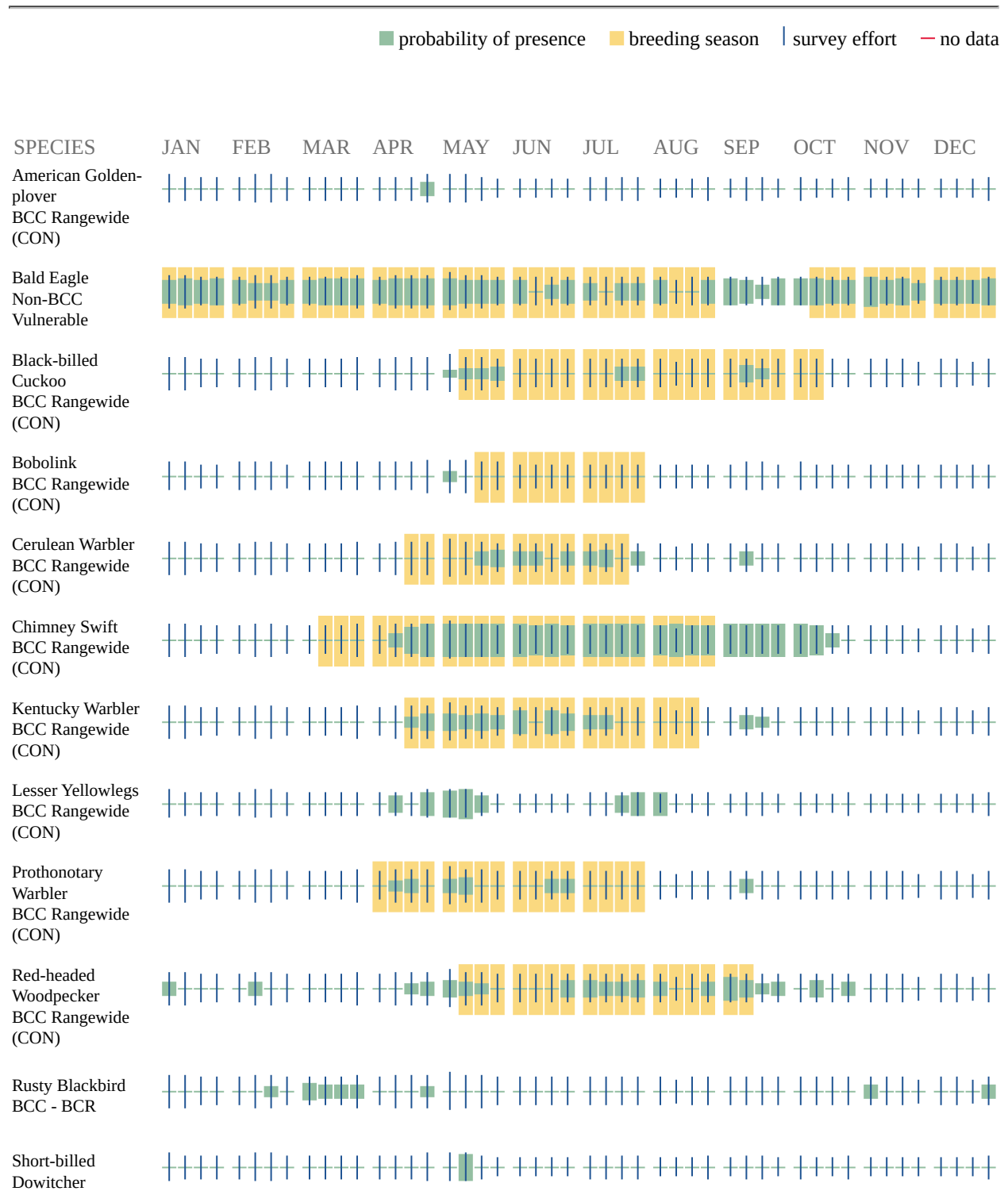
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

No Data (—)

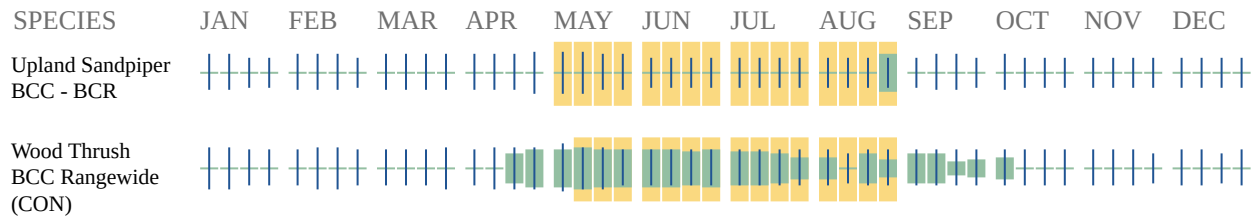
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



BCC Rangewide
(CON)



Additional information can be found using the following links:

- Birds of Conservation Concern <https://www.fws.gov/program/migratory-birds/species>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>

Migratory Birds FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list

of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the [RAIL Tool](#) and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical](#)

[Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Wetlands

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

RIVERINE

- [R4SBC](#)
- [R2UBH](#)

IPaC User Contact Information

Agency: Indiana Department of Transportation
Name: Kirk Roth
Address: 200 S. Meridian Street, Suite 330
City: Indianapolis
State: IN
Zip: 46225
Email: kroth@corradino.com
Phone: 3173855388

Lead Agency Contact Information

Lead Agency: Federal Highway Administration



Indianapolis Public Transportation Corporation
dba IndyGo
1501 W. Washington Street
Indianapolis, IN 46222
T: 317.635.2100
F: 317.634.6585
www.IndyGo.net

December 19, 2022

Indianapolis Department of Transportation

100 N. Senate Avenue
Indianapolis, IN 46204

Re: Environmental Early Coordination Response Letter - Revised, Des. No's, 1800035, 1800037, 1900340, 1900341, 2002284, US 36 Modern Rockville Rd, Indianapolis, Marion County, Indiana

To whom it may concern,

The Indianapolis Public Transportation Corporation (dba IndyGo) received an Early Coordination Letter dated December 8, 2022, informing the agency of the Indiana Department of Transportation's (INDOT) intent to proceed with the improvements to traffic operations and safety in the corridor from east of Raceway Rd to I-465 in Marion County, Indiana. In that letter, we are asked to comment on any potential environmental or community effects associated with the proposed project to our bus stops.

IndyGo appreciates the opportunity to coordinate as part of the environmental review process. We have reviewed the project and understand there may be effects on IndyGo Bus Route 10. Still, the letter states that stops will remain open and accessible during construction but may need to shift based on project conditions temporarily. We understand this is necessary to move the project forward and will coordinate with INDOT to maintain

Thank you for the early coordination request; please forward any follow-up to Annette Darrow, Director of Service Planning. (adarrow@indygo.net or 317-614-9315)

Sincerely,

A handwritten signature in black ink that reads "Inez Evans".

Inez P. Evans
President/CEO

APPENDIX D

Section 106 of the NHPA

DES 1800035, 1800037, 1900340, 1900341, 2002284



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

August 29, 2022

This letter was sent to the listed parties.

**RE: US 36 Added Travel Lanes Project-800.11 Finding and Documentation
Indianapolis, Marion County, Indiana
Des. Nos. 1800035 (lead #), 1800037, 1900340, 1900341, and 2002284**

Dear Consulting Party:

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the US 36 Added Travel Lanes Project, Des. Nos. 1800035 (lead #), 1800037, 1900340, and 1900341.

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on November 18, 2020. Responses were received from the Indianapolis Historic Preservation Commission, the Office of Mayor Joe Hogsett, Indiana Landmarks, the Miami Tribe of Oklahoma and the Delaware Nation, and the Indiana State Historic Preservation Office (IN SHPO). The Historic Property Report (HPR) distributed to consulting parties on January 13, 2022.

A letter distributed on April 8, 2022, notified consulting parties that an Effects Report was available for review and comment. In a letter response dated April 27, 2022, the IN SHPO agreed with the conclusions of the effects report that the proposed undertaking would not adversely affect historic properties. In a letter dated May 2, 2022, a new consulting party, Karen Farmer (representing the Rockville-High School-Girls School Road Neighborhood Association) expressed concern that the project would adversely affect the Buisdale and Fair Meadows subdivisions. The letter stated concern regarding access for property owners, safety, and mail delivery. A response letter from Michael Baker International, Inc. was delivered by email on May 19, 2022.

The proposed undertaking is on US 36 from Raceway Road to I-465 in Marion County, Indiana. It is within Wayne Township, on the *Clermont, IN* USGS topographic quadrangle, in portions of Sections 2, 3, 4, 9, 10, and 11 of Township 15N, Range 2E. The project area can be viewed online at <https://arcg.is/jqueP> (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

The purpose of the project is to improve traffic operations along US 36 (Rockville Road) and to increase safety throughout the corridor. Currently, motorists experience high levels of traffic congestion and traffic delays, especially at signalized

intersections. In addition, portions of US 36 within the project area have a crash history greater than what is expected for a city of this type with this level of traffic volume. These problems are expected to worsen in the near future.

To ameliorate these problems, the proposed undertaking includes the construction of an additional travel lane (to the outside) in each direction along US 36 from a location approximately 800 feet east of Raceway Road (on the east end of the project area) to Transfer Drive (1.50 miles) (DES No. 1800035) and from Transfer Drive to I-465 (1.60 miles) (DES No. 1800037). Both segments of the project include the construction of sidewalks along both sides of US 36, gutter and curb repair and replacement, and milling and resurfacing of the existing pavement. The additional lanes will require the twin bridges over Little White Lick Creek to be widened to allow for the additional travel lanes and sidewalks on both sides of US 36 (Des Nos. 1900340 and 1900341).

Michael Baker International, Inc. (Michael Baker) is under contract with INDOT to advance the environmental documentation for the referenced project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: Protecting Historic Properties: A Citizen's Guide to Section 106 Review available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains no resources listed in the National Register of Historic Places (NRHP). A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the Area of Potential Effects (APE) for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, four properties were determined eligible for listing in the NRHP: the David Faucett House (IHSSI #097-117-56005), the Fair Meadows Subdivision, the Ernie Pyle Highway Homes Subdivision, and the Buisdale Subdivision.

With regard to archaeological resources, the entirety of the project area has been surveyed during previous phases of the US 36 Added Travel Lanes Project. In 2005, an INDOT Qualified Professional archaeologist from Archaeological Resources Management Services, Inc. conducted a Phase Ia reconnaissance survey of the project area. No archaeological sites were identified within the project area, and the study concluded that the soils were previously disturbed (King and Zoll 2005). The report recommended no further studies. A literature review conducted in 2008 by Pioneer Consulting Services reached the same conclusion that the project area "appears to have been previously disturbed by industrial, commercial, and residential development" (Zoll 2008). In consideration of these surveys, the current project has no potential to impact previously recorded or unrecorded sites within or adjacent to the project area. Since the proposed project occurs in previously disturbed soils, there are no archaeological concerns, and no further work is recommended. However, state law (Indiana Code 14-21-1-27 and -29) requires that if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, the discovery must be reported to the Department of Natural Resources within two (2) business days. The 2005 and 2008 archaeology reports have been posted to INSCOPE for Tribal review at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE).

The project's signed Section 106 Findings and Determinations, as well as the Documentation of Section 106 Finding of No Adverse Effect (800.11e) are available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des.

No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic properties impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Mary Pusti of Michael Baker at 317-663-8114 or Mary.Pusti@mbakerintl.com. All future responses regarding the proposed project should be forwarded to Michael Baker at the following address:

Mary Pusti, Environmental Scientist
Michael Baker International, Inc.
3815 River Crossing Parkway, Suite 20
Indianapolis, IN 46240.

Tribal Contacts please respond to INDOT's Tribal Liaison, Matt Coon at mcoon@indot.in.gov (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Sincerely,



Matthew S. Coon, Acting Manager
Cultural Resources Office
Environmental Services

Distribution List:

- Entities who have accepted Consulting Party Status
 - Beth McCord, Deputy State Historic Preservation Officer
 - Delaware Nation of Oklahoma
 - Indiana Landmarks, Central Regional Office, Vice President of Preservation Services, Mark Dollase
 - Karen Farmer, Rockville, Highschool, Girls School Road, Neighborhood Association
 - Miami Tribe of Oklahoma

800.11 (e)

US 36 Modern Rockville Road

Raceway Road to I-465
Wayne Township, Indianapolis

Marion County, Indiana

Des. Nos. 1800035 (lead #), 1800037, 1900340, and 1900341
DHPA No. 27127

July 2022

Prepared For:
Indiana Department of Transportation
Cultural Resources Office
Indianapolis, Indiana

Prepared By:
Michael Baker International, Inc.
100 Airside Drive Moon Township, Pennsylvania 15108

Author: Katherine Molnar, MS

Contact: Timothy G. Zinn
tzinn@mbakerintl.com
412-269-4619

Michael Baker
I N T E R N A T I O N A L

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**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS 106
EFFECT FINDING**

**US 36 Modern Rockville Road
DES. NOs.: 1800035 (lead #), 1800037, 1900340, and 1900341**

**AREA OF POTENTIAL EFFECTS
(Pursuant to 36 CFR Section 800.4(a)(1))**

The area of potential effects (APE) is the “geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of the undertaking...” (36 CFR 800.16[d]).

The above-ground APE complies with INDOT’s directive regarding APEs for added travel lane projects. It includes “adjacent properties and properties within [the] viewshed,” with consideration given to broadened areas as appropriate for potential auditory or visual impacts. The APE includes one parcel width to the north and south of US 36, as well as additional areas within the project viewshed resulting in an irregularly shaped polygon. The APE generally follows parcel lines, except where it was prudent to truncate or expand the survey area in consideration of potential visual impacts. It includes 462 acres (0.72 square mile) and is a mixture of residential, commercial, and industrial uses.

**ELIGIBILITY DETERMINATIONS
(Pursuant to 36 CFR 800.4(c)(2))**

David Faucett House

The David Faucett house is located at 9055 Rockville Road, Indianapolis, Wayne Township, Marion County, Indiana. Situated along the south side of the road, the house was once part of the homestead for the Faucett Farm that encompassed 240 acres. Today, the David Faucett property consists of a 0.93-acre lot with a grassy lawn and mature deciduous trees, the house, and a detached modern garage. The ca. 1848 David Faucett house is a two-story, ell-plan, single-family dwelling constructed in the I-House form with a rear addition. The David Faucett House is eligible for listing in the National Register of Historic Places (NRHP) under Criterion A for its association with the early settlement and development of Wayne Township, Marion County.

Ernie Pyle Highway Homes Subdivision (1st, 2nd, and 3rd Sections)

The Ernie Pyle Highway Homes Subdivision consists of three development sections platted in 1950, 1951, and 1952, containing a total of 74 parcels with 73 residential buildings. The neighborhood was built-up primarily from 1950 to 1968 and includes Minimal Traditional- and Ranch-style houses. The Ernie Pyle Highway Homes Subdivision is eligible for listing in the NRHP under Criteria A in the area of Community Planning and Development as a good example of a tract development.

800.11(e) Findings and Documentation: US 36 Modern Rockville Road

Buisdale Subdivision

The Buisdale Subdivision consists of one development section, which was platted in 1955. The neighborhood was built-up primarily from 1955 to 1958 and includes Ranch-style houses. The linear subdivision has nine houses on each side of Buisdale Drive. The Buisdale Subdivision is eligible for listing in the NRHP under Criteria A, in the area of Community Planning and Development, as a good example of a tract development.

Fair Meadows Subdivision (1st and 2nd Sections)

The Fair Meadows Subdivision consists of two development sections, which were platted in 1955 and 1956. The neighborhood was built-up primarily from 1955 to 1965 and includes primarily Ranch-style houses and some split-level homes. The Fair Meadows Subdivision comprises two separate plats containing 181 parcels and 180 residential buildings.

Fair Meadows is eligible for listing in the NRHP under Criterion A in the area of Community Planning and Development in consideration of its contribution to land use, growth, and development within the MPDF historic context related to housing and financing between 1955 and 1965. The community is a good example of a post-war Tract Development that took advantage of federal housing incentives. The development was influenced by and responsive to community planning efforts, such as zoning policies, setbacks, and other building restrictions. It made available a limited number of customizable house plans, in order to adapt to the more discerning middle-class of the mid-1950s, while simultaneously maximizing profits by utilizing mass-produced building elements.

EFFECT FINDING

David Faucett House

No Adverse Effect

Ernie Pyle Highway Homes Subdivision (1st, 2nd, and 3rd Sections)

No Adverse Effect

Buisdale Subdivision

No Adverse Effect

Fair Meadows Subdivision (1st and 2nd Sections)

No Adverse Effect

INDOT, acting on FHWA's behalf, has determined a "No adverse effect" finding is appropriate for this undertaking.

INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)

David Faucett House

This undertaking will not convert property from the David Faucett House, a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore no Section 4(f) evaluation is required for the David Faucett House.

Ernie Pyle Highway Homes Subdivision (1st, 2nd, and 3rd Sections)

This undertaking will temporarily occupy land from the Ernie Pyle Highway Homes Subdivision, a Section 4(f) historic property. INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect." FHWA believes that the temporary occupancy will not constitute a Section 4(f) use because all of the conditions listed in 23 CFR 774.13(d) are satisfied:

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

The fulfillment of conditions 1-4 are detailed in Section 4 of the attached documentation, "Describe the Undertaking's Effects on Historic Properties." **With regard to condition 5, FHWA respectfully requests the Indiana State Historic Preservation Officer provide written concurrence** that they are in agreement that the above criteria have been met and that the impacts to Ernie Pyle Highway Homes Subdivision constitute a temporary occupancy.

Buisdale Subdivision

This undertaking will not convert property from the Buisdale Subdivision, a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore no Section 4(f) evaluation is required for the Buisdale Subdivision.

Fair Meadows Subdivision (1st and 2nd Sections)

This undertaking will temporarily occupy land from the Fair Meadows Subdivision, a Section 4(f) historic property. INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect." FHWA believes that the temporary occupancy will not constitute a Section 4(f) use because all of the conditions listed in 23 CFR 774.13(d) are satisfied:

1. Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;

2. Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal;
3. There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis;
4. The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project; and
5. There must be documented agreement of the official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.

The fulfillment of conditions 1-4 are detailed in Section 4 of the attached documentation, "Describe the Undertaking's Effects on Historic Properties." **With regard to condition 5, FHWA respectfully requests the Indiana State Historic Preservation Officer provide written concurrence** that they are in agreement that the above criteria have been met and that the impacts to Fair Meadows Subdivision constitute a temporary occupancy.



Matthew S. Coon, for FHWA
Acting Manager
INDOT Cultural Resources

July 20, 2022

Approved Date

**FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO ADVERSE EFFECT
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.5(c)**

**US 36 Modern Rockville Road
DES. NOs.: 1800035 (lead #), 1800037, 1900340, and 1900341**

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the US 36 Modern Rockville Road Project, Des. Nos. 1800035 (lead #), 1800037, 1900340, and 1900341 along US 36 from Raceway Road to I-465 in Marion County, Indiana. It is within Wayne Township, on the *Clermont*, IN USGS topographic quadrangle, in portions of Sections 2, 3, 4, 9, 10, and 11 of Township 15N, Range 2E.

Purpose and Need

The purpose of the project is to improve traffic operations along US 36 (Rockville Road) and to increase safety throughout the corridor. Currently, motorists experience high levels of traffic congestion and traffic delays, especially at signalized intersections. In addition, portions of US 36 within the project area have a crash history greater than what is expected for a city of this type with this level of traffic volume. These problems are expected to worsen in the near future.

To ameliorate these problems, the proposed undertaking includes the construction of an additional travel lane (to the outside) in each direction along US 36 from a location approximately 800 feet east of Raceway Road (on the east end of the project area) to Transfer Drive (1.50 miles) (DES No. 1800035) and from Transfer Drive to I-465 (1.60 miles) (DES No. 1800037). Both segments of the project include the construction of sidewalks along both sides of US 36, gutter and curb repair and replacement, and milling and resurfacing of the existing pavement. The additional lanes will require the twin bridges over Little White Lick Creek to be widened to allow for the additional travel lanes and sidewalks on both sides of US 36 (Des Nos. 1900340 and 1900341).

Preferred Alternative

The Preferred Alternative will be an added travel lane project, which will be constructed without substantially widening the existing pavement. Full-depth reconstruction of the existing outside shoulder will convert it to a third travel lane in each direction with an adjacent new curb and gutter and a closed drainage system. The new total cross-section width from the back-of-curb to back-of-curb will be 87 feet, as compared to the existing total pavement width of 84 feet. The new US 36 pavement section will consist of two, 11-foot inside lanes and a 12-foot outside lane with a 2-foot curb and gutter in each direction, separated by a 15-foot raised (curbed) center median. The center median will help control access along the corridor and will also be used to provide dedicated left turn lanes along US 36 at major intersections, as well as at significant commercial developments and neighborhood entrances.

A 6-foot-wide sidewalk integral with the new outside curb will be constructed along the south side of US 36. A 10-foot-wide, multi-use path separated by a 5-foot-wide buffer will be constructed along the north side of US 36. All pedestrian and non-motorized improvements will be Americans with Disabilities Act (ADA) compliant. Additional proposed improvements of note include:

- Eastbound US 36 to southbound Richie Avenue/Bridgeport Road right turn lane;
- Second (dual) eastbound US 36 to northbound Country Club Road left turn lane;
- Westbound US 36 to northbound Country Club Road right turn lane;
- Southbound Country Club Road to westbound US 36 right turn lane;
- Westbound US 36 to northbound Transfer Drive right turn lane;
- Eastbound and westbound US 36 to Girls School Road right turn lanes; and
- Eastbound US 36 to southbound High School Road right turn lane.

Roadway drainage will be conveyed by curb and gutter, storm sewer, and roadside ditches.

The eastbound and westbound US 36 bridges over the East Fork of White Lick Creek will be widened to the outside to accommodate the third added travel lane in each direction and the pedestrian/non-motorized facilities. These bridges are not included in the Indiana Historic Bridges Inventory as they were constructed in 1976. The proposed rehabilitation would consist of bridge widening, replacing bridge railings, deck patching, and overlay. The outer 2 feet of the north side copings and outer 2 feet 6 inches of the south side copings for each slab will be removed. Following the removal of the outer coping, the existing overlay will be removed through milling and unsound concrete will be removed using hydro-demolition. A new 2-foot-6-inch concrete overlay will be installed. The bridges will then be widened along the exterior fascia and configured to add a third travel lane in each direction, a 6-foot-8-inch raised sidewalk on the south side, and a 12-foot-8-inch raised multi-use path on the north side. A 13-foot-wide-by-4-foot-tall concrete center curb will be installed on the median to separate the eastbound and westbound traffic. The total out-to-out width of the structures will be 108 feet 4 inches. The existing bridge railings will be removed and replaced with concrete bridge railings. The substructures will be widened to accommodate the widened superstructures. Riprap will be installed around the piers and over the end bent spill slopes and spill cones. The approach slabs to the bridges will be replaced.

The Shiloh Creek culvert will be replaced as part of this project, under Des. No. 2002284.

This alternative meets the project's purpose and need by increasing roadway capacity to reduce congestion and by improving safety. The added travel lanes will significantly increase the capacity of the corridor. The corridor has a high percentage of rear-end crashes that can be attributed to congestion and back of queue encounters. Improved capacity and reduced queuing should also reduce the amount of rear-end collisions. The project demonstrates independent utility. The intersection of US 36 and Raceway Road is part of a separate corridor improvement currently being developed. The western terminus of the subject project is located approximately 800 feet east of the intersection of US 36 and Raceway Road and can tie into either the future, previously mentioned adjacent project, if constructed before the subject project, or directly into the east leg of the existing intersection of US 36 and Raceway Road. The eastern terminus of the subject project, the southbound I-465 ramps, is also a logical terminus.

Area of Potential Effects

The area of potential effects (APE) is the "geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of the undertaking..." (36 CFR 800.16[d]).

The above-ground APE complies with INDOT's directive regarding APEs for added travel lane projects. It includes "adjacent properties and properties within [the] viewshed," with consideration given to broadened areas as appropriate for potential auditory or noise impacts. The APE includes one parcel width to the north and south of US 36, as well as additional areas within the project viewshed, resulting in an irregularly shaped polygon. The APE follows parcel lines,

800.11(e) Findings and Documentation: US 36 Modern Rockville Road

except where it was prudent to truncate or expand the survey area in consideration of potential visual impacts. It includes 462 acres (0.72 square mile) and is a mixture of residential, commercial, and industrial uses.

- Reference **Appendix A** for a maps of the project area and APE.
- Reference **Appendix B** for plan sheets showing the proposed project.
- Reference **Appendix C** for copies of consulting party correspondence.
- Reference **Appendix D** for general photographs of the project corridor.
- Reference **Appendix E** for report covers and abstracts from the Historic Property Report and Effects Report.

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

Project historians used historical maps and aerial photographs to determine the historic development of the project area/APE. In this way, historians were able to locate above-ground resources not previously surveyed that will be 50 years of age or older by the time of project letting in February 2023. Cartographic resources used for this purpose include USGS topographic quadrangles and historic aerial photographs. Coupled with field work, the project historians identified 56 above-ground resources that are or will be 50 years of age or older within the APE, including:

- 28 Newly identified, individual, Contributing resources
- 2 Newly identified, individual, Non-Contributing resources
- 3 Newly identified, subdivisions (Eligible)
- 13 Newly identified, subdivisions (Non-Eligible)
- 10 Previously surveyed, extant, individual resources (Contributing and Notable)

After project historians identified the above-ground resources, they conducted research to determine whether any previously recorded or newly identified above-ground resources might merit a Notable or Outstanding rating in the IHSSI. Outstanding resources are those that possess “a high level of historic or architectural significance. They are either already listed in the National Register or may be eligible for listing in the National Register. These properties can be of local, state, or national significance.” Notable resources are those that “do not quite merit an Outstanding rating but possess enough historic or architectural significance to be considered above-average. Further research may reveal these properties to be eligible for listing in the National Register” (INDOT CRO 2019: pt. II, ch. 6, p. 6).

Historians compiled a short context in which to frame the development of properties along US 36 (Rockville Road). To this end, county, regional, and community histories were consulted along with various county records, newspaper articles, and other sources.

A field survey, consisting of a vehicular and pedestrian examination of the APE was conducted March 3, 2021, to verify the condition of the previously recorded resources and to identify and evaluate previously unrecorded resources within the APE that are at least 50 years of age by the time of project letting (February 2023), meaning they were constructed in or before 1973. Documentation of each resource included, where appropriate, the completion of historic resource field forms, field notes, sketches, site plans, and digital photography. Additional field work occurred the week of September 20, 2021, to document and evaluate WWII-era and post-war residential developments (developed between 1940 and 1973).

3. DESCRIBE AFFECTED HISTORIC PROPERTIES

David Faucett House

The David Faucett house is located at 9055 Rockville Road, Indianapolis, Wayne Township, Marion County, Indiana. Situated along the south side of the road, the house was once part of the homestead for the Faucett Farm that once encompassed 240 acres. Today, the David Faucett property consists of a 0.93-acre lot with a grassy lawn and mature deciduous trees, the house, and a detached modern garage. The ca. 1848 David Faucett house is a two-story, ell-plan, single-family dwelling constructed in the I-House form with a rear addition.

The David Faucett House is eligible for listing in the National Register of Historic Places (NRHP) under Criterion A for its association with the early settlement and development of Wayne Township, Marion County. Because the township is heavily developed, the David Faucett House is likely one of the last remaining mid-nineteenth-century houses in the area. There are no other properties dating to this period in Wayne Township listed in the NRHP. In Marion County, there are several other NRHP-listed I-houses with similar construction styles and dates.

Ernie Pyle Highway Homes Subdivision (1st, 2nd, and 3rd Sections)

The Ernie Pyle Highway Homes Subdivision consists of three development sections platted in 1950, 1951, and 1952, containing a total of 74 parcels with 73 residential buildings. The neighborhood was built-up primarily from 1950 to 1968 and includes Minimal Traditional- and Ranch-style houses. The streets are laid out primarily on a grid in a regular pattern with the exception of the juncture of Kirk Drive E and Kirk Drive W where the roads form a curvilinear "Y." Entering the neighborhood from Rockville Road onto Kirk Drive E, the subdivision maintains a narrow roadway with no shoulder, no sidewalks, no streetlamps, or other design features. Mature trees and manicured lawns are the prominent identifying characteristic of the subdivision, along with the brick-veneered Ranch-style houses.

In a letter dated February 17, 2022, the Indiana SHPO determined that the Ernie Pyle Highway Homes Subdivision is eligible for listing in the NRHP under Criteria A in the area of Community Planning and Development as a "good example of a Tract Development." The letter further noted the "loop layout" and "consistent, deep setbacks" as features of the neighborhood. This subdivision meets some of the registration requirements stipulated in the Multi-Property Documentation Form (MPDF) for post-World War II resources in Indiana ("Residential Planning and Development in Indiana, 1940-1973," Higgins 2018). For example, the Ernie Pyle Highway Homes Subdivision was constructed substantially between 1940 and 1973, with 97 percent of the houses built by 1968. More specifically, 66 percent of the buildings were constructed between 1945-1955, the window for Transitional Development subtypes. Notably, 96 percent of the buildings also fall within the window for Tract Developments (1945-1965). Most of these retain a moderate level of historic integrity and would be considered contributing to the historic district.

The Ernie Pyle Highway Homes Subdivision presents a level of cohesiveness as an identifiable entity based on its historical singular entrance/egress to and from Rockville Road. North of New York Street, the character of the adjacent subdivision is distinguished from that of Ernie Pyle Highway Homes. All of the homes in the subdivision have similar physical traits as well as unified feeling and association.

Buisdale Subdivision

The Buisdale Subdivision consists of one development section, which was platted in 1955. The neighborhood was built-up primarily from 1955 to 1958 and includes Ranch-style houses. The linear subdivision has nine houses on each side of Buisdale Drive. Because of its small size, there are no innovative street plans or curvilinear roadways. The buildings are

all residential and are entirely built in the Ranch style. The Buisdale Subdivision was built up within a four-year period (1955-1958). Prior to this date, there were no houses on the lot and very few changes (in terms of building stock) after 1958.

In a letter dated February 17, 2022, the Indiana SHPO determined that the Buisdale Subdivision is eligible for listing in the NRHP under Criteria A, in the area of Community Planning and Development, as a “good example of a Tract Development.” The letter further noted the “consistent, deep setbacks” as a feature of the neighborhood. This subdivision meets some of the registration requirements stipulated in the MPDF for post-World War II resources in Indiana (“Residential Planning and Development in Indiana, 1940-1973,” Higgins 2018). For example, the Buisdale Subdivision was constructed entirely between 1940 and 1973 with 100 percent of the houses built by 1958 (during the bracketed dates for the Tract Development subtype). Most of these retain a moderate level of historic integrity and would be considered contributing to the historic district.

The Buisdale Subdivision is a cohesive and identifiable entity. The row of houses along a singular street is compact and limited. The regular spacing between lots adds to the neighborhood cohesion. The linear ranch houses are brick, stone, and wood construction with similar aesthetic appearances.

Fair Meadows Subdivision (1st and 2nd Sections)

The Fair Meadows Subdivision consists of two development sections, which were platted in 1955 and 1956. The neighborhood was built-up primarily from 1955 to 1965 and includes primarily Ranch-style houses and some split-level homes. The Fair Meadows Subdivision comprises two separate plats containing 181 parcels and 180 residential buildings. The streets are laid out primarily on a grid with curvilinear bends eliminating sharp corners and dangerous intersections. The neighborhood also has several long blocks of houses that eliminate unnecessary streets. The large lots are setback from the street while still retaining private and ample back yards. The neighborhood has no parks or public spaces and no obvious features that add to the privacy or attractiveness of the community. There are no sidewalks, curbs, or gutters and no designed street signs or other associated landscape features.

Under Criterion A, the Fair Meadows Subdivision exhibits significance in the area of Community Planning and Development, as it reflects important trends identified in the MPDF. As significant construction began in 1955, Fair Meadows was part of a dramatic increase in growth and development in Indiana during the early part of the decade, the first significant post-war growth cycle. 1955 marked a boom year followed by a notable drop in demand the following year (Higgins 2018:E-90). In this way, the Fair Meadows Subdivision was part of a broader pattern of events that made a significant contribution to the development of the state.

Fair Meadows is significant under Criterion A in the area of Community Planning and Development in consideration of its contribution to land use, growth, and development within the MPDF historic context related to housing and financing between 1955 and 1965. The community is a good example of a post-war Tract Development that took advantage of federal housing incentives. The development was influenced by and responsive to community planning efforts, such as zoning policies, setbacks, and other building restrictions. It made available a limited number of customizable house plans, in order to adapt to the more discerning middle-class of the mid-1950s, while simultaneously maximizing profits by utilizing mass-produced building elements.

4. DESCRIBE THE UNDERTAKING'S EFFECTS ON HISTORIC PROPERTIES

David Faucett House, 9055 Rockville Road (IHSSI # 097-117-56005)

Project activities that could affect the David Faucett House include the addition of travel lanes along US 36, the installation of new drainage structures, the relocation of utilities, and the addition of sidewalks. The proposed roadway widening for the added travel lanes has been minimized to the greatest extent possible to reduce impacts to adjacent private properties.

A traffic noise analysis report was completed by Michael Baker International, Inc. (Michael Baker) in July 2021 to evaluate potential traffic noise impacts of the US 36 Project from N. Raceway Road to I-465. Traffic noise was evaluated at all receptors within 500 feet of edge of pavement. Traffic noise levels were evaluated for the existing (2019) and projected (2045) traffic volumes for the build alternative. The noise analysis report indicated the addition of travel lanes along US 36 will not result in a significant increase in noise over existing levels. Because of high levels of traffic already utilizing the roadway, noise and vibration impacts are not anticipated.

The new drainage structures and the relocation of utilities will occur within the existing right-of-way (ROW). Proposed sidewalks in the vicinity of the David Faucett House include a 10-foot-wide sidewalk with a 5-foot-wide grass buffer between the curb and the sidewalk along the north side of the road and a 6-foot-wide sidewalk with no grassy buffer along the south side of the road (closest to the David Faucett House). The sidewalks will be installed within the existing INDOT ROW and will not require any land from the historic property. The back edge of the proposed sidewalk will be approximately 14 feet away from the northern parcel boundary of the David Faucett House. The new sidewalk will be minimally visible from the David Faucett property; the house is setback from the road approximately 77 feet and is partially screened by mature trees along the front edge of the property. The project will require no permanent or temporary ROW from the historic property. See **Appendix B** for Plan Sheets.

Ernie Pyle Highway Homes Subdivision (1st, 2nd, and 3rd Sections)

The Ernie Pyle Highway Homes Subdivision has 10 parcels fronting US 36—five on either side of Kirk Drive E. Project activities that could affect the Ernie Pyle Highway Homes Subdivision include the addition of travel lanes along US 36, the installation of new drainage structures, the relocation of utilities, the addition of sidewalks, and the acquisition of temporary ROW. The proposed roadway widening for the added travel lanes has been minimized to the greatest extent possible to reduce impacts to adjacent private properties.

A traffic noise analysis report was completed by Michael Baker in July 2021 to evaluate potential traffic noise impacts for the US 36 Project from N. Raceway Road to I-465. Traffic noise was evaluated at all receptors within 500 feet of edge of pavement. Traffic noise levels were evaluated for the existing (2019) and projected (2045) traffic volumes for the build alternative. The noise analysis report indicated the addition of travel lanes along US 36 will not result in a significant increase in noise over existing levels. Because of high levels of traffic already utilizing the roadway, noise and vibration impacts are not anticipated.

The new drainage structures and the relocation of utilities will occur within the existing ROW. Proposed sidewalks in the vicinity of the Ernie Pyle Highway Homes Subdivision include a 10-foot-wide sidewalk along the north side of the road and a 6-to-7-foot-wide sidewalk along the south side of the road. The sidewalks will be installed within the existing INDOT ROW and will not require any land from the NRHP-eligible historic district. The back edge of the proposed sidewalk will be approximately 11 feet away from the Ernie Pyle Highway Homes Subdivision southern boundary. The new sidewalk

will be minimally visible from the NRHP-eligible historic district. Finally, temporary ROW will be required in small segments around existing driveways. The project will require no permanent ROW and 0.017 acre of temporary ROW from the historic property. See **Appendix B** for Plan Sheets.

Buisdale Subdivision

The Buisdale Subdivision has two parcels bordering US 36—one on either side of Buisdale Drive. Project activities that could affect the Buisdale Subdivision include the addition of travel lanes along US 36, the installation of new drainage structures, the relocation of utilities, and the addition of sidewalks. The proposed roadway widening for the added travel lanes has been minimized to the greatest extent possible to reduce impacts to adjacent private properties.

A traffic noise analysis report was completed by Michael Baker in July 2021 to evaluate potential traffic noise impacts of the US 36 Project from N. Raceway Road to I-465. Traffic noise was evaluated at all receptors within 500 feet of edge of pavement. Traffic noise levels were evaluated for the existing (2019) and projected (2045) traffic volumes for the build alternative. The noise analysis report indicated the addition of travel lanes along US 36 will not result in a significant increase in noise over existing levels. Because of high levels of traffic already utilizing the roadway, noise and vibration impacts are not anticipated.

Proposed sidewalks in the vicinity of the Buisdale Subdivision will be a 10-foot-wide sidewalk along the north side of the road and a 6-foot-wide sidewalk along the south side of the road. The sidewalks will be installed within the existing INDOT ROW and will not require any land from the NRHP-eligible historic district. The back edge of the proposed sidewalk will be approximately 21 feet away from the southern boundary of the Buisdale Subdivision. The new sidewalk will be minimally visible from the NRHP-eligible historic district. The project will require no permanent or temporary ROW from the historic property. See **Appendix B** for Plan Sheets.

Fair Meadows Subdivision (1st and 2nd Sections)

The Fair Meadows Subdivision has seven parcels bordering US 36—all situated to the west of Heather Drive. Project activities that could affect the Fair Meadows Subdivision include the addition of travel lanes along US 36, the installation of new drainage structures, the relocation of utilities, and the addition of sidewalks. The proposed roadway widening for the added travel lanes has been minimized to the greatest extent possible to reduce impacts to adjacent private properties.

A traffic noise analysis report was completed by Michael Baker in July 2021 to evaluate potential traffic noise impacts of the US 36 Project from N. Raceway Road to I-465. Traffic noise was evaluated at all receptors within 500 feet of edge of pavement. Traffic noise levels were evaluated for the existing (2019) and projected (2045) traffic volumes for the build alternative. The noise analysis report indicated the addition of travel lanes along US 36 will not result in a significant increase in noise over existing levels. Because of high levels of traffic already utilizing the roadway, noise and vibration impacts are not anticipated.

Proposed sidewalks in the vicinity of the Fair Meadows Subdivision will a 10-foot-wide sidewalk will be constructed along the north side of the road and a 5-foot-wide sidewalk will be constructed on the south side of the road. The sidewalks will be installed within the existing INDOT ROW and will not require any land from the NRHP-eligible historic district. The back edge of the proposed sidewalk will be approximately 16 feet away from the Fair Meadows Subdivision southern boundary. The new sidewalk will be minimally visible from the NRHP-eligible historic district. Finally, temporary ROW

will be required in small segments around existing driveways. The project will require no permanent ROW and 0.025 acre of temporary ROW from the historic property. See **Appendix B** for Plan Sheets.

5. EXPLAIN APPLICATION OF CRITERIA OF ADVERSE EFFECT -- INCLUDE CONDITIONS OR FUTURE ACTIONS TO AVOID, MINIMIZE OR MITIGATE ADVERSE EFFECTS

David Faucett House

The discussion below considers the effects of the Preferred Alternative on the David Faucett House using the examples given in 36 CFR 800.5(a)(2).

Table 1. Criteria of Adverse Effect – David Faucett House	
Examples of Adverse Effects, pursuant to Section 800.5(a)(2)	Evaluation
Adverse effects on historic properties include, but are not limited to:	
(i) Physical destruction of or damage to all or part of the property;	Under the Preferred Alternative, the undertaking will not result in physical destruction of or damage to any part of the historic property.
(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR§68) and applicable guidelines;	Under the Preferred Alternative, there will be no “restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and/[or] provision of handicapped access” within the historic property boundary.
(iii) Removal of the property from its historic location;	Under the Preferred Alternative, the proposed project will not remove the historic property from its historic location.
(iv) Change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic significance;	Under the Preferred Alternative, there will be no change in the character of the property’s use or of physical features within the property’s setting that contribute to its historic significance. The sidewalk will be installed outside of the historic property boundary.
(v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features;	Under the Preferred Alternative, there will not be an “introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features.” This property’s existing setting includes a <i>principal arterial</i> roadway, consisting of four travel lanes and a two-way-

Table 1. Criteria of Adverse Effect – David Faucett House	
Examples of Adverse Effects, pursuant to Section 800.5(a)(2)	Evaluation
	<p>left-turn-lane. Heavy roadway traffic in this mixed-use area will continue to access residential, industrial, and commercial properties in areas nearby to the David Faucett House.</p> <p>The visual impacts of the undertaking will be minimal. The installation of a 6-foot-wide, at-grade sidewalk in front of the David Faucett House property will not alter the view of the property from the roadway; will not detract from the property's feeling and association; will not alter the character of the parcel; and will not detract from the property's ability to convey its significance. Furthermore, several trees at the front of this parcel will partially screen the house from the sidewalk, which is setback nearly 80 feet from the back edge of the proposed sidewalk. Finally, there will be no significant increase in noise or vibration.</p>
<p>(vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and</p>	<p>The Preferred Alternative will not cause neglect of the historic property resulting in its deterioration.</p>
<p>(vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.</p>	<p>The historic property is not under Federal ownership or control.</p>
<p>OTHER:</p>	
<p>FINDING: The US 36 Modern Rockville Road project results in a finding of <i>No Adverse Effect</i> for the David Faucett House under the Preferred Alternative.</p>	

Ernie Pyle Highway Homes Subdivision (1st, 2nd, and 3rd Sections)

The discussion below considers the effects of the Preferred Alternative on the Ernie Pyle Highway Homes Subdivision using the examples given in 36 CFR 800.5(a)(2).

800.11(e) Findings and Documentation: US 36 Modern Rockville Road

Table 2. Criteria of Adverse Effect – Ernie Pyle Highway Homes Subdivision

Examples of Adverse Effects, pursuant to Section 800.5(a)(2)	Evaluation
Adverse effects on historic properties include, but are not limited to:	
(i) Physical destruction of or damage to all or part of the property;	Under the Preferred Alternative, the undertaking will not result in physical destruction of or damage to any part of the historic property.
(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR§68) and applicable guidelines;	Under the Preferred Alternative, there will be no “restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and/[or] provision of handicapped access” within the historic property boundary.
(iii) Removal of the property from its historic location;	Under the Preferred Alternative, the proposed project will not remove the historic property from its historic location.
(iv) Change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic significance;	Under the Preferred Alternative, there will be no change in the character of the property’s use or of physical features within the property’s setting that contribute to its historic significance. The sidewalk will be installed outside of the historic district boundary. Further, the addition of a sidewalk to the property’s setting is not incongruent with the character of the neighborhood, nor will it change the character of the property’s use.
(v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features;	Under the Preferred Alternative, there will not be an “introduction of visual, atmospheric, or audible elements that diminish the integrity of the property’s significant historic features.” The visual impacts of this undertaking will be minimal. The installation of a 10-foot-wide, at-grade sidewalk outside of the district’s southern boundary will not alter the view of the property from the roadway; will not detract from the property’s feeling and association; will not alter the character of the parcel; and will not detract from the property’s ability to convey its significance. Furthermore, sidewalks are an integral and commonplace feature in midcentury neighborhoods; the addition of a sidewalk is not unusual or

Table 2. Criteria of Adverse Effect – Ernie Pyle Highway Homes Subdivision	
Examples of Adverse Effects, pursuant to Section 800.5(a)(2)	Evaluation
	out of place for this subdivision. Finally, there will be no significant increase in noise or vibration.
(vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and	The Preferred Alternative will not cause neglect of the historic property resulting in its deterioration.
(vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.	The historic property is not under Federal ownership or control.
OTHER:	
FINDING: The US 36 Modern Rockville Road project results in a finding of <i>No Adverse Effect</i> for the Ernie Pyle Highway Homes Subdivision historic district under the Preferred Alternative .	

Buisdale Subdivision

The discussion below considers the effects of the Preferred Alternative on the Buisdale Subdivision using the examples given in 36 CFR 800.5(a)(2).

Table 3. Criteria of Adverse Effect – Buisdale Subdivision	
Examples of Adverse Effects, pursuant to Section 800.5(a)(2)	Evaluation
Adverse effects on historic properties include, but are not limited to:	
(i) Physical destruction of or damage to all or part of the property;	Under the Preferred Alternative, the undertaking will not result in physical destruction of or damage to any part of the historic property.

Table 3. Criteria of Adverse Effect – Buisdale Subdivision

Examples of Adverse Effects, pursuant to Section 800.5(a)(2)	Evaluation
(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR§68) and applicable guidelines;	Under the Preferred Alternative, there will be no "restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and/[or] provision of handicapped access" within the historic property boundary.
(iii) Removal of the property from its historic location;	Under the Preferred Alternative, the proposed project will not remove the historic property from its historic location.
(iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;	Under the Preferred Alternative, there will be no change in the character of the property's use or of physical features within the property's setting that contribute to its historic significance. The sidewalk will be installed outside of the historic district boundary. Further, the addition of a sidewalk to the property's setting is not incongruent with the character of the neighborhood, nor will it change the character of the property's use.
(v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;	Under the Preferred Alternative, there will not be an "introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features." The visual impacts of this undertaking will be minimal. The installation of a 10-foot-wide, at-grade sidewalk outside of the district's southern boundary will not alter the view of the property from the roadway; will not detract from the property's feeling and association; will not alter the character of the parcel; and will not detract from the property's ability to convey its significance. Furthermore, sidewalks are an integral and commonplace feature in midcentury neighborhoods; the addition of a sidewalk is not unusual or out of place for this subdivision. Finally, there will be no significant increase in noise or vibration.
(vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property	The Preferred Alternative will not cause neglect of the historic property resulting in its deterioration.

Table 3. Criteria of Adverse Effect – Buisdale Subdivision	
Examples of Adverse Effects, pursuant to Section 800.5(a)(2)	Evaluation
of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and	
(vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.	The historic property is not under Federal ownership or control.
OTHER:	
FINDING: The US 36 Modern Rockville Road project results in a finding of <i>No Adverse Effect</i> for the Buisdale Subdivision historic district under the Preferred Alternative .	

Fair Meadows Subdivision (1st and 2nd Sections)

The discussion below considers the effects of the Preferred Alternative on the Fair Meadows Subdivision, using the examples given in 36 CFR 800.5(a)(2).

Table 4. Criteria of Adverse Effect – Fair Meadows Subdivision	
Examples of Adverse Effects, pursuant to Section 800.5(a)(2)	Evaluation
Adverse effects on historic properties include, but are not limited to:	
(i) Physical destruction of or damage to all or part of the property;	Under the Preferred Alternative, the undertaking will not result in physical destruction of or damage to any part of the historic property.
(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR§68) and applicable guidelines;	Under the Preferred Alternative, there will be no "restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and/[or] provision of handicapped access" within the historic property boundary.

Table 4. Criteria of Adverse Effect – Fair Meadows Subdivision

Examples of Adverse Effects, pursuant to Section 800.5(a)(2)	Evaluation
(iii) Removal of the property from its historic location;	Under the Preferred Alternative, the proposed project will not remove the historic property from its historic location.
(iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;	Under the Preferred Alternative, there will be no change in the character of the property's use or of physical features within the property's setting that contribute to its historic significance. The sidewalk will be installed outside of the historic district boundary. Further, the addition of a sidewalk to the property's setting is not incongruent with the character of the neighborhood, nor will it change the character of the property's use.
(v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;	Under the Preferred Alternative, there will not be an "introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features." The visual impacts of this undertaking will be minimal. The installation of a 10-foot-wide, at-grade sidewalk outside of the district's southern boundary will not alter the view of the property from the roadway; will not detract from the property's feeling and association; will not alter the character of the parcel; and will not detract from the property's ability to convey its significance. Furthermore, sidewalks are an integral and commonplace feature in midcentury neighborhoods; the addition of a sidewalk is not unusual or out-of-place for this subdivision. Finally, there will be no significant increase in noise or vibration.
(vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and	The Preferred Alternative will not cause neglect of the historic property resulting in its deterioration.
(vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.	The historic property is not under Federal ownership or control.

Table 4. Criteria of Adverse Effect – Fair Meadows Subdivision	
Examples of Adverse Effects, pursuant to Section 800.5(a)(2)	Evaluation
OTHER:	
FINDING: The US 36 Modern Rockville Road project results in a finding of <i>No Adverse Effect</i> for the Fair Meadows Subdivision historic district under the Preferred Alternative .	

6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS

A Section 106 early coordination letter was distributed on November 18, 2020. Automated email responses were received from the Indianapolis Historic Preservation Commission and the Office of Mayor Joe Hogsett the same day. In an email dated November 20, 2020, Chad Lethig, the Indianapolis Preservation Coordinator for Indiana Landmarks, accepted consulting party status. Ms. Diane Hunter, Tribal Historic Preservation Officer for the Miami Tribe of Oklahoma accepted consulting party status in a letter dated December 15, 2020. Finally, Ms. Erin Paden, Director of Historic Preservation for the Delaware Nation accepted consulting party status in a letter dated November 18, 2020.

A historian who meets the Secretary of the Interior’s Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. The results were shared in a Historic Property Report (HPR) distributed to consulting parties on January 13, 2022. In a letter dated February 17, 2022, the Indiana State Historic Preservation Office (IN SHPO) responded in concurrence with the findings of the HPR recommending both the David Faucett House (IHSSI #097-117-56005) and the Fair Meadows Subdivision eligible for listing in the National Register of Historic Places (NRHP). In the same letter, the IN SHPO disagreed with the not eligible recommendation for the Ernie Pyle Highway Homes Subdivision and the Buisdale Subdivision.

For the Ernie Pyle Subdivision, the IN SHPO wrote, “We disagree with the Not Eligible determination. DHPA staff feel this is a good example of a Tract Development. Features present include a loop layout with one access point on Rockville Road with consistent, deep setbacks. 97% of the houses fall within the 1940-1973 timeframe and feature predominantly Ranch types exhibiting good integrity with few replacement materials. DHPA staff believe this subdivision is eligible under Criterion A for Community Planning and Development.”

For the Buisdale Subdivision, the IN SHPO wrote, “We disagree with the Not Eligible determination. DHPA staff feel this is a good example of a Tract Development featuring consistent, deep setbacks with all houses built within the 1940-1973 timeframe. The predominantly Ranch types exhibit good integrity with few replacement materials. DHPA staff believe this subdivision is eligible under Criterion A for Community Planning and Development.”

INDOT-Cultural Resources Office (INDOT-CRO) disagreed with the rationale offered by IN SHPO for the eligibility of the Ernie Pyle and Buisdale subdivisions. While the IN SHPO listed some of the physical characteristics of the subdivisions, no justification for significance was provided in the letter, specifically under Criterion A, which they consider the applicable NRHP eligibility criterion. The physical traits described by the IN SHPO seem to be common and expected characteristics of the property type, and do not reflect significance as required by the Residential Planning and Design in Indiana 1940-

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1973 Multiple Property Documentation Form (MPDF). Nevertheless, in the interest of moving forward with the Section 106 process, INDOT-CRO, on behalf of FHWA, agreed to treat these subdivisions as eligible. In a letter dated April 27, 2022, the IN SHPO gave preliminary concurrence with the recommended overall project finding of No Adverse Effect.

On May 2, 2022, Karen Farmer, representing the Rockville, High School, Girls School Road Neighborhood Association, sent a letter responding to the Historic Property Report, although the letter went on to discuss potential impacts resulting from the project. The letter concurred with the historic significance of two of the eligible historic districts and indicated that project activities would have an adverse effect upon the neighborhoods. Specifically, Ms. Farmer discussed the center turn lane, safety for pedestrians and residents, mail delivery, and potential for increased accidents. In an email dated May 19, 2022, project consultants from Michael Baker responded to the letter.

See **Appendix C** for copies of all correspondence.

Appendix A: **Maps**

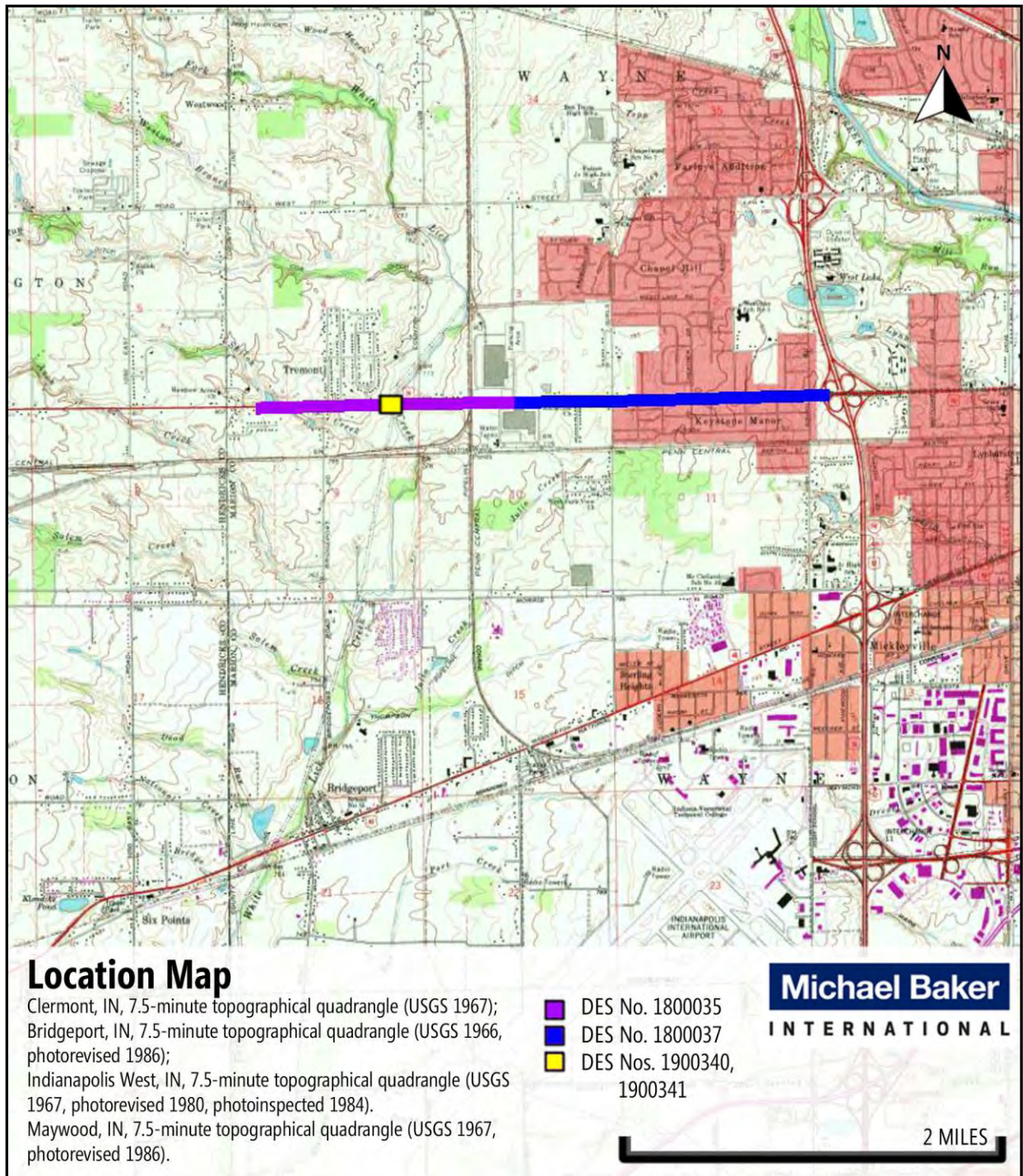


Figure 1. Location map showing an approximation of the project area as depicted on 7.5-minute USGS topographic maps.

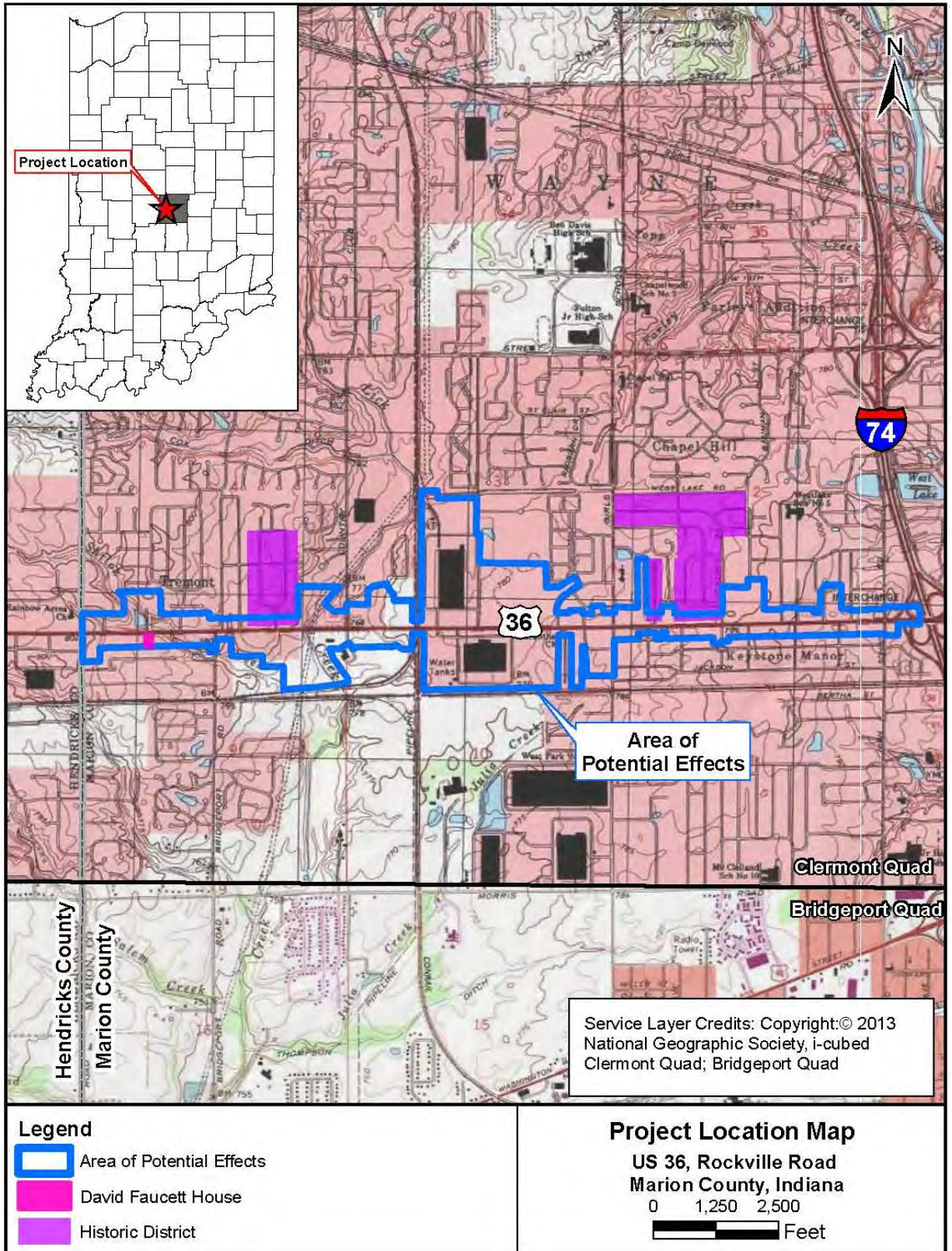


Figure 2. Area of potential effects (blue) depicted on 7.5-minute USGS topographic maps. The pink and purple polygons represent NRHP-eligible historic properties within the APE.

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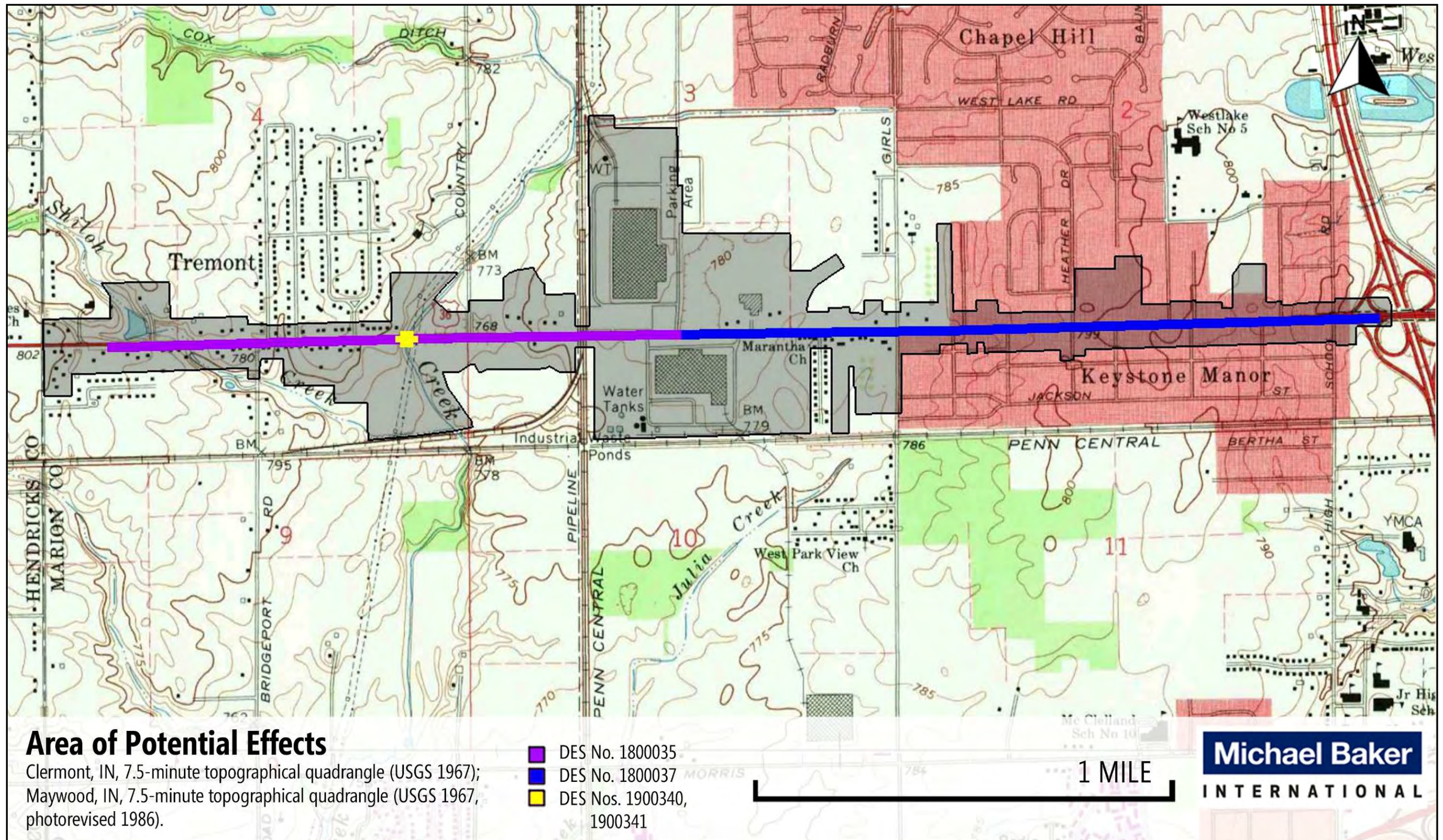


Figure 3. Area of potential effects (black), as depicted on 7.5-minute USGS topographic maps. The purple, blue, and yellow lines depict the various aspects of the project (Des. Nos.).

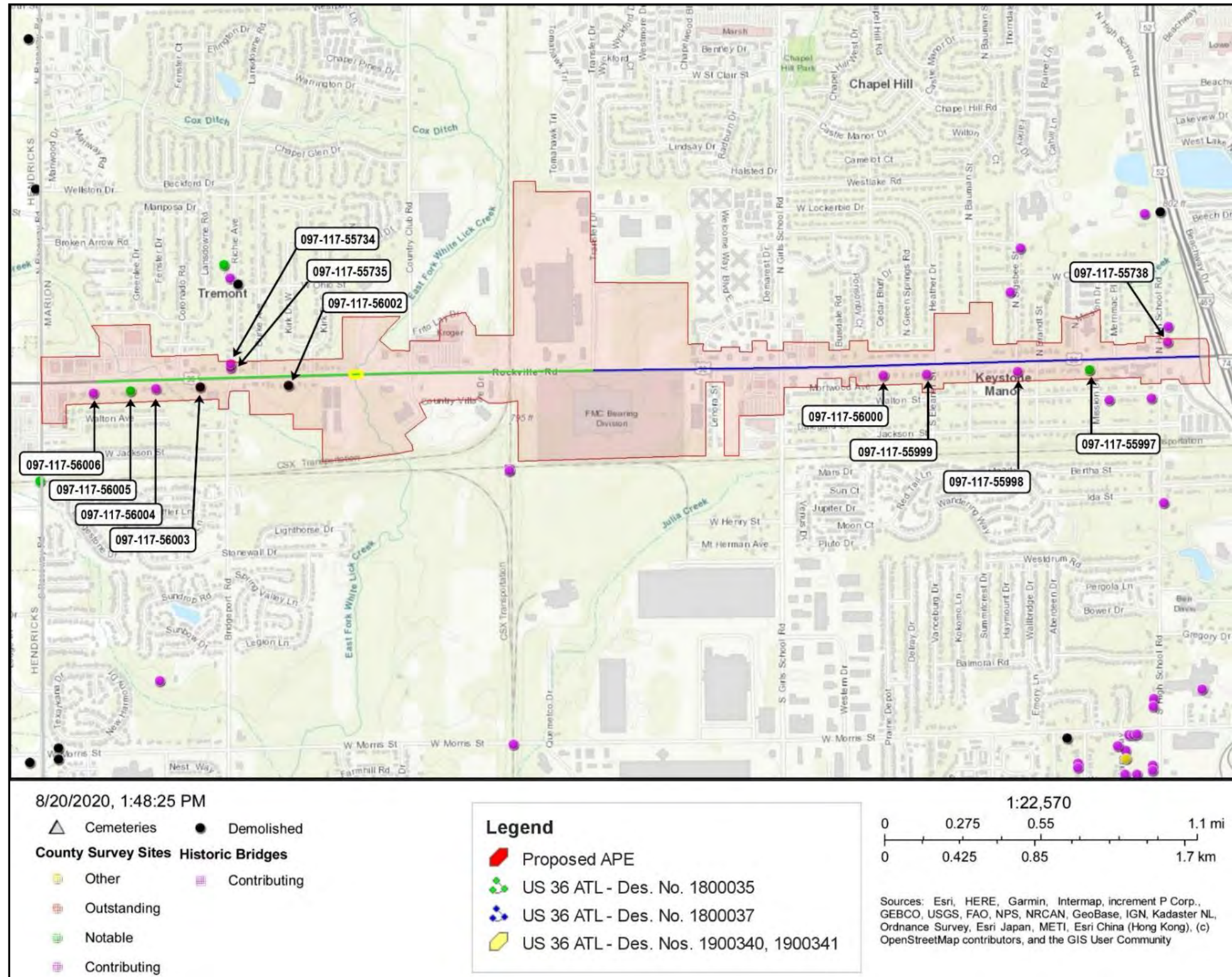


Figure 4. Previously recorded above-ground resources, as annotated on the Historic Buildings, Bridges, and Cemeteries Map

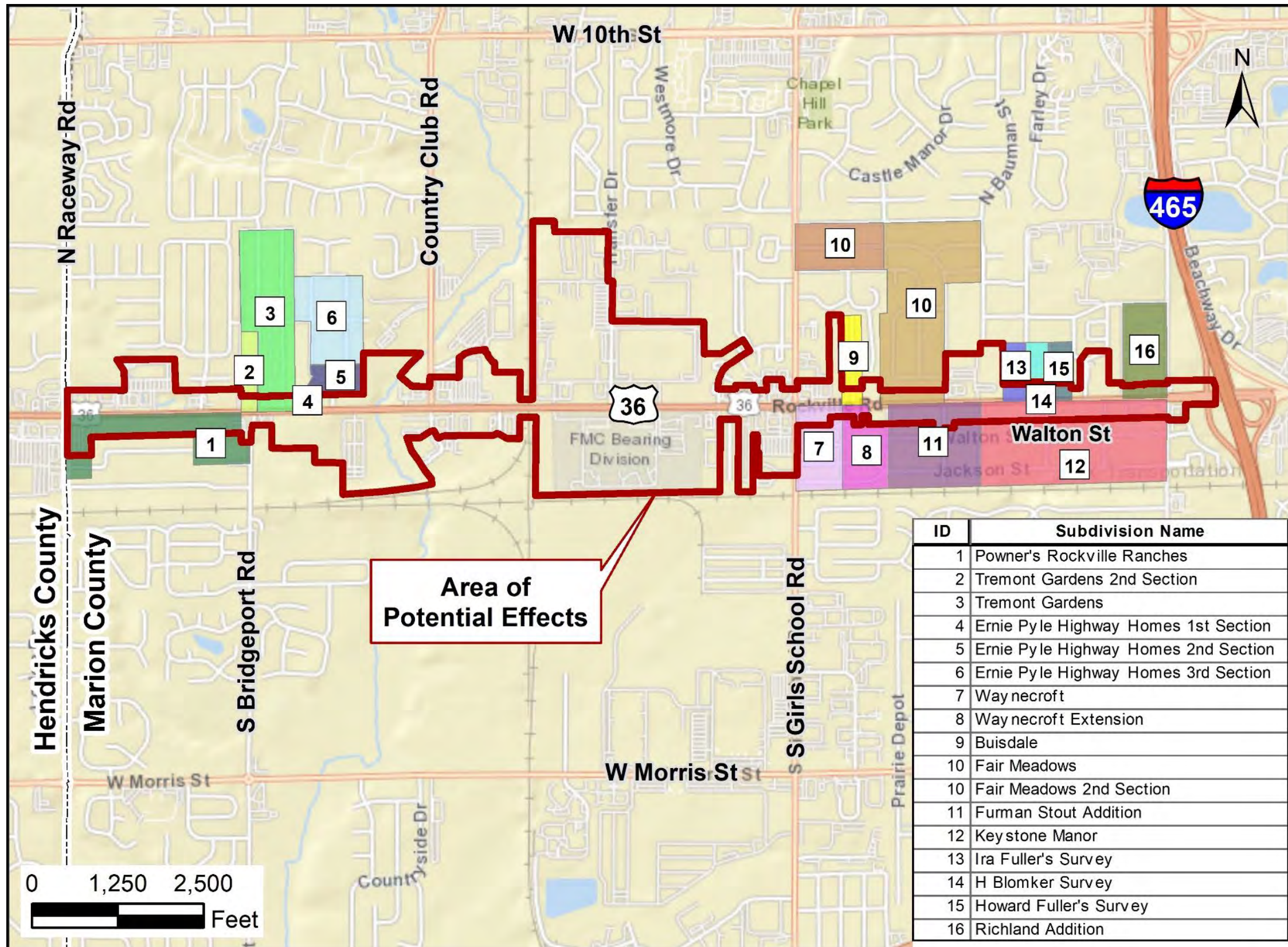


Figure 5. Map showing the locations of the 16 historic-age subdivisions identified within the APE.



Figure 6. #4, 5, 6) ERNIE PYLE Highway HOMES: 1st, 2nd, and 3rd Sections as depicted on current aerial photography showing the streets, layout, and overall design.

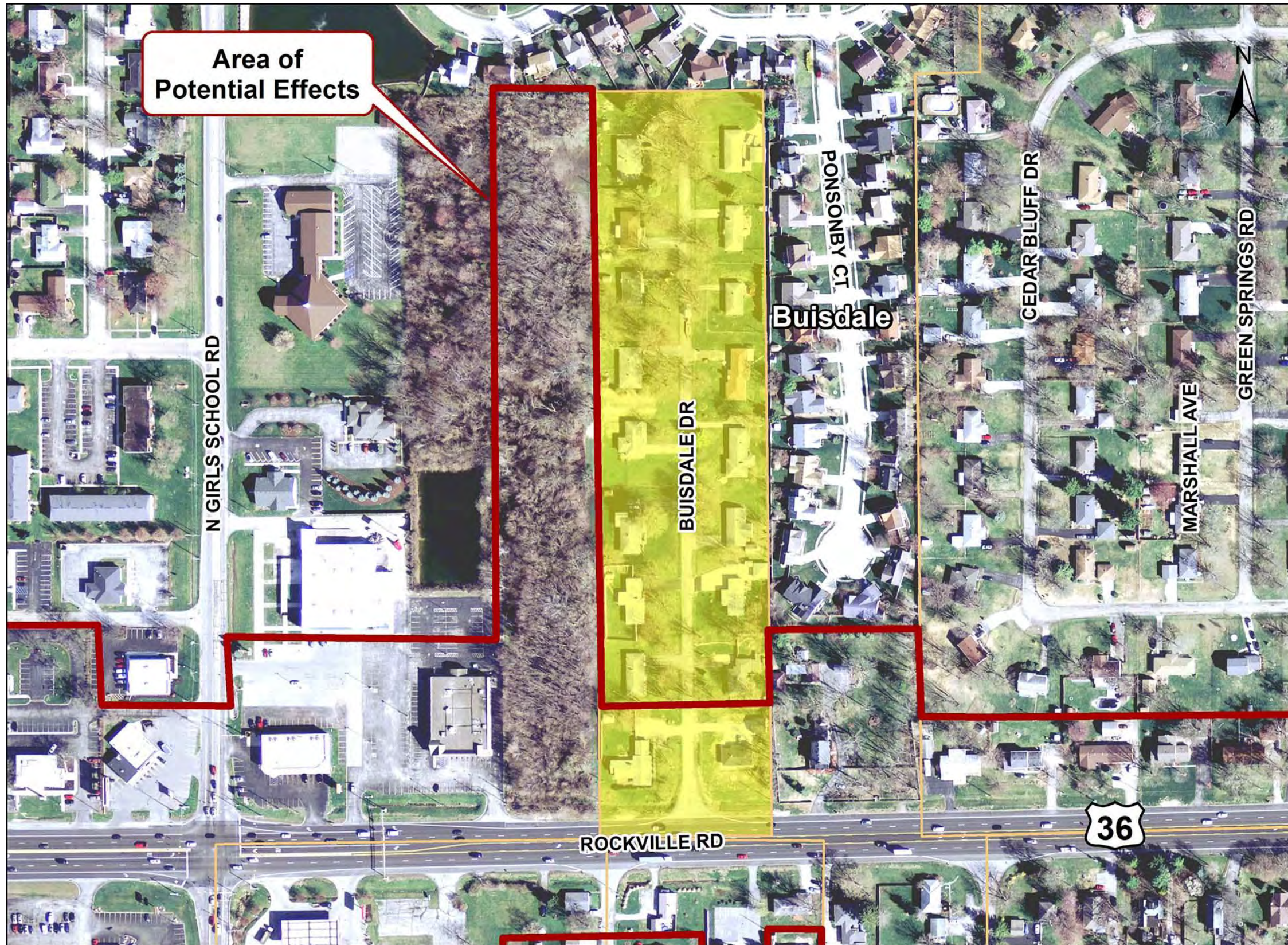


Figure 7. #9) BUISDALE: Subdivision as depicted on current aerial photography showing the streets, layout, and overall design

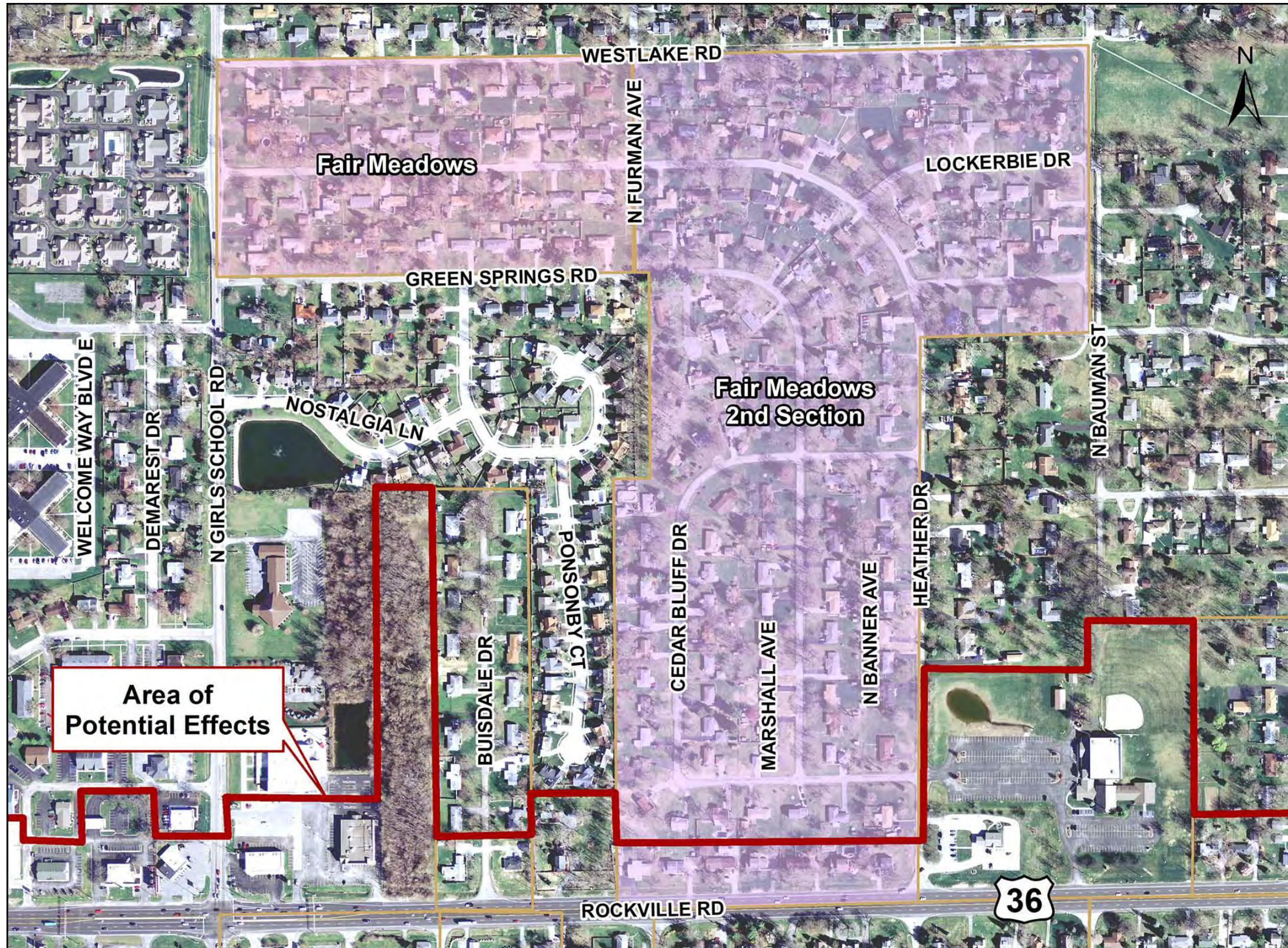
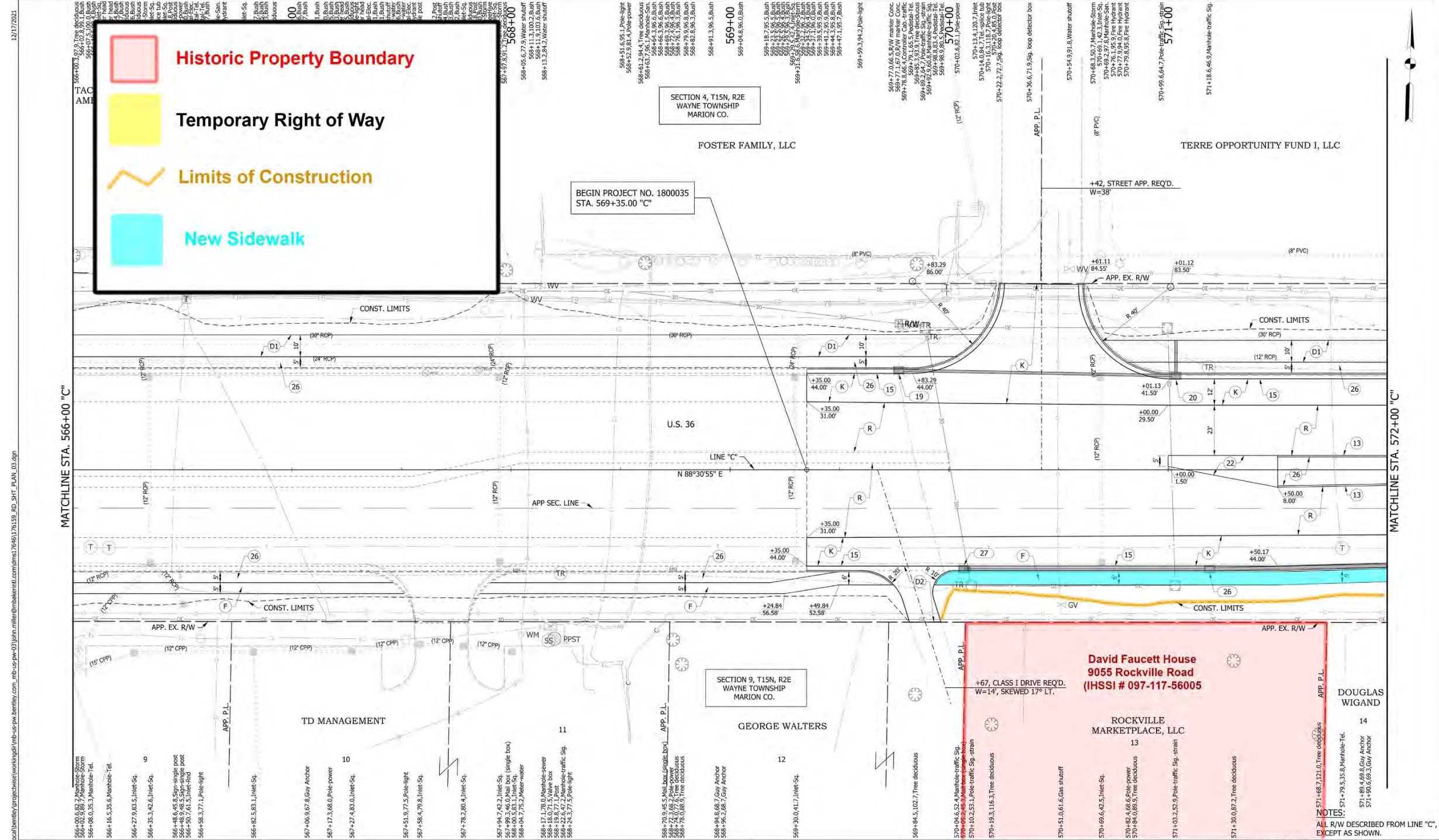


Figure 8. #10) FAIR MEADOWS: Subdivision as depicted on current aerial photography showing the streets, layout, and overall design.



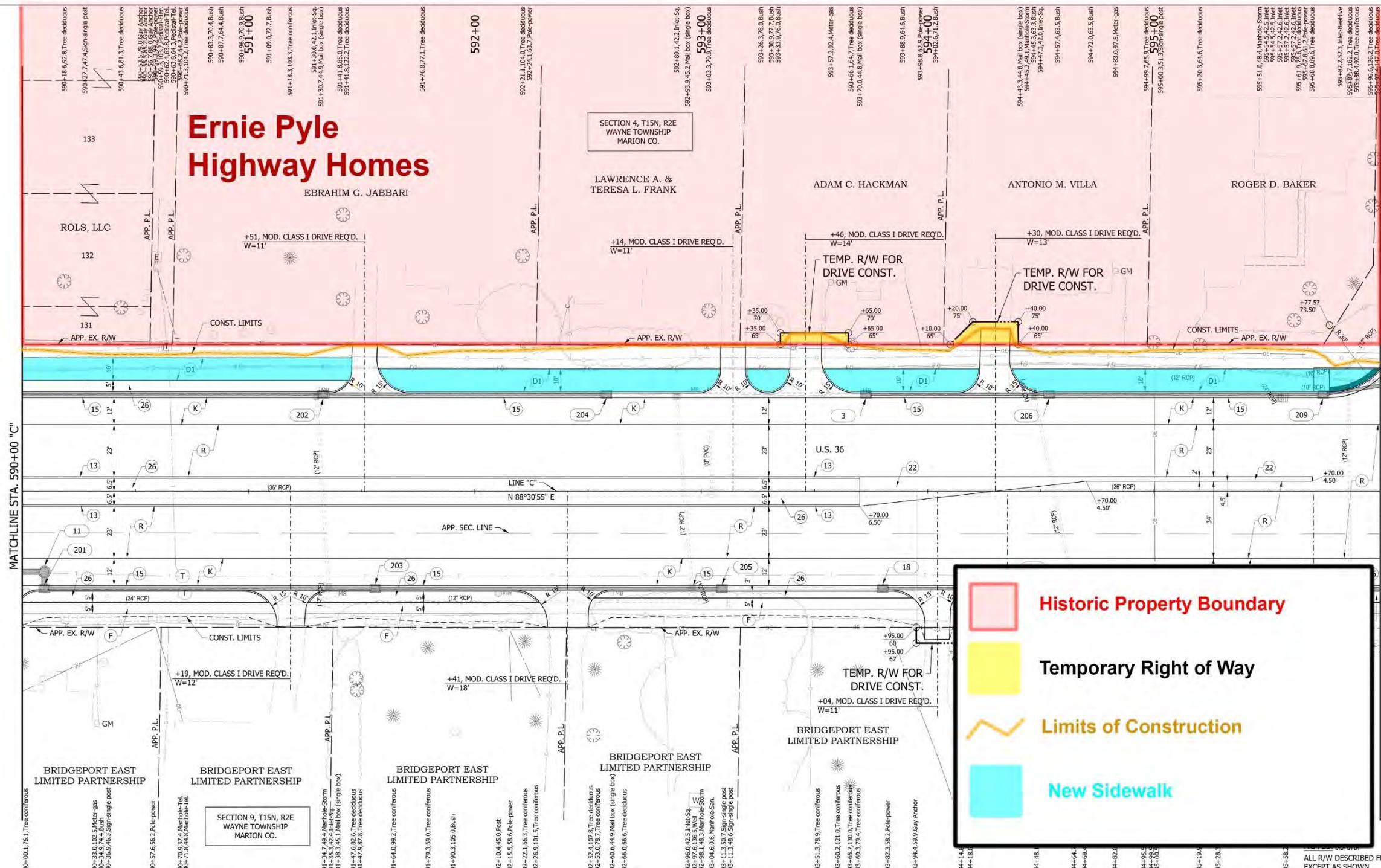
Appendix B: **Plan Sheets**

12/17/2021

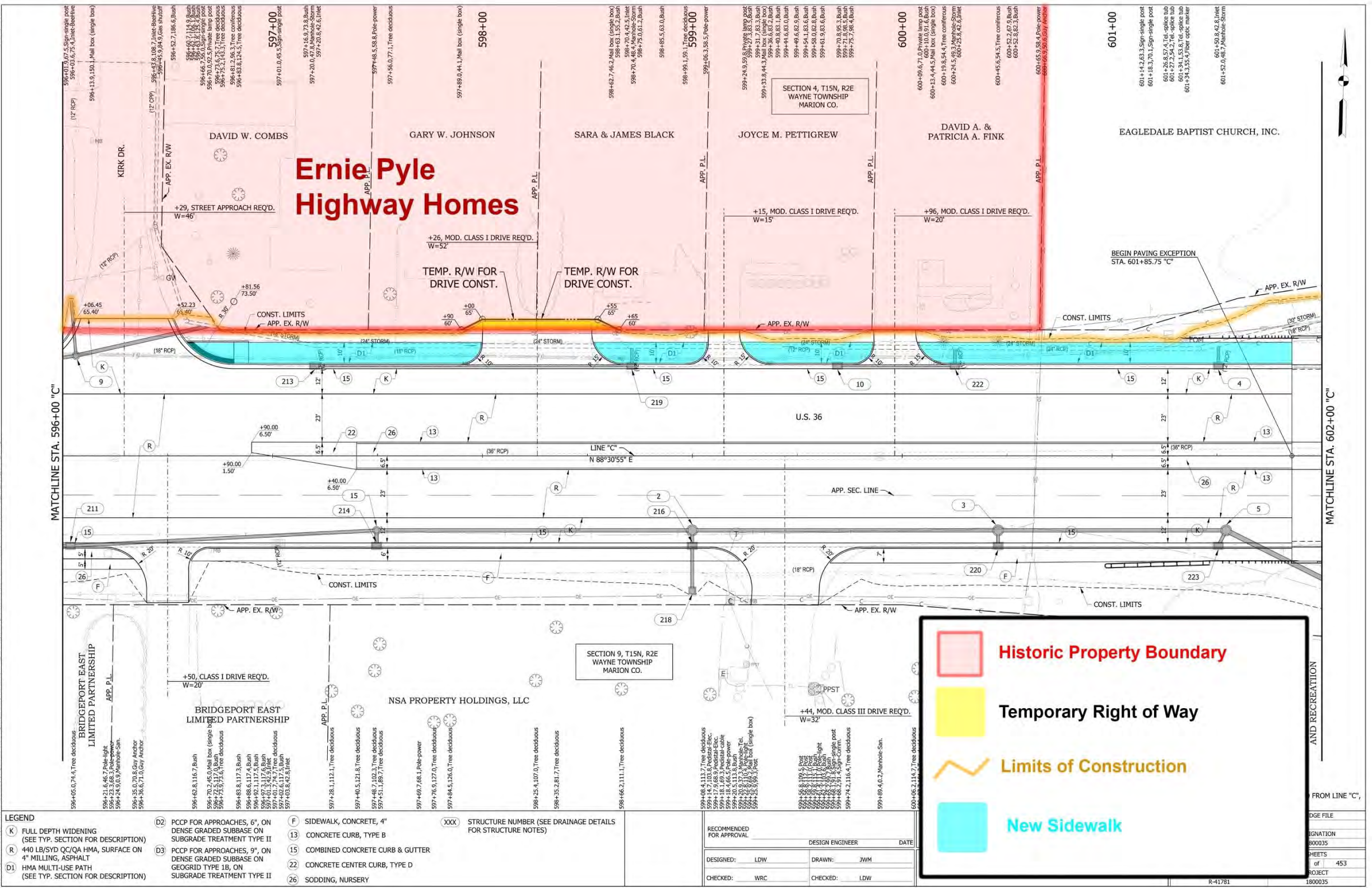


LEGEND	(K) FULL DEPTH WIDENING (SEE TYP. SECTION FOR DESCRIPTION)	(R) 440 LB/SYD QC/QA HMA, SURFACE ON 4" MILLING, ASPHALT	(D1) HMA MULTI-USE PATH (SEE TYP. SECTION FOR DESCRIPTION)	(D2) PCC FOR APPROACHES, 6", ON DENSE GRADED SUBBASE ON SUBGRADE TREATMENT TYPE II	(D3) PCC FOR APPROACHES, 9", ON DENSE GRADED SUBBASE ON GEGRID TYPE 1B, ON SUBGRADE TREATMENT TYPE II	(F) SIDEWALK, CONCRETE, 4"	(13) CONCRETE CURB, TYPE B	(15) COMBINED CONCRETE CURB & GUTTER	(22) CONCRETE CENTER CURB, TYPE D	(26) SODDING, NURSERY	(XXX) STRUCTURE NUMBER (SEE DRAINAGE DETAILS FOR STRUCTURE NOTES)				
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RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____ DESIGNED: LDW DRAWN: JWM CHECKED: WRC CHECKED: LDW				INDIANA DEPARTMENT OF TRANSPORTATION PLAN - LINE "C"				HORIZONTAL SCALE 1"=20' VERTICAL SCALE N/A SURVEY BOOK CONTRACT R-41781		BRIDGE FILE DESIGNATION 1800035 SHEETS 66 of 453 PROJECT 1800035	
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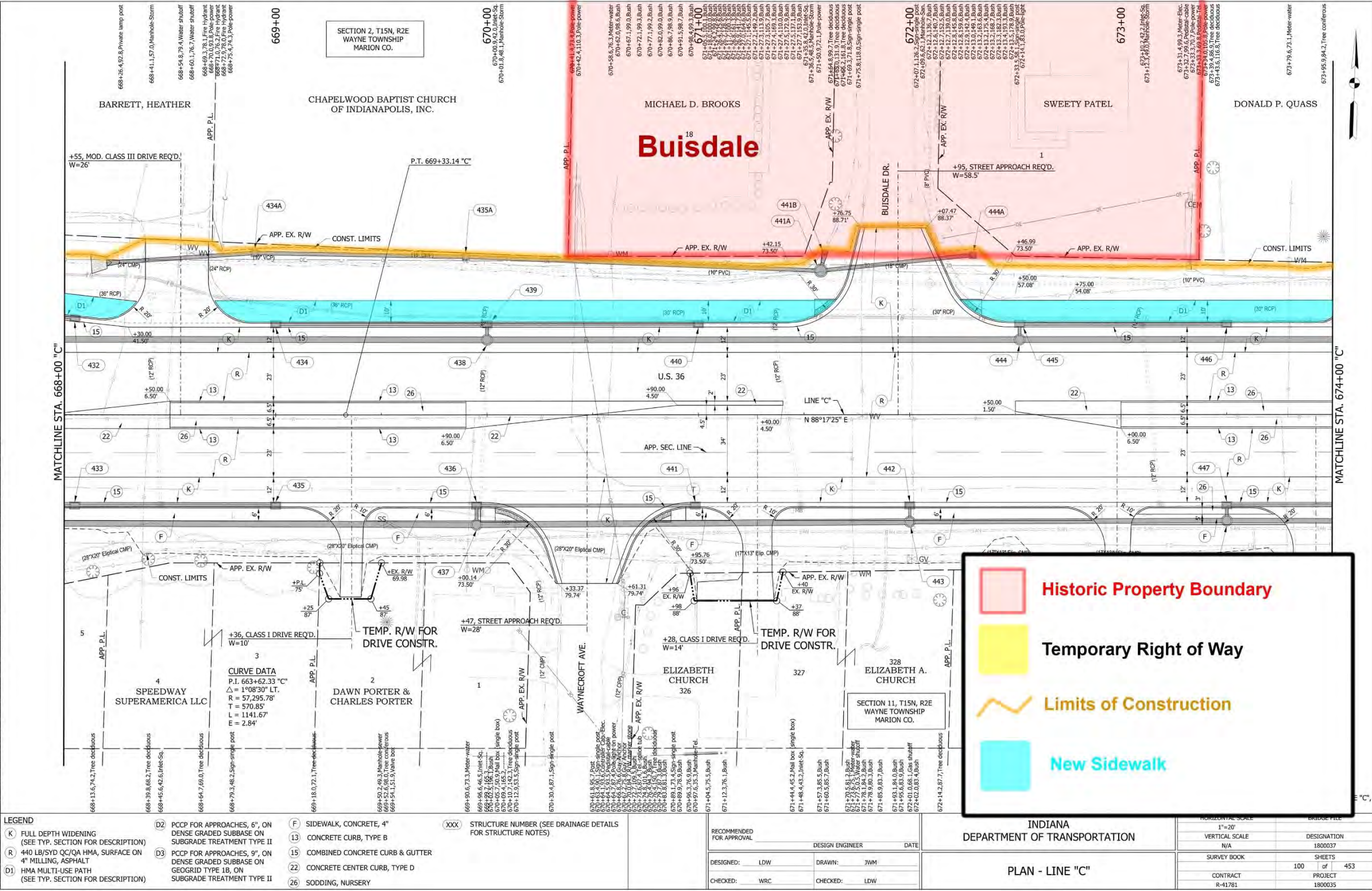


LEGEND (K) FULL DEPTH WIDENING (SEE TYP. SECTION FOR DESCRIPTION) (R) 440 LB/SYD QC/QA/QMA, SURFACE ON 4" MILLING, ASPHALT (D1) HMA MULTI-USE PATH (SEE TYP. SECTION FOR DESCRIPTION)		(D2) PCCP FOR APPROACHES, 6", ON DENSE GRADED SUBBASE ON SUBGRADE TREATMENT TYPE II (D3) PCCP FOR APPROACHES, 9", ON DENSE GRADED SUBBASE ON GEOGRID TYPE 1B, ON SUBGRADE TREATMENT TYPE II		(F) SIDEWALK, CONCRETE, 4" (13) CONCRETE CURB, TYPE B (15) COMBINED CONCRETE CURB & GUTTER (22) CONCRETE CENTER CURB, TYPE D (26) SODDING, NURSERY		(XXX) STRUCTURE NUMBER (SEE DRAINAGE DETAILS FOR STRUCTURE NOTES)		RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____ DESIGNED: LDW DRAWN: JMM CHECKED: WRC CHECKED: LDW		INDIANA DEPARTMENT OF TRANSPORTATION PLAN - LINE "C"		HORIZONTAL SCALE 1"=20' VERTICAL SCALE N/A SURVEY BOOK 1800035 CONTRACT R-41781		BRIDGE FILE DESIGNATION 1800035 SHEETS 74 of 453 PROJECT 1800035	
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12/17/2021

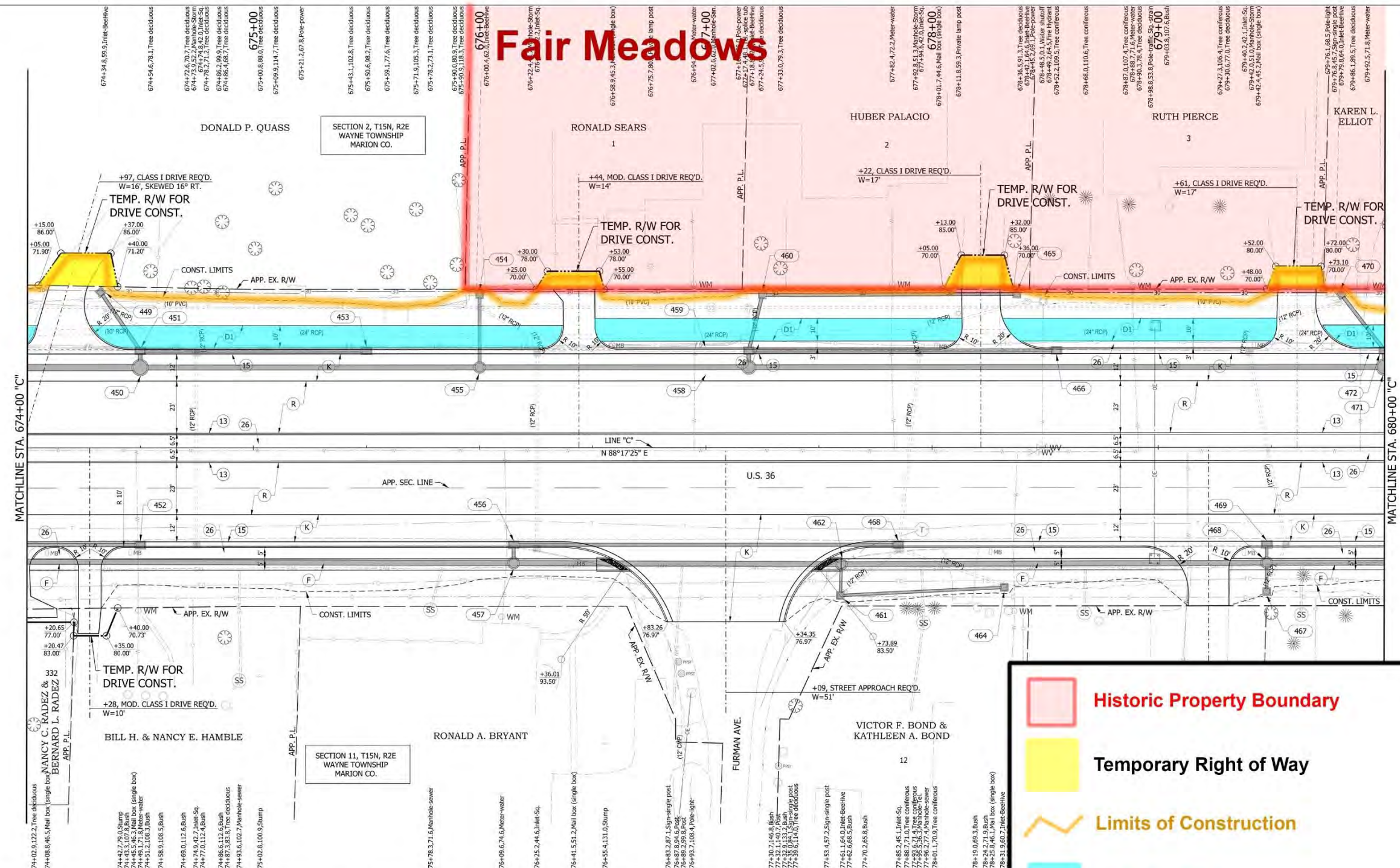
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- Historic Property Boundary
- Temporary Right of Way
- Limits of Construction
- New Sidewalk

<p>LEGEND</p> <p>(K) FULL DEPTH WIDENING (SEE TYP. SECTION FOR DESCRIPTION)</p> <p>(R) 440 LB/SYD QC/QA HMA, SURFACE ON 4" MILLING, ASPHALT</p> <p>(D1) HMA MULTI-USE PATH (SEE TYP. SECTION FOR DESCRIPTION)</p> <p>(D2) PCP FOR APPROACHES, 6", ON DENSE GRADED SUBBASE ON SUBGRADE TREATMENT TYPE II</p> <p>(D3) PCP FOR APPROACHES, 9", ON DENSE GRADED SUBBASE ON GEOGRID TYPE 1B, ON SUBGRADE TREATMENT TYPE II</p> <p>(F) SIDEWALK, CONCRETE, 4"</p> <p>(13) CONCRETE CURB, TYPE B</p> <p>(15) COMBINED CONCRETE CURB & GUTTER</p> <p>(22) CONCRETE CENTER CURB, TYPE D</p> <p>(26) SODDING, NURSERY</p> <p>(XXX) STRUCTURE NUMBER (SEE DRAINAGE DETAILS FOR STRUCTURE NOTES)</p>	<p>RECOMMENDED FOR APPROVAL</p> <p>DESIGNED: LDW DRAWN: JWM CHECKED: WRC</p> <p>DATE</p> <p>CHECKED: LDW</p>	<p style="text-align: center;">INDIANA DEPARTMENT OF TRANSPORTATION</p> <p style="text-align: center;">PLAN - LINE "C"</p>	<p style="text-align: center;">HORIZONTAL SCALE 1"=20'</p> <p style="text-align: center;">VERTICAL SCALE N/A</p> <p style="text-align: center;">SURVEY BOOK R-41781</p> <p style="text-align: center;">DESIGNATION 1800037</p> <p style="text-align: center;">SHEETS 100 of 453</p> <p style="text-align: center;">PROJECT 1800035</p>
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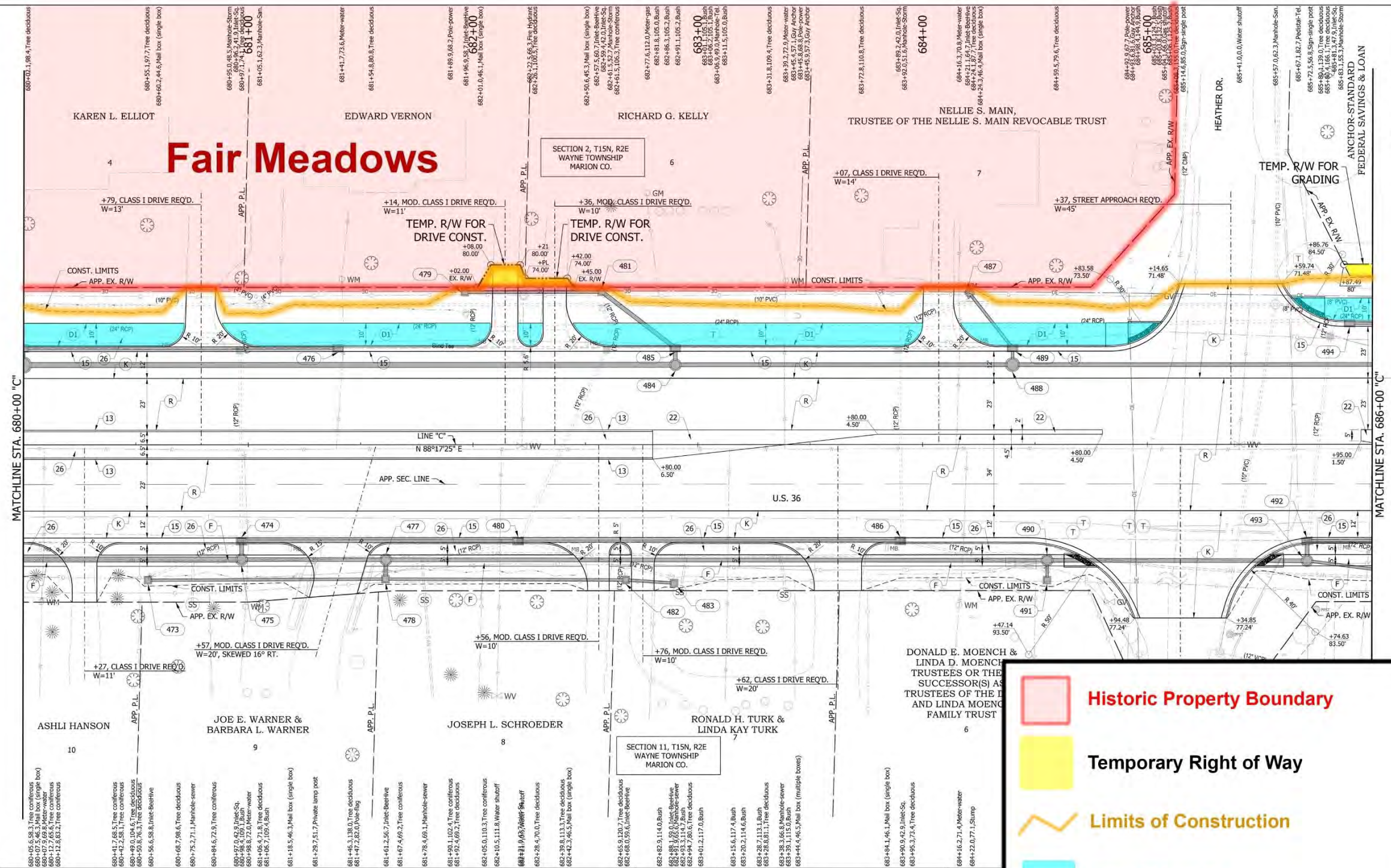
800.11(e) Findings and Documentation: US 36 Modern Rockville Road



LEGEND		STRUCTURE NUMBER (SEE DRAINAGE DETAILS FOR STRUCTURE NOTES)	
(K)	FULL DEPTH WIDENING (SEE TYP. SECTION FOR DESCRIPTION)	(XXX)	STRUCTURE NUMBER (SEE DRAINAGE DETAILS FOR STRUCTURE NOTES)
(R)	440 LB/SYD QC/QA HMA, SURFACE ON 4" MILLING, ASPHALT	(F)	SIDEWALK, CONCRETE, 4"
(D1)	HMA MULTI-USE PATH (SEE TYP. SECTION FOR DESCRIPTION)	(13)	CONCRETE CURB, TYPE B
(D2)	PCCP FOR APPROACHES, 6", ON DENSE GRADED SUBBASE ON SUBGRADE TREATMENT TYPE II	(15)	COMBINED CONCRETE CURB & GUTTER
(D3)	PCCP FOR APPROACHES, 9", ON DENSE GRADED SUBBASE ON GEOGRID TYPE 1B, ON SUBGRADE TREATMENT TYPE II	(22)	CONCRETE CENTER CURB, TYPE D
		(26)	SODDING, NURSERY

- Historic Property Boundary
- Temporary Right of Way
- Limits of Construction
- New Sidewalk

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		DATE
DESIGNED:	LDW	DRAWN:	JWM	
CHECKED:	WRC	CHECKED:	LDW	



LEGEND

(K)	FULL DEPTH WIDENING (SEE TYP. SECTION FOR DESCRIPTION)	(D2)	PCCP FOR APPROACHES, 6", ON DENSE GRADED SUBBASE ON SUBGRADE TREATMENT TYPE II	(F)	SIDEWALK, CONCRETE, 4"	(XXX)	STRUCTURE NUMBER (SEE DRAINAGE DETAILS FOR STRUCTURE NOTES)
(R)	440 LB/SYD QC/QA HMA, SURFACE ON 4" MILLING, ASPHALT	(D3)	PCCP FOR APPROACHES, 9", ON DENSE GRADED SUBBASE ON GEGRID TYPE 1B, ON SUBGRADE TREATMENT TYPE II	(13)	CONCRETE CURB, TYPE B		
(D1)	HMA MULTI-USE PATH (SEE TYP. SECTION FOR DESCRIPTION)			(15)	COMBINED CONCRETE CURB & GUTTER		
				(22)	CONCRETE CENTER CURB, TYPE D		
				(26)	SODDING, NURSERY		

Historic Property Boundary

Temporary Right of Way

Limits of Construction

New Sidewalk

DESIGNED:	LDW	DRAWN:	JWM	DATE:	
CHECKED:	WRC	CHECKED:	LDW		

Appendix C:
**Consulting Party
Correspondence**

November 18, 2020:

Indiana Historic Preservation Commission (email)

From: IHPC <ihpc@indy.gov>
Sent: Wednesday, November 18, 2020 10:18 AM
To: Molnar, Katherine J
Subject: EXTERNAL: Automatic reply: FHWA Project: Des. No. 1800035; US 36 Added Travel Lanes, Marion County, Indiana

Hello!

We have received your recent email message to the Indianapolis Historic Preservation Commission. We will be contacting you soon with a reply and more information regarding your question or request.

Have a great day, and we look forward to assisting you .

Thank you!

Thank you for contacting the Indianapolis Historic Preservation Commission. We are still conducting business, however, we have temporarily closed our offices to allow staff to work remotely due to COVID-19 precautions. As a result, turnaround times for applications and reviews, as well as responses to emails or phone calls may be delayed. We appreciate your patience and will provide updates as circumstances change. For updates & to utilize digital city services, please visit www.indy.gov/ihpc. You can also sign up for email notifications by visiting www.indy.gov/dmd and selecting "Department of Metropolitan Development."

Also, if you need to submit information or have general questions for the IHPC, please email us at IHPC@indy.gov. You can also apply for a COA at: <https://my.indy.gov/activity/historic-preservation-certificate-of-appropriateness>

November 18, 2020:

Mayor Joe Hogsett

From: noreply.mayor@indy.gov
Sent: Wednesday, November 18, 2020 10:45 AM
To: Molnar, Katherine J
Subject: EXTERNAL: Your comment was received - Case Number W-20-007600

Hello Katherine Molnar,

Thank you for taking the time to contact the Office of Mayor Joe Hogsett. The opinions and concerns of Indianapolis citizens are essential to the Mayor's decision-making process as we work together to create safer streets, stronger neighborhoods, and more opportunities for working families.

If you haven't been to the city's website recently, we have conducted a complete overhaul in order to make the site more user friendly, with the intention of reducing trips to the City-County Building. Many of the most common service needs of residents are now available with the click of a button on a reimagined, mobile-friendly site. From top to bottom, the updated indy.gov acts as a digital city hall that prioritizes neighborhoods over bureaucracy and serves as a fitting front door to Indianapolis—a city that is continually recognized as the tech hub of the Midwest.

Again, thank you for taking the time to contact us.

Sincerely,

The Office of Mayor Joe Hogsett

Confirmation # W-20-007600

Please note!

This email address (noreply.mayor@indy.gov) is a No Reply email address and is not monitored. If you have additional questions or needs, please contact us at the Write the Mayor webpage.

For service requests, please contact the Mayor's Action Center at 317.327.4622 or submit a request through RequestIndy <http://maps.indy.gov/RequestIndy/>.

November 20, 2020:

Indiana Landmarks

From: Chad Lethig <CLethig@indianalandmarks.org>
Sent: Friday, November 20, 2020 7:44 AM
To: Molnar, Katherine J
Subject: EXTERNAL: Re: FHWA Project: Des. No. 1800035; US 36 Added Travel Lanes, Marion County, Indiana
Categories: CP COMMENT

Ms. Molnar,

Indiana Landmarks appreciates the opportunity to respond to this Section 106 request. I would kindly ask that you update your records to reflect me as the point of contact for Indiana Landmarks with respect to this project. I would also like to request that Indiana Landmarks remain a consulting party on this project and I will await further information specific to the impact on the historic resources identified within the APE before responding.

Thank you and have a great Thanksgiving!
Chad

.....
Chad Lethig
Indianapolis Preservation Coordinator

.....
Indiana Landmarks
Central Regional Office
1201 Central Avenue
Indianapolis, IN 46202
Direct: 317.822.7909
Ph: 317.639.4534
Fax: 317.639.6734
www.indianalandmarks.org

December 17, 2020:

Miami Tribe of Oklahoma



Miami Tribe of Oklahoma

3410 P. Sec. NW, Miami, OK 74354 • P.O. Box 1326, Miami, OK 74355
Ph: (918) 541-1300 • Fax: (918) 542-7260
www.miamination.com



Via email: smiller@indot.in.gov

December 15, 2020

Shaun Miller
Archaeological Team Lead, Cultural Resources Office
Indiana DOT
575 North Pennsylvania Street
Indianapolis, IN 46204

Re: Des. No. 1800035; US 36 Added Travel Lanes, Marion County, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Mr. Miller:

Aya, kikwehsitoole – I show you respect. The Miami Tribe of Oklahoma, a federally recognized Indian tribe with a Constitution ratified in 1939 under the Oklahoma Indian Welfare Act of 1936, respectfully submits the following comments regarding Des. No. 1800035.

The Miami Tribe offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, given the Miami Tribe's deep and enduring relationship to its historic lands and cultural property within present-day Indiana, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me at 918-541-8966 or by email at dhunter@miamination.com to initiate consultation.

The Miami Tribe accepts the invitation to serve as a consulting party to the proposed project. In my capacity as Tribal Historic Preservation Officer I am the point of contact for consultation.

Respectfully,

Diane Hunter
Tribal Historic Preservation Officer

December 18, 2020:
The Delaware Nation



The Delaware Nation
Historic Preservation Department
31064 State Highway 281
Anadarko, OK 73005
Phone (405)247-2448

December 18, 2020

To Whom It May Concern:

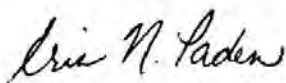
The Delaware Nation Historic Preservation Department received correspondence regarding the following referenced project(s).

Project(s): US 36 Added Travel Lanes Project
Indianapolis, Marion County, Indiana
Des. Nos. 1800035 (lead #), 1800037, 1900340, and 1900341

Our office is committed to protecting tribal heritage, culture and religion with particular concern for archaeological sites potentially containing burials and associated funerary objects.

The Lenape people occupied the area indicated in your letter during and prior to European contact until their eventual removal to our present locations. According to our files, the location of the proposed project does not endanger any known cultural, or religious sites of interest to the Delaware Nation. However, there is still the potential for the discovery of unknown resources. We would like to accept your invitation for consultation.

Please note the Delaware Nation, the Delaware Tribe of Indians, and the Stockbridge Munsee Band of Mohican Indians are the only Federally Recognized Delaware/Lenape entities in the United States and consultation must be made only with designated staff of these three tribes. We appreciate your cooperation in contacting the Delaware Nation Historic Preservation Office to conduct proper Section 106 consultation. Should you have any questions, feel free to contact our offices at 405-247-2448 ext. 1403.



Erin Paden
Director of Historic Preservation
Delaware Nation
31064 State Highway 281
Anadarko, OK 73005
Ph. 405-247-2448 ext. 1403
epaden@delawarenation-nsn.gov

February 17, 2022:

Indiana State Historic Preservation Office



Eric Holcomb, Governor
Daniel W. Bortner, Director

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



February 17, 2022

Laura Jack
Environmental Scientist
Michael Baker International, Inc.
200 West Adams Street, Suite 1800
Chicago, Illinois 60606

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

Re: Historic property report (Greenawalt/Molnar/Zinn, 1/2022) for the US 36 Added Travel Lanes
from Raceway Road to I-465 (Des. No. 1800035, 1800037, 1900340, & 1900341; DHPA No.
26870)

Dear Ms. Jack:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed your January 13, 2022 submission which enclosed the historic property report ("HPR"; Greenawalt/Molnar/Zinn, 1/2022), received by our office January 20, 2022, for this project in Indianapolis, Marion County, Indiana.

The area of potential effects ("APE") proposed in the HPR appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur. For the purposes of the Section 106 review of this federal undertaking, we agree with the conclusions of the HPR that the David Faucett House (Indiana Historic Sites & Structures Inventory #097-117-56005) is eligible for inclusion in the National Register of Historic Places ("NRHP").

Regarding the evaluation of mid-century residential historic districts, the HPR presented good research, mapping, and photo representation of the area and developments. Please see our general remarks and specific comments regarding each development as presented:

DHPA staff believe that the stringent nature of the matrices and scoring methodology, without proper analysis based on the registration requirements and National Register Criteria for Evaluation, does not take into account the ability of a neighborhood to qualify for listing without exhibiting all characteristics of a particular type of development. Multiple Property Documentation Forms (MPDF) are frameworks that serve as the basis for evaluating eligibility, based on the context and registration requirements. In terms of the requirements set out in *Residential Planning and Design in Indiana, 1940-1973* MPDF, it is not mandatory that neighborhoods exhibit all traits of a particular type of development in order to

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be eligible for listing; and they do not have to be exemplary examples. The registration requirements include, but are not limited to, a list of characteristics that are common to each development type. Neighborhoods may exhibit some or all of the characteristics listed, as well as some that are unique to that particular neighborhood or area.

Additionally, the timeframes presented in the MPDF are the periods in which each development type was most prolific; they are not intended to be hard and fast beginning and end dates. Based on the proposed timeframes for some of the neighborhoods, *Historic Residential Suburbs in the United States, 1830-1960*, is a more appropriate MPDF under which to evaluate those developments. The construction date ranges presented for the developments in the HPR do not always reflect the period of greatest development. Future reports should include not only the overall construction date range, but also the date range, or period of significance, for each development.

Due to the nature of the Section 106 process, we assume that areas outside of the APE are not considered during consultation. However, we noticed the area to the south of Powner's Rockville Ranches that includes Walton Avenue and Jackson Street, and the area to the west of Tremont Gardens that includes access from Rockville Road via Coronado Road, along with Lansdowne Road, Fenster Drive, Mariposa Drive, Caminito Court, and Greenlee Drive. This area is also connected to developments to the north and west. Both areas are either adjacent to the APE or have access points within the APE.

It should be noted that when developments are recommended Not Eligible, individual resources within the developments should be reviewed (based on windshield survey) for potential individual eligibility. In reviewing the HPR, DHPA staff noted some Notable or Outstanding examples, including but not limited to: 45 Kirk Drive West (Ernie Pyle Highway Homes); 7001 Jackson Street (Waynecroft and Waynecroft Extension); 6357 and 6405 Rockville Road (Keystone Manor); and 25 Brandt Street (Bloemker's Survey).

While proximity to an urban area did factor into suburban development, distance varied based on the size of the urban area and surrounding infrastructure. Due to the size of Indianapolis, and its role as the state capitol and seat of Marion County, we would expect to see far-reaching suburban development. Consequently, while these neighborhoods are not immediately adjacent to the outer reaches of Indianapolis proper, the developments that occurred along US 36 would still be considered suburban Indianapolis. Additionally, they were in close proximity to the smaller communities of Speedway, Avon, and Clermont. Finally, the former Indianapolis International Airport was in use from 1931-2008. These districts would have allowed easy access to that facility and its accompanying services/employment for decades.

Powner's Rockville Ranches

We agree with the Not Eligible determination due to loss of overall integrity.

Tremont Gardens 1st and 2nd Sections

We agree with the Not Eligible determination due to loss of integrity. Based on Figure 31, 20% of the houses constructed before 1970 were constructed prior to 1940; this neighborhood should have also been reviewed under the National Park Service Multiple Property Documentation Form *Historic Residential Suburbs in the United States, 1830-1960*.

Ernie Pyle Highway Homes 1st, 2nd, and 3rd Sections

We disagree with the Not Eligible determination. DHPA staff feel this is a good example of a Tract Development. Features present include a loop layout with one access point on Rockville Road with consistent, deep setbacks. 97% of the houses fall within the 1940-1973 timeframe and feature predominantly Ranch types exhibiting good integrity with few replacement materials. DHPA staff believe this subdivision is eligible under Criterion A for Community Planning and Development. The subtype matrix ranked this development as "Yellow" (somewhat) with regard to dates of construction, although 96% of the housing was constructed between 1945 and 1965, which seems contradictory.

Waynecroft and Waynecroft Extension

We agree with the Not Eligible determination due to a lack of integrity, and the plat was not built out or fully realized.

Buisdale

We disagree with the Not Eligible determination. DHPA staff feel this is a good example of a Tract Development featuring

consistent, deep setbacks with all houses built within the 1940-1973 timeframe. The predominantly Ranch types exhibit good integrity with few replacement materials. DHPA staff believe this subdivision is eligible under Criterion A for Community Planning and Development.

Fair Meadows 1st and 2nd Sections

We agree with the Eligible determination. This is a good example of a neighborhood with elements of Tract and entry-level Custom developments and is eligible under Criterion A for Community Planning and Development and Criterion C for Architecture.

Furman Stout Addition

We agree with the Not Eligible determination due to loss of integrity. Based on Figure 95, 80% of the houses were constructed by 1960. This neighborhood should have been reviewed under the National Park Service Multiple Property Documentation Form *Historic Residential Suburbs in the United States, 1830-1960*.

Keystone Manor

We agree with the Not Eligible determination due to loss of integrity. Based on Figure 102, 85% of the houses were constructed prior to 1960. This neighborhood should have been reviewed under the National Park Service Multiple Property Documentation Form *Historic Residential Suburbs in the United States, 1830-1960*.

Ira Fuller's Survey

We agree with the Not Eligible determination due to a lack of significance. However, the timeframe as presented (1922-1965) is misleading. Based on Figure 107, 89% of the houses were constructed between 1950 and 1965.

H. Bloemker's Survey

We agree with the Not Eligible determination due to a lack of significance.

Howard Fuller's Survey

We agree with the Not Eligible determination due to a lack of significance.

Richland Addition

We agree with the Not Eligible determination due to a lack of significance. However, the timeframe as presented (1922-1966) is misleading. Based on Figure 125, 78% of the houses were constructed between 1950 and 1970.

As previously indicated, regarding archaeology, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area. A review of our records indicates that the proposed project area was archaeologically surveyed in 2005 (King and Zoll) and the project area was found to be disturbed. Additionally, our records indicate that the far western extent of the currently proposed project was archaeologically surveyed in 2018 by Cultural Resource Analysts as part of an added travel lanes project on US 36. Those researchers came to the same conclusion as King and Zoll (2005). A literature review of a portion of the proposed project area took place in 2008, and it was recommended that no reconnaissance was necessary due to the disturbed nature of the project area, as demonstrated in the 2005 reconnaissance survey (Zoll 2008). Our office concurred with this recommendation at the time. Therefore, no additional archaeological reconnaissance will be necessary for the US 36 Added Travel Lanes project in Indianapolis, Wayne Township, Marion County (Lead Des No. 1800035).

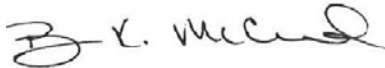
If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Indiana SHPO within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

Laura Jack
February 17, 2022
Page 4

The Indiana SHPO staff's archaeological reviewer for this project is Rachel Sharkey, and the structures reviewer is Danielle Kauffmann. For questions about NRHP eligibility of historic properties, please contact Paul Diebold or Holly Tate. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the US 36 Added Travel Lanes project in Marion County (Des. No. 1800035, 1800037, 1900341, 1900341), please refer to DHPA No. 26870.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:HAT:dmk

emc: Kari Carmany-George, FHWA
Anuradha Kumar, INDOT
Matt Coon, INDOT
Susan Branigin, INDOT
Laura Jack, Michael Baker International, Inc.
Indiana Landmarks Central Regional Office
Paul Diebold, DNR-DHPA
Danielle Kauffmann, DNR-DHPA
Rachel Sharkey, DNR-DHPA
Holly Tate, DNR-DHPA
Delaware Nation
Miami Tribe of Oklahoma

April 27, 2022:

Indiana State Historic Preservation Office



Eric Holcomb, Governor
Daniel W. Bortner, Director

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



April 27, 2022

Mary Pusti
Environmental Scientist
Michael Baker International, Inc.
3815 River Crossing Parkway, Suite 20
Indianapolis, Indiana 46240

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

Re: Effects letter for the US 36 Added Travel Lanes project (Des. No. 1800035, 1800037, 1900340,
1900341, & 2002284; DHPA No. 26870)

Dear Ms. Pusti:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your April 8, 2022, submission, received by our office the same day for this project in Indianapolis, Marion County, Indiana.

As previously indicated, the historic properties located within the project’s area of potential effects include the David Faucett House (Indiana Historic Sites & Structures Inventory #097-117-56005), the Ernie Pyle Highway Homes Subdivision, the Buisdale Subdivision, and the Fair Meadows Subdivision, all of which are eligible for inclusion in the National Register of Historic Places (“NRHP”). We agree with the conclusions in the effects report that the project as proposed will not adversely affect these historic properties.

As previously indicated, regarding archaeology, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area. A review of our records indicates that the proposed project area was archaeologically surveyed in 2005 (King and Zoll) and the project area was found to be disturbed. Additionally, our records indicate that the far western extent of the currently proposed project was archaeologically surveyed in 2018 by Cultural Resource Analysts as part of an added travel lanes project on US 36. Those researchers came to the same conclusion as King and Zoll (2005). A literature review of a portion of the proposed project area took place in 2008, and it was recommended that no reconnaissance was necessary due to the disturbed nature of the project area, as demonstrated in the 2005 reconnaissance survey (Zoll 2008). Our office concurred with this recommendation at the time. Therefore, no additional archaeological reconnaissance will be necessary for the US 36 Added Travel Lanes project in Indianapolis, Wayne Township, Marion County (Lead Des No. 1800035).

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Mary Pusti
April 27, 2022
Page 2


If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Indiana SHPO within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

Unless another consulting party expresses a different opinion about this project's effects, it might now be appropriate to ask INDOT for a finding.

The Indiana SHPO staff's archaeological reviewer for this project is Rachel Sharkey, and the structures reviewer is Danielle Kauffmann. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the US 36 added travel lanes project in Marion County (Des. No. 1800035, 1800037, 1900341, 1900341, & 2002284), please refer to DHPA No. 26870.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Kari Carmany-George, FHWA
Anuradha Kumar, INDOT
Matt Coon, INDOT
Susan Branigin, INDOT
Mary Pusti, Michael Baker International, Inc.
Indiana Landmarks Central Regional Office
Danielle Kauffmann, DNR-DHPA
Rachel Sharkey, DNR-DHPA

May 02, 2022:

Karen Farmer, Rockville, High School, Girls School Road Neighborhood Association

May 2, 2022

Mary Pusti, Environmental Scientist
Michael Baker International, Inc.
3815 River Crossing Parkway, Suite 20
Indianapolis, IN 46240

RE: DES 1800035 (lead#)

I am writing in response to the Historic Property Report concerning the proposed addition of travel lanes to US 36 by Indiana Department of Transportation (INDOT), DES Nos. 1800035, 1800037, 1900340 and 1900341. This response is also on behalf of the residents of the Rockville Rd, High School Road, Girls School Road Neighborhood Association (RHGNA).

The report details 2 significant subdivisions that will be adversely affected by the addition of travel lanes on Rockville RD. between I-465 and Transfer Drive to the west. The subdivisions noted are Buisdale subdivision and the Fair Meadows subdivision. RHGNA agrees these subdivisions, along with the adjacent residential housing between High Schools Road and Girls School Road, represent an important historic time in our state. IN SHPO as well as DHPA staffs believe this area is eligible for historic designation under Criterion A. RHGNA agrees. This section of Indianapolis is one of the only intact representations of post WWII planning and development in the area.

Adding travel lanes to Rockville Road (US 36) will have a major, adverse effect for the nearly 50 homeowners and 2 churches on Rockville Road between I-465 and Girls School Road. The most current plan for this section of roadway calls for taking away the center turn lane and creating only 2 openings in a center median. No longer will residents be able to enter and exit their driveways safely. The plan will force homeowners, delivery trucks, school buses and emergency vehicles to travel through the adjacent neighborhood streets in order to access homes on Rockville Road and U-turns on Rockville will become common and dangerous. Mail delivery and package delivery will be forced to stop in a travel lane instead of the non-travel shoulder. The added travel lane will NOT decrease accidents, but increase them at an alarming rate and will put motorists and residents at extreme risk.

RHGNA has had several meetings with **Will Wingfield, Public Involvement Officer for INDOT**. RHGNA has submitted many ideas and suggestion for this section of Rockville Road. Please contact him to have RHGNA's submitted suggestions **entered into the Historic Property Report (HPR)**.

The removal of shoulders, limiting turning ability, additional noise, and an additional 50% more traffic will not improve safety, but will create major damage to our neighborhood.

Thank you for the opportunity to respond.

Sincerely,



Karen Farmer, Rockville, High School, Girls School Road Neighborhood Association.
Consulting Party

May 19, 2022:

Katherine Molnar, Michael Baker International

From: Molnar, Katherine J
Sent: Thursday, May 19, 2022 2:41 PM
To: farmerks1@gmail.com
Cc: Pusti, Mary; Carpenter, Patrick A
Subject: FHWA Project: Des. No. 1800035; US 36 Added Travel Lanes, Marion County -- Comment Letter
Categories: CP COMMENT

Dear Ms. Farmer,

Thank you for your May 2, 2022, letter regarding historic properties in the Modern Rockville Road project area. We appreciate your concurrence and enthusiasm concerning the historic properties present in the area of potential effects (APE) including the two historic districts you mentioned—the Fair Meadows and Buisdale subdivisions.

The purpose of the effects evaluation (the report to which you are responding) is to determine if the project will have an impact on identified historic properties and whether that impact is considered adverse. An adverse effect is found when “an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association” (36 CFR 800.5[a][1]).

The concerns expressed in your letter, which are related primarily to the roadway design and median, are valid and worthy of discussion; however, the Section 106 process is not the best venue for addressing them. The proposed project’s direct effect on the historic districts is limited to the installation of sidewalks, which does not diminish the historic integrity of the identified historic districts or their ability to convey their historic significance. We also do not anticipate an increase in noise that would detract from the historic properties’ setting, feeling, or association. Please note that the Indiana State Historic Preservation Officer (SHPO) and the federal agency (INDOT on behalf of FHWA) have already agreed with our recommended finding of *no adverse effect* for this project.

We will incorporate your comments into the next document in the Section 106 process, the *Documentation of Section 106 Finding of No Adverse Effect*, as part of the permanent record. We will also pass your comments along to the broader project team for environmental documentation. The next public meeting for this project is anticipated to be held in early 2023.

Sincerely,

Katie

Katherine J Molnar | Architectural Historian
Rapid City, SD | [O] 602-294-2250 | [M] 970-482-8094
katherine.molnar@mbakerintl.com | www.mbakerial.com f t @ in v



Appendix D:
Project Area Photographs



Figure 9. Photo Key, sheet 1.

800.11(e) Findings and Documentation: US 36 Modern Rockville Road

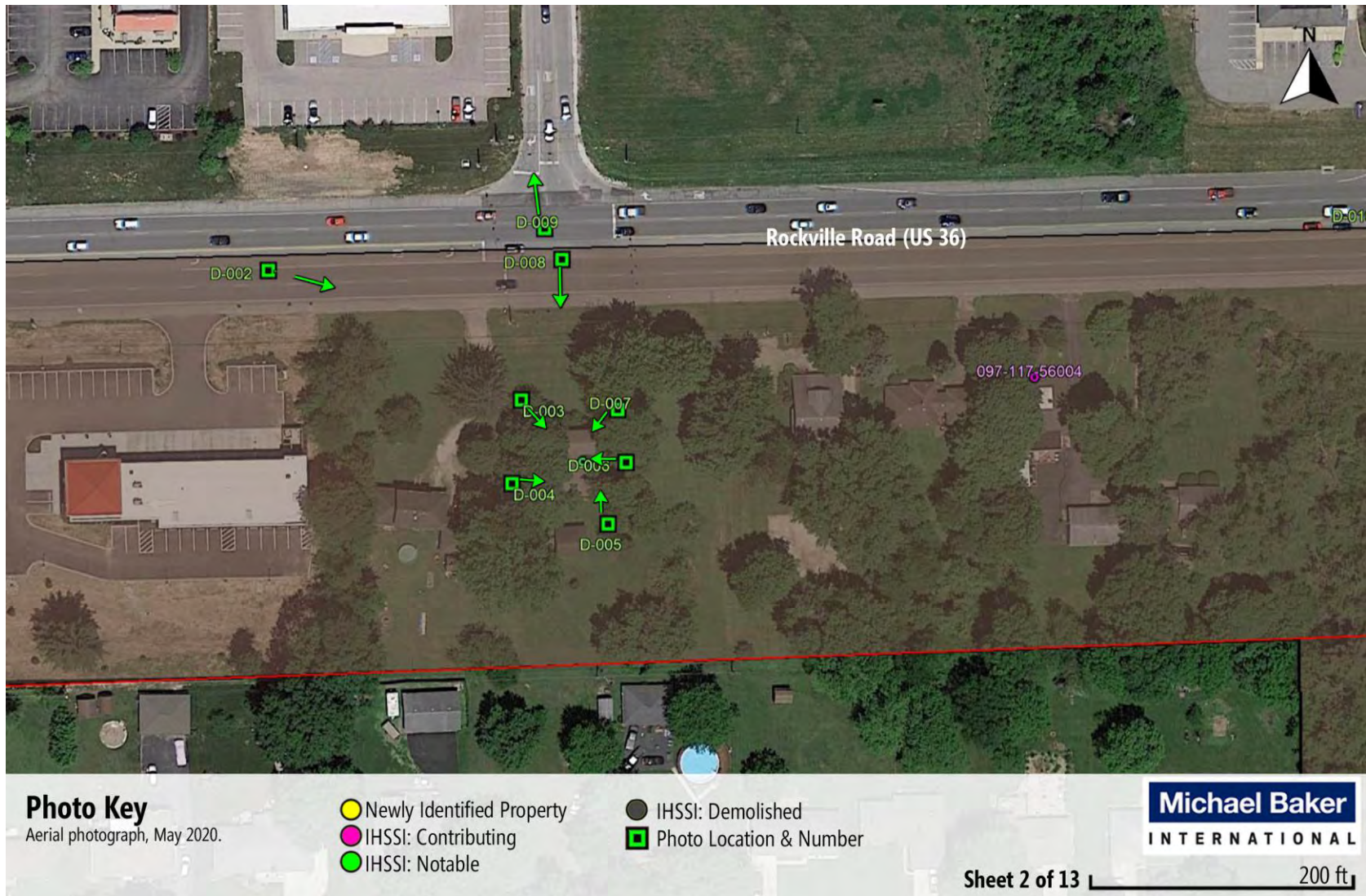


Figure 10. Photo Key, sheet 2.

800.11(e) Findings and Documentation: US 36 Modern Rockville Road

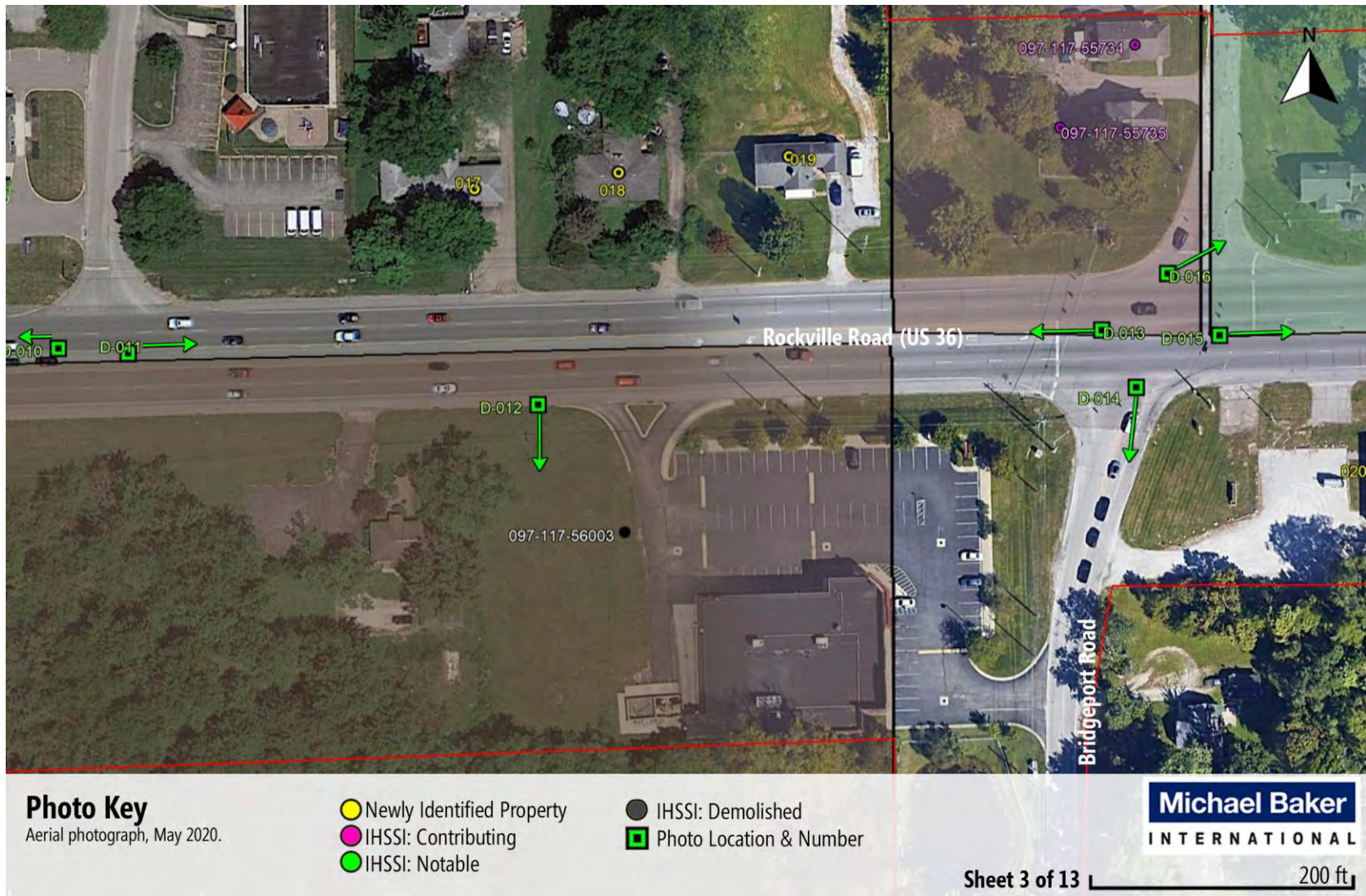


Figure 11. Photo Key, sheet 3.

800.11(e) Findings and Documentation: US 36 Modern Rockville Road



Figure 12. Photo Key, sheet 4.

800.11(e) Findings and Documentation: US 36 Modern Rockville Road



Figure 13. Photo Key, sheet 5.

800.11(e) Findings and Documentation: US 36 Modern Rockville Road

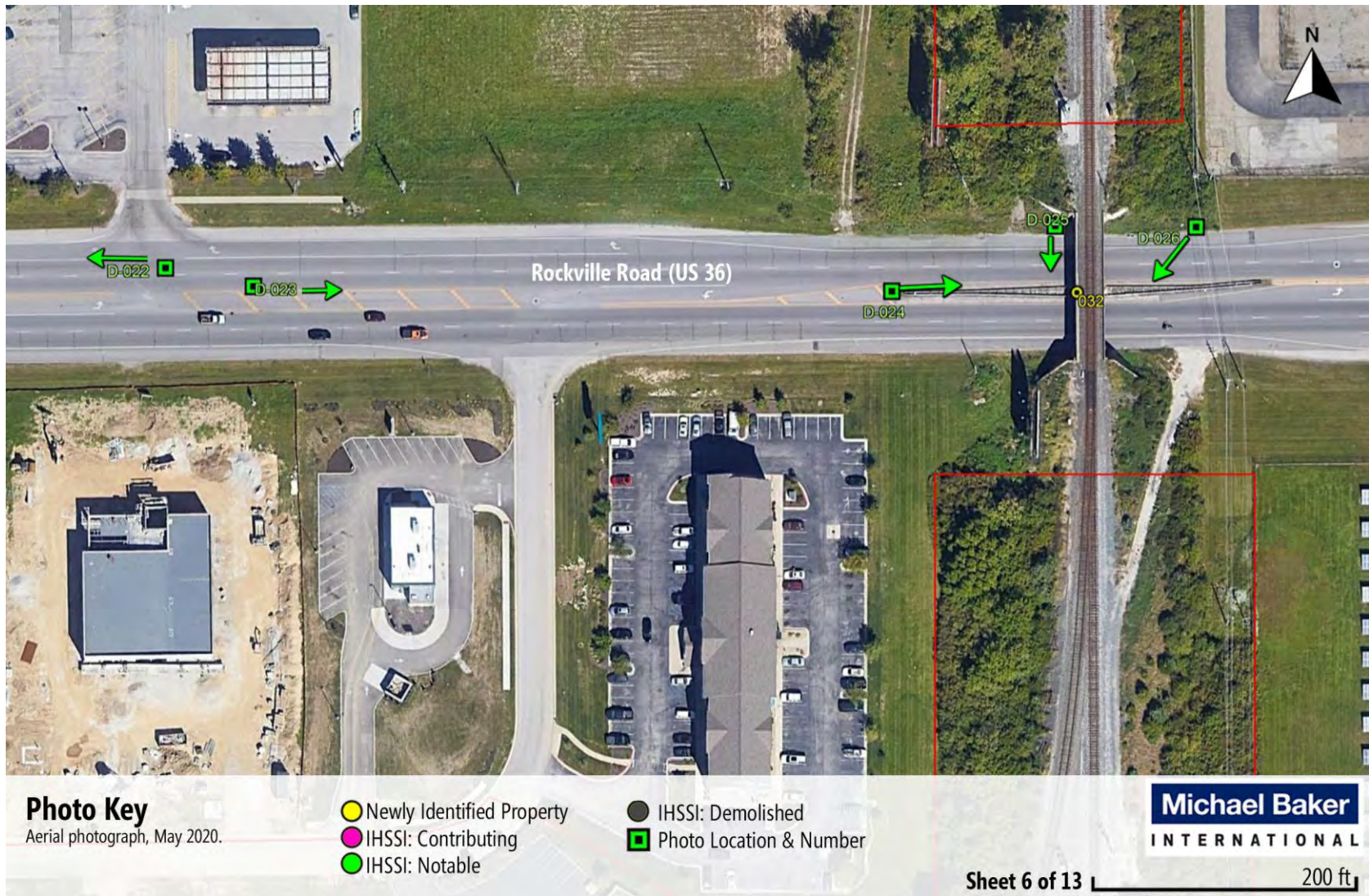


Figure 14. Photo Key, sheet 6.

800.11(e) Findings and Documentation: US 36 Modern Rockville Road



Figure 15. Photo Key, sheet 7.

800.11(e) Findings and Documentation: US 36 Modern Rockville Road

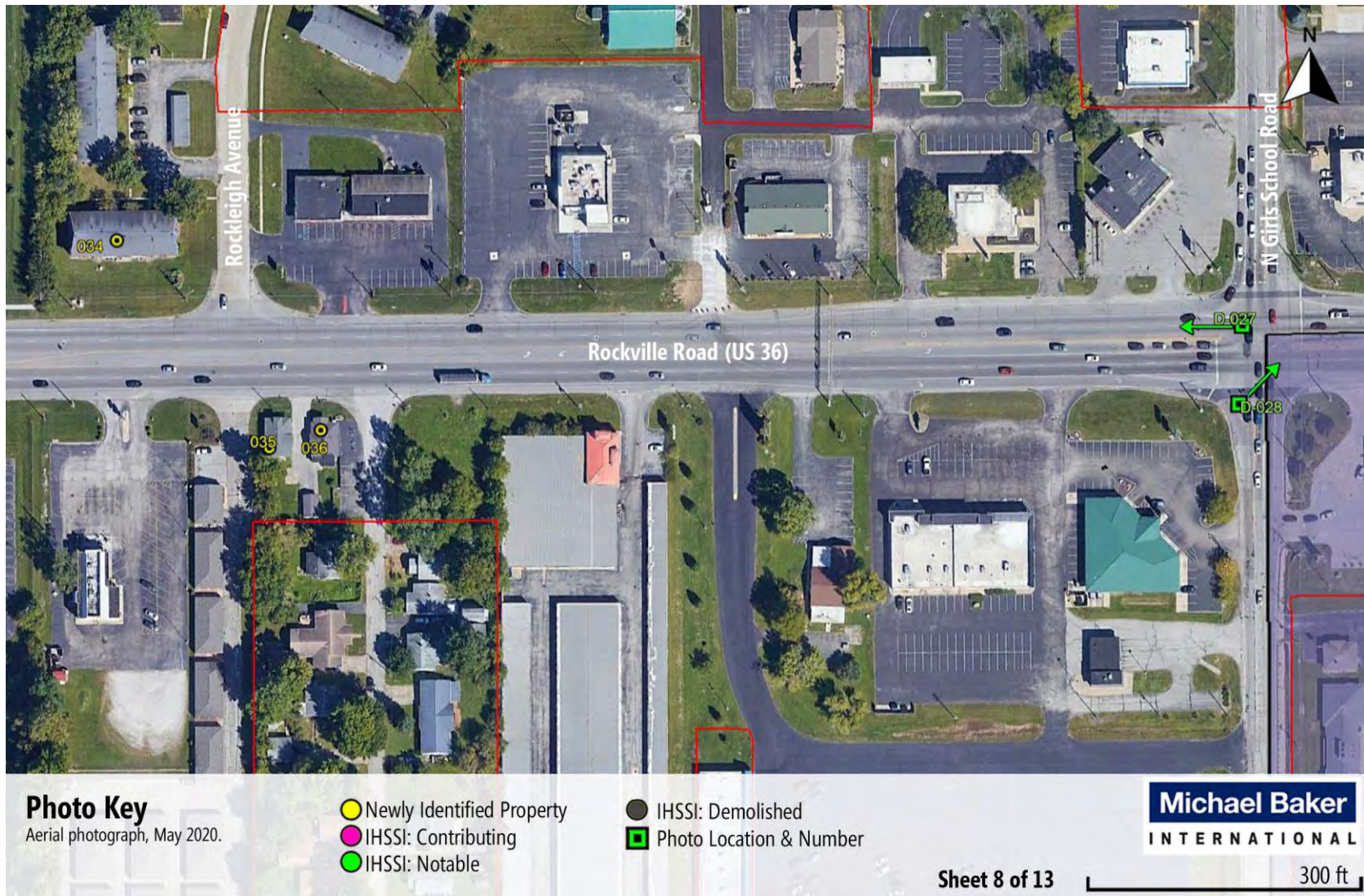


Figure 16. Photo Key, sheet 8.

800.11(e) Findings and Documentation: US 36 Modern Rockville Road

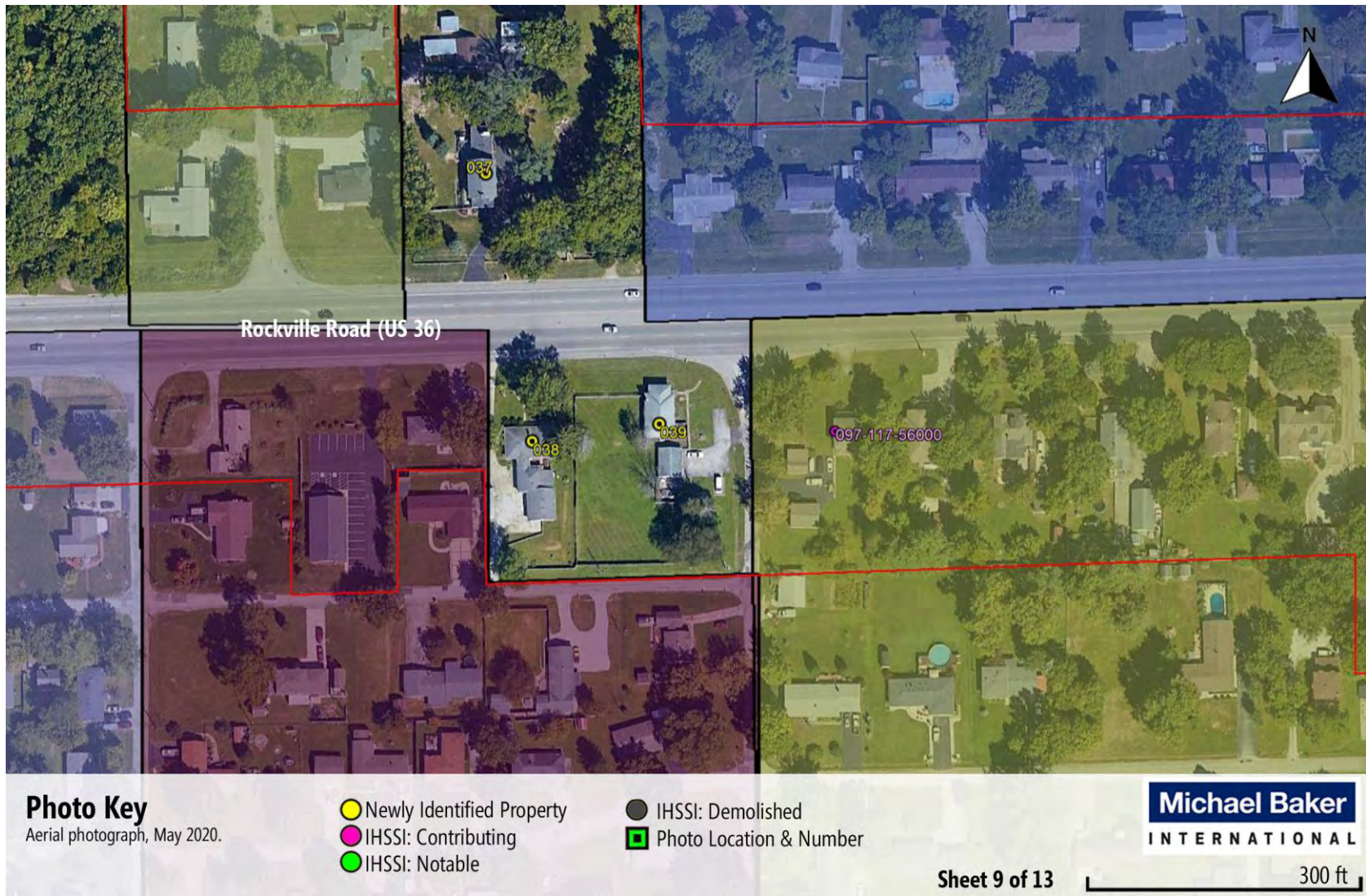


Figure 17. Photo Key, sheet 9.

800.11(e) Findings and Documentation: US 36 Modern Rockville Road

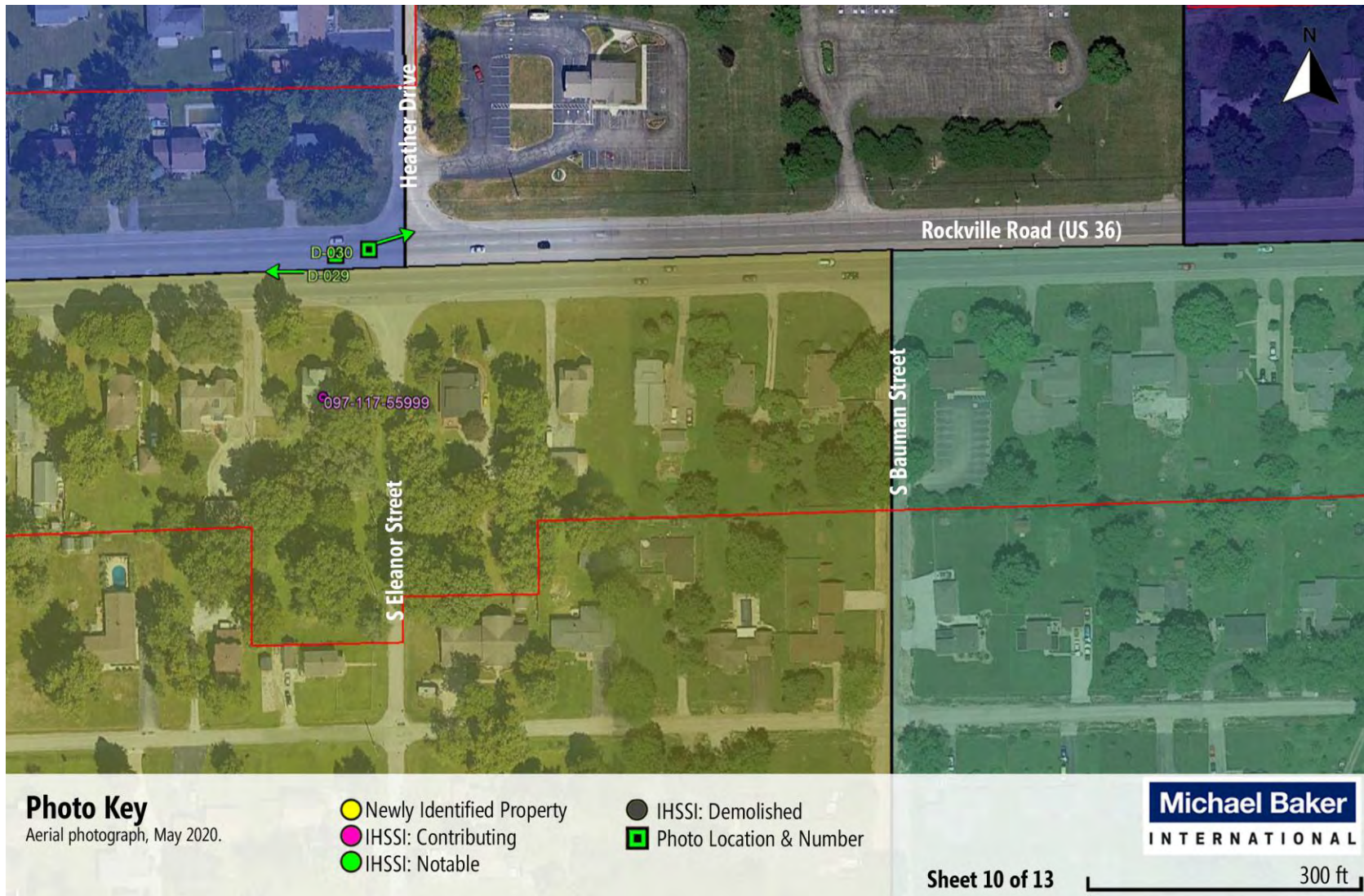


Figure 18. Photo Key, sheet 10.

800.11(e) Findings and Documentation: US 36 Modern Rockville Road



Figure 19. Photo Key, sheet 11.

800.11(e) Findings and Documentation: US 36 Modern Rockville Road



Figure 20. Photo Key, sheet 12.

800.11(e) Findings and Documentation: US 36 Modern Rockville Road

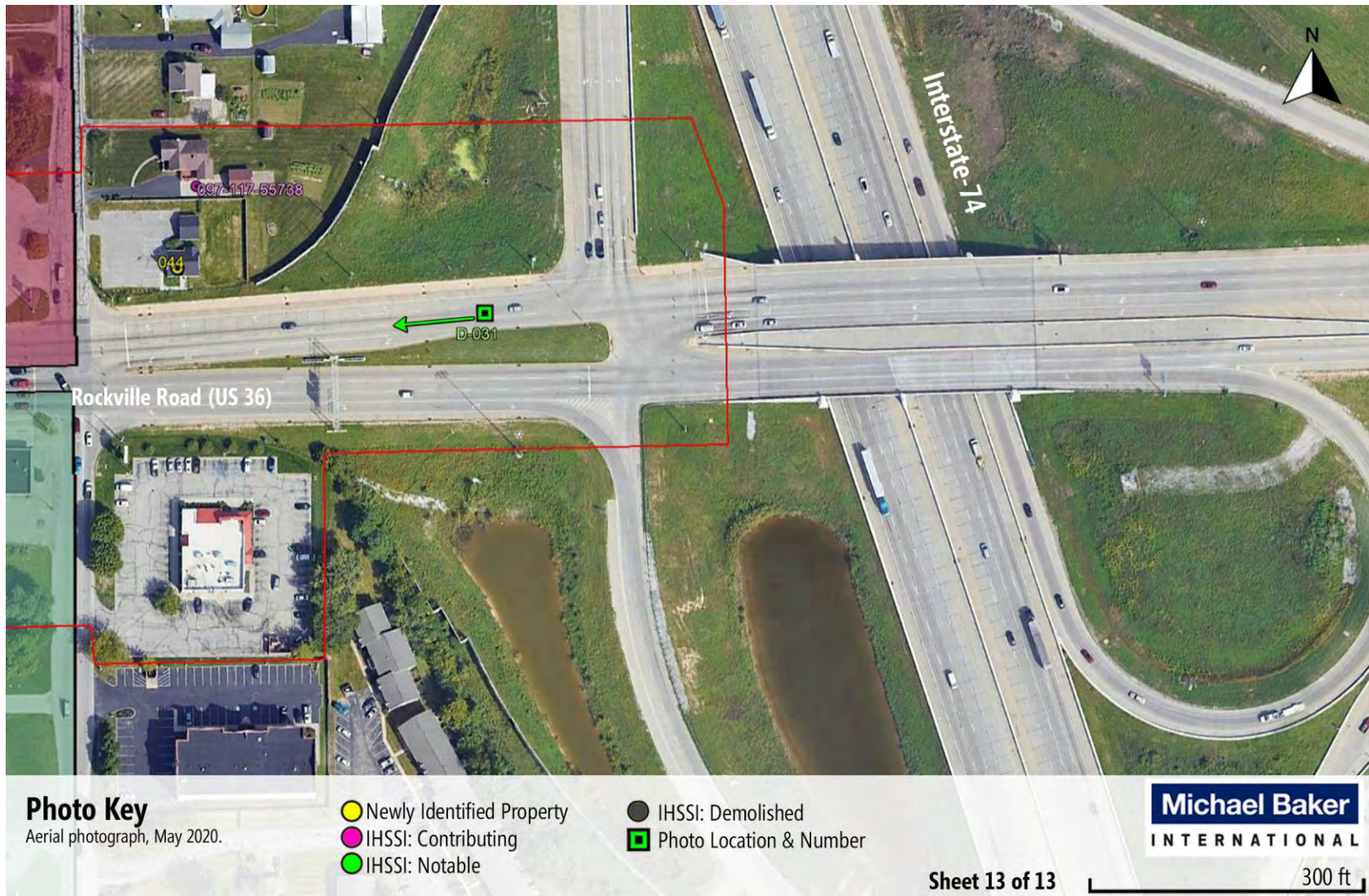


Figure 21. Photo Key, sheet 13.

800.11(e) Findings and Documentation: US 36 Modern Rockville Road