FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

GENERAL PROJECT INFORMATION

Road No./County:	126th Street and Southeastern Parkway / Hamilton County
Designation Number(s):	1901669
Project Description/Termini:	126th Street and Southeastern Parkway Intersection Improvement Project / Along Southeastern from approximately 530 feet northwest of the intersection to 580 feet southeast of the intersection on Southeastern Parkway and extending west along 126th Street for approximately 1,430 feet

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

Approval

INDOT DE Signature and Date

INDOT ESD Signature and Date

FHWA Signature and Date

Release for Public Involvement

N/A
INDOT DE Initials and Date

ADWP June 29, 2023
INDOT ESD Initials and Date

Certification of Public Involvement

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date:

Name and Organization of CE/EA Preparer: Cameron Schuler, American Structurepoint, Inc. and Scott Farrell, American Structurepoint, Inc. (Lead)

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

Part I – Public Involvement

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

	Yes	No
Does the project have a historic bridge processed under the Historic Bridges PA*?		X
If No, then:		
Opportunity for a Public Hearing Required?	X	

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

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

Notice of Entry letters were mailed to potentially affected property owners near the project area on January 27, 2021, notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G, page G-1.

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

Public Controversy on Environmental Grounds

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

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

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

Sponsor of the Project: City of Fishers INDOT District: Greenfield

Local Name of the Facility: 126th Street and Southeastern Parkway

Funding Source (*mark all that apply*): Federal [X] State [ ] Local [X] Other* [ ]

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

PURPOSE AND NEED:

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

Need:

The need for this project is evidenced by the number of vehicular accidents at the 126th Street and Southeastern Parkway intersection, as well as the existing level of service (LOS) of E (unacceptable) for the eastbound approach of the intersection. LOS is a scale (A through F) which classifies operating conditions of roads. In general, the operating conditions of intersections are considered acceptable if found to operate as LOS D or better. Additionally, the need for this project is evidenced by the lack of pedestrian connectivity between the Thorpe Creek housing addition, the Avalon of Fishers housing addition, Thorpe Creek Elementary School, St. John Vianney Catholic Church, and Heartland Church.

This existing 126th Street and Southeastern Parkway intersection is a three-legged intersection that is one-way stop controlled with eastbound traffic from 126th Street stopping while Southeastern Parkway is free flow. According to the Automated Reporting Information Exchange System (ARIES) Database, there have been a total of 18 accidents at this intersection between 2016 and 2021. Of those 18 accidents, 2 resulted in injury and 16 resulted in property damage. The number of accidents and the resulting injury/property damage can be attributed to the conflict points between left-turn movements at the intersection conflicting with the through movements along Southeastern Parkway. Conflict between these movements result in right-angle or left-turn accidents, which are considered more severe because they are typically the type of accident most responsible for serious injuries and damage. For reference to crash data please refer to Appendix I, page I-7.

Currently, multi-use paths are present along both the north and south side of 126th Street, as well as along the south side of Southeastern Parkway. The path along the north side of 126th Street and the path along the south side of Southeastern Parkway terminate prior to the intersection, resulting in a significant gap between these two disjointed paths. Additionally, an isolated path, which spans approximately 500 feet, is located along the south side of 126th Street and there are significant gaps between the intersection to the east and existing paths present at the intersection of 126th Street and Thorpe Creek Parkway. The aforementioned paths serve the Thorpe Creek Housing Division. Currently, pedestrians walking from the Thorpe Creek Housing Division must cross 126th Street in an area with free-flowing traffic and no crosswalks in order to access the path along the north side of 126th Street.

Purpose:
The purpose of the project is to reduce vehicle conflict points that result in serious injuries and damage at the 126th Street and Southeastern Parkway intersection, improve the LOS of the intersection to LOS D or better, and provide pedestrian connectivity between the housing additions and the institutional facilities located along 126th Street and Southeastern Parkway in the vicinity of the project area.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Hamilton Municipality: Fishers

Limits of Proposed Work: From approximately 530 feet northwest of the intersection of 126th Street and Southeastern Parkway to 580 feet southeast of the intersection on Southeastern Parkway; and from 1,430 feet west of the intersection to Southeastern Parkway and 126th Street.

Total Work Length: 0.22 Mile(s) Total Work Area: 12.75 Acre(s)

	Yes[1]	No
Is an Interstate Access Document (IAD)[1] required?		X
If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?	Date:	

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

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

The City of Fishers, with funding from the Federal Highway Administration (FHWA) and administrative oversight from the Indiana Department of Transportation (INDOT), intends to proceed with an intersection improvement project. Additionally, The City of Fishers is developing a local project to extend a fourth leg of the intersection, notated on the plan set as Corydon Drive, to serve as an entrance or access drive from the 126th Street and Southeastern Parkway intersection to the Hunters Run subdivision, located northeast of the project area. Both projects will be included in the contract between American Structurepoint, Inc. and the City of Fishers and one set of plans, prepared by American Structurepoint, will consist of both projects. A clear distinction between the two projects has been provided on the plan set. Although it is anticipated that both the intersection improvement and the local access drive will be constructed at the same time by the same contractor, the intersection improvement project is being developed and constructed using a combination of both federal and local funds, while the local project is being developed and constructed using 100% local funds. Due to permitting agency requirements, the local project will be independently (outside of this CE) required to satisfy Section 106 and Section 7 requirements for the USACE jurisdiction. This local project is referenced as Des. No. 2101633 and

should be noted as an independent, adjacent project due to its inclusion in the contract and plan set and will not be subject to further assessment in this document.

Location:
The project is located at the intersection of 126th Street and Southeastern Parkway, approximately 1.22 miles south of Interstate 69 (I-69), in Fishers, Fall Creek Township, Hamilton County Indiana. The project is specifically located on the McCordsville United States Geological Survey (USGS) 7.5 Minute Quadrangle Map in Sections 30 and 31, Township 18 North, Range 6 East (Appendix B, page B-2). The project area is located along Southeastern Parkway beginning approximately 530 feet northwest of the intersection and extending to approximately 580 feet southeast of the intersection. Additionally, the project extends west along 126th Street for approximately 1,430 feet. The Project Location Map, USGS Topo Map, 2021 Aerial Photography Map of the project area, and project area photographs can be referenced in Appendix B, page B-1 to B-5.

Existing Conditions:
This section of 126th Street is functionally classified as a minor arterial and has a posted speed limit of 40 miles per hour (mph). This section of Southeastern Parkway is functionally classified as a major collector and has a posted speed limit of 50 mph. The existing typical roadway section of 126th Street consists of two 12-foot-wide travel lanes, one east bound and one west bound, with a 16-foot-wide two-way left turn lane and 0 to 2-foot wide shoulders (Appendix B, page B-9). The existing typical roadway section of Southeastern Parkway consists of two 12-foot-wide travel lanes, one northwest bound and one southeast bound, with 4-foot wide paved shoulders and no turn lanes (Appendix B, page B-8). The existing intersection is a skewed at-grade three-way intersection, with stop control for eastbound traffic along 126th Street while Southeastern Parkway is free flow. Drainage is conveyed throughout the project area by roadside ditches towards an unnamed tributary which drains to Thorpe Creek. The existing right-of-way along 126th Street and Southeastern Parkway is approximately 60-feet from the centerline of the roadway.

Currently, multi-use paths are present along both the north and south side of 126th Street, as well as along the south side of Southeastern Parkway. The path along the north side of 126th Street and the path along the south side of Southeastern Parkway terminate prior to the intersection, resulting in a significant gap between these two disjointed paths. Additionally, an isolated path, which spans approximately 500 feet, is located along the south side of 126th Street and there are significant gaps between the intersection to the east and existing paths present at the intersection of 126th Street and Thorpe Creek Parkway. The aforementioned paths serve the Thorpe Creek Housing Division. Currently, pedestrians walking from the Thorpe Creek Housing Division must cross 126th Street in an area with free-flowing traffic and no crosswalks in order to access the path along the north side of 126th Street.

The project area is primarily comprised of maintained grassy right-of-way (ROW) and forested areas. Surrounding land use in the vicinity of the project area is comprised of institutional, residential, and agricultural properties. Ground level photographs of existing conditions within the project area are included in Appendix B, page B-4 to B-5.

Scenario	Peak Hour	Parameter	Approach (126th Street and Southeastern Parkway)		
			NB	SB	EB
Existing Year (2023)	AM	LOS	A	A	D
		Delay (sec/veh)	8.9	0.0	27.2
		95th % Queue (ft)	25’	0’	100’
	PM	LOS	A	A	**E**
		Delay (sec/veh)	9.2	0.0	**41.7**
		95th % Queue (ft)	25’	0’	**225’**
Interim Year (2033)	AM	LOS	A	A	**F**
		Delay (sec/veh)	9.9	0.0	**228.9**
		95th % Queue (ft)	50’	0’	**425’**
	PM	LOS	B	A	**F**
		Delay (sec/veh)	10.3	0.0	**288.9**
		95th % Queue (ft)	25’	0’	**750’**
Design Year (2043)	AM	LOS	B	A	**F**
		Delay (sec/veh)	12.1	0.0	**2133.6**
		95th % Queue (ft)	75’	0’	**1125’**
	PM	LOS	B	A	**F**
		Delay (sec/veh)	12.8	0.0	**1450.8**
		95th % Queue (ft)	75’	0’	**1675’**

Based on a traffic analysis of the existing intersection, the eastbound approach of 126th Street at the intersection is currently

operating at a LOS D (acceptable) in the AM peak hour and LOS E (unacceptable) in the PM peak hour. By 2033, the eastbound approach of 126th Street is expected to operate at LOS F (unacceptable) in the AM and PM peak hours. By the design year (2043), the LOS of the eastbound approach of 126th Street will continue to be unacceptable with a significant increase in delay and the 95th percentile queue length. The 95th percentile queue length encapsulates the traffic conditions occurring 95 percent of the time and removes the 5 percent of occurrences that are considered rare. The eastbound approach of 126th Street in the AM peak hour is expected to experience a delay of over 35 minutes with an approximately 1,125-foot long queue length and the PM peak hour is expected to experience a delay of over 24 minutes with an approximately 1,675-foot long queue length, which would block the entrance to the Thorpe Creek housing addition (Thorpe Creek Parkway). See the table above for additional LOS details.

Preferred Alternative:
The project will consist of a reconstruction of the stop-controlled intersection to a four-leg roundabout intersection. According to the *Roundabout Analysis Report*, a two-lane roundabout is required at the intersection for it to have an acceptable LOS, LOS D or better, in the design year (2043). However, a single-lane roundabout will provide an acceptable LOS from opening year through 2035. Therefore, a two-lane roundabout will be constructed to meet the requirements of the design year (2043) but will be initially striped as a single-lane roundabout. As 2035 approaches and the traffic volumes at the intersection increase, the roundabout will be restriped to a two-lane roundabout to provide an acceptable LOS.

The typical section of the single-lane roundabout will consist of one 16-foot-wide travel lane with curb and gutter and an 86-foot-wide raised center island bordered by an 8-foot wide truck apron and a 16-foot wide painted buffer (future travel lane). For the Southeastern Parkway approaches, the single-lane roundabout will have single entry and exit lanes that consist of one 12-foot-wide travel lane bordered by a 12-foot-wide interior buffer (future travel lane) and concrete splitter islands. For the 126th Street and Corydon Drive approaches, the single-lane roundabout will have single entry and exit lanes that consist of one 12-foot-wide travel and concrete splitter islands; however, the eastbound approach of 126th Street will also include a dedicated right-turn lane (Appendix B, Page B-55 to B-57).

The typical section of the two-lane roundabout will consist of two 16-foot-wide travel lanes with curb and gutter and an 86-foot-wide raised center island bordered by an 8-foot-wide truck apron (Appendix B, page B-8). For the Southeastern Parkway approaches, the two-lane roundabout will have double entry and exit lanes that consist of two 12-foot-wide travel lanes with concrete splitter islands. For the 126th Street and Corydon Drive approaches, the two-lane roundabout will have single entry and exit lanes with concrete splitter islands; however, the eastbound approach of 126th Street will also include a dedicated right-turn lane (Appendix B, page B-61 to B-63).

At the roundabout, 5-foot-wide sidewalks will be constructed in the northeast and southeast quadrants of the intersection and 10-foot-wide multi-use paths will be constructed in the northwest and southwest quadrants of the intersection. The sidewalks and multi-use paths will be separated from the roadway by 5-foot-wide grass buffers. Marked pedestrian crosswalks and pedestrian refuge islands will be added at all approaches of the intersection and pedestrian refuge islands will be constructed at the approaches with concrete splitter islands. Additionally, Americans with Disabilities Act (ADA) compliant curb ramps will be constructed.

Full depth reconstruction for the approach of 126th Street will extend approximately 510 feet west from Southeastern Parkway. From the end of the reconstruction to approximately 350 feet west, existing 126th Street will be milled, and a 2-inch Hot Mix Asphalt (HMA) overlay will be placed to tie-in the reconstruction with the existing roadway and the typical section will remain unchanged. Full depth reconstruction for the approaches of Southeastern Avenue will extend approximately 530 feet northwest and 580 feet southeast from 126th Street. Along 126th Street and Southeastern Parkway, various drives will be reconstructed to tie-in to reconstructed portions of the roadways and maintain access to all properties. The speed limit along Southeastern Parkway will remain the same at 50 mph and the speed limit along 126th Street will remain the same at 40 mph. However, the speed limit will reduce to 15 mph at the roundabout.

In addition to the reconstruction of the intersection and the approach roadways, the project will construct 10-foot-wide multi-use paths separated from the roadway by minimum 5-foot wide grass buffers along both the north and south side of 126th Street west of Southeastern Parkway. These paths will tie into existing paths that currently terminate approximately 485 feet west of the intersection (Appendix B, page B-27 to B-28). Additionally, the existing 10-foot-wide multi-use path along the south side of 126th Street will be extended west for approximately 0.13 mile from its existing western terminus to the existing sidewalk along the east side of Thorpe Creek Parkway (Appendix B, page B-26). The 10-foot-wide multi-use path that will be installed in the northwest quadrant of the roundabout will also extend north along the west side of Southeastern Avenue for approximately 530 feet and connect an existing multi-use path (Appendix B, page B-23 to B-24 and page B-28).

A new storm sewer, along with storm water inlets, will be installed throughout the project area. Storm water inlets will be added within the roundabout and along the approaches and will tie into the newly constructed storm sewer. The new storm sewer will drain to a stormwater detention pond that will be constructed in the southwest quadrant of the newly constructed intersection of 126th

Street and Southeastern Parkway (Appendix B, page B-39). New lighting will be installed around the roundabout and approaches (Appendix B, page B-59).

For additional details, please refer to the project plans in Appendix B, page B-6 to B-66.

According to the National Cooperative Highway Research Program's "*Roundabouts: An Information Guide, Second Edition (2010)*" that was developed in cooperation with FHWA, roundabouts eliminate right-angle and left-turn conflicts associated with conventional intersections which results in greatly reducing the frequency of high-severity collisions. Roundabouts also help with speed control by slowing vehicles down to lower speed as they approach the roundabout, which reduces the frequency of collisions resulting in injury. The proposed roundabout will eliminate the right-angle and left-turn conflict points at the intersection, as well as lower the speed of approaching vehicles to approximately 15 mph.

The Maintenance of Traffic (MOT) for the project will require a complete closure of the intersection with a planned detour to route vehicles around the closure. An approximately 4.54-mile detour utilizing Olio Road, 136th Street, and Cyntheanne Road will be implemented (Appendix B, page B-16). Local access will be maintained at all times for any residents/businesses located within the closure area. The MOT will be in place for the duration of construction.

Logical Termini/Independent Utility:
The preferred alternative's termini represent the minimum limits needed to tie in the project with the existing roadways and paths. This alternative has independent utility as it does not create the need for additional work and does not rely on any other project to meet the purpose and need. The local project (extension of the access drive) does not assist in addressing the purpose and need of this federal project. The extension of the access drive is being developed to provide direct access from Hunter's Run subdivision to 126th Street and Southeastern Parkway intersection and would be completed whether or not this federal project is completed or not. Therefore, the federal project is a single and complete project.

Purpose and Need Fulfillment: The preferred alternative described above meets the purpose and need for the project by constructing a roundabout at the 126th and Southeastern Parkway intersection that eliminates right-angle and left-turn conflict points, which reduces the vehicle conflict points that result in serious injuries and damage. Additionally, the preferred alternative meets the purpose and need for the project by improving the LOS of the intersection to an acceptable LOS (LOS D or better) and by constructing pedestrian facilities where there are currently gaps between the housing additions and the institutional facilities, which improves pedestrian connectivity within the vicinity of the 126th Street and Southeastern Parkway intersection.

OTHER ALTERNATIVES CONSIDERED:

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

Do Nothing:
This alternative leaves the project area in its current conditions. The number of vehicle conflict points that result in serious injuries and damage at the 126th Street and Southeastern Parkway intersection would not be reduced, the LOS of the intersection would not be improved to LOS D or better, and pedestrian facilities would remain disjointed between the housing additions and the institutional facilities located along 126th Street and Southeastern Parkway in the vicinity of the project area. Therefore, this alternative was eliminated from further consideration.

Signal Alternative:
The signal alternative would convert the existing three-leg one-way stop-controlled intersection to a four-leg signalized intersection. This alternative would also construct multi-use paths and sidewalks throughout the project area. Based on the preliminary traffic analysis, it was determined that a signalized intersection would not operate at an acceptable LOS and would result in significant queue lengths (approximately 1,000 feet) in the design year. This alternative would partially meet the purpose and need of the project by providing pedestrian connectivity, but it would not improve the LOS or reduce the vehicle conflict points that result in serious injury and damage. Therefore, this alternative was eliminated from consideration.

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

It would not correct existing capacity deficiencies;	X
It would not correct existing safety hazards;	X
It would not correct the existing roadway geometric deficiencies;	
It would not correct existing deteriorated conditions and maintenance problems; or	
It would result in serious impacts to the motoring public and general welfare of the economy.	
Other (Describe): It would not provide pedestrian connectivity.	X

ROADWAY CHARACTER: Southeastern Parkway

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

Name of Roadway: Southeastern Parkway
Functional Classification: Major Collector
Current ADT: 15,270 VPD (2023) Design Year ADT: 22,820 VPD (2043)
Design Hour Volume (DHV): 2,510 Truck Percentage (%): 5%
Designed Speed (mph): 50 Legal Speed (mph): 50

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	Travel		Travel	
Pavement Width:	32	ft.	32	ft.
Shoulder Width:	4	ft.	4	ft.
Median Width:	0	ft.	0	ft.
Sidewalk Width:	N/A	ft.	10	ft.

Setting:		Urban	X	Suburban		Rural
Topography:	X	Level		Rolling		Hilly

ROADWAY CHARACTER: 126th Street

Name of Roadway: 126th Street
Functional Classification: Minor Arterial
Current ADT: 7,000 VPD (2023) Design Year ADT: 10,540 VPD (2043)
Design Hour Volume (DHV): 1,370 Truck Percentage (%): 2%
Designed Speed (mph): 40 Legal Speed (mph): 40

	Existing		Proposed	
Number of Lanes:	3		3	
Type of Lanes:	2 Travel 1 Left Turn		2 Travel and 1 Left Turn	
Pavement Width:	40	ft.	40	ft.
Shoulder Width:	0-2	ft.	1	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	10	ft.	10	ft.

Setting:		Urban	X	Suburban		Rural
Topography:	X	Level		Rolling		Hilly

BRIDGES AND/OR SMALL STRUCTURE(S):

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

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

	Existing		Proposed	
Bridge/Structure Type:	N/A		N/A	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	N/A	ft.	N/A	ft.

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

No bridges or small structures are located within the project area and none are proposed. Several unnumbered drainage pipes are present throughout the project area which convey drainage beneath 126th Street, Southeastern Parkway, and adjacent private drives. These pipes will be replaced as a result of this project; however, none of these pipes convey waters of the US.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

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

The MOT for the project will require a complete closure of the intersection with a planned detour to route vehicles around the closure. An approximately 4.54-mile detour utilizing Olio Road, 136th Street, and Cyntheanne Road will be implemented (Appendix B, page B-16). Local access will be maintained at all times for any residents/businesses located within the closure area. The MOT will be in place for the duration of construction, approximately 12 months.

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

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: $ 350,000 (2020*) Right-of-Way: $ 0.00** Construction: $ 3,465,000 (2024)

*PE funding was included in the 2020-2024 STIP and was expended in 2020. Therefore, the PE funding is not reflected in the current 2022-2026 STIP

**Funding for Right-of-Way ($325,000) is entirely locally funded and is not included in the STIP/TIP

Anticipated Start Date of Construction: Winter 2024

RIGHT OF WAY:

Land Use Impacts	Amount (acres) Permanent	Temporary
Residential	0.00	0.00
Commercial	0.00	0.00
Agricultural	0.82	0.16
Forest	0.48	0.065
Wetlands	0.00	0.00
Other: Institutional	0.01	0.015
Other:	0.00	0.00
TOTAL	1.31	0.24

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

The existing ROW along 126th Street and Southeastern Parkway is approximately 60-feet from the centerline of the roadway. Existing land use near the project limits consists primarily of institutional and residential properties with some agricultural and undeveloped, forested properties.

The project requires approximately 1.31 acre of permanent ROW from undeveloped forested property, an agricultural property, and church properties. Approximately 0.24 acre of temporary right-of-way will be required from undeveloped forested properties, an agricultural property, and church properties for the installation of sidewalks, paths, and drainage structures. No relocations are required. The limits of the existing ROW, temporary ROW, and permanent ROW can be seen in Appendix B, page B-11.

If the scope of work or permanent or temporary ROW amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately.

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

SECTION A - EARLY COORDINATION:

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

Early coordination letters were sent on January 13, 2022 (Appendix C, page C-1 to C-3).

Agency	Date Sent	Date Response Received	Appendix
INDOT Greenfield District	January 13, 2022	No response received	N/A
Indiana Department of Environmental Management (IDEM)	January 13, 2022	January 13, 2022	Appendix C, page C-10 to C-18

Agency	Date Sent	Date Response Received	Appendix
Hamilton County EMA	January 13, 2022	No response received	N/A
INDOT Environmental Services	January 13, 2022	No response received	N/A
Hamilton Southeastern Schools	January 13, 2022	No response received	N/A
Hamilton County Surveyor	January 13, 2022	No response received	N/A
Hamilton County Sheriff's Department	January 13, 2022	No response received	N/A
Hamilton County Drainage Board	January 13, 2022	No response received	N/A
Hamilton County Highway Department	January 13, 2022	No response received	N/A
Indianapolis Metropolitan Planning Organization (IMPO)	January 13, 2022	No response received	N/A
US Army Corps of Engineers (USACE)	January 13, 2022	No response received	N/A
US Department of Housing and Urban Development	January 13, 2022	No response received	N/A
Indiana Dept. of Natural Resources, Division of Fish and Wildlife	January 13, 2022	February 11, 2022	Appendix C, page C-4 to C-6
Indiana Geological and Water Survey	January 13, 2022	January 13, 2022	Appendix C, page C-7 to C-9
US Natural Resources Conservation Service (NRCS)	January 13, 2022	February 11, 2022	Appendix C, page C-19 to C-20
Midwest Regional Office of the National Park Service	January 13, 2022	No response received	N/A
Federal Highway Administration	January 13, 2022	No response received	N/A
Mayor of Fishers	January 13, 2022	No response received	N/A
Fishers Fire Department	January 13, 2022	No response received	N/A
Heartland Church	January 13, 2022	No response received	N/A
St. John Vianney Catholic Church	January 13, 2022	No response received	N/A
Hamilton County Floodplain Administrator	January 13, 2022	No response received	N/A
City of Fishers MS4 Coordinator	January 13, 2022	No response received	N/A
Citizens Energy Group	March 22, 2023	March 22, 2023	Appendix C, page C-21 to C-22

All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

SECTION B – ECOLOGICAL RESOURCES:

	Presence	Impacts	
		Yes	No
Streams, Rivers, Watercourses & Other Jurisdictional Features	X		X
Federal Wild and Scenic Rivers			
State Natural, Scenic or Recreational Rivers			
Nationwide Rivers Inventory (NRI) listed			
Outstanding Rivers List for Indiana			
Navigable Waterways			

Total stream(s) in project area: 6 Linear feet Total impacted stream(s): 0 Linear feet

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
UNT 1 to Thorpe Creek	R4SB2	6	0	-Located approximately 1,100 feet west of the intersection of 126th Street and Southeastern Parkway -Flows south -Likely Water of the US (Appendix F, page F-14)

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

Based on the desktop review, the 2021 aerial map of the project area (Appendix B, page B-3), and the Red Flag Investigation (RFI) report (Appendix E, page E-1 to E-10), there are six streams, rivers, watercourse, or other jurisdictional features within the 0.5-mile search radius. There is one stream within the project area. That number was confirmed during the site visits on May 21, 2021, and October 28, 2021, by American Structurepoint, Inc.

A *Wetland Delineation and Waters Report* was completed for the project on December 2, 2022. Please refer to Appendix F, page F-1 to F-33 for the *Wetland Delineation and Waters Report*. It was determined that one stream, unnamed tributary (UNT) 1 to Thorpe Creek, totaling 6 linear feet was identified within the investigated area and is anticipated to be a jurisdictional Water of the US. The USACE makes all final determinations regarding jurisdiction.

The Federal Wild and Scenic Rivers listing; State Natural, Scenic, and Recreational Rivers listing; Outstanding Rivers List; Navigable Waterways List; and National Rivers Inventory list was researched by American Structurepoint, Inc. on August 24, 2021, to determine the possible presence of protected waterways in the project area. No listed waters were identified within or adjacent to the project area.

UNT 1 to Thorpe Creek is an intermittent stream located approximately 1,100 feet west of the intersection of 126th Street and Southeastern Parkway. The stream enters the investigated area at the outlet of a stormwater culvert, and flows south for 6 linear feet (0.003 acre) before re-entering a stormwater sewer culvert and exiting the investigated area. The ordinary high water mark (OHWM) of UNT 1 to Thorpe Creek at the assessment location is 3.3 feet wide by 6 inches deep. No permanent or temporary impacts to UNT 1 to Thorpe Creek will occur as a result of this project. Mitigation will not likely be required but will be determined during permitting. Both the local and federal projects will be permitted together, and it is anticipated that this project will require an individual permit due to impacts to Jurisdictional Waters of the US which will occur as a part of the adjacent local project.

The IDEM automated response was received on January 13, 2022 with standard recommendations to avoid or minimize impacts to streams, rivers, and watercourses (Appendix C, page C-10 to C-18). Those recommendations included completing appropriate permitting and agency coordination prior to the disturbance of regulated resources.

The IDNR-DFW responded on February 11, 2022, with recommendations to avoid or minimize impacts to streams. The response included recommendations regarding stream bank stabilization, riparian habitat, stormwater drainage design recommendations. (Appendix C, page C-4 to C-6). The response also included recommendations regarding mitigation of resources, however, it is not anticipated that this project will require mitigation.

All applicable recommendations are included in the *Environmental Commitments* section of this CE document.

Open Water Feature(s)	**Presence**	**Impacts**	
		Yes	**No**
Reservoirs			
Lakes			
Farm Ponds			
Retention/Detention Basin	**X**	**X**	
Storm Water Management Facilities			
Other: _____			

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

Based on a desktop review, the 2021 aerial map of the project area (Appendix B, page B-3), and the RFI Report (Appendix E, page E-1 to E-10), there are two open water features located within the 0.5-mile search radius. There is one open water feature located within the project area. That number was confirmed during the site visits on May 21, 2021, and October 28, 2021, by American Structurepoint, Inc.

A *Wetland Delineation and Waters Report* was completed for the project on December 2, 2022. Please refer to Appendix F, page F-1 to F-33 for the *Wetland Delineation and Waters Report*. It was determined that one open water feature, Pond 1, totaling 0.13 acre was identified within the investigated area and is anticipated to be considered a jurisdictional Water of the US. The USACE makes all final determinations regarding jurisdiction.

Pond 1 is a retention pond located approximately 380 feet north of the intersection of 126th Street and Southeastern Parkway that is drained by an unnumbered structure to an UNT 1 to Thorpe Creek. Pond 1 was delineated for approximately 0.13 acre and extends north beyond the investigated area. It is anticipated that a new drainage pipe will be installed to the pond to convey drainage from the roadway. Avoidance and minimization of impacts to ponds have been incorporated into the design to the maximum extent possible. Pond 1 is located to the north of the intersection where a new stormwater drainage system is being constructed to service the roadway. Therefore, there are no practical alternatives which avoid impacts to Pond 1. A do nothing alternative which would eliminate impacts to ponds was considered but eliminated from consideration as it would result in a decreased capacity for stormwater.

No temporary impacts will occur as a result of this project. It is anticipated that approximately 0.0007 acre of permanent impacts to Pond 1 will be necessary for the installation of a new drainage structure. Mitigation will not likely be required but will be determined during permitting. Due to the permitting agency requirements, this federal project and the local project will be permitted together. Therefore, it is anticipated an IDEM Section 401 Individual Permit (IP) and a USACE Section 404 IP will be required due to the impacts to Jurisdictional Waters of the US by the local project.

The IDEM automated response was received on January 13, 2022, with standard recommendations to avoid or minimize impacts to open water features (Appendix C, page C-10 to C-18). Those recommendations included completing appropriate permitting and agency coordination prior to the disturbance of regulated resources.

All applicable recommendations are included in the Environmental Commitments section of this CE document.

	Presence	Impacts	
		Yes	No
Wetlands	X	X	

Total wetland area: 0.176 Acre(s) Total wetland area impacted: 0.02 Acre(s)

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e., location, likely Water of the US, appendix reference)
Wetland B	PFO1B	0.16	0.02 Permanent	-Located approximately 282 feet northwest of the intersection of 126th Street and Southeastern Parkway. -Average quality, likely Water of the US (Appendix F, page F-13)

Wetlands (*Mark all that apply*)	Documentation	ESD Approval Dates
Wetland Determination		
Wetland Delineation	X	N/A
USACE Isolated Waters Determination		

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

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

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

Based on the desktop review, the 2021 aerial map of the project area and the RFI report (Appendix E, page E-1 to E-10) there are 9 wetlands within the 0.5-mile search radius. Two wetlands were confirmed within and adjacent to the project area during the site visits on May 21, 2021, and October 28, 2021, by American Structurepoint, Inc.

A Waters of the US Wetland Delineation Report was completed for the project on March 9, 2022. Please refer to Appendix F, page F-1 to F-33 for the Waters of the US Wetland Delineation Report. It was determined that one wetland, Wetland B, identified within the project area, is anticipated to be considered jurisdictional Waters of the U.S. The USACE makes all final determinations regarding jurisdiction.

Wetland B is a forested wetland, located within the northwestern quadrant of the intersection of 126th Street and Southeastern Parkway in the federal project area. Wetland B was delineated for approximately 0.16 acre within the investigated area and extends to the southwest beyond the investigated area. It is anticipated that approximately 0.02 acre of Wetland B will be permanently impacted due to the construction of a multi-use path and excavation necessary for the installation of a new 15-inch diameter CMP, Structure 100 (Appendix B, Page B-17), for stormwater drainage. Avoidance and minimization of impacts to wetlands have been incorporated into the design to the maximum extent possible. Wetland B is located in the northwest quadrant of the intersection where a 10-foot-wide multi-use path will be constructed to connect to an existing path to the northwest of the wetland. Therefore, there are no practical alternatives which avoid impacts to Wetland B. A do nothing alternative which would eliminate impacts to wetlands was considered but eliminated from consideration as it did not meet the purpose and need of the project.

No temporary impacts to wetlands will occur as a result of this project. It is anticipated that approximately 0.02 acre of permanent impacts to Wetland B will be necessary for the installation of a new drainage structure and multi-use path. Due to impact to regulated wetlands totaling less than 0.1-acre, mitigation will not likely be required but will be determined during permitting. Due to the permitting agency requirements, this federal project and the local project will be permitted together. Therefore, it is anticipated an IDEM Section 401 Individual Permit (IP) and a USACE Section 404 IP will be required due to the impacts to Jurisdictional Waters of the US by the local project. No mitigation is anticipated as a result of the federal project but will be determined during permitting.

The IDEM automated response was received on January 13, 2022, with standard recommendations to avoid or minimize impacts to wetlands (Appendix C, page C-10 to C-18). Those recommendations included completing appropriate permitting and agency coordination prior to the disturbance of regulated resources.

The IDNR-DFW responded to early coordination on February 11, 2022. The response did not include recommendations regarding wetlands but did include recommendations to avoid or minimize impacts to fish, wildlife, and botanical resources. (Appendix C, page C-4 to C-6)

All applicable recommendations are included in the Environmental Commitments section of this CE document.

	Presence	Impacts	
		Yes	NO
Terrestrial Habitat	X	X	

Total terrestrial habitat in project area: 3.51 Acre(s) Total tree clearing: 1.07 Acre(s)

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

Based on a desktop review, a site visit on May 21, 2021, by American Structurepoint, Inc. and the 2021 aerial map for the project

area (Appendix B, Page B-3) there is forested habitat, farmland, and maintained grassy ROW within the project area. Dominant herbaceous vegetation includes clustered black-snakeroot (*Sanicula odorata*), spotted touch-me-not (*Impatiens capensis*), Frank's sedge (*Carex frankii*), orange day-lily (*Hemerocallis fulva*), sticky willy (*Gallium aparine*), tall goldenrod (*Solidago altissima*), common fox-sedge (*Carex vulpinoidea*), Muskingum sedge (*Carex muskingumensis*), and curly dock (*Rumex crispus*). Dominant vegetation within the sapling/shrub stratum includes green ash (*Fraxinus pennsylvanica*), rough-leaf dogwood (*Cornus drummondi*), white mulberry (*Morus alba*), honeysuckle (*Lornicera tatarica*), and smooth blackhaw (*Viburnum prunifolium*). Dominant vegetation within the tree stratum includes green ash (*Fraxinus pennsylvanica*), black walnut (*Juglans nigra*), eastern cottonwood (*Populus deltoides*), American elm (*Ulmus americana*), sycamore (*Platanus occidentalis*), and shell-bark hickory (*Carya laciniosa*). Dominant vegetation within the vine stratum includes fox grape (*Vitis labrusca*) and poison ivy (*Toxicodendron radicans*). Ground level photos taken during the May 21, 2021, site visit can be found in Appendix B, page B-4 to B-5.

Approximately 3.51 acres of terrestrial habitat, consisting of approximately 2.44 acre of maintained grassy ROW and 1.07 acre of forested habitat may be impacted. Approximately 1.07 acre of trees will be cleared during bat inactive season (between October 1 and March 31). Impacts to terrestrial habitat, including tree removal cannot be avoided due to their location adjacent to the roadway. Implementation of INDOT Standard Specifications for re-vegetation of disturbed areas will promote re-establishment of similar ground cover in the areas temporarily impacted by construction equipment access. Additional mitigation, if required, for impacts to terrestrial habitat will be determined during the permitting process.

The IDEM automated response was received on January 13, 2022, with standard recommendations regarding revegetation, riparian habitat, wildlife crossings, and tree clearing restrictions (Appendix C, page C-10 to C-18). Those recommendations included completing appropriate permitting and agency coordination prior to the disturbance of regulated resources.

The IDNR-DFW responded to early coordination on February 11, 2022. The response included recommendations to avoid or minimize impacts to fish, wildlife, and botanical resources. (Appendix C, page C-4 to C-6)

All applicable recommendations are included in the Environmental Commitments section of this CE document.

Protected Species

Federally Listed Bats	**Yes**	**No**
Information for Planning and Consultation (IPaC) determination key completed	X	
Section 7 informal consultation completed (IPaC cannot be completed)		X
Section 7 formal consultation Biological Assessment (BA) required		X

Determination Received for Listed Bats from USFWS: NE [ ] NLAA [ ] LAA [X]

Other Species not included in IPaC	**Yes**	**No**
Additional federal species found in project area (based on IPaC species list)		X
State species (not bird) found in project area (based upon consultation with IDNR)		X

Migratory Birds	**Yes**	**No**
Known usage or presence of birds (i.e. nests)		X
State bird species based upon coordination with IDNR		X

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

Based on a desktop review and the RFI report (Appendix E, page E-1 to E-10) completed by American Structurepoint, Inc. on February 16, 2022, the IDNR Hamilton County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated February 11, 2022 (Appendix C, page C-4 to C-6) the Natural Heritage Program's Database has been checked and no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity. An INDOT 0.5-mile bat check occurred on February 1, 2021, which did not reveal the presence of endangered bat species within 0.5 mile of the project area.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated on March 24, 2023 (Appendix C, page C-23 to C-39). The project is within range of the federally

endangered Indiana bat (*Myotis sodalis*) and the federally endangered northern long-eared bat (NLEB) (Myotis septentrionalis). No additional protected species were found within or adjacent to the project area other than the Indiana bat and NLEB.

The project qualified and completed Limited Formal Programmatic Consultation for the Indiana bat and northern long-eared bat (NLEB) due to tree clearing that will occur between 100-300 feet from the existing roadway. An effect determination key was completed on April 5, 2023, and based on the responses provided, the project was found to "May Affect, Likely to Adversely Affect" the Indiana bat and/or the NLEB (Appendix C, page C-40 to C-51). Proposed impacts have been minimized and cannot be avoided due to the need for grading necessary for the construction of a stormwater detention pond, which requires work to be completed greater than 100 feet from the existing roadway.

INDOT reviewed and verified the effect finding on April 18, 2023, and requested USFWS's review of the finding. On April 20, 2023, USFWS concurred with the "may affect – likely to adversely affect" finding (Appendix C, page C-52 to C-55). USFWS stated that this projects effects do not jeopardize the continued existence of the Indiana bat and NLEB and that the project may rely on the February 5, 2018, Programmatic Biological Opinion. The Programmatic Biological Opinion allows for the incidental take of up to 5 Indiana bats. Contractors will take care when handling dead or injured bats that are found at the Project site in order to preserve biological material in the best possible condition and protect the handler from exposure to diseases, such as rabies. The discovery of dead or injured listed species will be reported to enable the Service to determine whether the level of incidental take exempted by the BO is exceeded, and to ensure that the terms and conditions are appropriate and effective. Parties finding a dead, injured, or sick specimen of any bat will promptly notify the USFWS Bloomington Field Office. Additionally, a "Reinitiation Notice" is required if: more than 1.07 acre of suitable habitat is to be cleared; new information about listed species is encountered; the project is modified in a manner that causes an effect to the listed species; or a new species or critical habitat is listed that the project may affect. These requirements, and the Avoidance and Minimizations Measures (AMMs) from the Project Submittal Form, are included as firm commitments for this project. Please note, at the time of completion of the determination key, the USFWS portal was not functioning properly and a list of AMMs was not generated as a part of the original letter. Based on further coordination with INDOT, a list of AMMs was produced and is included in Appendix C, page C-50.

INDOT shall satisfy the compensatory mitigation requirements of the formal consultation with USFWS through one of the conservation options outlined on page 41 of the May 20, 2016, Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana bat and NLEB. The amount to be paid to the Range-wide In-lieu Fee Program, to be administered by The Conservation Fund, shall be $993.13. This amount was determined by the Habitat Block Method. The area of suitable habitat to be cleared, multiplied by the mitigation ratio for inactive season tree clearing for Hamilton County, and the compensatory price per acre; 0.05-acre X 1.75 X $11,350.

The USFWS proposed the listing of the tricolored bat (*Perimyotis subflavus*) on the endangered species list on September 13, 2022. The USFWS has up to 12 months to make a final determination regarding this species. Species proposed for listing are not afforded protection under the Endangered Species Act; however as soon as a listing becomes effective the prohibitions against jeopardizing its continued existence and "take" will apply. If the tricolored bat becomes listed as endangered on the Federal Register before the completion of this project, USFWS recommends further analysis to determine whether authorization under the Endangered Species Act Section 7 is necessary. This has been included in the Environmental Commitments section of this document as a firm commitment.

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

Geological and Mineral Resources	**Yes**	**No**
Project located within the Indiana Karst Region		X
Karst features identified within or adjacent to the project area		X
Oil/gas or exploration/abandoned wells identified in the project area	X	

Date Karst Evaluation reviewed by INDOT EWPO (if applicable): _____

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

Based on a desktop review and the Indiana Karst Region map, the project is located outside the designated Indiana Karst Region as

outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topo map of the project area (Appendix B, B-2) and the RFI report (Appendix E, page E-1 to E-10), there are no karst features identified within or adjacent to the project area. In the early coordination response from January 13, 2022, the Indiana Geological and Water Survey (IGWS) did not indicate that karst features exist in the project area (Appendix C, page C-7 to C-9). The response did indicate that mineral resources potentially exist within the project area. Bedrock resources are classified as having "high potential". Additionally, abandoned petroleum exploration wells are documented nearby, but not within the project area. According to IndianaMap (https://maps.indiana.edu/) no abandoned petroleum wells are located within the project limits. Mineral and Bedrock resources will not be affected because the project requires minimal excavation (approximately 4 feet). Response from the IGWS has been communicated with the designer on January 14, 2022. No impacts are expected.

SECTION C – OTHER RESOURCES

Drinking Water Resources	**Presence**	**Impacts**	
		Yes	**No**
Wellhead Protection Area(s)			
Source Water Protection Area(s)	X		X
Water Well(s)			
Urbanized Area Boundary	X	X	
Public Water System(s)	X		X

	Yes	**No**
Is the project located in the St. Joseph Sole Source Aquifer (SSA):		X
If Yes, is the FHWA/EPA SSA MOU Applicable?		
If Yes, is a Groundwater Assessment Required?		

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

The project is located in Hamilton County, which is not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/EPA/INDOT Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project, a detailed groundwater assessment is not needed, and no impacts are expected.

The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead/) was accessed on September 15, 2022. This project is not located within a Wellhead Protection Area. This project is located within a Source Water Area. Coordination with IDEM Groundwater (GW) was initiated on September 21, 2022 and information was forwarded to the Source Water Coordinator for the area, Citizens Energy Group – Indianapolis. A response was received on the same day which stated that the main concern with the project is the protection of Thorpe Creek and the downstream Geist Reservoir from fuel or chemicals that may be used for the construction of the project (Appendix C, C-21). The following commitment was provided by Citizens Energy Group – Indianapolis and is included in the *Environmental Commitments* section of this document as a firm commitment.

"The project is located in a source water area for drinking water. Construction workers should be made aware that the area is a watershed for drinking water. Construction workers should take precautions to prevent releases of hazardous materials to the soil, surface and most importantly Thorpe creek. Workers (or an emergency response contractor) should also be prepared to remove any hazardous materials that they release to the soil or surface water. If any hazardous material releases occur during construction, both IDEM and the Citizens Water Central Control System (CCS), (317)941-7135, should be immediately notified. In the event that contact is not made with CCS, please call the Citizens Energy Group Environmental Hotline at (317)402-8636. The caller should be prepared to describe the nature of the contamination (quantity and type of material), location and time of release."

The IDNR Water Well Record Database website (https://www.in.gov/dnr/water/3595.htm) was accessed on September 15, 2022 by American Structurepoint, Inc. One water well serving a residential property is located within the vicinity of the project area. The features will not be affected because, based on the recorded GPS coordinates, the well is located approximately 600 feet south of the project area. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that this well will be affected, a cost to cure will likely be included in the appraisal to restore the well.

Based on a desktop review of RFI layers by American Structurepoint, Inc. this project is located in an Urban Area Boundary (UAB).

An early coordination letter was sent to the City of Fishers MS4 coordinator on January 13, 2022. The MS4 coordinator did not respond within the 30-day time frame. This project complies with the City of Fishers storm water quality management plan as it will improve stormwater drainage in the area surrounding the intersection of 126th Street and Southeastern Parkway.

Floodplains	**Presence**	**Impacts**	
		Yes	**No**
Project located within a regulated floodplain			
Longitudinal encroachment			
Transverse encroachment			
Homes located in floodplain within 1000' up/downstream from project			

If applicable, indicate the Floodplain Level?

Level 1 [ ] Level 2 [ ] Level 3 [ ] Level 4 [ ] Level 5 [ ]

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

The IDNR Indiana Floodway Information Portal website (http://dnrmaps.dnr.in.gov/appsphp/fdms/) was accessed on September 15, 2022 by American Structurepoint, Inc. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page F-34). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

Farmland	**Presence**	**Impacts**	
		Yes	**No**
Agricultural Lands	X	X	
Prime Farmland (per NRCS)	X	X	

Total Points (from Section VII of CPA-106/AD-1006*) **77**

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

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

Based on a desktop review, a site visits on May 21, 2021, and November 11, 2022, by American Structurepoint, Inc., and the 2021 aerial map of the project area (Appendix B, page B-3), the project will convert 0.06 acre of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on January 13, 2022, to Natural Resources Conservation Service (NRCS). Coordination with NRCS resulted in a score of 77 on the AD 1006 Form (Appendix C, page C-19 to C-20). NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

SECTION D – CULTURAL RESOURCES

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

Full 106 Effect Finding

No Historic Properties Affected [X] No Adverse Effect [ ] Adverse Effect [ ]

County Hamilton County Route 126th Street and Southeastern Parkway Des. No. 1901669

Eligible and/or Listed Resources Present

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

Documentation Prepared (mark all that apply)		**ESD Approval Date(s)**	**SHPO Approval Date(s)**
APE, Eligibility and Effect Determination	X	March 14, 2022	April 8, 2022
800.11 Documentation	X	July 22, 2022	July 27, 2022
Historic Properties Report or Short Report	X	March 14, 2022	April 8, 2022
Archaeological Records Check and Assessment			
Archaeological Phase Ia Survey Report	X	March 14, 2022	April 8, 2022
Archaeological Phase Ic Survey Report			
Other: Addendum to the Archaeology Report	X	March 28, 2023	April 27, 2023

		MOA Signature Dates (List all signatories)
Memorandum of Agreement (MOA)		

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

Area of Potential Effect (APE):
The APE was generally drawn to extend to properties adjacent to the undertaking, with consideration given for potential visual impacts. The APE for archaeology includes the project footprint. A map of the original APE is included in Appendix D, page D-14.

Coordination with Consulting Parties:
On May 10, 2021, an early coordination letter (ECL) with an invitation to join in consultation on this project was sent to the parties listed in the table below. If no response was received to the consulting party invitation after thirty (30) days, it was assumed the invited parties did not wish to act as consulting parties for the undertaking. The State Historic Preservation Officer (SHPO) is automatically recognized as a consulting party for all undertakings. On May 20, 2021, the staff of the SHPO responded to the ECL, stating that they were "not aware of any parties who should be invited to participate in the Section 106 consultation beyond those whom INDOT already has invited." The letter stated that "if right-of-way is likely to be taken from a potentially historic property, it might be advisable to invite the owner of the property as soon as possible."

On January 31, 2022, the original consulting party invitees were notified of the availability of a Re-Coordination Letter containing a project modification update (Appendix D, page D-30 to D-40). This list included all the invitees listed in the May 10, 2021, ECL summary below.

Agency/Organization	**Response**
SHPO	May 20, 2021
City of Fishers, Mayor's Office	No Response
Hamilton County Board of Commissioners	No Response
Indianapolis Metropolitan Planning Organization	No Response
Indiana Landmarks – Central Regional Office	No Response
Hamilton County Historian	No Response
Hamilton County Historical Society	No Response
Fishers Historical Society	No Response
City of Fishers – Highway Engineer	No Response
Delaware Nation of Oklahoma	No Response
Delaware Tribe of Indiana, Oklahoma	No Response
Eastern Shawnee Tribe of Oklahoma	No Response
Miami Tribe of Oklahoma	February 3, 2022
Peoria Tribe of Indians of Oklahoma	February 1, 2022
Pokagon Band of Indians of Oklahoma	No Response
Shawnee Tribe	No Response

Archaeology:
The *Phase 1a Archaeological Records Check and Field Reconnaissance* (Appendix D, page D-65 to D-67) was prepared by Weintraut and Associates, Inc. (W&A) who meet the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61. The preliminary records check identified one previously recorded archaeology site in the survey area—site 12H0904. The site was recommended as not eligible for listing on the Indiana Register of Historic Sites and Structures (IRHSS) or the National Register. During field reconnaissance, W&A staff archaeologists found two previously unidentified archaeological sites (12H1912 and 12H1913) within the project's archaeological APE. The report recommended that none of the three sites appeared to meet eligibility criteria for listing in the IRHSS and/or the National Register and that no further archaeological investigations were necessary.

The Archeology Report was approved by INDOT Cultural Resources Office (CRO) and submitted to consulting parties electronically on March 14, 2022. A paper copy of the approved report was sent to SHPO.

On March 18, 2022, the THPO of the Eastern Shawnee Tribe responded to the Archaeology Report (Appendix D, page D-52) and found that the "project proposes NO ADVERSE EFFECT or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue as planned." The letter asked that should the project "inadvertently discover an archaeological site or object(s)" that the Eastern Shawnee Tribe and appropriate state agencies be notified immediately and that "all ground disturbing activity stop until the Tribal and State agencies are consulted." Finally, the letter noted that "any future changes to this project will require additional consultation".

On April 8, 2022, staff from the Indiana SHPO responded to the Archaeology Report and distribution letter (Appendix D, page D-53 to D-54). In terms of archaeological resources, the SHPO staff did not identify "any currently known archaeological resources listed in or eligible for inclusion in the National Register within the project area." The SHPO staff concurred with the opinion of the archaeologist in the Phase Ia report, that the two newly recorded archaeological sites (12H1912 & 12H1913) and the previously recorded site (12H904) "do not appear to be eligible for inclusion in the National Register and that project activities may proceed." The letter also noted that the "archaeological site 12H1912 was reported as an archaeological site associated with the former location of the William Jasper Helms School and Farm (IHSSI No.: 057-393-45014);" however, "upon further investigation into DHPA records, we realized that the structure was erroneously designated as a school in the SHAARD database. We have contacted Craig Arnold with W&A regarding changing this information in the archaeological report." The staff reminded that "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."

Finally, the SHPO staff noted that "unless another consulting party expresses a different opinion about this project's effects, it might now be appropriate to ask INDOT for a finding." (Appendix D, page D-53 to D-54)

The Archaeology Report was revised to reflect SHPO's requested changes regarding the erroneous designation of the William Jasper Helms School and Farm on April 14, 2022, and was submitted to SHPO and to INDOT-CRO. SHPO approved the revised Archaeology Report on April 27, 2023.

Historic Properties:
The Historic Property Short Report (HPSR) was prepared by W&A who meet the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61. In the HPSR, W&A recommended no properties as eligible for listing in the National Register (Appendix D, page D-68 to D-69).

The HPSR was approved by INDOT Cultural Resources Office (CRO) and submitted to consulting parties electronically on March 14, 2022. A paper copy of the approved report was sent to SHPO.

In a response letter dated March 18, 2022, the THPO of the Eastern Shawnee Tribe responded to the HPSR (Appendix D, page D-52) and found that the "project proposes NO ADVERSE EFFECT or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue as planned." The letter asked that should the project "inadvertently discover an archaeological site or object(s)" that the Eastern Shawnee Tribe and appropriate state agencies be notified immediately and that "all ground disturbing activity stop until the Tribal and State agencies are consulted." Finally, the letter noted that "any future changes to this project will require additional consultation".

On April 8, 2022, staff from the Indiana SHPO responded to the HPSR and the distribution letter (Appendix D, page D-53 to D-54). The SHPO Staff agreed that the area of potential effects used in the HPSR "appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur." The SHPO staff also agreed that "for the purposes of Section 106 review there are "no historic properties listed or eligible for inclusion in the [National Register] located within

the project's APE".

Finally, the SHPO staff noted that "unless another consulting party expresses a different opinion about this project's effects, it might now be appropriate to ask INDOT for a finding." (Appendix D, page D-53 to D-54)

Documentation Findings:
An Effects letter was prepared by W&A that proposed a "No Historic Properties Affected" finding as appropriate for this undertaking. The Effects Letter was approved by INDOT CRO and distributed electronically and via paper copy to SHPO and participating consulting parties on July 22, 2022 (Appendix D, page D-5 to D-11).

On July 27, 2022, SHPO staff responded to the Effects Finding and stated that the office "concurs with INDOT's July 22, 2022, Section 106 finding of "No Historic Properties Affected"" (Appendix D, page D-72 to D-73).

On August 15, 2022, the Historic Preservation Director of the Delaware Nation responded to the Effects Finding (Appendix D, page D-71) and found that the project "should have no adverse effect on any known cultural or religious sites of interest to the Delaware Nation". The letter asked that should the project "inadvertently discover an archaeological site or object(s)" that the Delaware Nation and appropriate state agencies be notified immediately and that "all ground disturbing activity stop until the appropriate state agencies, as well as this office, are notified (within 24 hours), and a proper archaeological assessment can be made".

Public Involvement:
To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of No Historic Properties Affected was published in the Indianapolis Star on August 23, 2022, offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on September 23, 2022. The text of the public notice and the affidavit of publication appear in Appendix D, page D-70. No comments or responses were received.

Addendum:
After the conclusion of the Section 106 review, the project area was expanded due to design modifications. These modifications included the addition of a detention pond southwest of the proposed roundabout, a multi-use trail along the south side of 126th Street, west of the intersection, and the extension of curb and gutter work to the southeast along Southeastern Parkway. It was determined that re-coordination with agencies was not warranted as these design modifications resulted in an increase of necessary ROW required for the project but did not result in a change of scope as stated in the original early agency coordination for this project. The APE was expanded to add a section to the west near the intersection of 126th Street and Thorpe Creek Parkway. The APE was not expanded to the south as the new project limits in this area were located within the previous APE evaluated as a part of the 2021 investigation. Work in this area is limited to curb and gutter work and the installation of storm sewers and it was determined that there was no potential for this work to impact additional properties. There are three additional residences, all built in 2013, that are rated Non-Contributing due to age and lack of significance within the expanded APE. The neighborhood, constructed in 2007, where these houses are located was dismissed in the HPSR for this project due to the age of the resources. The expanded APE also encompasses the southeastern corner of the Thorpe Elementary School parcel which, is rated as Non-Contributing due to age and lack of significance. Since none of the additional properties within the expanded APE will be 50 years old or older by the time of project letting in 2023, an addendum HPR was not prepared. The finding of "No Historic Properties Affected" remains valid and will not be updated. The expanded project area did require an addendum to the Archaeology Report, which was approved by INDOT CRO on March 28, 2023, and sent to consulting parties the same day. A map of the expanded APE is included in Appendix D, page D-74. SHPO responded to the addendum to the Archaeology Report on April 27, 2023, and stated that the finding of "No Historic Properties Affected" remained valid for the undertaking (Appendix D, page D-75 to D-76).

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

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

	Presence	Use	
Parks and Other Recreational Land		Yes	No
Publicly owned park			
Publicly owned recreation area			
Other (school, state/national forest, bikeway, etc.)			
Wildlife and Waterfowl Refuges			
National Wildlife Refuge			
National Natural Landmark			
State Wildlife Area			
State Nature Preserve			
Historic Properties			
Site eligible and/or listed on the NRHP			

	Evaluations Prepared
Programmatic Section 4(f)	
"De minimis" Impact	
Individual Section 4(f)	
Any exception included in 23 CFR 774.13	X

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

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

Based on a desktop review, the 2021 aerial map of the project area (Appendix B, page B-3), and the RFI report (Appendix E, page E-1 to E-10) there are seven potential 4(f) resources located within the 0.5-mile search radius. According to additional research and the site visit on May 21, 2021 by American Structurepoint, Inc., there are two Section 4(f) resources, 146th Street/Greenfield Ave. corridor trail and the 126th Street trail, within the project area.

The 146th Street/Greenfield Ave. corridor trail is an existing 10-foot-wide multi-use path within the existing ROW along the west side of Southeastern Parkway and the north side of 126th Street. The 126th Street trail is an existing 10-foot-wide multi-use path within the existing ROW along the south side of 126th Street; however, in its current condition it is an isolated path that spans approximately 500 feet with no connections to the east or west. Currently, both of these existing trails terminate prior to the intersection, resulting in a significant gap between these two disjointed paths. Both trails are maintained by the City of Fishers.

As part of the project, multi-use paths will be tied into the existing trails. The 146th Street/Greenfield Ave. corridor trail will be extended southeast along Southeastern Parkway and east along 126th Street. Additionally, the 126th Street trail will be extended east to the intersection of 126th Street and Southeastern Parkway where a new ADA compliant crosswalk will connect the 126th Street trail and the newly constructed 146th Street/Greenfield Ave. corridor trail across 126th Street. ADA compliant crosswalks will be constructed across Southeastern Parkway to new sidewalks which will connect across Corydon Drive and provide pedestrian connectivity around the newly constructed RAB.

This project is exempt from the requirement of Section 4(f) approval based on the definition of temporary occupancy defined in 23 CFR 774.13(d). Since the City of Fishers is the project sponsor, they are familiar with the project plans and the recreational resources described above. In a letter dated November 7, 2022 (Appendix I, I-8 to I-10), the City of Fishers, Official with Jurisdiction (OWJ), agreed that the temporary occupancy constitutes a no use under Section 4(f), as described in FHWA's *Section 4(f) Policy Paper (dated July 20, 2012),* for the following reasons:

(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;
- The trails will only be closed temporarily during the construction to tie-in the existing trails with the new paths.

(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;
- The trail will be minimally affected due to the roadway improvement project. Paths will be tied into the existing paths.

(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;
- There are no anticipated permanent adverse physical impacts to 146th Street/Greenfield Ave. corridor or the 126th Street Trail.
- No new right-of-way will be acquired from the 146th Street/Greenfield Ave. corridor or the 126th Street Trail as part of the project. Temporary right-of-way will be required to tie in new paths;

(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
- The 146th Street/Greenfield Ave. corridor and the 126th Street Trail will be fully restored to a condition at least as good as prior to the project.

(5) There must be documented agreement of the "official(s) with jurisdiction over the Section 4(f) resource regarding the above conditions.
- The November 7, 2022 letter (Appendix I, I-8 to I-10) serves as a documented agreement of the official(s) with jurisdiction over the 146th Street/Greenfield Ave. corridor and the 126th Street Trail.

The project meets all of the above requirements. Because this meets the definition of temporary occupancy, there is no use of a Section 4(f) property and thus no further Section 4(f) evaluation for these trails are required. For reference to the Section 4(f) "No Use" documentation, see Appendix I, page I-8 to I-10).

Section 6(f) Involvement	Presence	Use	
		Yes	No
Section 6(f) Property			

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

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

A review of 6(f) properties on the INDOT ESD website revealed a total of 10 properties in Hamilton County (Appendix I, page I-6). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project	Yes	No
Is the project in the most current STIP/TIP?	X	
Is the project located in an MPO Area?	X	
Is the project in an air quality non-attainment or maintenance area?	X	
If Yes, then:		
Is the project in the most current MPO TIP?	X	
Is the project exempt from conformity?	X	
If No, then:		
Is the project in the Transportation Plan (TP)?		
Is a hot spot analysis required (CO/PM)?		

Location in STIP: FY 2022-2026 Project Listing, Appendix C-IMPO, Page 4 (Appendix H, page H-1)

Name of MPO (if applicable): Indianapolis MPO

Location in TIP (if applicable): FY 2022-2026 Project Listing, Appendix C-IMPO, Page 4 (Appendix H, page H-1)

Level of MSAT Analysis required?

Level 1a [X] Level 1b [ ] Level 2 [ ] Level 3 [ ] Level 4 [ ] Level 5 [ ]

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

This project is included in the Fiscal Year (FY) 2022-2026 Indianapolis Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) (Appendix H, page H-1 to H-4). The project is part of the FY 2022-2026 IMPO TIP which has been directly incorporated in the 2022-2026 Statewide Improvement Program (STIP). The approval pages directly incorporating the IMPO TIP into the STIP are located in Appendix H-2 to H-4.

This project is located in Hamilton County, which is currently a maintenance area for Ozone under the 1997 Ozone 8-hour standard which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V. Environmental Protection Agency, Et.Al. Decision. The project's design concept and scope are accurately reflected in both the Indianapolis MPO Transportation Plan (TP) and the TIP, and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met. This project has been identified as being exempt from air quality analysis in accordance with 40 CFR Part 93.126 and this project is not of air quality concern (40 CFR Part 93.123). Therefore, the project will have no significant impact on air quality.

This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFT 771.117(c), or exempt under the Clean Air Act conformity rule under 40 CFR 93.126, and as such, a Mobile Source Air Toxics analysis is not required.

SECTION G - NOISE

Noise	**Yes**	**No**
Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?	[ ]	[X]

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

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

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

SECTION H – COMMUNITY IMPACTS

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

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

The project will have temporary inconveniences commonly associated with construction such as noise, fugitive dust, increased travel delay, and utility disruptions. However, these impacts are temporary and will cease upon completion of the project.

The proposed project is not anticipated to negatively affect community cohesion. Transportation within the community and access to community resources will not be affected. Minimal impacts are anticipated to the local tax base, property value, and community events.

Overall, the project is expected to positively impact the community. The Hamilton County tourism website (https://www.visithamiltoncounty.com/cities/fishers/events/) was checked to identify events or festivals occurring during the project. To date, no events are listed that the project would be in conflict with. Therefore, the project is not expected to impact community events. The impacts discussed here do not outweigh the benefits the project will bring to the community by improving the mobility of pedestrians by connecting existing, disjointed pedestrian facilities and improving vehicular safety by reducing vehicle conflict points at the intersection.

In order for a municipality to be eligible to receive federal funds they must have in place, or at least under development, an ADA Transition Plan. The Transition Plan inventories the municipality's infrastructure identifying those areas with features (i.e., sidewalks, crosswalks, curb ramps, building access, etc.) that are not in compliance with the ADA and establishes a plan to program funding for improvement intended to bring the facilities into compliance.

The proposed project takes place along roadways managed by the City of Fishers. The proposed project is a federal-aid project, meaning all improvement to the infrastructure must conform to the ADA. The project will incorporate ADA compliant curb ramps, sidewalks, and crosswalks. Therefore, the projects will comply with the February 17, 2015 City of Fishers ADA Transition Plan for Public Rights-of-Way (https://www.fishers.in.us/DocumentCenter/View/8157/ADA-Transition-Plan-for-Public-Rights-of-Way---Updated-21715-Final?bidId=)

Public Facilities and Services

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

Based on a desktop review, the 2021 aerial map of the project area (Appendix B, page B-3), and the RFI report (Appendix E, page E-1 to E-10), there are three religious facilities, two schools, and seven trails located within the 0.5 mile of the project. That number was confirmed by the site visit on May 21, 2021 by American Structurepoint, Inc. Two churches, St. John Vianney Catholic Church and Heartland Church, are located within or adjacent to the project area.

Heartland Church is located at 14900 E 126th Street, which is in the northwest quadrant of the intersection of 126th Street and Southeastern Parkway. Approximately 0.007 acre of temporary right-of-way will be acquired in order to tie the new multi-use path in with the existing asphalt path present along the northern and eastern church property boundaries. An early coordination letter was sent to Heartland Church on January 13, 2022, and no response was received. Therefore, it is assumed that Heartland Church has no objection to the work to be completed on the property. St. John Vianney Catholic Church is located at 15176 Blessed Mother Blvd., which is located north of the intersection of 126th Street and Southeastern Parkway. The area of the property where storm sewer will be installed will be constructed under a permanent drainage easement. Therefore, no ROW will be acquired from the church. An ECL was sent to St. John Vianney Catholic Church on January 13, 2022, and no response was received. This project may cause minor delays and inconveniences to the motoring public accessing Heartland Church and St. John Vianney Catholic Church during construction. Access to all properties will be maintained during construction.

This project is located within the Hamilton Southeastern (HSE) school district. Thorpe Creek Elementary School is located approximately 0.25 mile west of the project area. An early coordination letter was sent to HSE on January 13, 2022, and no response was received. This project may cause minor delays and inconveniences for school buses servicing Thorpe Creek Elementary School during construction. Access to Thorpe Creek Elementary School will be maintained during construction.

Currently, two telephone providers, Century Link and Metro Fibernet, LLC., provide services to residents and businesses within the project area. One natural gas provider, Vectren (North), provides services to residents and businesses within the project area. One electricity provider, Duke Energy, provides services to residents and businesses within the project area. One potable water provider, Citizens Water, provides services to residents and businesses within the project area. One miscellaneous utility provider, Hamilton

Southeastern Utilities, provides services to residents and businesses within the project area. Additionally, one sanitary sewer provider, the City of Fishers, provides services to residents and businesses within the project area. Coordination with these utility companies to identify potential conflicts and relocation for the appropriate facilities, if needed, has been initiated. This coordination will continue through the duration of the engineering phase of the project.

It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access.

Environmental Justice (EJ) (Presidential EO 12898)	**Yes**	**No**
During the development of the project were EJ issues identified?		X
Does the project require an EJ analysis?	X	
If YES, then:		
Are any EJ populations located within the project area?		X
Will the project result in adversely high and disproportionate impacts to EJ populations?		X

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

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of permanent right-of-way. This project will require approximately 1.31 acre of permanent right-of-way. Therefore, an EJ analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Hamilton County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Census Tract 1108.14. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low income or minority population is 125% of the COC. Data from the 2019-2021 American Community Survey was obtained from the US Census Bureau Website (https://data.census.gov/cedsci/) on September 21, 2022, by American Structurepoint, Inc.

The data collected for minority and low-income populations within the AC are summarized in the below table.

	COC	AC
	Hamilton County	Census Tract 1108.14
LOW-INCOME POPULATION		
Total Population for Whom Poverty Status is Determined	355,255	11,722
Total Population Below Poverty Level	11,982	418
Percent Low-Income	3.34	3.57
125 Percent of COC	4.22	
AC Percent Low-Income Greater Than 125 Percent of COC?		N
AC Percent Low-Income Greater Than 50 Percent?		N
Population of EJ Concern?		N
MINORITY POPULATION		
Total Population	356,650	11,722
Minority Population	66,343	2,188
Percent Minority	18.6	18.66
125 Percent of COC	23.25	
AC Percent Minority Greater Than 125 Percent of COC?		N
AC Percent Minority Greater Than 50 Percent?		N
Population of EJ Concern?		N

The AC, Census Tract 1108.14, has a percent low-income population of 3.57%, which is below 50% and is below the 125% COC threshold. Therefore, the AC, Census Tract 1108.14, does not contain low-income populations of EJ concern.

The AC, Census Tract 1108.14, has a percent minority population of 18.66%, which is below 50% and is below the 125% COC threshold. Therefore, the AC, Census Tract 1108.14, does not contain minority populations of EJ concern.

The census data sheets and map can be found in Appendix I, page I-1 to I-5. The EJ analysis revealed no minority or low-income populations of concern were identified that would be impacted by this project. No further environmental justice analysis is warranted.

Relocation of People, Businesses or Farms	**Yes**	**No**
Will the proposed action result in the relocation of people, businesses or farms?		X
Is a BIS or CSRS required?		X

Number of relocations: Residences: 0 Businesses: 0 Farms: 0 Other: 0

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

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

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)	**Documentation**
Red Flag Investigation (RFI)	X
Phase I Environmental Site Assessment (Phase I ESA)	
Phase II Environmental Site Assessment (Phase II ESA)	
Design/Specifications for Remediation required?	

Date RFI concurrence by INDOT SAM (if applicable): February 16, 2022

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

Based on a review of GIS and available public records, a RFI was approved on February 16, 2022, by INDOT Site Assessment and Management (Appendix E, page E-1 to E-10). One NPDES Facility, Heartland Church Fishers, was identified within the project area. However, the Construction Stormwater Authorization Permit associated with this site (Permit Number: INR10P865) expired on October 15, 2022. Therefore, no active sites with hazardous material concerns (hazmat sites) or sites involved with regulated substances were identified in or within 0.5 mile of the project area. Further investigation for hazardous material concerns or regulated substances is not required at this time.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)	**Likely Required**
Army Corps of Engineers (404/Section10 Permit)	
Nationwide Permit (NWP)	
Regional General Permit (RGP)	
Individual Permit (IP)	X
Other	
IN Department of Environmental Management (401/Rule 5)	
Nationwide Permit (NWP)	
Regional General Permit (RGP)	
Individual Permit (IP)	X
Isolated Wetlands	
Rule 5	X
Other	

Permits (mark all that apply)	**Likely Required**
IN Department of Natural Resources	
Construction in a Floodway	
Navigable Waterway Permit	
Other	
Mitigation Required	
US Coast Guard Section 9 Bridge Permit	
Others (Please discuss in the discussion below)	

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

The federal project will be permitted with the adjacent local project (Des. No 2101633) due to both projects being constructed simultaneously and by the same project sponsor. The costs of permitting will remain separate for the federal project and local project during permitting. It is anticipated that the proposed excavation within Wetland B for the installation of new drainage structures, as well as impacts to jurisdictional Waters of the US which will occur as a part of the local project, will require the issuance of an IDEM Section 401 Individual Permit (IP) and a USACE Section 404 IP.

Additionally, the project is anticipated to require a Rule 5 Construction Sediment and Erosion Control Permit from IDEM as land disturbance is expected to be greater than one acre.

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

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

ENVIRONMENTAL COMMITMENTS

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

Firm:

1. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
2. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT ESD and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD)
3. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season (USFWS)
4. Lighting AMM 2: When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. (USFWS and IDNR-DFW))
5. General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FWHA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
6. Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
7. Tree Removal AMM 2: Apply time of year restrictions 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. (USFWS, IDNR-DFW)
8. 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). (USFWS)
9. 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)

10. The INDOT Project Manager will assure that $993.13 of Preliminary Engineering funds will be allocated to the Rangewide In-Lieu Fee Program, administered by The Conservation Fund, to resolve formal consultation under the Rangewide Programmatic 0.05-acre X 1.75 x $11,350 = $993.13. Payment shall be in process with the Ready for Contracts (RFC) date. (USFWS)
11. If the tricolored bat becomes listed as endangered before the completion of this project, additional analysis may be required. (USFWS)
12. A re-initiation notice will be required if the amount or extent of incidental take of Indiana bats or NLEBs is exceeded. The anticipated incidental take is exceeded if the project removes more than 0.05 acre of habitat between 100-300 feet from the edge of pavement suitable for the Indiana bat or NLEB. A re-initiation notice will also be required if new information reveals that the project may affect listed species or critical habitat in a manner or to an extent not considered in the Biological Opinion (BO), the project is modified in a manner that causes an effect to listed species or designated critical habitat not considered in the BO, or a new species is listed or critical habitat designated that may be affected by the project. (USFWS)
13. The FHWA, its State/Local cooperators, and any contractors must take care when handling dead or injured Indiana bats or NLEBs, or any other federally listed species that are found at the project site to preserve biological material in the best possible condition and to protect the handler from exposure to diseases, such as rabies. Project personnel are responsible for ensuring that any evidence about determining the cause of death or injury is not unnecessarily disturbed. Reporting the discovery of dead or injured listed species is required in all cases to enable the Service to determine whether the level of incidental take exempted by this BO has been exceeded, and to ensure that the terms and conditions are appropriate and effective. Parties finding a dead, injured, or sick specimen of any endangered or threatened species must promptly notify the Services Office. (USFWS)
14. The project is located in a source water area for drinking water. Construction workers should be made aware that the area is a watershed for drinking water. Construction workers should take precautions to prevent releases of hazardous materials to the soil, surface and most importantly Thorpe creek. Workers (or an emergency response contractor) should also be prepared to remove any hazardous materials that they release to the soil or surface water. If any hazardous material releases occur during construction, both IDEM and the Citizens Water Central Control System (CCS), (317)941-7135, should be immediately notified. In the event that contact is not made with CCS, please call the Citizens Energy Group Environmental Hotline at (317)402-8636. The caller should be prepared to describe the nature of the contamination (quantity and type of material), location and time of release. (Citizens Energy Group)
15. In order to qualify for temporary occupancy under Section 4(f), 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. The trails involved in this project will only be closed temporarily during the construction to tie-in the existing trails with the new paths. (FHWA)
16. In order to qualify for temporary occupancy under Section 4(f), 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. The 146th Street/Greenfield Ave. corridor and the 126th Street Trail will be fully restored to a condition at least as good as prior to the project. (FHWA)

For Further Consideration:

17. 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, 1 inch to 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. (IDNR-DFW)

Table of Contents for Appendix Items

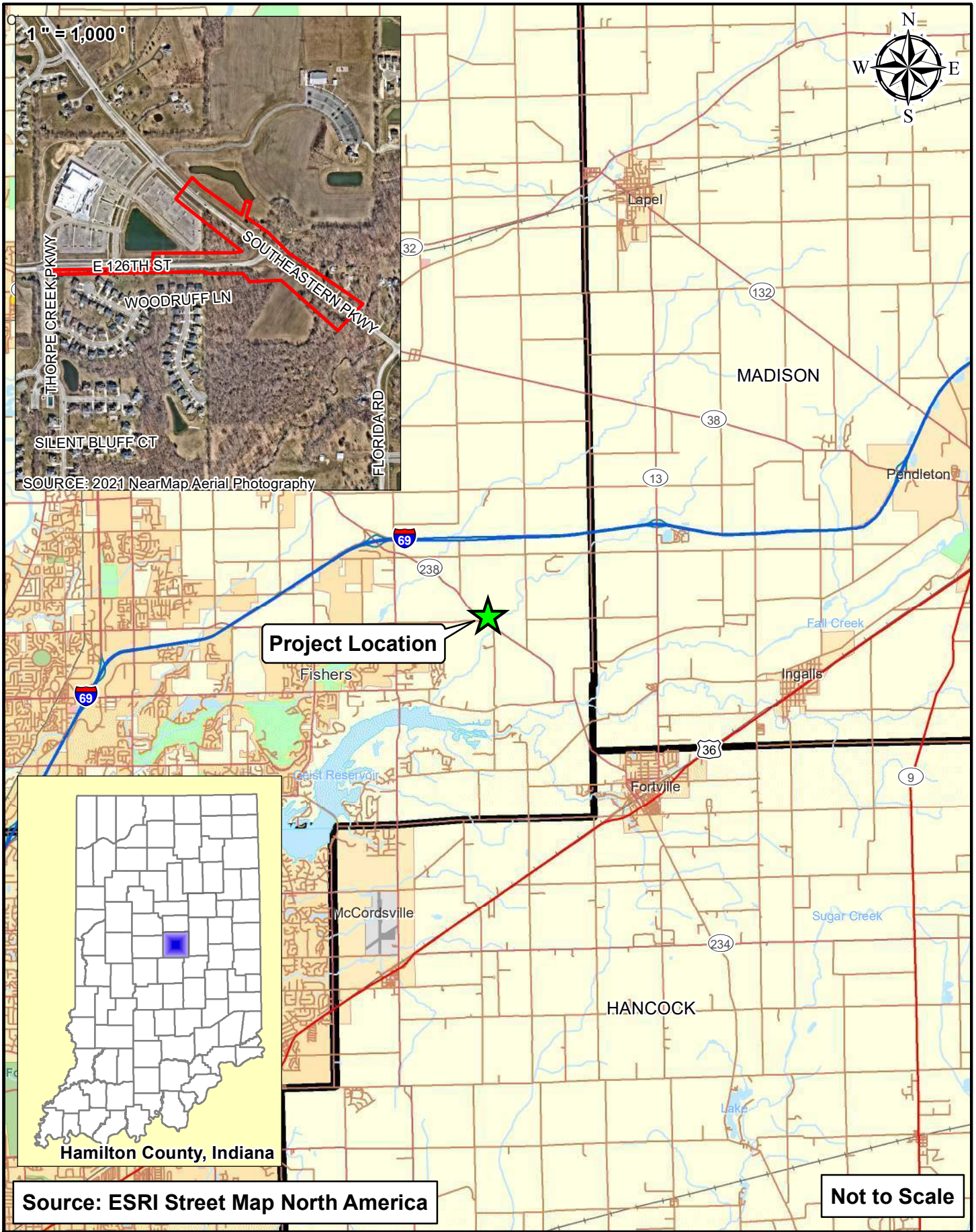
Appendix A: INDOT Supporting Documents

A

Categorical Exclusion Level Thresholds

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

[1]Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.
[2]Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.
[3]Total permanent impacts to streams (linear feet) and wetlands (acres).
[4]US Army Corps of Engineers Individual 404 Permit
[5]Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.
[6]If any relocations are within an area with a known or suspected Environmental Justice (EJ) or disadvantaged population, or has greater than 5 relocations, a conversation with FHWA, through INDOT ESD, is needed to confirm NEPA classification and outreach plan for the project.
[7]Avoidance and Mitigation Measures (AMMs) determined by IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.
[8]Projects that do not fall under a Species Specific Programmatic and results in a "Likely to Adversely Affect." Other findings can be processed as a lower-level CE.
[9]Potential for causing a disproportionately high and adverse impact.
[10]Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.
[11]Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.
*Includes the threatened/endangered species critical habitat.
Note: Substantial public or agency controversy may require a higher-level NEPA document.



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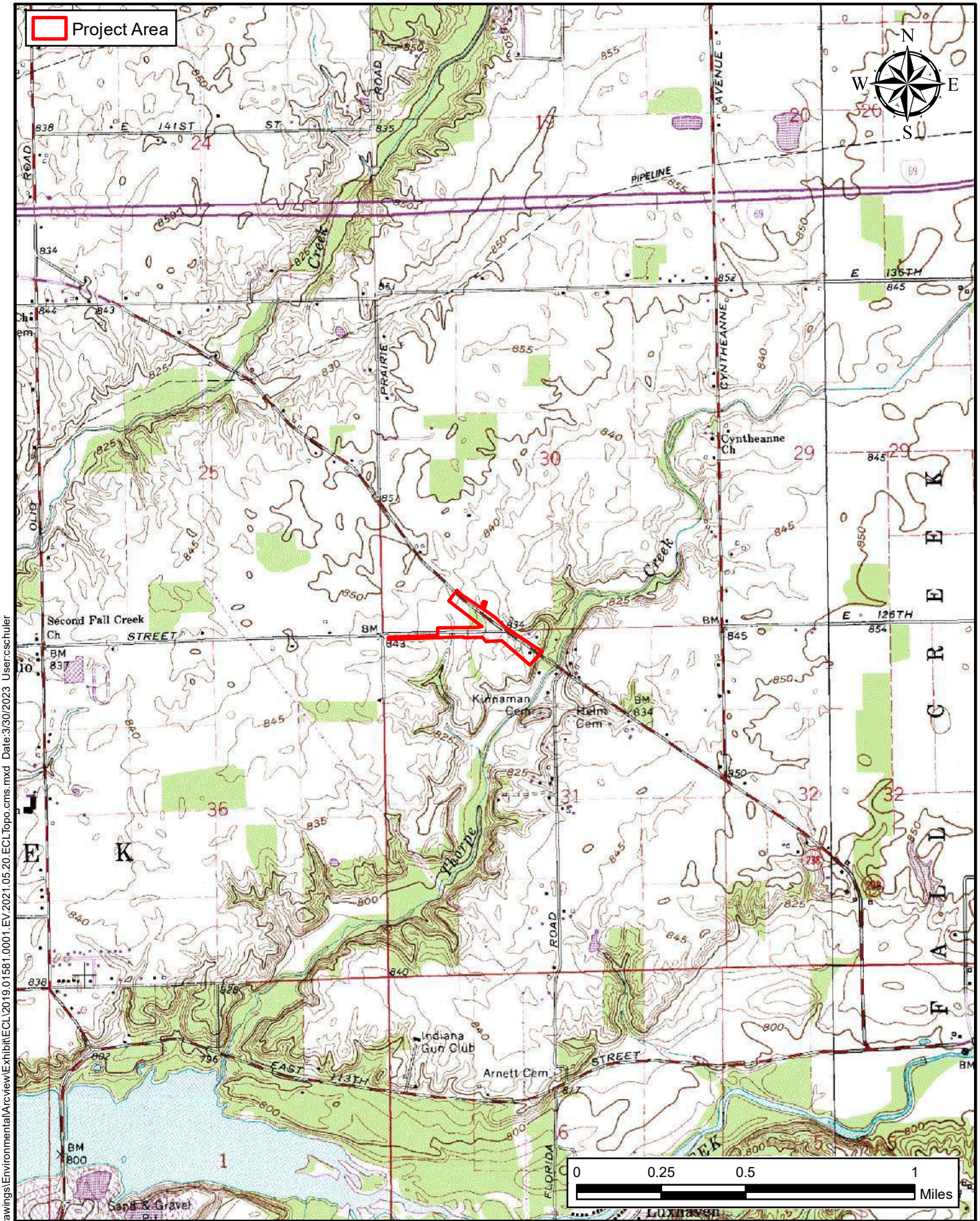
AMERICAN STRUCTUREPOINT INC.

State Location Map

City of Fishers
1 Municipal Drive
Fishers, IN 46038

126th Street and Southeastern Parkway
Intersection Improvement
Des. No. 1901669
Location: Fishers
Township: Fall Creek
County: Hamilton
State: Indiana
Date: 01/12/2022



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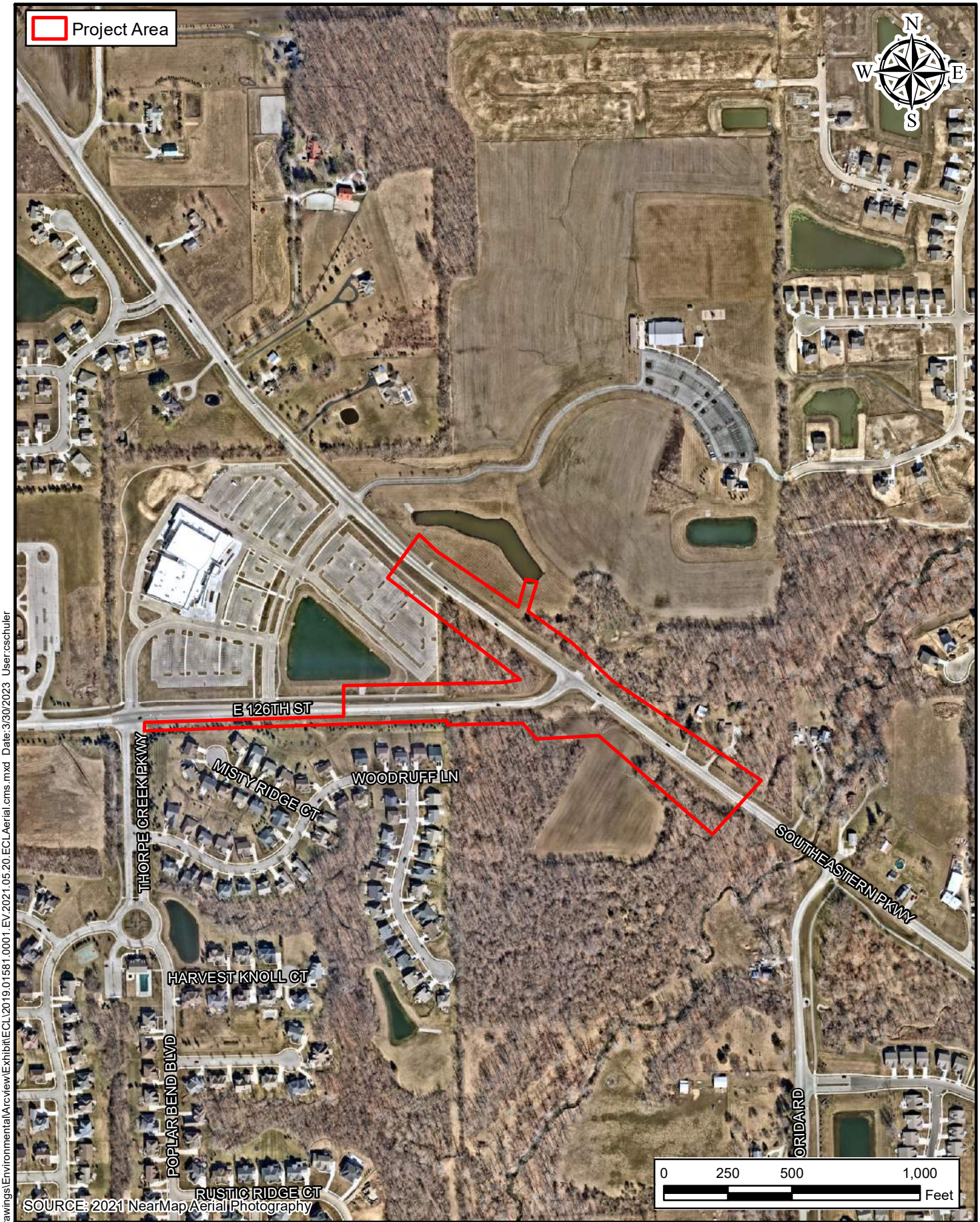
AMERICAN STRUCTUREPOINT INC.
www.structurepoint.com

USGS Topographic Map
Ingalls and McCordsville Quadrangles

City of Fishers
1 Municipal Drive
Fishers, IN 46038

126th Street and Southeastern Parkway
Intersection Improvement
Des. No. 1901669
Location: Fishers
Township: Fall Creek
County: Hamilton
State: Indiana

Date: 01/12/2022



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AMERICAN STRUCTUREPOINT INC.
www.structurepoint.com

2021 Aerial Photography

City of Fishers
1 Municipal Drive
Fishers, IN 46038

126th Street and Southeastern Parkway
Intersection Improvement
Des. No. 1901669
Location: Fishers
Township: Fall Creek
County: Hamilton
State: Indiana

Date: May 19, 2023

Photo 1. Looking northeast at the intersection of 126th Street and Southeatern Parkway.

Photo 2. Looking northwest from the intersection along Southeastern Parkway.

Photo 3. Looking southeast along Southeastern Parkway.

Photo 4. Looking west at 126th Street and the intersection.

Photo 5. Looking east along 126th Street.

Photo 6. Looking Northwest along Southeastern Parkway.

PROJECT	DESIGNATION
1901669	1901669
CONTRACT	BRIDGE FILE
R-42277	N/A

KIN DESIGNATION NUMBERS		
DES. NO.	DESCRIPTION	WORK TYPE
2101633	CORYDON DR. CONNECTOR ROAD	NEW CONST.

INDIANA DEPARTMENT OF TRANSPORTATION

ROAD PLANS

SOUTHEASTERN PARKWAY & 126TH STREET

PROJECT NO. 1901669 P.E.
1901669 R/W
1901669 CONST.

TRAFFIC DATA	Southeastern Pkwy
A.A.D.T. (2023)	15,270 V.P.D.
A.A.D.T. (2043) PROJ.	22,820 V.P.D.
D.H.V (2043) PROJ.	2,510 V.P.H.
DIRECTIONAL DISTRIBUTION	59 %
TRUCKS	5 % A.A.D.T.
	9 % D.H.V.

DESIGN DATA	
DESIGN SPEED	50 M.P.H.
PROJECT DESIGN CRITERIA	RECONSTRUCTION (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	LOCAL AGENCY COLLECTOR
RURAL/URBAN	URBAN (INTERMEDIATE)
TERRAIN	LEVEL
ACCESS CONTROL	NONE

FISHERS
EST. 1872

APPROVED BY:

DRAFT FOR REVIEW

SCOTT FADNESS, MAYOR DATE

DRAFT FOR REVIEW

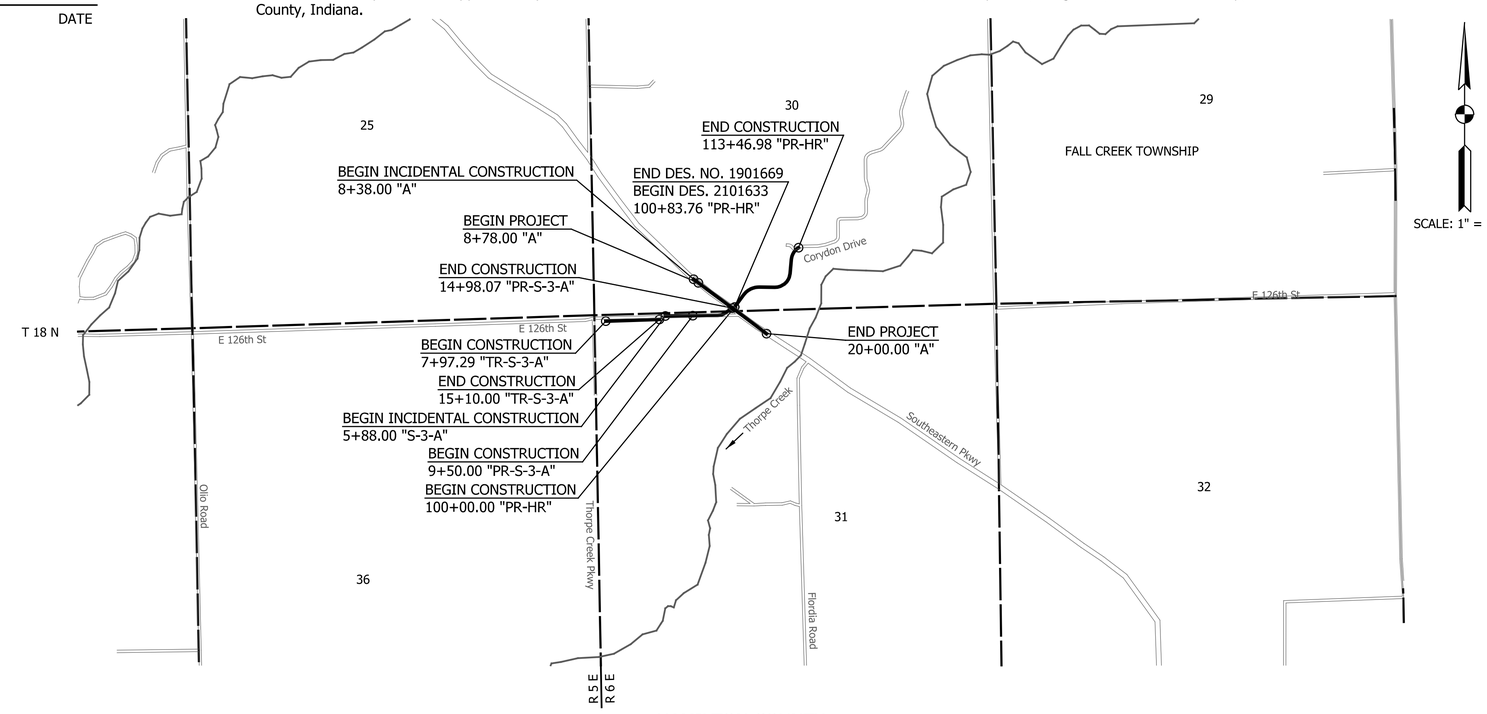
JASON TAYLOR, DIRECTOR OF ENGINEERING DATE

DRAFT FOR REVIEW

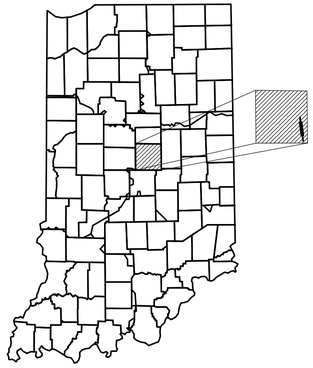
HATEM MEKKY, ASSISTANT DIRECTOR OF ENGINEERING DATE

Two separate projects are included in the contract between American Structurepoint, Inc. and the City of Fishers; therefore, this set of plans, prepared by American Structurepoint, consists of both projects. [Des. No. 2101633] is a local project and is not covered by this NEPA document.

Project Description: Intersection Improvement at Southeastern Pkwy and 126th St. Beginning Approximately 530 ft. NW of the Intersection; Thence Southeasterly 1122 ft. along Southeastern Pkwy to a Point Approximately 580 ft. SE of the Intersection. Located in Sections 30 & 31, Township 18 N, Range 6 E, Fall Creek Township, Hamilton County, Indiana.



HAMILTON COUNTY



PROJECT LOCATION SHOWN BY

LATITUDE: 39° 58' 23" N LONGITUDE: 85° 53' 37" W

Gross Length: 0.22 MI.
Net Length: 0.21 MI.
Maximum Grade: 2.19 %

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

AMERICAN STRUCTUREPOINT INC.
9025 RIVER ROAD, SUITE 200
INDIANAPOLIS, IN 46240
TEL 317.547.5580 FAX 317.543.0270
www.structurepoint.com

PLANS PREPARED BY: American Structurepoint, Inc. (317) 547-5580 PHONE NUMBER

CERTIFIED BY: DATE

APPROVED FOR LETTING: INDIANA DEPARTMENT OF TRANSPORTATION DATE

BRIDGE FILE
N/A
DESIGNATION
1901669

SURVEY BOOK	SHEETS
N/A	1 of 108
CONTRACT	PROJECT
R-42277	1901669

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UTILITIES

TELEPHONE
Century Link (CTLCL)
213 W. Laport St.
Plymouth, IN 46563
(574) 926-1247
Bruce Emerick

Metro Fibernet, LLC
3701 Communications Way
Evansville, IN 47715
(812) 253-2196
Mark Deckard

MISCELLANEOUS
Hamilton Southeastern Utilities
11901 Lakeside Dr.
Fishers, IN 46038
(317) 577-1150 x201
James Hart

GAS
Vectren (North)
1800 W. 26th St.
Muncie, IN 47302
(765) 287-2119
Jon Eastman

ELECTRIC
Duke Energy
390 N. Main St.
Martinsville, IN 46151
(765) 349-4012
Tim Umbaugh

WATER
Citizens Water
2150 Dr. Martin Luther King Jr. St.
Indianapolis, IN 46200
(317) 927-6038
Utility Coordination

SANITARY
City of Fishers
3 Municipal Dr.
Fishers, IN 46038
(317) 595-3139
Jonathan Valenta

GENERAL NOTES

**	All earth shoulders, median areas, and cut and fill slopes shall be plain or mulch seeded except where sodding is specified
	The final cross sections of the grading contract will be the original cross sections of the paving contract. However, partial or complete cross sections shall be taken if necessary to determine the actual excavation quantities.
	The paper relocation will be cross sectioned by the Engineer before construction.
	Existing asphalt pavement located outside the construction limits, between Sta. _____ and Sta. _____, shall be removed as directed.
	The quantity of peat excavation shown on the plans has been estimated on the basis of theoretical cross sections by using treatment of existing fills, treatment by removal, or treatment by displacement, where each treatment applies.
	Contractor shall verify existing flowline elevations to set the appropriate sump depth.

** REPRESENTS GENERAL NOTES REQUIRED

INDEX

TRAFFIC DATA	126th ST.
A.A.D.T. (2023)	7,000 V.P.D.
A.A.D.T. (2043) PROJ.	10,540 V.P.D.
D.H.V (2043) PROJ.	1,370 V.P.H.
DIRECTIONAL DISTRIBUTION	52 %
TRUCKS	2 % A.A.D.T.
	12 % D.H.V.

DESIGN DATA	
DESIGN SPEED	40 M.P.H.
PROJECT DESIGN CRITERIA	RECONSTRUCTION (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	LOCAL AGENCY COLLECTOR
RURAL/URBAN	URBAN (INTERMEDIATE)
TERRAIN	LEVEL
ACCESS CONTROL	NONE

TRAFFIC DATA	CORYDON DR.
A.A.D.T. (2023)	1,420 V.P.D.
A.A.D.T. (2043) PROJ.	2,080 V.P.D.
D.H.V (2043) PROJ.	250 V.P.H.
DIRECTIONAL DISTRIBUTION	55 %
TRUCKS	2 % A.A.D.T.
	3 % D.H.V.

DESIGN DATA	
DESIGN SPEED	25 M.P.H.
PROJECT DESIGN CRITERIA	NEW CONSTRUCTION (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	LOCAL ROAD
RURAL/URBAN	URBAN (INTERMEDIATE)
TERRAIN	LEVEL
ACCESS CONTROL	NONE

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

INDEX AND GENERAL NOTES

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	2 of 108
CONTRACT	PROJECT
R-42277	1901669

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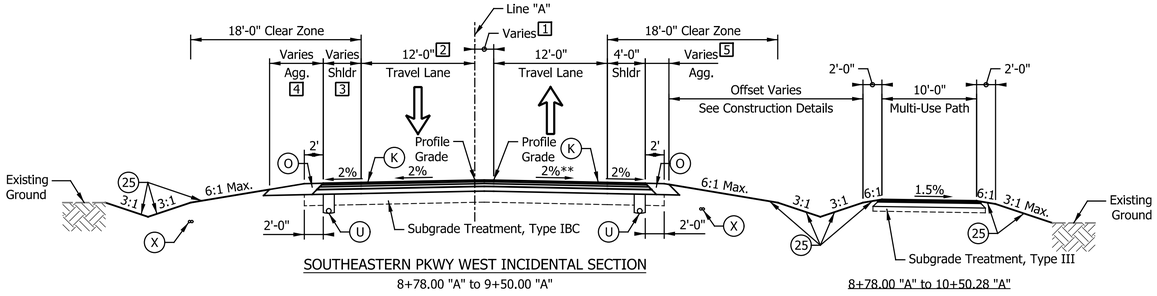
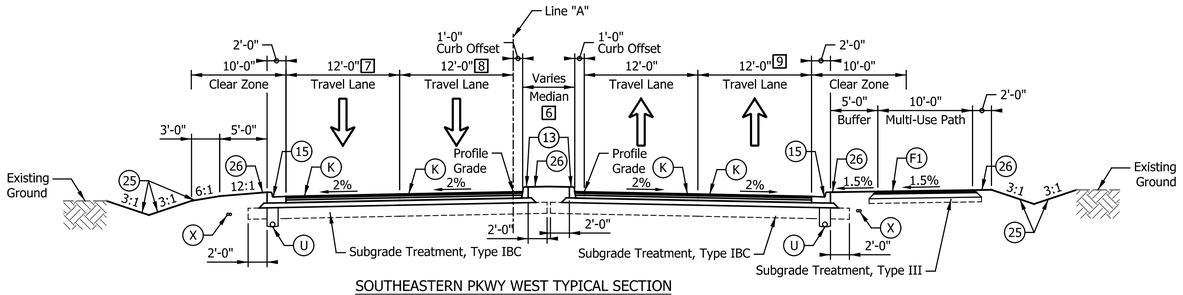


SOUTHEASTERN PKWY WEST INCIDENTAL SECTION

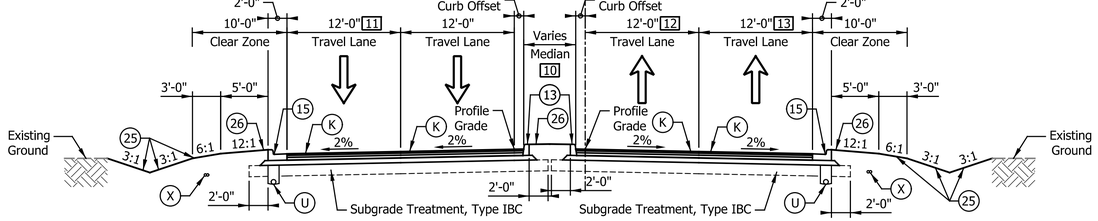
8+78.00 "A" to 9+50.00 "A"

8+78.00 "A" to 10+50.28 "A"



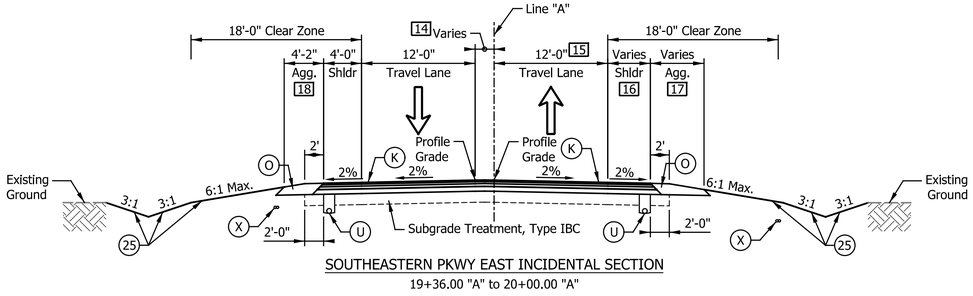
SOUTHEASTERN PKWY WEST TYPICAL SECTION

9+50.00 "A" to 12+52.48 "A"



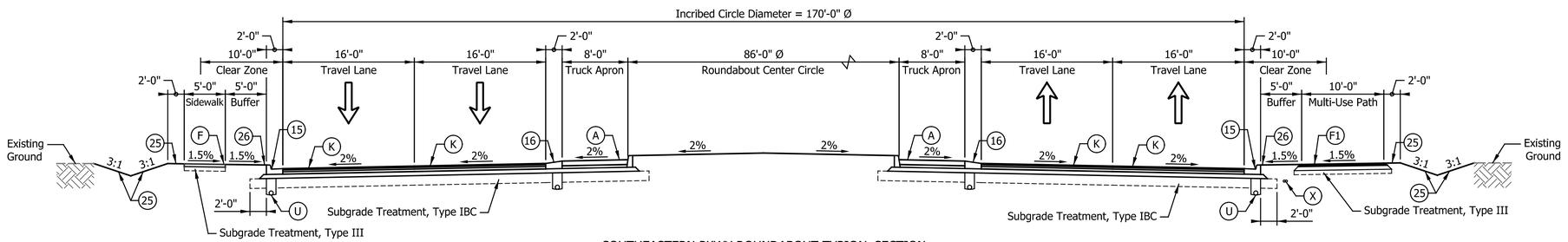
SOUTHEASTERN PKWY EAST TYPICAL SECTION

16+27.12 "A" to 19+36.00 "A"



SOUTHEASTERN PKWY EAST INCIDENTAL SECTION

19+36.00 "A" to 20+00.00 "A"



SOUTHEASTERN PKWY ROUNDABOUT TYPICAL SECTION

1 Varies 0'-0" to 2'-0" from Sta. 8+78.00 "A" to Sta. 9+50.00 "A"

2 Varies 12'-0" to 14'-11" from Sta. 8+78.00 "A" to Sta. 9+50.00 "A"

3 Varies 4'-0" to 2'-0" from Sta. 8+78.00 "A" to Sta. 9+50.00 "A"

4 Varies 5'-8" to 2'-0" from Sta. 8+78.00 "A" to Sta. 9+50.00 "A"

5 Varies 2'-6" to 2'-0" from Sta. 8+78.00 "A" to Sta. 9+50.00 "A"

6 Full-Depth Pavement "K" from Sta. 9+50.00 "A" to Sta. 10+27.78 "A", See Construction Details
Width Varies from Sta. 9+50.00 "A" to Sta. 12+52.48 "A", See Construction Details

7 Varies 2'-11" to 12'-0" from Sta. 9+50.00 "A" to Sta. 11+98.00 "A"
Varies 12'-0" to 12'-7" from Sta. 12+30.55 "A" to Sta. 12+52.48 "A"

8 Varies 12'-0" to 12'-2" from Sta. 12+41.50 "A" to Sta. 12+52.48 "A"

9 Varies 2'-0" to 12'-0" from Sta. 9+50.00 "A" to Sta. 10+50.28 "A"

10 Full-Depth Pavement "K" from Sta. 18+57.58 "A" to Sta. 19+36.00 "A", See Construction Details
Width Varies from Sta. 16+27.14 "A" to Sta. 19+36.00 "A", See Construction Details

11 Varies 12'-0" to 0'-0" from Sta. 17+16.52 "A" to Sta. 18+11.00 "A"
Varies 0'-0" to 2'-0" from Sta. 18+11.00 "A" to Sta. 19+36.00 "A"

12 Varies 12'-2" to 12'-0" from Sta. 16+27.14 "A" to Sta. 16+38.09 "A"

13 Varies 12'-7" to 12'-0" from Sta. 16+27.14 "A" to Sta. 16+48.99 "A"
Varies 12'-0" to 2'-5" from Sta. 16+80.23 "A" to Sta. 19+36.00 "A"

14 Varies 1'-7" to 0'-0" from Sta. 19+36.00 "A" to Sta. 20+00.00 "A"

15 Varies 14'-5" to 12'-0" from Sta. 19+36.00 "A" to Sta. 20+00.00 "A"

16 Varies 2'-0" to 4'-6" from Sta. 19+36.00 "A" to Sta. 20+00.00 "A"

17 Varies 2'-0" to 5'-8" from Sta. 19+36.00 "A" to Sta. 20+00.00 "A"

18 Equals 0'-0" from Sta. 19+36.00 "A" to Sta. 19+65.09 "A"

** Transition from -1.71% to +2.00% from Sta. 8+78.00 to Sta. 10+05.00 "A"

SEE CONSTRUCTION DETAILS AND SPOT ELEVATION SHEETS FOR ROUNDABOUT APPROACH DETAILS

LEGEND

(A) Concrete Truck Apron

(F) Concrete Sidewalk, 4"

(F1) HMA for Sidewalk, Type B, consisting of
110 lb/syd HMA Surface, Type B, 9.5mm on
220 lb/syd HMA Intermediate, Type B, 19.0mm
5" - Compacted Aggregate, No. 53, on
Subgrade Treatment, Type III

(K) Full Depth HMA Pavement consisting of
220 lb/syd QC/QA-HMA, 2, 64, Surface, 9.5 mm, on
275 lb/syd QC/QA-HMA, 2, 64, Intermediate, 19.0 mm, on
385 lb/syd QC/QA-HMA, 2, 64, Base, 25.0 mm, on
6" Compacted Aggregate, No. 53, on
Subgrade Treatment, Type IBC

(M) Milling, Asphalt, 2"

(O) Variable Depth Compacted Aggregate, No. 53

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

(C1) PCCP for Approaches, 9 in., on
Dense Graded Subbase, 6 in., on
Geogrid Type IB, on
Subgrade Treatment, Type II

(R) 220 lb/syd QC/QA-HMA, 2, 64, Surface, 9.5 mm

(U) Underdrain, 6 in.

(X) 2" PVC Conduit Pair, Min. Depth 2ft (See Marking Sheets for Details)

(13) Curb, Concrete

(15) Combined Curb and Gutter, Concrete

(16) Curb, Concrete, Modified Slope

(18) Center Curb, D, Concrete Stamped

(25) Mulched Seeding, U

(26) Sodding

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS
LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
1/8" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	3 of 108
CONTRACT	PROJECT
R-42277	1901669

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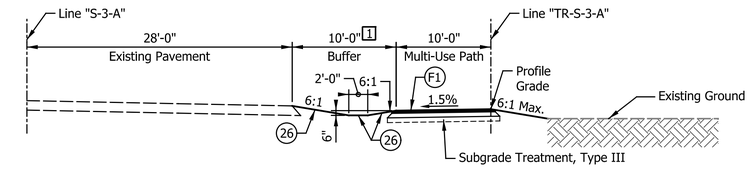
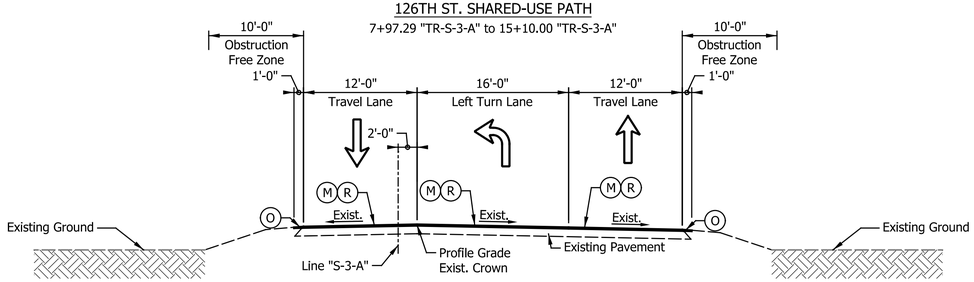


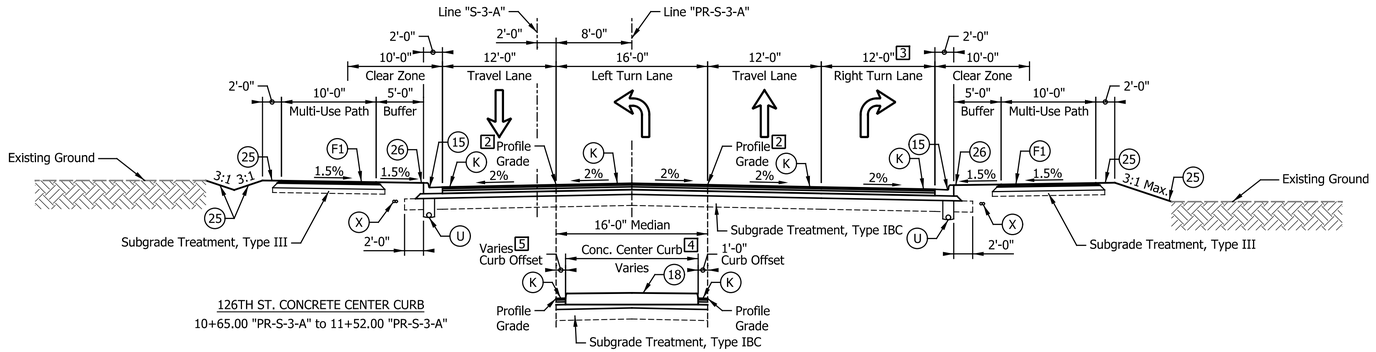
126TH ST. SHARED-USE PATH

7+97.29 "TR-S-3-A" to 15+10.00 "TR-S-3-A"



126TH STREET RESURFACE SECTION

5+88.00 "S-3-A" to 9+35.00 "S-3-A"

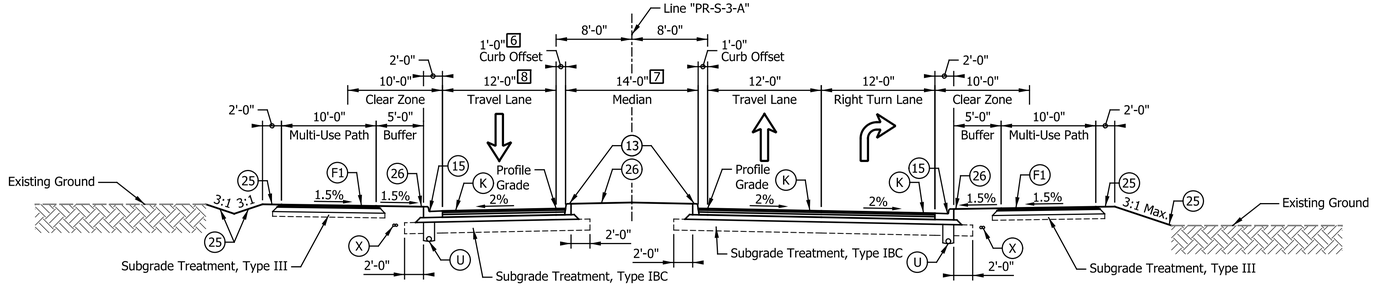


126TH ST. CONCRETE CENTER CURB

10+65.00 "PR-S-3-A" to 11+52.00 "PR-S-3-A"

126TH STREET TYPICAL SECTION

9+35.00 "PR-S-3-A" to 11+52.00 "PR-S-3-A"



126TH STREET TYPICAL SECTION

11+52.00 "PR-S-3-A" to 13+71.90 "PR-S-3-A"

1 Varies 10'-0" to 27'-9" from Sta. 14+44.66 "TR-S-3-A" to Sta. 15+10.00 "TR-S-3-A"

2 Vary Profile Grade Offsets from 8'-0" Lt. to 8'-0" Lt. & Rt. from Sta. 9+35.00 "PR-S-3-A" to Sta. 11+52.00 "PR-S-3-A". See Construction Details and Spot Elevation Sheets.

3 Varies 0'-0" to 12'-0" from Sta. 9+35.00 "PR-S-3-A" to Sta. 10+35.00 "PR-S-3-A"

4 Equals 3'-0" from Sta. 10+62.00 "PR-S-3-A" to Sta. 11+15.00 "PR-S-3-A"
Varies 3'-0" to 8'-2" from Sta. 11+15.00 "PR-S-3-A" to Sta. 11+35.86 "PR-S-3-A"
Varies 8'-2" to 11'-9" from Sta. 11+35.86 "PR-S-3-A" to Sta. 11+42.73 "PR-S-3-A"
Varies 11'-9" to 14'-0" from Sta. 11+42.73 "PR-S-3-A" to Sta. 11+52.00 "PR-S-3-A"

5 Equals 12'-0" from Sta. 10+62.00 "PR-S-3-A" to Sta. 11+15.00 "PR-S-3-A"
Varies 12'-0" to 6'-10" from Sta. 11+15.00 "PR-S-3-A" to Sta. 11+35.86 "PR-S-3-A"
Varies 6'-10" to 3'-3" from Sta. 11+35.86 "PR-S-3-A" to Sta. 11+42.73 "PR-S-3-A"
Varies 3'-3" to 1'-0" from Sta. 11+42.73 "PR-S-3-A" to Sta. 11+52.00 "PR-S-3-A"

6 Varies 1'-0" to 1'-6" from Sta. 13+55.64 "PR-S-3-A" to Sta. 13+71.90 "PR-S-3-A"

7 Varies 14'-0" to 13'-6" from Sta. 13+55.64 "PR-S-3-A" to Sta. 13+71.90 "PR-S-3-A"

8 Varies 12'-0" to 17'-0" from Sta. 12+45.48 "PR-S-3-A" to Sta. 13+71.90 "PR-S-3-A"

SEE CONSTRUCTION DETAILS AND SPOT ELEVATION SHEETS FOR ROUNDABOUT APPROACH DETAILS

LEGEND

(A) Concrete Truck Apron

(F) Concrete Sidewalk, 4"

(F1) HMA for Sidewalk, Type B, consisting of
110 lb/syd HMA Surface, Type B, 9.5mm on
220 lb/syd HMA Intermediate, Type B, 19.0mm
5" - Compacted Aggregate, No. 53, on
Subgrade Treatment, Type III

(K) Full Depth HMA Pavement consisting of
220 lb/syd QC/QA-HMA, 2, 64, Surface, 9.5 mm, on
275 lb/syd QC/QA-HMA, 2, 64, Intermediate, 19.0 mm, on
385 lb/syd QC/QA-HMA, 2, 64, Base, 25.0 mm, on
6" Compacted Aggregate, No. 53, on
Subgrade Treatment, Type IBC

(M) Milling, Asphalt, 2"

(O) Variable Depth Compacted Aggregate, No. 53

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

(C1) PCCP for Approaches, 9 in., on
Dense Graded Subbase, 6 in., on
Geogrid Type IB, on
Subgrade Treatment, Type II

(R) 220 lb/syd QC/QA-HMA, 2, 64, Surface, 9.5 mm

(U) Underdrain, 6 in.

(X) 2" PVC Conduit Pair, Min. Depth 2ft (See Marking Sheets for Details)

(13) Curb, Concrete

(15) Combined Curb and Gutter, Concrete

(16) Curb, Concrete, Modified Slope

(18) Center Curb, D, Concrete Stamped

(25) Mulched Seeding, U

(26) Sodding

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS
LINES "S-3-A" & "PR-S-3-A"

HORIZONTAL SCALE	BRIDGE FILE
1/8" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669

SURVEY BOOK	SHEETS
N/A	4 of 108
CONTRACT	PROJECT
R-42277	1901669

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Indiana_Shade.tbl

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[1] Varies 3'-4" to 2'-0" from Sta. 101+22.36 "PR-HR" to Sta. 101+42.46 "PR-HR"

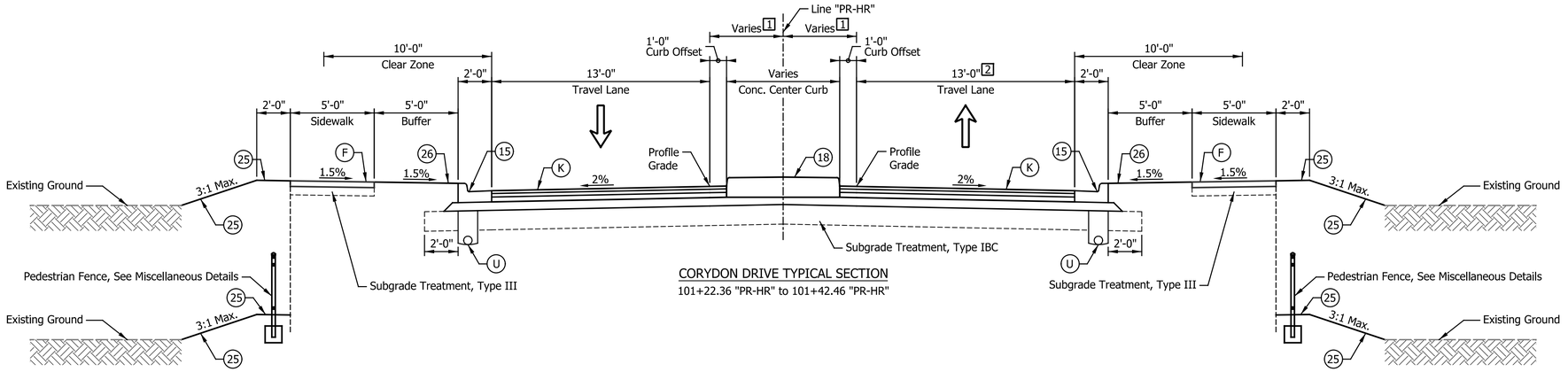
[2] Varies 13'-2" to 13'-0" from Sta. 101+22.36 "PR-HR" to Sta. 101+33.91 "PR-HR"

[3] Varies 2'-0" to 0'-0" from Sta. 101+42.46 "PR-HR" to Sta. 102+28.82 "PR-HR"

[4] Varies 5'-0" to 0'-0" from Sta. 109+80.00 "PR-HR" to Sta. 110+10.00 "PR-HR"
Equals 0'-0" from Sta. 110+10.00 "PR-HR" to Sta. 111+50.00 "PR-HR"
Varies 0'-0" to 5'-0" from Sta. 111+50.00 "PR-HR" to Sta. 111+80.00 "PR-HR"

[5] Varies 5'-0" to 6'-0" from Sta. 109+80.00 "PR-HR" to Sta. 110+10.00 "PR-HR"
Equals 6'-0" from Sta. 110+10.00 "PR-HR" to Sta. 111+50.00 "PR-HR"
Varies 6'-0" to 5'-0" from Sta. 111+50.00 "PR-HR" to Sta. 111+80.00 "PR-HR"

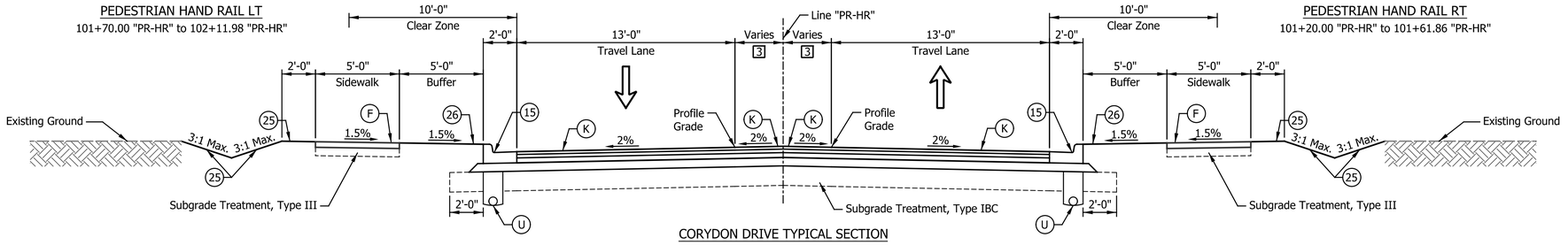
SEE CONSTRUCTION DETAILS AND SPOT ELEVATION SHEETS FOR ROUNDABOUT APPROACH DETAILS



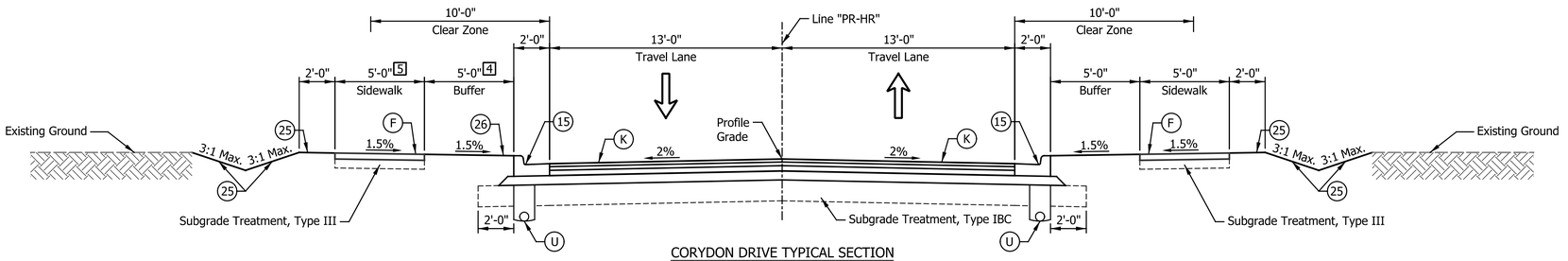
CORYDON DRIVE TYPICAL SECTION
101+22.36 "PR-HR" to 101+42.46 "PR-HR"

PEDESTRIAN HAND RAIL LT
101+70.00 "PR-HR" to 102+11.98 "PR-HR"

PEDESTRIAN HAND RAIL RT
101+20.00 "PR-HR" to 101+61.86 "PR-HR"



CORYDON DRIVE TYPICAL SECTION
101+42.46 "PR-HR" to 102+28.82 "PR-HR"



CORYDON DRIVE TYPICAL SECTION
102+28.82 "PR-HR" to 113+47.00 "PR-HR"

LEGEND

(A) Concrete Truck Apron

(F) Concrete Sidewalk, 4"

(F1) HMA for Sidewalk, Type B, consisting of
110 lb/syd HMA Surface, Type B, 9.5mm on
220 lb/syd HMA Intermediate, Type B, 19.0mm
5" - Compacted Aggregate, No. 53, on
Subgrade Treatment, Type III

(K) Full Depth HMA Pavement consisting of
220 lb/syd QC/QA-HMA, 2, 64, Surface, 9.5 mm, on
275 lb/syd QC/QA-HMA, 2, 64, Intermediate, 19.0 mm, on
385 lb/syd QC/QA-HMA, 2, 64, Base, 25.0 mm, on
6" Compacted Aggregate, No. 53, on
Subgrade Treatment, Type IBC

(M) Milling, Asphalt, 2"

(O) Variable Depth Compacted Aggregate, No. 53

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

(C1) PCCP for Approaches, 9 in., on
Dense Graded Subbase, 6 in., on
Geogrid Type IB, on
Subgrade Treatment, Type II

(R) 220 lb/syd QC/QA-HMA, 2, 64, Surface, 9.5 mm

(U) Underdrain, 6 in.

(X) 2" PVC Conduit Pair, Min. Depth 2ft (See Marking Sheets for Details)

(13) Curb, Concrete

(15) Combined Curb and Gutter, Concrete

(16) Curb, Concrete, Modified Slope

(18) Center Curb, D, Concrete Stamped

(25) Mulched Seeding, U

(26) Sodding

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS
LINES "PR-HR"

HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	5 of 108
CONTRACT	PROJECT
R-42277	1901669

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SEC. 30, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY

SEC. 31, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY

HEARTLAND CHURCH, INC.

LOT 1

THE ROMAN CATHOLIC DIOCESE OF LAFAYETTE-IN-INDIANA, INC.

THE OVERLOOK AT THORPE CREEK

LOT 29 LOT 30 LOT 31 LOT 32 LOT 33 LOT 34 LOT 35 LOT 36 LOT 37

LOT 2 Stern-Bothwell Subdivision

LOT 1 Stern-Bothwell Subdivision

WCW II, LLC

EXCESS LAND

EXCESS LAND

CORNETT MANAGEMENT COMPANY, LLC

THOMAS E. BURKE ET UX

HUNTERS RUN, SECTION 4
Common Area 4C

HUNTERS RUN OWNERS ASSOCIATION, INC.

HUNTERS RUN, SECTION 4
Common Area 4D

HUNTERS RUN OWNERS ASSOCIATION, INC.

HUNTERS RUN, SECTION 4
Common Area A

HUNTERS RUN OWNERS ASSOCIATION, INC.

LOT 331 LOT 330 LOT 321

Gilmour Court

Corydon Drive

126th Street

Southeastern Parkway

Common Area V

P.O.T. 4+50.00 "A"

P.O.T. 4+90.00 "S-3-A"

P.T. 15+10.00 "TR-S-3-A"

BEGIN INCIDENTAL CONSTRUCTION
5+88.00 "S-3-A"

P.O.T. 16+00.00 "TR-S-3-A"

BEGIN CONSTRUCTION
9+35.00 "PR-S-3-A"

P.O.T. 9+35.00 "PR-S-3-A" =
O.P.O.T. 9+35.00 "S-3-A", 10.00' RT.

BEGIN INCIDENTAL CONSTRUCTION
8+38.00 "A"

BEGIN PROJECT
8+78.00 "A"

+66.68 "A"
198.45'
+85.57 "A"
206.05'

END CONSTRUCTION
14+98.07 "PR-S-3-A"

P.O.T. 14+98.07 "PR-S-3-A" =
P.O.T. 14+23.47 "A"

END CONSTRUCTION
113+46.98 "PR-HR"

P.T. 113+75.00 "PR-HR"

P.O.T. 13+64.63 "PR-S-3-A" =
P.O.T. 13+62.05 "S-3-A"

P.O.T. 15+00.00 "S-3-A" =
P.O.T. 14+38.52 "A"

P.O.T. 100+00.00 "PR-HR" =
P.O.T. 14+52.96 "A"

BEGIN CONSTRUCTION
100+00.00 "PR-HR"

END PROJECT
20+00.00 "A"

P.O.T. 25+00.00 "A"

Line "A"

Line "S-3-A"

Line "PR-S-3-A"

Line "PR-HR"

App. Exist. R/W

App. Section Line

App. ¼ Section Line

App. Exist. P.L.

20' Drainage Easement

D & U ESMT.

PEDESTRIAN ESMT.

Temp. R/W

R/W

15+00 10+00 105+00 110+00 100+00 20+00 25+00

30 31 30 31

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAT NO. 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 100'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669

SURVEY BOOK	SHEETS
N/A	6 of 108
CONTRACT	PROJECT
R-42277	1901669

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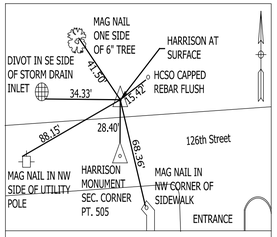
SECTION CORNER REFERENCE TIES



PT. 506 - NW CORNER SEC. 31, T18N, R6E

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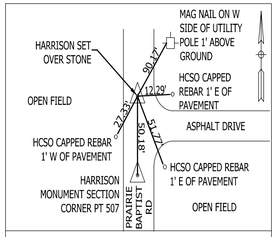

PT. 508 - W. QUARTER CORNER SEC. 30, T18N, R6E

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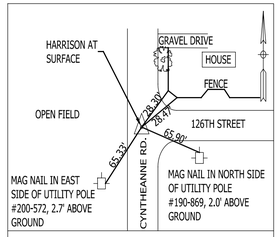

PT. 510 - NE CORNER SEC. 31, T18N, R6E

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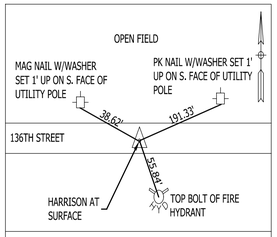

PT 511 - N. QUARTER CORNER SEC. 30, T18N, R6E

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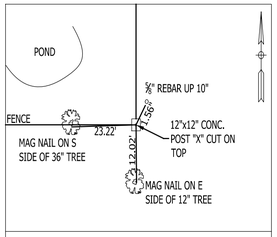
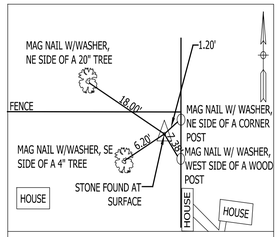


PT. 512 - CENTER SEC. 30, T18N, R6E

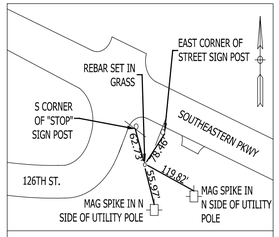
N147,319.5326/ E818,061.6117



PT. 513 - N. QUARTER CORNER SEC 31, T18N, R6E

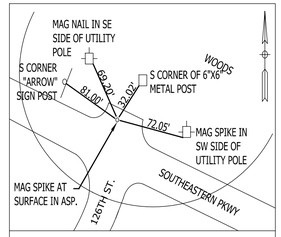
N144,654.716/ E818,091.0057

SURVEY CONTROL POINTS



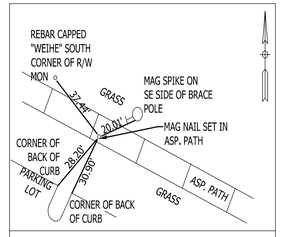
CONTROL POINT #500

N144,651.3345/ E817,188.6808



CONTROL POINT #501

N144,772.7730/ E817,260.8810



CONTROL POINT #502

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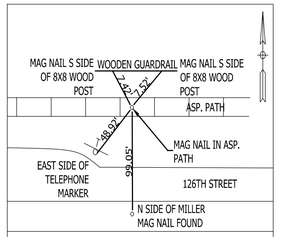

CONTROL POINT #503

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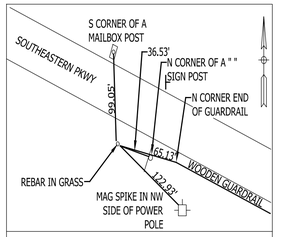

CONTROL POINT # 504

N144,286.9280/ E817,815.1910

Line "A"

STATION	NORTHING	EASTING
P.O.T. 4+50.00	145,360.4069	816,477.5618
P.C. 5+01.44	145,323.5228	816,513.4168
P.I. 6+80.25	145,195.3086	816,638.0527
P.T. 8+58.34	145,087.9305	816,781.0317
P.C. 10+54.71	144,970.0075	816,938.0519
P.I. 11+07.13	144,938.5252	816,979.972
P.T. 11+59.56	144,907.4913	817,022.2251
P.C. 15+17.20	144,695.7818	817,310.4706
P.I. 15+75.44	144,661.3084	817,357.4066
P.T. 16+33.67	144,626.2821	817,403.9313
P.C. 20+29.48	144,388.2189	817,720.1456
P.I. 20+85.79	144,354.3533	817,765.1286
P.T. 21+42.09	144,321.0045	817,810.4962
P.O.T. 25+00.00	144,109.0222	818,098.8763

Line "S-3-A"

STATION	NORTHING	EASTING
P.O.T. 4+90.00	144,637.5683	816,263.007
P.C. 12+77.41	144,646.3448	817,050.3671
P.I. 13+30.94	144,646.9414	817,103.8903
P.T. 13+81.48	144,676.6271	817,148.4307
P.O.T. 15+00.00	144,742.3591	817,247.0549

Line "PR-S-3-A"

STATION	NORTHING	EASTING
P.O.T. 9+35.00	144,632.5289	816,708.0908
P.C. 12+57.89	144,636.1279	817,030.9651
P.I. 13+24.89	144,636.8746	817,097.9539
P.T. 13+86.61	144,679.8161	817,149.3746
P.O.T. 14+98.07	144,751.264	817,234.9308

Line "TR-S-3-A"

STATION	NORTHING	EASTING
P.O.T. 7+50.00	144,580.359	815,526.8116
P.C. 14+44.44	144,588.0994	816,221.2106
P.I. 14+60.13	144,588.2742	816,236.8986
P.R.C. 14+75.04	144,580.273	816,250.394
P.I. 14+92.97	144,571.1288	816,265.8174
P.T. 15+10.00	144,571.3287	816,283.7466
P.O.T. 16+00.00	144,572.3318	816,373.741

Line "PR-HR"

STATION	NORTHING	EASTING
P.O.T. 100+00.00	144,733.8083	817,258.6969
P.C. 102+28.82	144,918.2329	817,394.1524
P.I. 103+57.27	145,021.759	817,470.1899
P.T. 104+66.14	145,020.2244	817,598.6305
P.C. 106+73.42	145,017.748	817,805.903
P.I. 108+58.05	145,015.5423	817,990.511
P.T. 109+71.60	145,199.3848	818,007.4489
P.C. 111+60.86	145,387.8477	818,024.8126
P.I. 112+79.49	145,505.9729	818,035.6958
P.T. 113+75.00	145,553.0645	818,144.5736

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

GEOMETRIC TIE-INS

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	7 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Pref.cfg
Indiana_Shade.tbl

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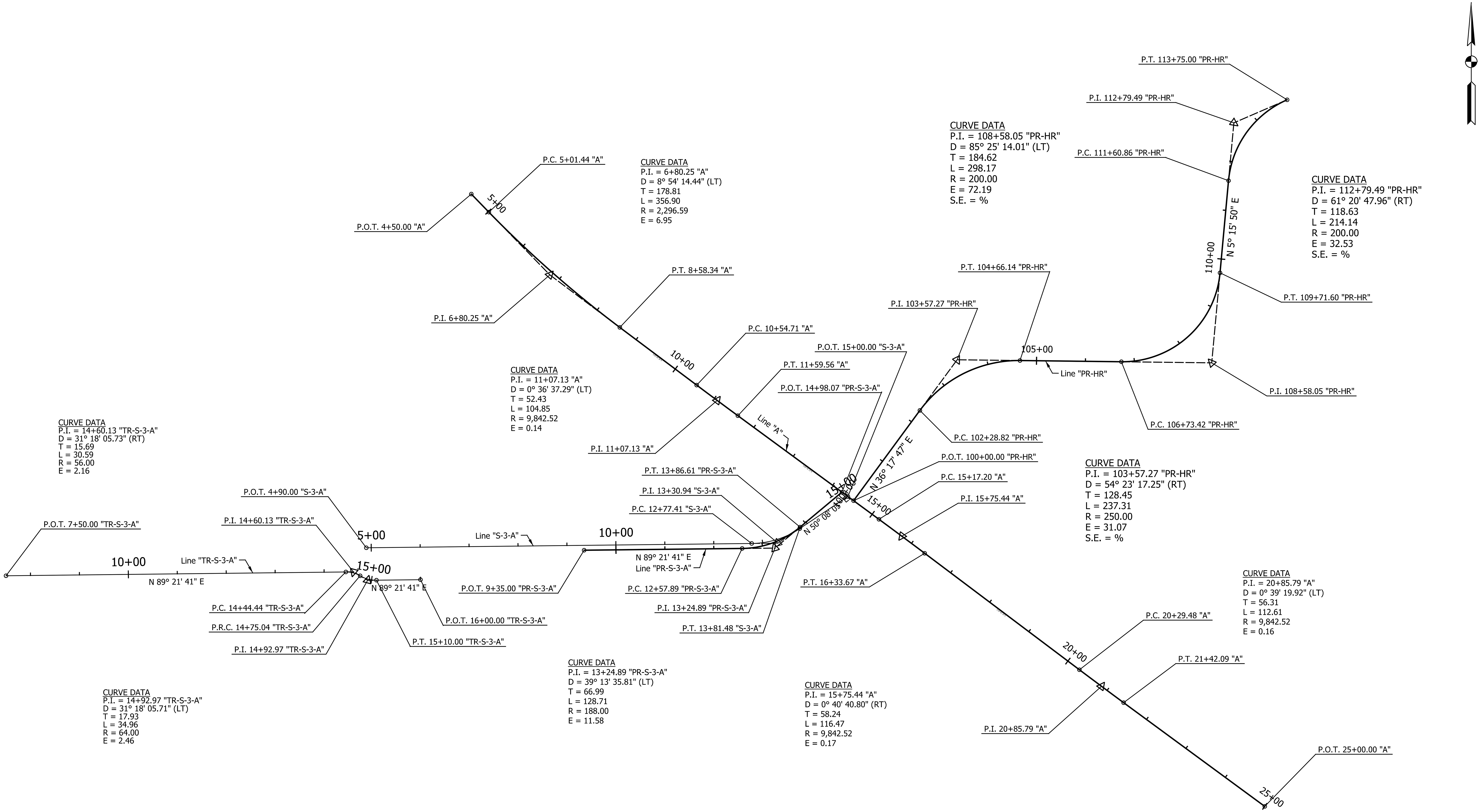


DATE	REVISION

RECOMMENDED FOR APPROVAL ____ DESIGN ENGINEER ____ DATE

DESIGNED: SRS | DRAWN: MCC

CHECKED: JPS | CHECKED: JPS

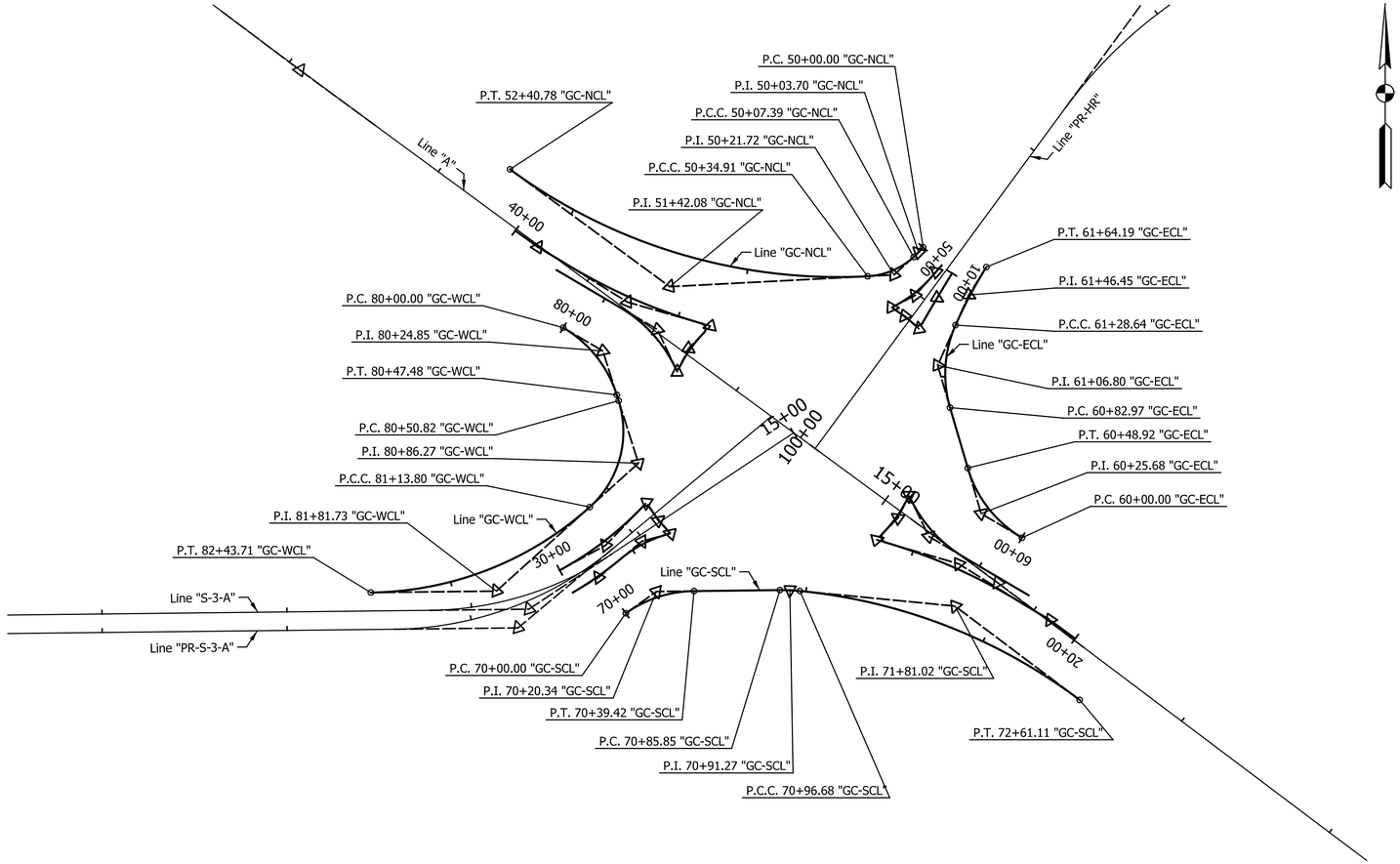
INDIANA
DEPARTMENT OF TRANSPORTATION

GEOMETRIC TIE-INS

HORIZONTAL SCALE	BRIDGE FILE
1" = 100'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	8 of 108
CONTRACT	PROJECT
R-42277	1901669

REF. LINE	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT LENGTH	ARC LENGTH	CURVE RADIUS	EXTERNAL LENGTH	CURVE BEGIN STATION	CURVE END STATION	BEARING BACK	BEARING AHEAD
"GC-NCL"	50+03.70	144,839.9386	817,314.6640	06° 31' 02.98" RT	3.70'	7.39'	65.00'	0.11'	P.C. 50+00.00	P.C.C. 50+07.39	S 41° 02' 30.05" W	S 47° 33' 33.03" W
	50+21.72	144,827.7708	817,301.3577	39° 25' 12.76" RT	14.33'	27.52'	40.00'	2.49'	P.C.C. 50+07.39	P.C.C. 50+34.91	S 47° 33' 33.03" W	S 86° 58' 45.79" W
	51+42.08	144,821.3683	817,180.0259	39° 19' 01.26" RT	107.17'	205.86'	300.00'	18.57'	P.C.C. 50+34.91	P.T. 52+40.78	S 86° 58' 45.79" W	N 53° 42' 12.94" W

REF. LINE	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT LENGTH	ARC LENGTH	CURVE RADIUS	EXTERNAL LENGTH	CURVE BEGIN STATION	CURVE END STATION	BEARING BACK	BEARING AHEAD
"GC-WCL"	80+24.85	144,786.5779	817,143.8490	41° 51' 00.48" RT	24.85'	47.48'	65.00'	4.59'	P.C. 80+00.00	P.T. 80+47.48	S 59° 27' 12.95" E	S 17° 36' 12.46" E
	80+86.27	144,725.9113	817,163.0976	65° 36' 44.41" RT	35.45'	62.98'	55.00'	10.44'	P.C. 80+50.82	P.C.C. 81+13.80	S 17° 36' 12.46" E	S 48° 00' 31.94" W
	81+81.73	144,656.7455	817,086.2572	41° 21' 08.98" RT	67.93'	129.91'	180.00'	12.39'	P.C.C. 81+13.80	P.T. 82+43.71	S 48° 00' 31.94" W	S 89° 21' 40.92" W



REF. LINE	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT LENGTH	ARC LENGTH	CURVE RADIUS	EXTERNAL LENGTH	CURVE BEGIN STATION	CURVE END STATION	BEARING BACK	BEARING AHEAD
"GC-SCL"	70+20.34	144,656.5266	817,172.8393	34° 44' 41.60" RT	20.34'	39.42'	65.00'	3.11'	P.C. 70+00.00	P.T. 70+39.42	N 54° 36' 59.31" E	N 89° 21' 40.92" E
	70+91.27	144,657.3313	817,245.0239	06° 12' 33.97" RT	5.42'	10.84'	100.00'	0.15'	P.C. 70+85.85	P.C.C. 70+96.68	N 89° 21' 40.92" E	S 84° 25' 45.12" E
	71+81.02	144,648.6177	817,334.3604	31° 24' 12.98" RT	84.34'	164.43'	300.00'	11.63'	P.C.C. 70+96.68	P.T. 72+61.11	S 84° 25' 45.12" E	S 53° 01' 32.14" E

REF. LINE	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT LENGTH	ARC LENGTH	CURVE RADIUS	EXTERNAL LENGTH	CURVE BEGIN STATION	CURVE END STATION	BEARING BACK	BEARING AHEAD
"GC-ECL"	60+25.68	144,698.6413	817,348.4436	43° 07' 05.97" RT	25.68'	48.92'	65.00'	4.89'	P.C. 60+00.00	P.T. 60+48.92	N 59° 27' 12.94" W	N 16° 20' 06.97" W
	61+06.80	144,778.8312	817,324.9409	40° 15' 21.67" RT	23.82'	45.67'	65.00'	4.23'	P.C. 60+82.97	P.C.C. 61+28.64	N 16° 20' 06.97" W	N 23° 55' 14.70" E
	61+46.45	144,816.8814	817,341.8189	08° 08' 47.36" RT	17.80'	35.55'	250.00'	0.63'	P.C.C. 61+28.64	P.T. 61+64.19	N 23° 55' 14.70" E	N 32° 04' 02.06" E

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

ROUNDABOUT GEOMETRIC TIE-INS

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	9 of 108
CONTRACT	PROJECT
R-42277	1901669

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Indiana_Shade.tbl

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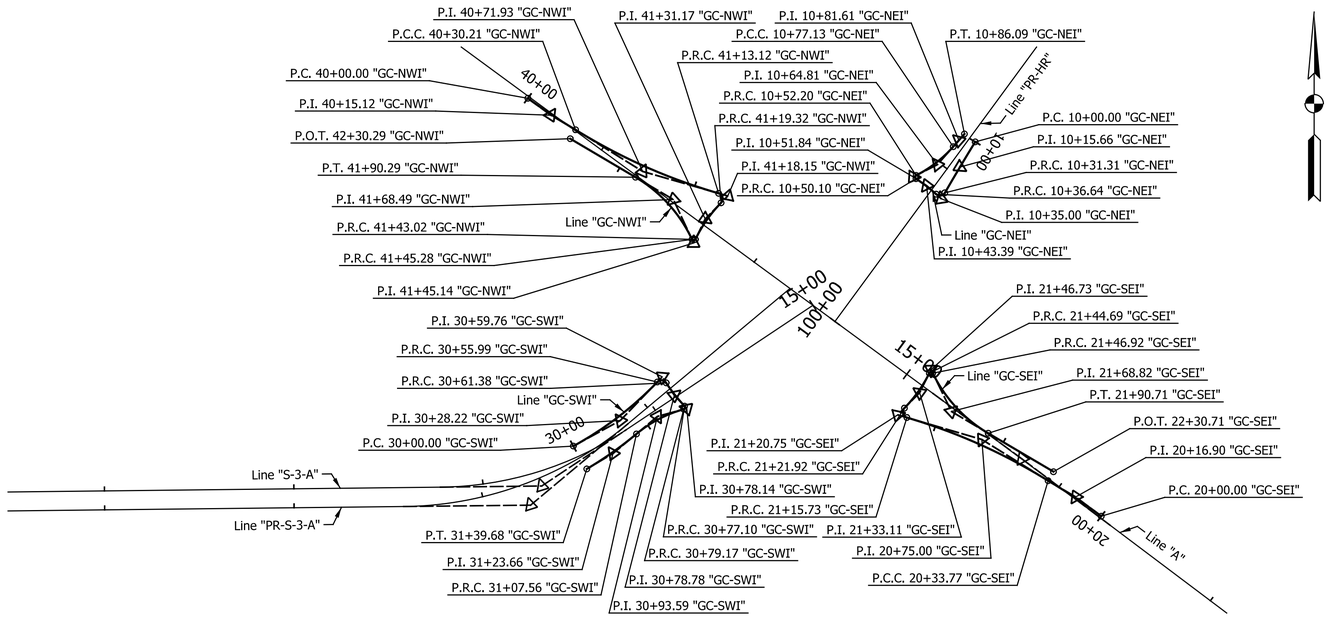
REF. LINE	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT LENGTH	ARC LENGTH	CURVE RADIUS	EXTERNAL LENGTH	CURVE BEGIN STATION	CURVE END STATION	BEARING BACK	BEARING AHEAD
"GC-NWI"	40+15.12	144,842.7306	817,108.7084	05° 45' 00.00" LT	15.12'	30.21'	301.00'	0.38'	P.C. 40+00.00	P.C.C. 40+30.21	S 53° 42' 12.94" E	S 59° 27' 12.94" E
	40+71.93	144,813.0390	817,157.1669	15° 44' 02.42" LT	41.72'	82.91'	301.92'	2.87'	P.C.C. 40+30.21	P.R.C. 41+13.12	S 58° 09' 32.07" E	S 73° 53' 34.48" E
	41+18.15	144,800.0693	817,202.0806	118° 22' 57.02" RT	5.03'	6.20'	3.00'	2.86'	P.R.C. 41+13.12	P.R.C. 41+19.32	S 73° 53' 34.48" E	S 44° 29' 22.54" W
	41+31.28	144,787.9470	817,190.1723	18° 54' 13.54" LT	11.96'	23.71'	71.85'	0.99'	P.R.C. 41+19.32	P.R.C. 41+43.02	S 44° 29' 22.54" W	S 25° 35' 09.00" W
	41+45.14	144,775.2521	817,184.0938	129° 20' 50.49" RT	2.11'	2.26'	1.00'	1.34'	P.R.C. 41+43.02	P.R.C. 41+45.28	S 25° 35' 09.00" W	N 25° 04' 00.50" W
	41+68.49	144,798.1873	817,173.3664	34° 23' 12.44" LT	23.21'	45.01'	75.00'	3.51'	P.R.C. 41+45.28	P.T. 41+90.29	N 25° 04' 00.50" W	N 59° 27' 12.94" W

REF. LINE	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT LENGTH	ARC LENGTH	CURVE RADIUS	EXTERNAL LENGTH	CURVE BEGIN STATION	CURVE END STATION	BEARING BACK	BEARING AHEAD
"GC-NEI"	10+15.66	144,815.3121	817,324.5670	01° 22' 44.45" LT	15.66'	31.31'	1,301.00'	0.09'	P.C. 10+00.00	P.R.C. 10+31.31	S 31° 30' 38.75" W	S 30° 07' 54.30" W
	10+35.00	144,798.5780	817,314.8542	101° 47' 53.50" RT	3.69'	5.33'	3.00'	1.76'	P.R.C. 10+31.31	P.R.C. 10+36.64	S 30° 07' 54.30" W	N 48° 04' 12.20" W
	10+43.39	144,805.5504	817,307.0916	08° 54' 42.74" LT	6.74'	13.46'	86.53'	0.26'	P.R.C. 10+36.64	P.R.C. 10+50.10	N 48° 04' 12.20" W	N 56° 58' 54.94" W
	10+51.84	144,810.1702	817,299.9825	120° 06' 02.75" RT	1.74'	2.10'	1.00'	1.00'	P.R.C. 10+50.10	P.R.C. 10+52.20	N 56° 58' 54.94" W	N 63° 07' 07.82" E
	10+64.81	144,816.6588	817,312.7827	21° 38' 31.40" LT	12.62'	24.93'	66.00'	1.19'	P.R.C. 10+52.20	P.C.C. 10+77.13	N 63° 07' 07.82" E	N 41° 28' 36.42" E
	10+81.61	144,829.4683	817,324.1063	00° 23' 41.06" LT	4.48'	8.96'	1,301.00'	0.01'	P.C.C. 10+77.13	P.T. 10+86.09	N 41° 28' 36.42" E	N 41° 04' 55.36" E



REF. LINE	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT LENGTH	ARC LENGTH	CURVE RADIUS	EXTERNAL LENGTH	CURVE BEGIN STATION	CURVE END STATION	BEARING BACK	BEARING AHEAD
"GC-SWI"	30+28.22	144,681.5203	817,145.3327	17° 38' 05.50" LT	28.22'	55.99'	181.90'	2.18'	P.C. 30+00.00	P.R.C. 30+55.99	N 61° 28' 44.92" E	N 43° 50' 39.42" E
	30+59.76	144,704.5889	817,167.4890	102° 58' 00.61" RT	3.77'	5.39'	3.00'	1.82'	P.R.C. 30+55.99	P.R.C. 30+61.38	N 43° 50' 39.42" E	S 33° 11' 19.97" E
	30+69.26	144,694.8359	817,173.8685	10° 24' 07.68" LT	7.88'	15.73'	86.62'	0.36'	P.R.C. 30+61.38	P.R.C. 30+77.10	S 33° 11' 19.97" E	S 43° 35' 27.66" E
	30+78.78	144,687.9107	817,180.4612	118° 22' 27.29" RT	1.68'	2.07'	1.00'	0.95'	P.R.C. 30+77.10	P.R.C. 30+79.17	S 43° 35' 27.66" E	S 74° 46' 59.63" W
	30+93.59	144,683.6859	817,164.9293	24° 38' 54.53" LT	14.42'	28.39'	66.00'	1.56'	P.R.C. 30+79.17	P.R.C. 31+07.56	S 74° 46' 59.63" W	S 50° 08' 05.10" W
	31+23.66	144,664.1272	817,141.5085	09° 26' 10.41" RT	16.09'	32.12'	195.00'	0.66'	P.R.C. 31+07.56	P.T. 31+39.68	S 50° 08' 05.10" W	S 59° 34' 15.51" W

REF. LINE	P.I. STATION	P.I. NORTHING	P.I. EASTING	DELTA	TANGENT LENGTH	ARC LENGTH	CURVE RADIUS	EXTERNAL LENGTH	CURVE BEGIN STATION	CURVE END STATION	BEARING BACK	BEARING AHEAD
"GC-SEI"	20+16.90	144,641.1699	817,385.8188	06° 25' 40.80" LT	16.90'	33.77'	301.00'	0.47'	P.C. 20+00.00	P.C.C. 20+33.77	N 53° 01' 32.14" W	N 59° 27' 12.94" W
	20+75.00	144,671.5235	817,336.2375	15° 33' 15.79" LT	41.24'	81.96'	301.92'	2.80'	P.C.C. 20+33.77	P.R.C. 21+15.73	N 58° 08' 39.94" W	N 73° 41' 55.74" W
	21+20.75	144,684.5063	817,291.8434	118° 15' 12.36" RT	5.02'	6.19'	3.00'	2.85'	P.R.C. 21+15.73	P.R.C. 21+21.92	N 73° 41' 55.74" W	N 44° 33' 16.62" E
	21+33.41	144,696.2627	817,303.4184	18° 09' 29.17" LT	11.48'	22.77'	71.84'	0.91'	P.R.C. 21+21.92	P.R.C. 21+44.69	N 44° 33' 16.62" E	N 26° 23' 47.46" E
	21+46.73	144,708.3667	817,309.4260	127° 36' 12.80" RT	2.03'	2.23'	1.00'	1.27'	P.R.C. 21+44.69	P.R.C. 21+46.92	N 26° 23' 47.46" E	S 25° 59' 59.74" E
	21+69.46	144,686.2817	817,320.1975	33° 27' 13.21" LT	22.54'	43.79'	75.00'	3.31'	P.R.C. 21+46.92	P.T. 21+90.71	S 25° 59' 59.74" E	S 59° 27' 12.94" E

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

ROUNDABOUT GEOMETRIC TIE-INS

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	10 of 108
CONTRACT	PROJECT
R-42277	1901669

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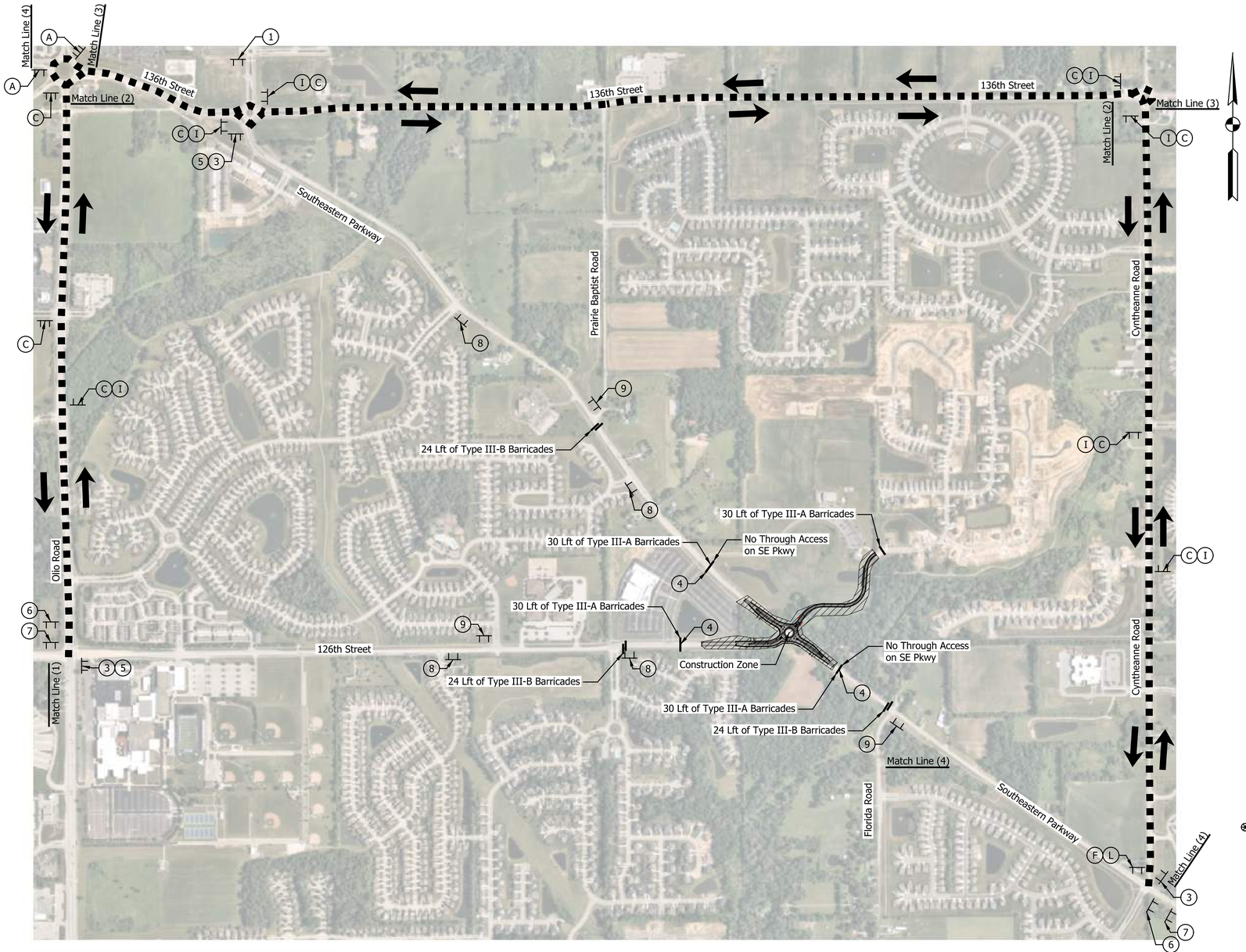

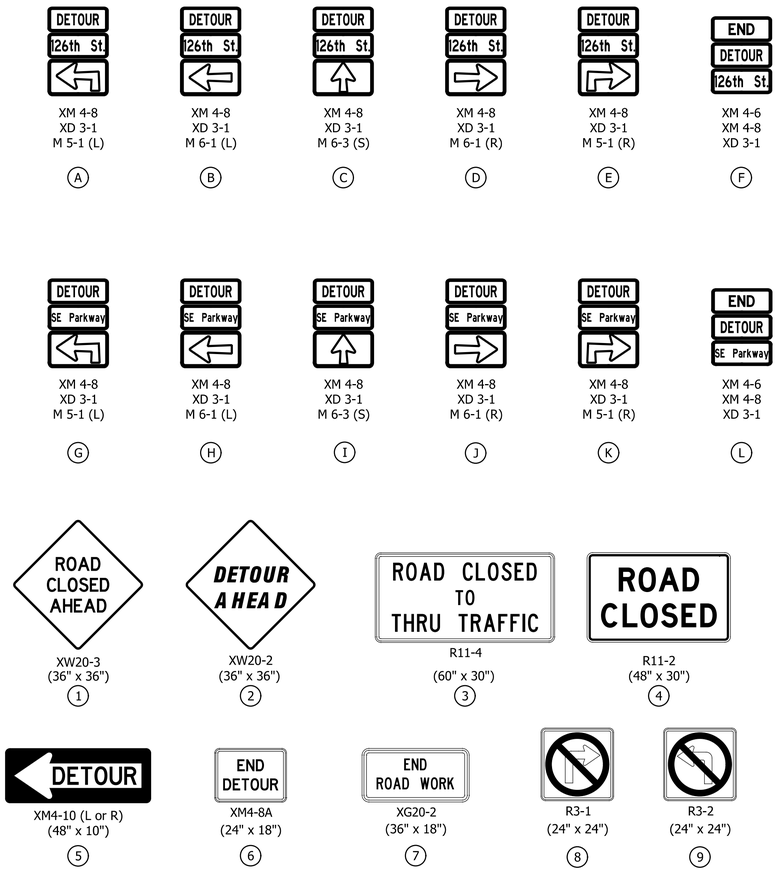

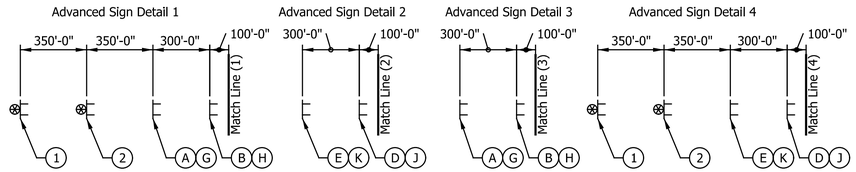

QUANTITY SUMMARY - DETOUR ROUTE		
Detour Route Marker Assembly	48	Each
Construction Sign, Type A	10	Each
Construction Sign, Type B	12	Each
Type A Barricade	120	Lft.
Type B Barricade	72	Lft.
Road Closure Sign Assembly	3	Each

NOTES:
1.) The Contractor shall coordinate all anticipated roadway closures and detours with the City of Fishers and adjacent projects. See Provisions for details.

2.) Any construction activities for line "PR-HR" shall be completed off-line from existing roadway surfaces prior to any roadway closures.

3.) All existing pedestrian access routes shall be maintained at all times for the duration of construction. Access will not be provided for new pedestrian routes until construction and maintenance of traffic operations are completed.

4.) Str. No. 400 and Proposed Detention Basin shall be completed in a phase prior to construction of roadway embankments and subgrade. See General Plan Details.

LEGEND
- Work Zone
- Barricade, Type III-A or III-B
- Construction Sign or DRMA
- Detour Route
- Direction of Traffic

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: HPW DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC DETOUR ROUTE

HORIZONTAL SCALE	BRIDGE FILE
1" = 600'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	11 of 108
CONTRACT	PROJECT
R-42277	1901669

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SEC. 30, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY

SEC. 31, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY

THE ROMAN CATHOLIC DIOCESE OF LAFAYETTE-IN-INDIANA, INC.

HEARTLAND CHURCH, INC.
LOT 1
HEARTLAND CHURCH SOUTHEASTERN CAMPUS

STERN-BOTHWELL SUBDIVISION
LOT 2

WCW II, LLC

STERN-BOTHWELL SUBDIVISION
LOT 1

EXCESS LAND
238, LLC

RCR DEVELOPMENT
238, LLC

CORNETT MANAGEMENT COMPANY, LLC

CURVE DATA
P.I. = 11+07.13 "A"
△= 0° 36' 37.29" (LT)
T = 52.43'
L = 104.85'
R = 9,842.52'
E = 0.14'

CURVE DATA
P.I. = 15+75.44 "A"
△= 0° 40' 40.80" (RT)
T = 58.24'
L = 116.47'
R = 9,842.52'
E = 0.17'

LINE A-A
End Des. 1901669 (State and Federally Funded)
Begin Des. 2101633 (100% Locally Funded)

BEGIN INCIDENTAL CONSTRUCTION
8+38.00 "A"

BEGIN PROJECT
8+78.00 "A"

Line "A" — Southeastern Parkway

S 53° 05' 36" E — S 53° 42' 13" E — S 53° 01' 32" E

P.C. 10+54.71 "A" — P.I. 11+07.13 "A" — P.T. 11+59.56 "A"

P.C. 15+17.20 "A" — P.I. 15+75.44 "A" — P.T. 16+33.67 "A"

P.O.T. 15+00.00 "S-3-A" = P.O.T. 14+38.52 "A"
P.O.T. 14+98.07 "PR-S-3-A" = P.O.T. 14+23.47 "A"
P.O.T. 100+00.00 "PR-HR" = P.O.T. 14+52.96 "A"

90°00'00" — 76°09'42" — 69°58'46"

Line "PR-HR" N 36° 17' 47" E — Condon Drive

Line "PR-S-3-A" N 50° 08' 05" E — Line "S-3-A" N 56° 19' 01" E

126th Street

Str. No. 100 — Str. No. 101 — Str. No. 102 — Str. No. 103 — Str. No. 104 — Str. No. 105 — Str. No. 106 — Str. No. 107 — Str. No. 108 — Str. No. 109 — Str. No. 110 — Str. No. 111 — Str. No. 112 — Str. No. 113 — Str. No. 114 — Str. No. 114-A — Str. No. 114-B — Str. No. 211 — Str. No. 212 — Str. No. 215 — Str. No. 216 — Str. No. 217 — Str. No. 218 — Str. No. 218-A — Str. No. 218-B — Str. No. 300 — Str. No. 301 — Str. No. 304 — Str. No. 305

P.T. 13+86.61 "PR-S-3-A"
P.T. 13+81.48 "S-3-A"

Wetland "A" +40 "PR-HR" RW(54.34')
Wetland "B"

Temp. R/W for Grading +25 "PR-HR" 110'
Temp. R/W for Grading +00 "PR-HR" 110'
+95 "PR-HR" 55'
+50 65' R/W
+50 80' RW(65')
+55 80'
Temp. R/W for Grading +70 80'
+P.T.(+33.67) 65'
+P.L.(+83.68) 65' R/W
+P.L.(+58.08) P.L.(45.28')
65' R/W
Const. Limits
App. Exist. R/W
Old Conc. Foundation

+P.L.(+51.71) P.L.(59.86')
+P.L.(+53.57) P.L.(62.34')
+25 P.L.(62.64')
+00 75'
+63L.(+63.15) P.L.(75.00')
+P.L.(+16.67) P.L.(61.78')
+85 75'
+20 75'
+50 85'
+50 75'
+P.L.(+78.44) P.L.(61.04')
+P.L.(+65.61) 65'
+P.L.(+05.24) P.L.(66.80')
+P.L.(+32.91 "S-3-A") P.L.(53.43')
+P.L.(+38.49) P.L.(32.81')
+P.L.(+73.06 "S-3-A") P.L.(131.59')
+P.L.(+02.43) P.L.(47.74')
+20 "PR-HR" 75'
+95 75'
+50 65'
+20.85 P.L.(67.72')
+42.12 P.L.(68.83') +P.L.(+43.27) P.L.(68.09')
+P.L.(+47.88) P.L.(68.34') +P.L.(+75.30) 65'
20' Drainage Easement
See General Plan Details for Pipe Outlet
Const. Limits
R/W
Grass
Woods
Stone & Grass
Asphalt
Asphalt Path
Rubble
Hole
Old Conc. Foundation
App. Exist. R/W
App. P.L.
App. Sec. Line
Temp. R/W for Grading

EARTHWORK SUMMARY - 1901669

Fill +25%	=	6,240 Cys.
Common Excavation	=	8,985 Cys.
Asphalt Removal*	=	1,420 Cys.
Waste	=	1,325 Cys.

*HMA Pavement Removal Included in the Cost Common Excavation

BEGIN INCIDENTAL CONSTRUCTION 8+38.00 "A"
BEGIN PROJECT 8+78.00 "A"
P.V.I. 9+55.00
P.V.I. EL. 840.47
150.00' V.C.
P.G. EL. 840.40
+0.09% -1.07%
+0.22% +1.64% -0.80% -0.30% -1.96% +0.00% -0.43% -0.54% -0.40% -0.60%
Profile Grade
Existing Ground
Special "V" Bottom Ditch Req'd. Rt. (Plotted 5' Below Datum)
Special 2' Bottom Ditch Req'd. Rt. (Plotted 5' Below Datum)
Special 4' Bottom Ditch Req'd. Lt. (Plotted 30' Above Datum)
Special "V" Bottom Ditch Req'd. Lt. (Plotted 30' Above Datum)
Special 2' Bottom Ditch Req'd. Rt. (Plotted 5' Below Datum)
Special Channel Req'd. Lt. (Plotted 15' Above Datum)
Storm Sewer Left (Plotted 20' Above Datum)
+00.00 838.26
+50.00 838.37
+00.00 839.19
+50.00 836.58
+00.00 836.18
+50.00 835.43
+78.00 835.75
+46.00 834.95
+56.50 833.79
+00.00 829.02
+98.80 827.08
+56.97 826.81
+43.30 827.00
+95.17 826.20
826.20
+50.00 826.00
829.11
Str. No. 100: 252' of 15" Pipe @ 0.30%
16.7 SYS Ditch Sodding Req'd. Med.
301 SYS Ditch Sodding Req'd. Lt.
631 SYS Ditch Sodding Req'd. Med.
21.5 TON Revetment Riprap, on 28.7 SYS of Geotextiles Req'd. Lt.
Detention Basin Req'd. Rt., See Basin Detail Sheet
M.H. 11+43 Str. No. 101
70' of 24" Pipe @ 0.26 %
24" Pipe 832.08
832.08
832.27
M.H. 12+15 Str. No. 102
94' of 12" Pipe @ 0.30 %
832.27
Inlet 13+12 Str. No. 104
832.56
832.56
Inlet 13+51 Str. No. 108
832.69
38' of 12" Pipe @ 0.32 %
Inlet 12+15 Str. No. 103
833.56
94' of 12" Pipe @ 0.99 %
Inlet 13+12 Str. No. 105
832.59
832.09
M.H. 13+40 Str. No. 107
831.83
830.83
M.H. 13+38 Str. No. 106
+35.67 834.43
24" Pipe 830.50
830.53
20' of 24" Pipe @ 1.20 %
25' of 12" Pipe @ 0.91 %
M.H. 13+60 Str. No. 109
24" Pipe 830.23
829.43
M.H. 14+11 Str. No. 217
829.25
52' of 30" Pipe @ 0.31 %
36' of 30" Pipe @ 0.30 %
30" Pipe 829.25
M.H. 14+00 Str. No. 216
829.12
M.H. 13+96 Str. No. 218-A
829.07
13' of 30" Pipe @ 0.4%
4' of 30" Pipe @ 0.8%
829.04
M.H. 13+94 Str. No. 218-B
829.00
25' of 30" Pipe @ 0.31 %
Inlet 15+97 Str. No. 112
826.20
64' of 12" Pipe @ 0.31%
M.H. 15+29 Str. No. 111
829.11
M.H. 16+60 Str. No. 113
12" Pipe 825.16
825.16
46' of 12" Pipe @ 0.30 %
840.4 840.41 840.4 840.28 840.5 839.96 840.5 839.46 840.7 838.92 839.7 838.38 839.1 837.85 838.2 837.31 837.1 836.78 836.0 836.24 835.0 835.70 834.0 835.18 832.2 834.63 832.2 834.10 832.5 833.56 831.9 833.02
8+00 9+00 10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00
860 850 840 830 820 810 800

NOTES:
All R/W Described from Line "A" Except as Shown.

Line "A" to be Constructed.

All Topographic Information Described From Line "A", Except as Noted.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC
CHECKED: JPS CHECKED: JPS

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION
1" = 10'	1901669
SURVEY BOOK	SHEETS
N/A	12 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Pdf.altCfg
Indiana_Shade.tbl

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SEC. 30, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY
SEC. 31, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY
THOMAS E. BURKE
CORNETT MANAGEMENT COMPANY, LLC
CURVE DATA
P.I. = 20+85.79 "A"
△= 0° 39' 19.92" (LT)
T = 56.31'
L = 112.61'
R = 9,842.52'
E = 0.16'
Southeastern Parkway
S 53° 01' 32" E
S 53° 40' 52" E
Line "A"
END PROJECT 20+00.00 "A"
P.C. 20+29.48 "A"
P.T. 21+42.09 "A"
P.I. 20+85.79 "A"
P.O.T. 25+00.00 "A"
App. Section Line
App. ½ Section Line
App. Exist. R/W
Const. Limits
70' R/W
Str. No. 115
Str. No. 116
Str. No. 117
Str. No. 119
Str. No. 120
Str. No. 121
Str. No. 122
Str. No. 500
Str. No. 501
Special 2' Bottom Ditch Req'd. Lt. (Plotted 30' Above Datum)
178' of 12" Pipe @ 0.30 %
46' of 12" Pipe @ 0.30 %
66' of 15" Pipe @ 2.53%
Storm Sewer Left (Plotted 20' Above Datum)
Storm Sewer Left (Plotted 30' Above Datum)
P.V.I. 18+15.00
P.V.I. EL. 831.25
150.00' V.C.
-1.07%
-2.19%
-0.59%
-0.29%
Profile Grade
Existing Ground
END PROJECT
20+00.00 "A"
P.G. EL. 827.21
48' of 15" Pipe @ 0.60%
Special "V" Bottom Ditch Req'd. Rt.
Storm Sewer Right (Plotted 20' Below Datum)
87' of 12" Pipe @ 0.86%
87' of 12" Pipe @ 0.58 %
Inlet 17+10
Inlet 18+00
Inlet 18+90
Inlet 19+33
Inlet 19+99
17+00
18+00
19+00
20+00
21+00
22+00
23+00
25

NOTES:
All R/W Described from Line "A" Except as Shown.

Line "A" to be Constructed.

All Topographic Information Described From Line "A", Except as Noted.

DATE	REVISION

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — DATE

DESIGNED: SRS — DRAWN: MCC
CHECKED: JPS — CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION
1" = 10'	1901669
SURVEY BOOK	SHEETS
N/A	13 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Pdf.pltcfg Indiana_Shade.tbl

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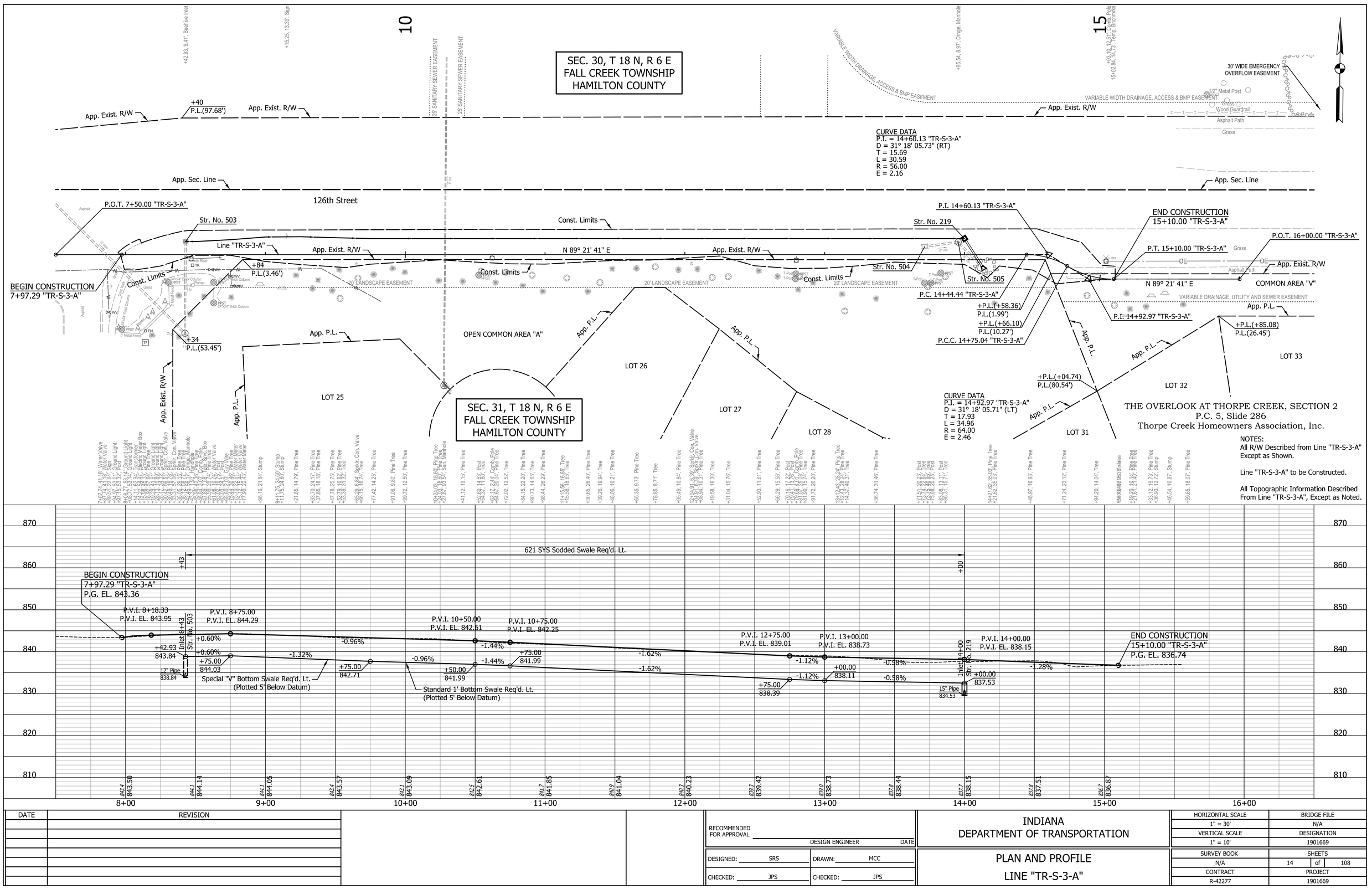

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "TR-S-3-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION
1" = 10'	1901669

SURVEY BOOK	SHEETS
N/A	14 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Ptf.pltcfg
Indiana_Shade.tbl

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SEC. 30, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY

HEARTLAND CHURCH, INC.
LOT 1

HEARTLAND CHURCH
SOUTHEASTERN CAMPUS

STERN-BOTHWELL
SUBDIVISION
LOT 2

STERN-BOTHWELL
SUBDIVISION
LOT 1

WCW II, LLC

BEGIN INCIDENTAL CONSTRUCTION
5+88.00 "S-3-A"

END INCIDENTAL CONSTRUCTION
9+35.00 "S-3-A"

BEGIN CONSTRUCTION
9+35.00 "PR-S-3-A"

P.O.T. 9+35.00 "PR-S-3-A" =
O.P.O.T. 9+35.00 "S-3-A", 10.00' RT.

P.O.T. 16+00.00 "TR-S-3-A"

Line "S-3-A"
N 89° 21' 41" E

Line "PR-S-3-A"
N 89° 21' 41" E

Line "TR-S-3-A"
N 89° 21' 41" E

126th Street

App. Section Line

Str. No. 502

Str. No. 200

Str. No. 201

Str. No. 202

10+00

R.+00.62 "S-3-A"

+P.L.(+70.82 "S-3-A")
P.L.(50.80')

+P.L.(+70.82)
60'

+P.L.(+70.81 "S-3-A")
P.L.(42.20')

+P.L.(+92.42 "S-3-A")
P.L.(21.12')

+P.L.(+92.21)
P.L.(52.81')

+P.L.(+92.18)
60'

+P.L.(+40.77 "S-3-A")
P.L.(32.73')

+P.L.(+04.17 "S-3-A")
P.L.(42.12')

+P.L.(+00.46 "S-3-A")
P.L.(42.15')

+P.L.(+32.91 "S-3-A")
P.L.(53.43')

+P.L.(+65.61 "A")
65'

+P.L.(+05.24 "A")
P.L.(66.80')

+00
60'

+30
P.L.(51.18')

+50
60'

+95
130'

+05
105'

P.C. 12+77.41 "S-3-A"

P.C. 12+57.89 "PR-S-3-A"

P.I. 13+24.89 "PR-S-3-A"

P.I. 13+30.94 "S-3-A"

P.T. 13+86.61 "PR-S-3-A"

P.T. 13+81.48 "S-3-A"

P.O.T. 13+64.63 "PR-S-3-A" =
P.O.T. 13+62.05 "S-3-A"

Str. No. 206
Str. No. 207
Str. No. 208
Str. No. 209
Str. No. 210
Str. No. 211
Str. No. 212
Str. No. 215
Str. No. 216
Str. No. 217
Str. No. 218-A
Str. No. 218-B
Str. No. 106
Str. No. 107
Str. No. 109

Const. Limits
App. Exist. R/W
Temp. R/W for Grading
Grass
Woods
Asphalt
Asphalt Path
Wood Guardrail
12" Metal Post
15" rcp
Fence
Line "A"
S 53° 42' 13" E
Line "PR-S-3-A"
N 50° 08' 05" E
Line "S-3-A"
N 56° 19' 01" E

THE OVERLOOK AT THORPE CREEK
Common Area "V"

THORPE CREEK HOMEOWNERS
ASSOCIATION, INC.
Common Area "V"

LOT 32
LOT 33
LOT 34
LOT 35
LOT 36
LOT 37

App. P.L.

SEC. 31, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY

CORNETT MANAGEMENT
COMPANY, LLC

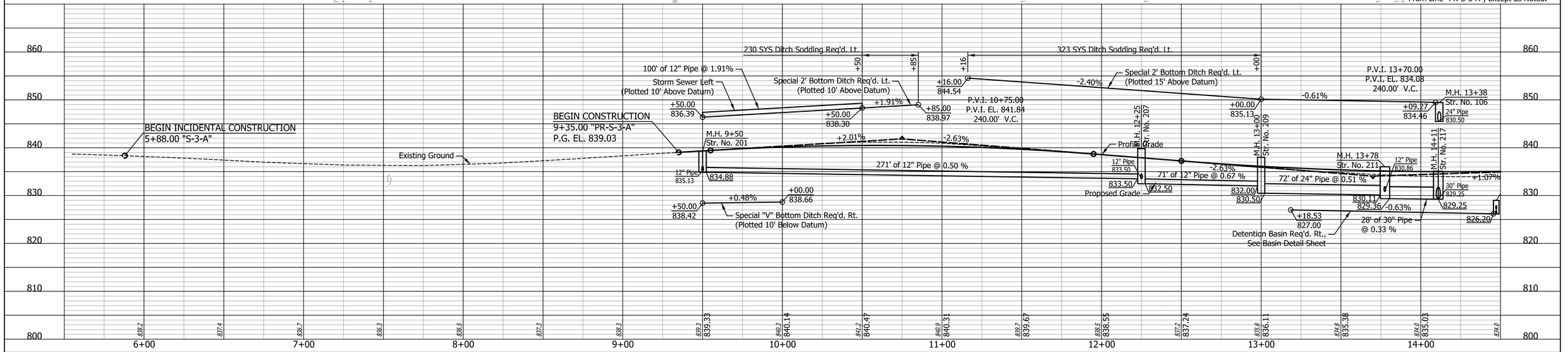
CURVE DATA
P.I. = 13+24.89 "PR-S-3-A"
△ = 39° 13' 35.81" (LT)
T = 66.99'
L = 128.71'
R = 188.00'
E = 11.58'

CURVE DATA
P.I. = 13+30.94 "S-3-A"
△ = 33° 02' 39.88" (LT)
T = 53.53'
L = 104.07'
R = 180.45'
E = 7.77'

NOTES:
All R/W Described from Line "PR-S-3-A" Except as Shown.

Line "PR-S-3-A" to be Constructed.

All Topographic Information Described From Line "PR-S-3-A", Except as Noted.



DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINES "S-3-A" AND "PR-S-3-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION
1" = 10'	1901669
SURVEY BOOK	SHEETS
N/A	15 of 108
CONTRACT	PROJECT
R-42277	1901669

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Indiana_Shade.tbl

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LINE A-A
End Des. 1901669 (State and Federally Funded)
Begin Des. 2101633 (100% Locally Funded)

SEC. 30, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY

THE ROMAN CATHOLIC DIOCESE OF LAFAYETTE-IN-INDIANA, INC.

CURVE DATA
P.I. = 103+57.27 "PR-HR"
△= 54° 23' 17.25" (RT)
T = 128.45'
L = 237.31'
R = 250.00'
E = 31.07'

SEC. 31, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY

CORNETT MANAGEMENT COMPANY, LLC

RCR DEVELOPMENT 238, LLC

EXCESS LAND

RCR DEVELOPMENT 238, LLC

CURVE DATA
P.I. = 108+58.05 "PR-HR"
△= 85° 25' 14.01" (LT)
T = 184.62'
L = 298.17'
R = 200.00'
E = 72.19'

NOTES:
All R/W Described from Line "PR-HR" Except as Shown.

Line "PR-HR" to be Constructed.

All Topographic Information Described From Line "PR-HR", Except as Noted.

EARTHWORK SUMMARY - 2101633

Fill +25%	=	2,160 Cys.
Common Excavation	=	2,700 Cys.
Asphalt Removal*	=	0 Cys.
Waste	=	540 Cys.

*HMA Pavement Removal Included in the Cost Common Excavation

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "PR-HR"

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION
1" = 10'	1901669
SURVEY BOOK	SHEETS
N/A	16 of 108
CONTRACT	PROJECT
R-42277	1901669

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Indiana_Shade.tbl

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THE ROMAN CATHOLIC DIOCESE
OF LAFAYETTE-IN-INDIANA, INC.
CURVE DATA
P.I. = 112+79.49 "PR-HR"
Δ= 61° 20' 47.96" (RT)
T = 118.63'
L = 214.14'
R = 200.00'
E = 32.53'
HUNTERS RUN, SECTION 4
Common Area 4C
HUNTERS RUN OWNERS
ASSOCIATION, INC.
Corydon Drive
Line "PR-HR"
N 05° 15' 50" E
END CONSTRUCTION
113+46.98 "A"
Lot 321
EXCESS LAND
RCR DEVELOPMENT
238, LLC
CURVE DATA
P.I. = 108+58.05 "PR-HR"
D = 85° 25' 14.01" (LT)
T = 184.62'
L = 298.17'
R = 200.00'
E = 72.19'
LEGACY AT HUNTERS RUN
Common Area A
LEGACY AT HUNTER'S RUN
HOMEOWNERS ASSOCIATION, INC.
SEC. 30, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY
HUNTERS RUN, SECTION 4
Common Area 4D
HUNTERS RUN OWNERS
ASSOCIATION, INC.
Storm Sewer Left
(Plotted 20' Above Datum)
Existing Ground
Profile Grade
END CONSTRUCTION
113+46.98 "PR-HR"
P.G. EL. 834.51
251 SYS Ditch Sodding Req'd. Rt.
Special "V" Bottom Ditch Req'd. Rt.
(Plotted 15' Below Datum)
Special "V" Bottom Ditch Req'd. Lt.
(Plotted 30' Above Datum)
108+00
109+00
110+00
111+00
112+00
113+00

NOTES:
All R/W Described from Line "PR-HR" Except as Shown.

Line "PR-HR" to be Constructed.

All Topographic Information Described From Line "PR-HR", Except as Noted.

DATE	REVISION

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — DATE

DESIGNED: SRS — DRAWN: MCC
CHECKED: JPS — CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "PR-HR"

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION
1" = 10'	1901669
SURVEY BOOK	SHEETS
N/A	17 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Pdf.pltcfg
Indiana_Shade.tbl

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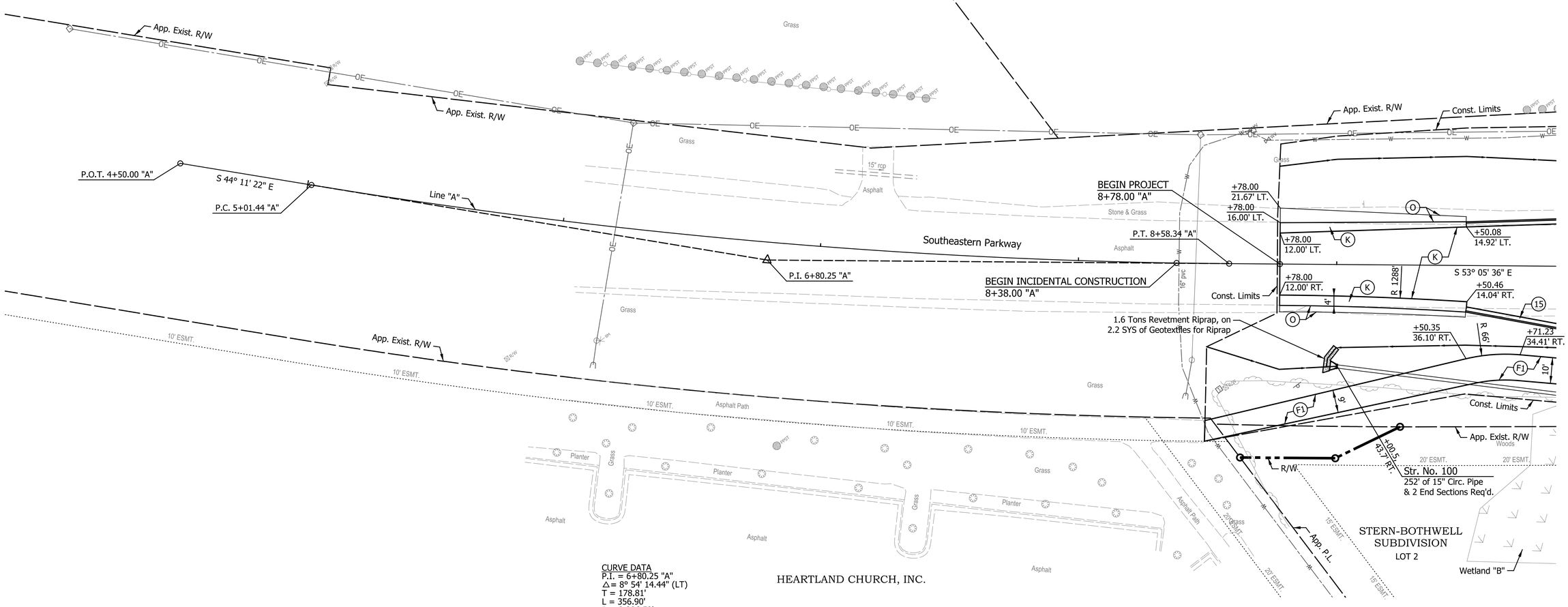
THE ROMAN CATHOLIC DIOCESE
OF LAFAYETTE-IN-INDIANA, INC.

SEC. 30, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY



CURVE DATA
P.I. = 6+80.25 "A"
△= 8° 54' 14.44" (LT)
T = 178.81'
L = 356.90'
R = 2,296.59'
E = 6.95'

LEGEND

- (C) PCCP for Approaches, 6 in. (See Typical Sections)
- (C1) PCCP for Approaches, 9 in. (See Typical Sections)
- (F) Concrete Sidewalk, 4"
- (F1) HMA for Sidewalk (See Typical Sections)
- (K) Full Depth HMA Pavement consisting of 220 lb/syd QC/QA-HMA, 2, 64, Surface, 9.5 mm, on 275 lb/syd QC/QA-HMA, 2, 64, Intermediate, 19.0 mm, on 385 lb/syd QC/QA-HMA, 2, 64, Base, 25.0 mm, on 6" Compacted Aggregate, No. 53, on Subgrade Treatment, Type IBC
- (A) Concrete Truck Apron
- (M) Milling, Asphalt, 2"
- (O) Variable Depth Aggregate Shoulder
- (R) Resurfacing (See Typical Sections)
- (13) Curb, Concrete
- (15) Combined Curb & Gutter, Concrete
- (16) Curb, Concrete, Modified Slope
- (18) Center Curb, D, Concrete Stamped
- (25) Mulched Seeding, U
- (26) Sodding
- (X) Curb Ramp, Concrete

NOTES:
All R/W Described from Line "A"
Except as Shown.

Line "A" to be Constructed.

All Topographic Information Described
From Line "A", Except as Noted.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	18 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Pdf.dftCfg
Indiana_Shade.tbl

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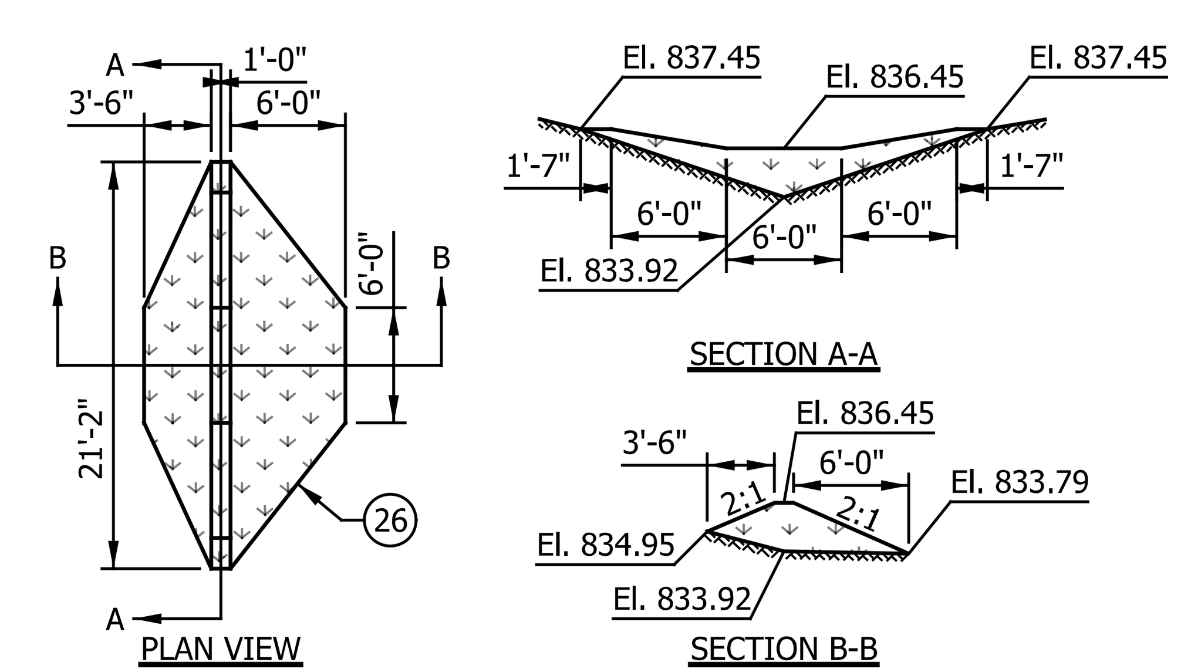
15
THE ROMAN CATHOLIC DIOCESE OF LAFAYETTE-IN-INDIANA, INC.
SEC. 30, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY
CURVE DATA
P.I. = 11+07.13 "A"
△= 0° 36' 37.29" (LT)
T = 52.43'
L = 104.85'
R = 9,842.52'
E = 0.14'
EXCESS LAND
RCR DEVELOPMENT
RCR DEVELOPMENT 238, LLC
LINE A-A
End Des. 1901669 (State and Federally Funded)
Begin Des. 2101633 (100% Locally Funded)
LINE A-A
End Des. 1901669
Begin Des. 2101633
21.5 Tons Revetment Riprap, on 28.7 SYS of Geotextiles for Riprap
Corydon Drive
Temp. R/W for Grading
Wetland "A"
Temp. R/W
Str. No. 110
M.H., Type "C-10" & 82' of 15" Pipe Req'd.
Str. No. 108
Inlet, Type "J-10" & 38' of 12" Pipe Req'd.
Str. No. 104
Inlet, Type "J-10" & 94' of 12" Pipe Req'd.
Excess Land & P.L.
App. Exist. R/W
65' R/W
Const. Limits
See Below
Str. No. 101
Inlet, Type "G-7", 161' of 24" Pipe, & 1 End Section Req'd.
+00.00
16.95' LT.
+30.55
24.00' LT.
+98.00
24.00' LT.
Str. No. 102
Manhole, Type "C-10" & 70' of 24" Pipe Req'd.
P.O.T. 15+00.00 "S-3-A" =
P.O.T. 14+38.52 "A"
P.O.T. 14+98.07 "PR-S-3-A" =
P.O.T. 14+23.47 "A"
P.C. 10+54.71 "A"
P.I. 11+07.13 "A"
P.T. 11+59.56 "A"
Southeastern Parkway
Line "A"
S 53° 42' 13" E
Str. No. 105
Inlet, Type "J-10" & 25' of 12" Pipe Req'd.
Str. No. 107
M.H., Type "C-10" & 20' of 24" Pipe Req'd.
Str. No. 109
M.H., Type "J-10" & 52' of 30" Pipe Req'd.
Str. No. 111
M.H., Type "C-10" & 14' of 18" Pipe Req'd.
Str. No. 114-A
M.H., Type "C-4" & 4' of 18" Pipe Req'd.
Str. No. 114
Hydrodynamic Separator BMP & 5' of 18" Pipe Req'd.
P.C. 15+17.20 "A"
P.I. 15+75.44 "A"
P.O.T. 100+00.00 "PR-HR" =
P.O.T. 14+52.96 "A"
76°09'42"
69°58'46"
90°00'00"
App. Exist. R/W
Const. Limits
Str. No. 103
Inlet, Type "J-10" & 94' of 12" Pipe Req'd.
Str. No. 106
M.H., Type "C-7" & 25' of 24" Pipe Req'd.
Class III Drive Req'd.
W = 30'
1.6 Tons Revetment Riprap, on 2.2 SYS of Geotextiles for Riprap
Temp. R/W for Grading
75' R/W
Wetland "B"
STERN-BOTHWELL SUBDIVISION LOT 2
WCW II, LLC
STERN-BOTHWELL SUBDIVISION LOT 1
126th St.
P.T. 13+86.61 "PR-S-3-A"
P.T. 13+81.48 "S-3-A"
3.7 Tons Revetment Riprap, on 4.9 SYS of Geotextiles for Riprap
Str. No. 114-B
M.H., Type "C-4", 6' of 18" Pipe, & 1 End Section Req'd.
Proposed Detention Pond
1.5 Tons Revetment Riprap, on 2.1 SYS of Geotextiles for Riprap
CORNETT MANAGEMENT COMPANY, LLC

LEGEND

- (C) PCCP for Approaches, 6 in. (See Typical Sections)
- (C1) PCCP for Approaches, 9 in. (See Typical Sections)
- (F) Concrete Sidewalk, 4"
- (F1) HMA for Sidewalk (See Typical Sections)
- (K) Full Depth HMA Pavement consisting of 220 lb/syd QC/QA-HMA, 2, 64, Surface, 9.5 mm, on 275 lb/syd QC/QA-HMA, 2, 64, Intermediate, 19.0 mm, on 385 lb/syd QC/QA-HMA, 2, 64, Base, 25.0 mm, on 6" Compacted Aggregate, No. 53, on Subgrade Treatment, Type IBC
- (A) Concrete Truck Apron
- (M) Milling, Asphalt, 2"
- (O) Variable Depth Aggregate Shoulder
- (R) Resurfacing (See Typical Sections)
- (13) Curb, Concrete
- (15) Combined Curb & Gutter, Concrete
- (16) Curb, Concrete, Modified Slope
- (18) Center Curb, D, Concrete Stamped
- (25) Mulched Seeding, U
- (26) Sodding
- (X) Curb Ramp, Concrete



SODDED BERM DETAIL - STA. 11+50.00 LT.
SCALE: 1"=10' HORIZ.; 1"=10' VERT.

SEC. 31, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY

CURVE DATA
P.I. = 15+75.44 "A"
△= 0° 40' 40.80" (RT)
T = 58.24'
L = 116.47'
R = 9,842.52'
E = 0.17'

NOTES:
All R/W Described from Line "A" Except as Shown.

Line "A" to be Constructed.

All Topographic Information Described From Line "A", Except as Noted.

DATE	REVISION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER / DATE
DESIGNED: SRS	DRAWN: MCC
CHECKED: JPS	CHECKED: JPS

INDIANA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	19 of 108
CONTRACT	PROJECT
R-42277	1901669

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CURVE DATA
P.I. = 15+75.44 "A"
△= 0° 40' 40.80" (RT)
T = 58.24'
L = 116.47'
R = 9,842.52'
E = 0.17'

SEC. 30, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY

SEC. 31, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY

RCR DEVELOPMENT 238, LLC

THOMAS E.
BURKE ET UX

CORNETT
MANAGEMENT
COMPANY, LLC

Temp. R/W
App. Section Line & P.L.
0.7 Tons Revetment Riprap, on 0.9 SYS of Geotextiles for Riprap
Temp. R/W for Grading
Str. No. 113
M.H., Type "C-10", 23' of 12" Pipe, & 1 End Section Req'd.
+59.00 62.00' LT.
+60.0 LT
+10.0 LT
Str. No. 115
Inlet, Type "J-10" & 46' of 12" Pipe Req'd.
Str. No. 500
Exist. Inlet, Remove Inlet & 257 LFT of Exist. Pipe
+324.5 LT.
Str. No. 120
Inlet, Type "J-10" & 178' of 12" Pipe Req'd.
+89.9 LT.
Str. No. 122
Inlet, Type "E-7" & 66' of 15" Pipe Req'd.
+32.5 LT.
Mod. Class I Drive, Req'd.
W = 12'
+60
Str. No. 501
Exist. Inlet, Casting, Adjust to Grade
+99.7 43.7' LT.
App. Exist. R/W
Const. Limits
R 824'
R 812'
R 799'
R 65'
R 55'
R 60'
R 302'
R 300'
+71.51 27.51' LT.
+39.72 35.01' LT.
+42.52 10.17' LT.
+12.85 39.97' LT.
+20.18 39.65' LT.
+06.76 25.29' LT.
+15.54 24.02' LT.
+09.74 11.40' LT.
+35.91 15.60' LT.
+00.00 12.00' LT.
P.I. 15+75.44 "A"
P.T. 16+33.67 "A"
P.C. 20+29.48 "A"
P.T. 21+42.09 "A"
S 53° 01' 32" E
Southeastern Parkway
END PROJECT 20+00.00 "A"
P.I. 20+85.79 "A"
+93.45 0.81' RT.
+27.15 1.00' LT.
Str. No. 116
Inlet, Type "J-10" & 87' of 12" Pipe Req'd.
+10.0 RT.
+48.99 24.00' RT.
+14.19 22.73' RT.
+74.57 20.46' RT.
+73.97 46.84' RT.
+00.0 RT
Str. No. 119
Inlet, Type "J-10" & 87' of 12" Pipe Req'd.
Str. No. 121
Inlet, Type "J-10", 18' of 12" Pipe, & 1 End Section Req'd.
+90.00 36.00' RT.
+35.92 14.40' RT.
+36.00 16.40' RT.
+36.00 18.40' RT.
+00.00 22.17' RT.
+00.00 12.00' RT.
+00.00 16.49' RT.
+26.03 49.40' RT.
+48.00 54.37' RT.
1.1 Tons Revetment Riprap, on 1.4 SYS of Geotextiles for Riprap
0.7 Tons Revetment Riprap, on 0.9 SYS of Geotextiles for Riprap
+50.0 43.7' RT.
+50
Class III Drive, Req'd.
W = 30'
Str. No. 117
48' of 15" Circ. Pipe & 2 End Sections Req'd.
70' R/W
Proposed Detention Pond
+136.9 43.7' RT.
Str. No. 112
Mod. Inlet, Type "E-7", 64' of 12" Pipe, & 1 End Section Req'd.
Const. Limits
R/W
Temp. R/W
Woods
Grass
Asphalt
Stone & Grass
Field
Garden
Planter
Bushes
Fence
4" Wood Fence
Broken Conc.
Old Conc. Foundation
15" rcp
15" cpp
OE
Curb

CURVE DATA
P.I. = 20+85.79 "A"
△= 0° 39' 19.92" (LT)
T = 56.31'
L = 112.61'
R = 9,842.52'
E = 0.16'

LEGEND

- (C) PCCP for Approaches, 6 in. (See Typical Sections)
- (C1) PCCP for Approaches, 9 in. (See Typical Sections)
- (F) Concrete Sidewalk, 4"
- (F1) HMA for Sidewalk (See Typical Sections)
- (K) Full Depth HMA Pavement consisting of 220 lb/syd QC/QA-HMA, 2, 64, Surface, 9.5 mm, on 275 lb/syd QC/QA-HMA, 2, 64, Intermediate, 19.0 mm, on 385 lb/syd QC/QA-HMA, 2, 64, Base, 25.0 mm, on 6" Compacted Aggregate, No. 53, on Subgrade Treatment, Type IBC
- (A) Concrete Truck Apron
- (M) Milling, Asphalt, 2"
- (O) Variable Depth Aggregate Shoulder
- (R) Resurfacing (See Typical Sections)
- (13) Curb, Concrete
- (15) Combined Curb & Gutter, Concrete
- (16) Curb, Concrete, Modified Slope
- (18) Center Curb, D, Concrete Stamped
- (25) Mulched Seeding, U
- (26) Sodding
- (X) Curb Ramp, Concrete

NOTES:
All R/W Described from Line "A" Except as Shown.

Line "A" to be Constructed.

All Topographic Information Described From Line "A", Except as Noted.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	20 of 108
CONTRACT	PROJECT
R-42277	1901669

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LEGEND

- (C) PCCP for Approaches, 6 in. (See Typical Sections)
- (C1) PCCP for Approaches, 9 in. (See Typical Sections)
- (F) Concrete Sidewalk, 4"
- (F1) HMA for Sidewalk (See Typical Sections)
- (K) Full Depth HMA Pavement consisting of
  220 lb/syd QC/QA-HMA, 2, 64, Surface, 9.5 mm, on
  275 lb/syd QC/QA-HMA, 2, 64, Intermediate, 19.0 mm, on
  385 lb/syd QC/QA-HMA, 2, 64, Base, 25.0 mm, on
  6" Compacted Aggregate, No. 53, on
  Subgrade Treatment, Type IBC
- (A) Concrete Truck Apron
- (M) Milling, Asphalt, 2"
- (O) Variable Depth Aggregate Shoulder
- (R) Resurfacing (See Typical Sections)
- ⑬ Curb, Concrete
- ⑮ Combined Curb & Gutter, Concrete
- ⑯ Curb, Concrete, Modified Slope
- ⑱ Center Curb, D, Concrete Stamped
- ㉕ Mulched Seeding, U
- ㉖ Sodding
- (X) Curb Ramp, Concrete

NOTES:
All R/W Described from Line "TR-S-3-A" Except as Shown.

Line "TR-S-3-A" to be Constructed.

All Topographic Information Described From Line "TR-S-3-A", Except as Noted.

DATE	REVISION

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC
CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINES "TR-S-3-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	21 of 108
CONTRACT	PROJECT
R-42277	1901669

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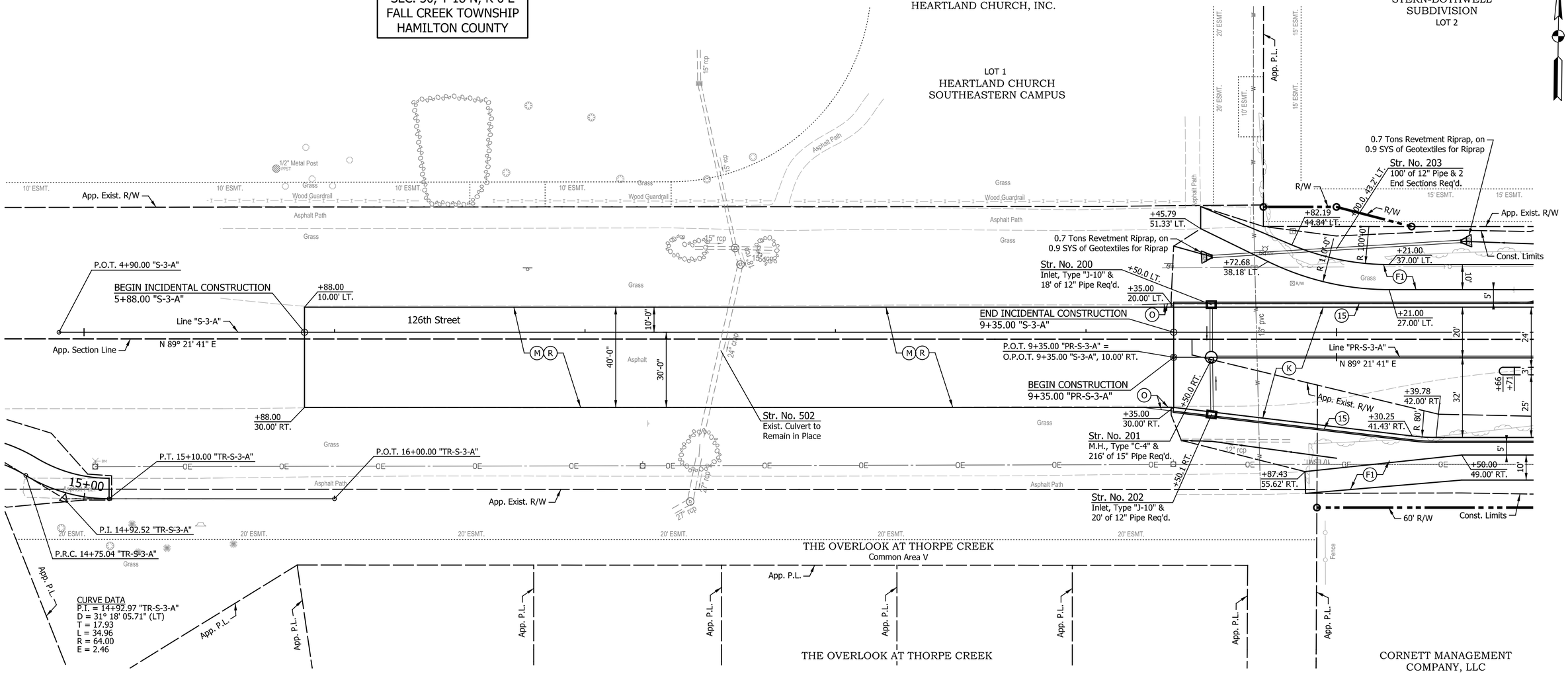
10

SEC. 30, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY

HEARTLAND CHURCH, INC.

LOT 1
HEARTLAND CHURCH
SOUTHEASTERN CAMPUS

STERN-BOTHWELL
SUBDIVISION
LOT 2



SEC. 31, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY

LEGEND

- (C) PCCP for Approaches, 6 in. (See Typical Sections)
- (C1) PCCP for Approaches, 9 in. (See Typical Sections)
- (F) Concrete Sidewalk, 4"
- (F1) HMA for Sidewalk (See Typical Sections)
- (K) Full Depth HMA Pavement consisting of 220 lb/syd QC/QA-HMA, 2, 64, Surface, 9.5 mm, on 275 lb/syd QC/QA-HMA, 2, 64, Intermediate, 19.0 mm, on 385 lb/syd QC/QA-HMA, 2, 64, Base, 25.0 mm, on 6" Compacted Aggregate, No. 53, on Subgrade Treatment, Type IBC
- (A) Concrete Truck Apron
- (M) Milling, Asphalt, 2"
- (O) Variable Depth Aggregate Shoulder
- (R) Resurfacing (See Typical Sections)
- (13) Curb, Concrete
- (15) Combined Curb & Gutter, Concrete
- (16) Curb, Concrete, Modified Slope
- (18) Center Curb, D, Concrete Stamped
- (25) Mulched Seeding, U
- (26) Sodding
- (X) Curb Ramp, Concrete

NOTES:
All R/W Described from Line "PR-S-3-A" Except as Shown.

Line "PR-S-3-A" to be Constructed.

All Topographic Information Described From Line "PR-S-3-A", Except as Noted.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINES "S-3-A" AND "PR-S-3-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	22 of 108
CONTRACT	PROJECT
R-42277	1901669

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SEC. 30, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY
STERN-BOTHWELL SUBDIVISION
LOT 2
STERN-BOTHWELL SUBDIVISION
LOT 1
WCW II, LLC
App. Exist. R/W
R/W
Const. Limits
Temp. R/W for Grading
Southeastern Parkway
Str. No. 107
M.H., Type "C-4" & 13' of 24" Pipe Req'd.
Str. No. 105
Inlet, Type "J-10" & 25' of 12" Pipe Req'd.
+12.0 RT. "A"
+40.0 RT. "A"
Line "A"
S 53°42'13" E
Str. No. 109
M.H., Type "J-10" & 52' of 30" Pipe Req'd.
+60.3 RT. "A"
END CONSTRUCTION
14+98.07 "PR-S-3-A"
P.O.T. 14+98.07 "PR-S-3-A" =
P.O.T. 14+23.47 "A"
P.O.T. 15+00.00 "S-3-A" =
P.O.T. 14+38.52 "A"
P.O.T. 100+00.00 "PR-HR" =
P.O.T. 14+52.96 "A"
Line "PR-HR"
N 36°17'47" E
76°09'42"
69°49'42"
90°00'00"
POT 100+00.00
Str. No. 106
M.H., Type "C-7" & 25' of 12" Pipe Req'd.
App. Exist. R/W
+38.0 "A" 43.7' RT.
P.T. 13+86.61 "PR-S-3-A"
Str. No. 215
Inlet, Type "C-15" & 22' of 12" Pipe Req'd.
Str. No. 210
Inlet, Type "J-10" & 9' of 12" Pipe Req'd.
+P.L.(+32.91 "S-3-A")
P.L.(53.43')
Str. No. 209
M.H., Type "C-4" & 72' of 24" Pipe Req'd.
P.C. 12+77.41 "S-3-A"
Str. No. 206
Inlet, Type "J-10" & 18' of 12" Pipe Req'd.
Str. No. 211
M.H., Type "J-4" & 28' of 30" Pipe Req'd.
Class III Drive Req'd.
W = 30'
15' ESMT.
N 50°08'05" E
N 56°19'01" E
+11.1 RT.
Str. No. 217
M.H., Type "J-4" & 36' of 30" Pipe Req'd.
P.T. 13+81.48 "S-3-A"
Str. No. 111
M.H., Type "C-10", 14' of 18" Pipe, & 1 End Section Req'd.
+29.5 RT. "A"
P.C. 15+17.20 "A"
15+00
Str. No. 216
M.H., Type "J-15" & 13' of 30" Pipe Req'd.
+85.01 4.81' RT.
Str. No. 218-A
M.H., Type "J-4" & 4' of 30" Pipe Req'd.
+44.43 87.34' RT.
Str. No. 114-A
M.H., Type "C-4" & 4' of 18" Pipe Req'd.
P.I. 15+75.43 "A"
App. Section Line
Line "S-3-A"
App. Sec. Line
N 89°21'41" E
Line "PR-S-3-A"
N 89°21'41" E
+45.48 20.00' LT.
+57.89 7.00' LT.
+71.90 32.00' RT.
+36.98 80.56' RT.
P.I. 13+30.94 "S-3-A"
P.I. 13+24.89 "PR-S-3-A"
+12.27 1.13' LT.
+91.40 4.00' RT.
+19.13 4.72' LT.
126th Street
+57.89 7.00' RT.
P.C. 12+57.89 "PR-S-3-A"
+57.89 32.00' RT.
Str. No. 207
M.H., Type "C-4" & 71' of 12" Pipe Req'd.
+71.90 39.00' RT.
Str. No. 212
Inlet, Type "J-10" & 29' of 12" Pipe Req'd.
Str. No. 218
Hydrodynamic BMP 5' of 18" Pipe Req'd.
Str. No. 218-B
M.H., Type "J-4", 8' of 30" Pipe, & 1 Pipe End Section Req'd.
1.5 Tons Revetment Riprap, on 2.1 SYS of Geotextiles for Riprap
Str. No. 114
Hydrodynamic BMP 5' of 18" Pipe Req'd.
Str. No. 114-B
M.H., Type "C-4", 4' of 18" Pipe, & 1 Pipe End Section Req'd.
P.T. 16+33.67 "A"
S 53°01'32" E
App. Exist. R/W
+95.08 193.68' RT.
+57.89 39.00' RT.
+99.81 54.25' RT.
3.7 Tons Revetment Riprap, on 4.9 SYS of Geotextiles for Riprap
Str. No. 112
Mod. Inlet, Type "E-7", 64' of 12" Pipe, & 1 Pipe End Section Req'd.
0.7 Tons Revetment Riprap, on 0.9 SYS of Geotextiles for Riprap
Const. Limits 60' R/W
Str. No. 208
Inlet, Type "J-10" & 30' of 12" Pipe Req'd.
SEC. 31, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY
CORNETT MANAGEMENT COMPANY, LLC
Proposed Detention Pond
Const. Limits
Temp. R/W for Grading
70' R/W
Woods
Grass
Asphalt

LEGEND

- (C) PCCP for Approaches, 6 in. (See Typical Sections)
- (C1) PCCP for Approaches, 9 in. (See Typical Sections)
- (F) Concrete Sidewalk, 4"
- (F1) HMA for Sidewalk (See Typical Sections)
- (K) Full Depth HMA Pavement consisting of 220 lb/syd QC/QA-HMA, 2, 64, Surface, 9.5 mm, on 275 lb/syd QC/QA-HMA, 2, 64, Intermediate, 19.0 mm, on 385 lb/syd QC/QA-HMA, 2, 64, Base, 25.0 mm, on 6" Compacted Aggregate, No. 53, on Subgrade Treatment, Type IBC
- (A) Concrete Truck Apron
- (M) Milling, Asphalt, 2"
- (O) Variable Depth Aggregate Shoulder
- (R) Resurfacing (See Typical Sections)
- (13) Curb, Concrete
- (15) Combined Curb & Gutter, Concrete
- (16) Curb, Concrete, Modified Slope
- (18) Center Curb, D, Concrete Stamped
- (25) Mulched Seeding, U
- (26) Sodding
- (X) Curb Ramp, Concrete

CURVE DATA
P.I. = 13+24.89 "PR-S-3-A"
Δ = 39° 13' 35.81" (LT)
T = 66.99'
L = 128.71'
R = 188.00'
E = 11.58'

CURVE DATA
P.I. = 13+30.94 "S-3-A"
Δ = 33° 02' 39.88" (LT)
T = 53.53'
L = 104.07'
R = 180.45'
E = 7.77'

CORNETT MANAGEMENT COMPANY, LLC

NOTES:
All R/W Described from Line "PR-S-3-A" Except as Shown.

Line "PR-S-3-A" to be Constructed.

All Topographic Information Described From Line "PR-S-3-A", Except as Noted.

DATE	REVISION

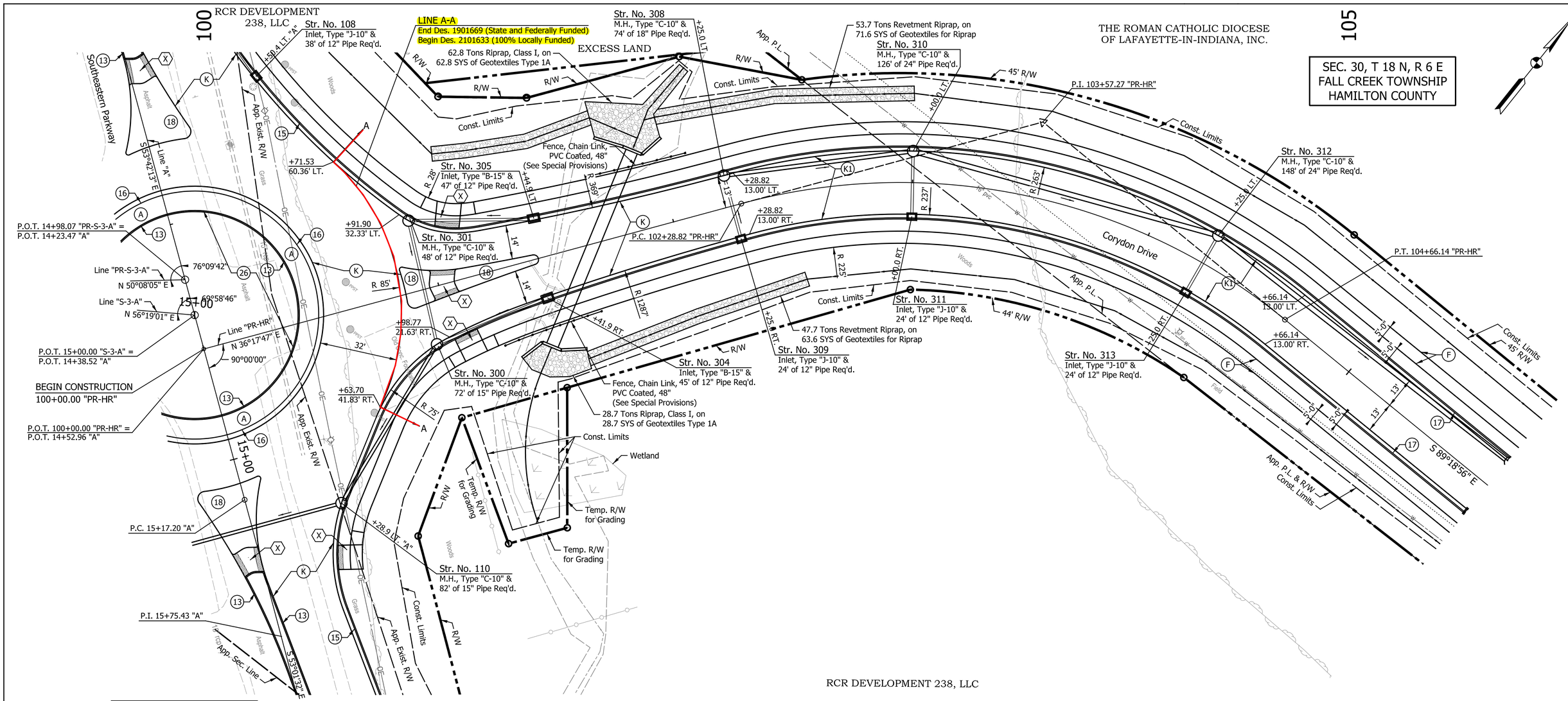
RECOMMENDED FOR APPROVAL ____ DESIGN ENGINEER ____ DATE

DESIGNED: SRS | DRAWN: MCC
CHECKED: JPS | CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINES "S-3-A" AND "PR-S-3-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	23 of 108
CONTRACT	PROJECT
R-42277	1901669



SEC. 31, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY

RCR DEVELOPMENT 238, LLC

LEGEND

- (C) PCCP for Approaches, 6 in. (See Typical Sections)
- (C1) PCCP for Approaches, 9 in. (See Typical Sections)
- (F) Concrete Sidewalk, 4"
- (F1) HMA for Sidewalk (See Typical Sections)
- (K) Full Depth HMA Pavement consisting of 220 lb/syd QC/QA-HMA, 2, 64, Surface, 9.5 mm, on 275 lb/syd QC/QA-HMA, 2, 64, Intermediate, 19.0 mm, on 385 lb/syd QC/QA-HMA, 2, 64, Base, 25.0 mm, on 6" Compacted Aggregate, No. 53, on Subgrade Treatment, Type IBC
- (A) Concrete Truck Apron
- (M) Milling, Asphalt, 2"
- (O) Variable Depth Aggregate Shoulder Resurfacing (See Typical Sections)
- (R)
- (13) Curb, Concrete
- (15) Combined Curb & Gutter, Concrete
- (16) Curb, Concrete, Modified Slope
- (18) Center Curb, D, Concrete Stamped
- (25) Mulched Seeding, U
- (26) Sodding
- (X) Curb Ramp, Concrete

CURVE DATA
P.I. = 102+88.43 "PR-HR"
△= 52° 39' 29.89" (RT)
T = 123.72'
L = 229.77'
R = 250.00'
E = 28.94'
S.E. = N.C.

NOTES:
All R/W Described from Line "PR-HR" Except as Shown.

Line "PR-HR" to be Constructed.

All Topographic Information Described From Line "PR-HR", Except as Noted.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-HR"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	24 of 108
CONTRACT	PROJECT
R-42277	1901669

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110

SEC. 30, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY

THE ROMAN CATHOLIC DIOCESE
OF LAFAYETTE-IN-INDIANA, INC.

Const. Limits
45' R/W

Str. No. 316
M.H., Type "C-10" &
163' of 24" Pipe Req'd.

+75.0 LT.

S 89° 18' 56" E

Conydon Drive

App. P.L. & R/W
Const. Limits

+75.0 RT.

Str. No. 317
Inlet, Type "J-10" &
24' of 12" Pipe Req'd.

5'
5'
26'
13'
13'
5'
17
K1

P.C. 106+73.42 "PR-HR"

Str. No. 318
M.H., Type "C-4" &
110' of 24" Pipe Req'd.

+50.0 LT.

Str. No. 319
M.H., Type "C-10" &
98' of 24" Pipe Req'd.

45' R/W

Const. Limits

+50.0 LT.

R=175'

R/W

P.T. 109+71.06 "PR-HR"

Str. No. 321
M.H., Type "C-10" &
111' of 24" Pipe Req'd.

+85.0 LT.

+80
25' LT.

+10
21' LT.

Const. Limits

2.8 Tons Revetment Riprap, on
3.7 SYS of Geotextiles for Riprap

Pond

20' Drainage Esmt.

Line "PR-HR"
N 05° 15' 50" E

Const. Limits

R/W

+85.0 RT.

Str. No. 322
Inlet, Type "J-10" &
24' of 12" Pipe Req'd.

HUNTERS RUN, SECTION 4

Common Area 4D
HUNTERS RUN OWNERS
ASSOCIATION, INC.

App. P.L.

20' ESMT.

Woods

Fence

Field

+125.0 RT.

Str. No. 320
Inlet, Type "J-10" &
24' of 12" Pipe Req'd.

Const. Limits

45'R/W

App. P.L.

App.⅛ Section Line & App. P.L.

LEGACY AT HUNTER'S RUN

Common Area A
LEGACY AT HUNTER'S RUN
HOMEOWNERS ASSOCIATION, INC.

THE ROMAN CATHOLIC DIOCESE
OF LAFAYETTE-IN-INDIANA, INC.

P.I. 108+58.05 "PR-HR"

RCR DEVELOPMENT 238, LLC

EXCESS LAND

LEGEND

- (C) PCCP for Approaches, 6 in. (See Typical Sections)
- (C1) PCCP for Approaches, 9 in. (See Typical Sections)
- (F) Concrete Sidewalk, 4"
- (F1) HMA for Sidewalk (See Typical Sections)
- (K) Full Depth HMA Pavement consisting of
  220 lb/syd QC/QA-HMA, 2, 64, Surface, 9.5 mm, on
  275 lb/syd QC/QA-HMA, 2, 64, Intermediate, 19.0 mm, on
  385 lb/syd QC/QA-HMA, 2, 64, Base, 25.0 mm, on
  6" Compacted Aggregate, No. 53, on
  Subgrade Treatment, Type IBC
- (A) Concrete Truck Apron
- (M) Milling, Asphalt, 2"
- (O) Variable Depth Aggregate Shoulder
- (R) Resurfacing (See Typical Sections)
- (13) Curb, Concrete
- (15) Combined Curb & Gutter, Concrete
- (16) Curb, Concrete, Modified Slope
- (18) Center Curb, D, Concrete Stamped
- (25) Mulched Seeding, U
- (26) Sodding
- (X) Curb Ramp, Concrete

CURVE DATA
P.I. = 108+58.05 "PR-HR"
△= 85° 25' 14.01" (LT)
T = 184.62'
L = 298.17'
R = 200.00'
E = 72.19'

NOTES:
All R/W Described from Line "PR-HR" Except as Shown.

Line "PR-HR" to be Constructed.

All Topographic Information Described From Line "PR-HR", Except as Noted.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-HR"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	25 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Pdf.pltcfg
Indiana_Shade.tbl

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110
SEC. 30, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY
THE ROMAN CATHOLIC DIOCESE
OF LAFAYETTE-IN-INDIANA, INC.
CURVE DATA
P.I. = 108+58.05 "PR-HR"
△= 85° 25' 14.01" (LT)
T = 184.62
L = 298.17
R = 200.00
E = 72.19
S.E. = %
Str. No. 329
Mod. Inlet, Type "N-12" & 130' of 24" Pipe, & 1 Pipe Anchor Req'd.
Str. No. 328
Mod. Inlet, Type "N-12" & 133' of 24" Pipe, & 1 Pipe Anchor Req'd.
0.7 Tons Revetment Riprap, on 0.9 SYS of Geotextiles for Riprap
Str. No. 325
Mod. Inlet, Type "E-7", 4' of 12" Pipe Req'd.
2.8 Tons Revetment Riprap, on 3.7 SYS of Geotextiles for Riprap
20' Drainage Esmt.
Str. No. 326
M.H., Type "C-4", 37' of 12" Pipe, & 1 End Section Req'd.
Str. No. 323
M.H., Type "C-10", 34' of 24" Pipe, & 1 End Section Req'd.
Str. No. 321
M.H., Type "C-10" & 111' of 24" Pipe Req'd.
Str. No. 330
M.H., Type "C-10" & 99' of 12" Pipe Req'd.
P.I. 112+79.49 "PR-HR"
App. ¼ Section Line & App. P.L.
40' R/W
Const. Limits
45' R/W
P.T. 109+71.60 "PR-HR"
+80.00
25.00' LT.
+10.00
21.00' LT.
+85.0 LT.
+00.00
49.00' LT.
+21.00
52.00' LT.
+50.00
21.00' LT.
+80
25' LT.
+25.0 LT.
+00.0 LT.
R/W
Corydon Drive
Line "PR-HR"
N 05° 15' 50" E
P.C. 111+60.86 "PR-HR"
HUNTERS RUN SECTION 4
Common Area 4C
HUNTERS RUN OWNERS ASSOCIATION, INC.
Str. No. 334
M.H., Type "C-10" & 112' of 12" Pipe Req'd.
+35.0 LT.
+41.71
24.63' LT.
END CONSTRUCTION
113+46.98 "PR-HR"
App. Exist. R/W
N 66° 36' 38" E
Str. No. 331
Inlet, Type "J-10" & 24' of 12" Pipe Req'd.
+25.0 RT.
P.T. 113+75.00 "PR-HR"
App. P.L.
Str. No. 335
Inlet, Type "J-10" & 24' of 12" Pipe Req'd.
+35.0 RT.
+36.82
25.37' RT.
LOT 321
Str. No. 324
Inlet, Type "J-10" & 24' of 12" Pipe Req'd.
+00.0 RT.
+85.0 RT.
Str. No. 322
Inlet, Type "J-10" & 24' of 12" Pipe Req'd.
+50.94
99.40' RT.
+45.94
102.90' RT.
7.2 Tons Revetment Riprap, on 9.6 SYS of Geotextiles for Riprap
EXCESS LAND
LEGACY AT HUNTER'S RUN
Common Area A
LEGACY AT HUNTER'S RUN HOMEOWNERS ASSOCIATION, INC.
HUNTERS RUN SECTION 4
Common Area 4D
HUNTER'S RUN OWNERS ASSOCIATION, INC.
CURVE DATA
P.I. = 112+79.49 "PR-HR"
△= 61° 20' 47.96" (RT)
T = 118.63
L = 214.14
R = 200.00
E = 32.53
S.E. = %

LEGEND

- (C) PCCP for Approaches, 6 in. (See Typical Sections)
- (C1) PCCP for Approaches, 9 in. (See Typical Sections)
- (F) Concrete Sidewalk, 4"
- (F1) HMA for Sidewalk (See Typical Sections)
- (K) Full Depth HMA Pavement consisting of 220 lb/syd QC/QA-HMA, 2, 64, Surface, 9.5 mm, on 275 lb/syd QC/QA-HMA, 2, 64, Intermediate, 19.0 mm, on 385 lb/syd QC/QA-HMA, 2, 64, Base, 25.0 mm, on 6" Compacted Aggregate, No. 53, on Subgrade Treatment, Type IBC
- (A) Concrete Truck Apron
- (M) Milling, Asphalt, 2"
- (O) Variable Depth Aggregate Shoulder
- (R) Resurfacing (See Typical Sections)
- (13) Curb, Concrete
- (15) Combined Curb & Gutter, Concrete
- (16) Curb, Concrete, Modified Slope
- (18) Center Curb, D, Concrete Stamped
- (25) Mulched Seeding, U
- (26) Sodding
- (X) Curb Ramp, Concrete

NOTES:
All R/W Described from Line "PR-HR" Except as Shown.

Line "PR-HR" to be Constructed.

All Topographic Information Described From Line "PR-HR", Except as Noted.

DATE	REVISION

RECOMMENDED FOR APPROVAL ______ DESIGN ENGINEER ______ DATE

DESIGNED: SRS | DRAWN: MCC
CHECKED: JPS | CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-HR"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	26 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Pdf.pltcfg Indiana_Shade.tbl

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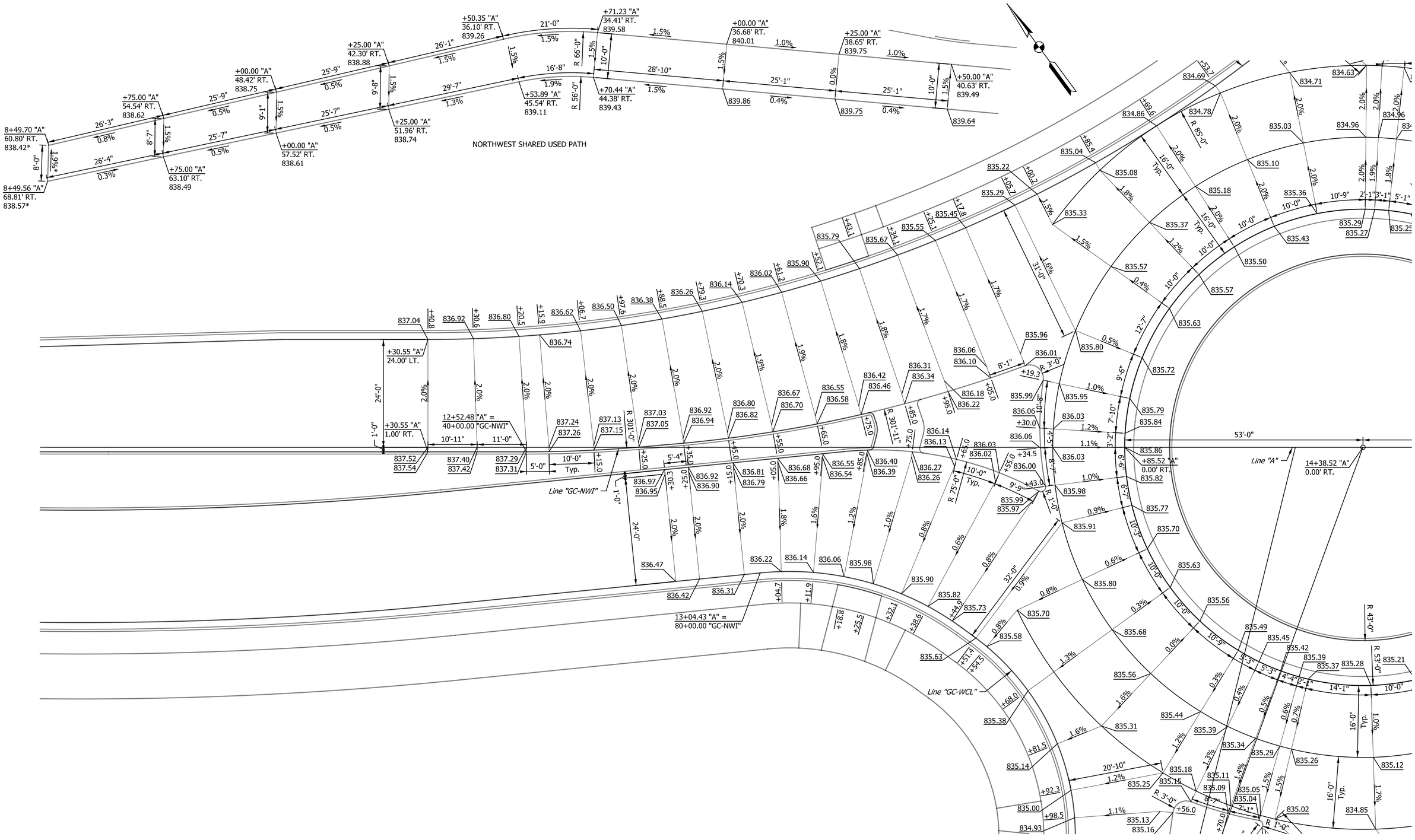

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

SPOT ELEVATION DETAILS
LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 10'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	27 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Prof_dftCfg
Indiana_Shade.tbl

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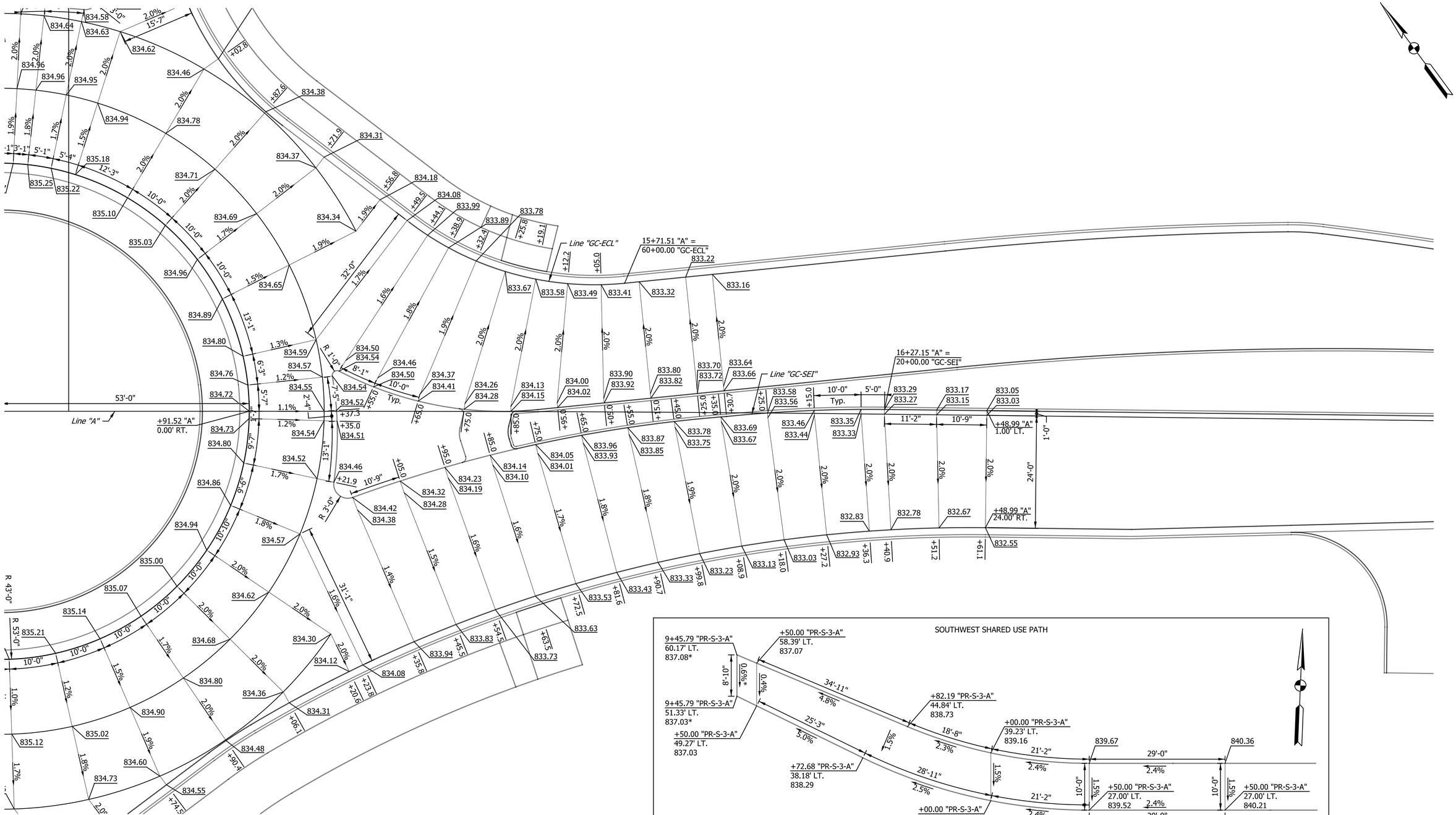

DATE	REVISION

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

SPOT ELEVATION DETAILS
LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 10'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	28 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-ehf.pltcfg
Indiana_Shade.tbl

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DATE	REVISION

RECOMMENDED FOR APPROVAL ______ DESIGN ENGINEER ______ DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

SPOT ELEVATION DETAILS
ROUNDABOUT

HORIZONTAL SCALE	BRIDGE FILE
1" = 10'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	29 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Pdf.pltcfg Indiana_Shade.tbl

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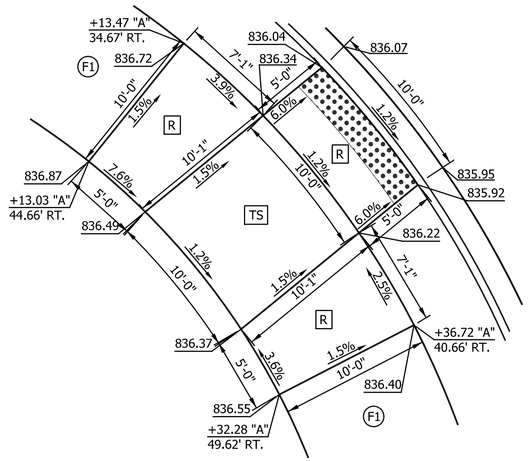
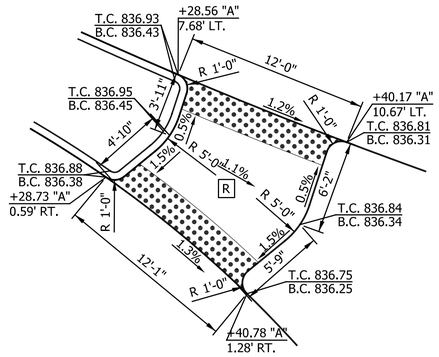
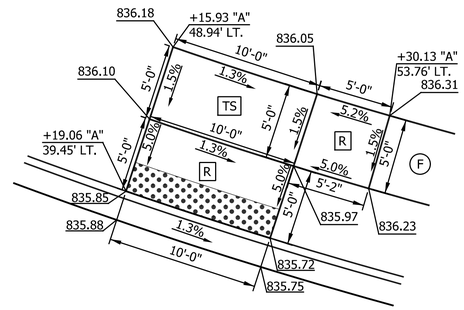


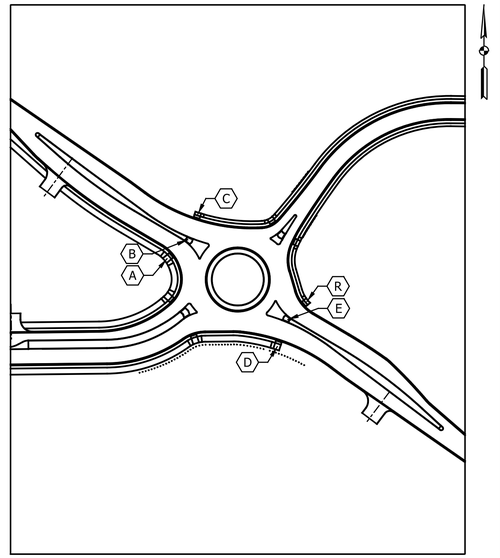
A NW- SOUTH SIDEWALK CURB RAMP



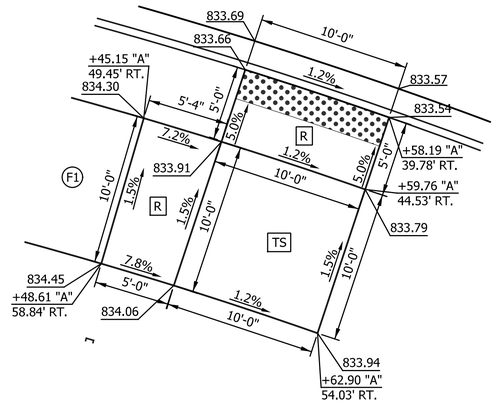
B NW- CENTER ISLAND CURB RAMP



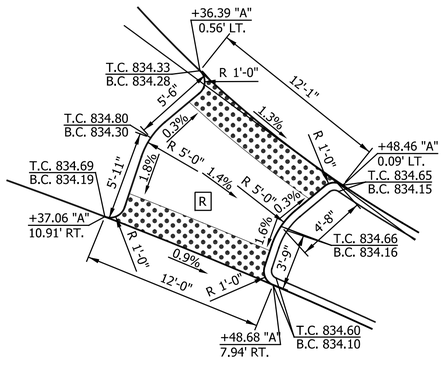
C NW- NORTH SIDEWALK CURB RAMP



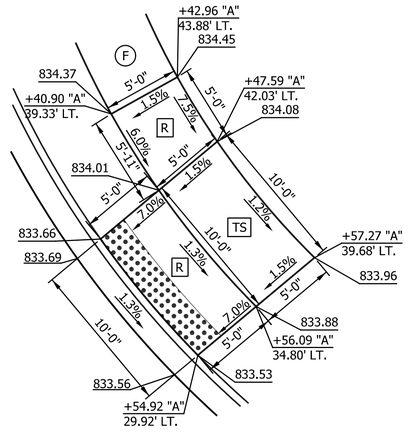
LOCATION MAP
Scale 1" = 125'



D SE- SOUTH SIDEWALK CURB RAMP



E SE- CENTER ISLAND CURB RAMP



R SE- NORTH SIDEWALK CURB RAMP

Notes:

1. Curb Ramps Designed Per Standard Drawing Series E 604-SWCR
2. * Match Existing
3. Running Slope on Blended Transitions Shall Not Exceed 5.0%.
4. Flared Sides Shall Not Exceed a 10.0% Slope.
5. Cross Slopes Shall Not Exceed 2.0%.
6. If field conditions differ from topographic information shown on the plans, the Contractor shall consult the design engineer and make necessary field adjustments to comply with ADA standards.

LEGEND

→	Direction of Slope
F2	Brick Pavers
	Detectable Warning Surface
	Sodding
TS	Turning Space
FS	Flared Side
PC	Pedestrian Clear Space
B	Blended Transition
R	Ramp
F	Sidewalk, Concrete
F1	Multi-Use Path
T.C.	Top of Curb
B.C.	Bottom of Curb

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

SPOT ELEVATION DETAILS
CURB RAMPS

HORIZONTAL SCALE	BRIDGE FILE
1" = 5'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	30 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Prof.dftcfg
Indiana_Shade.tbl

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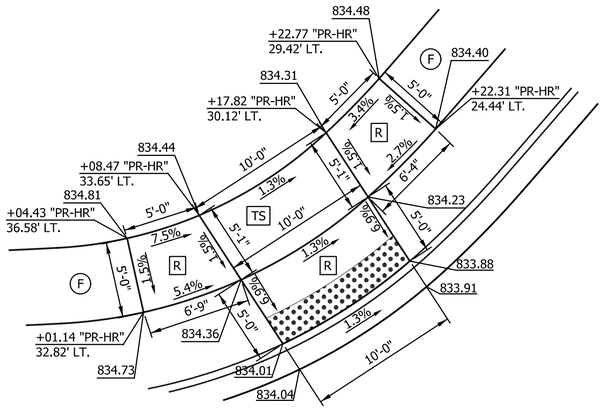
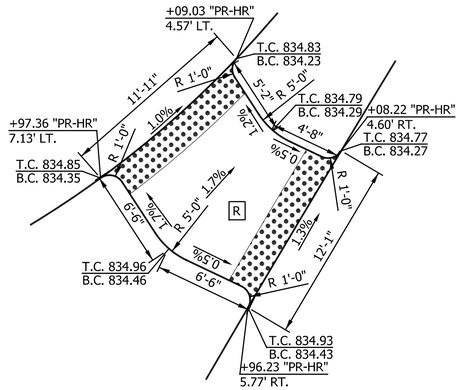
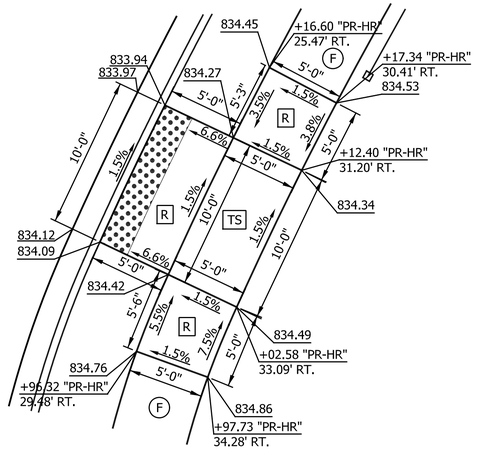


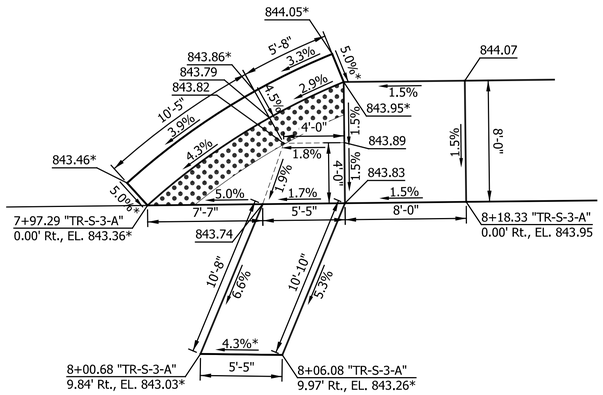
A NE- NORTH SIDEWALK CURB RAMP



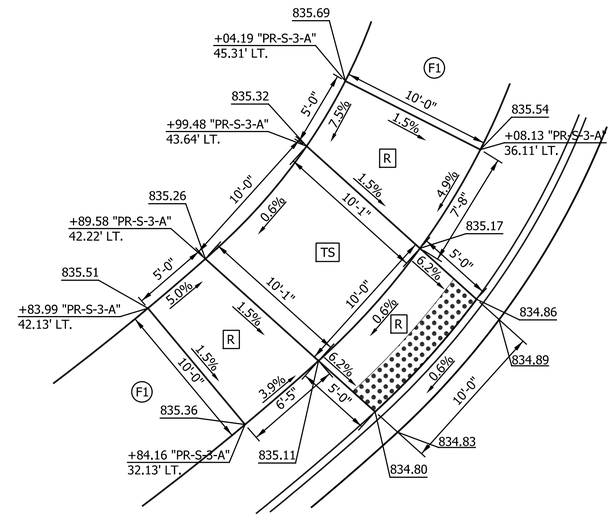
B NE- CENTER ISLAND CURB RAMP



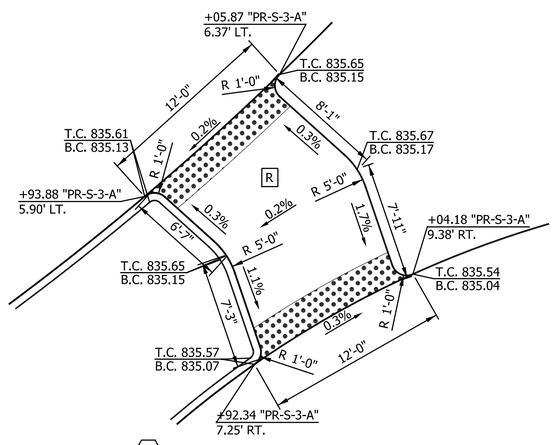
C NE- SOUTH SIDEWALK CURB RAMP



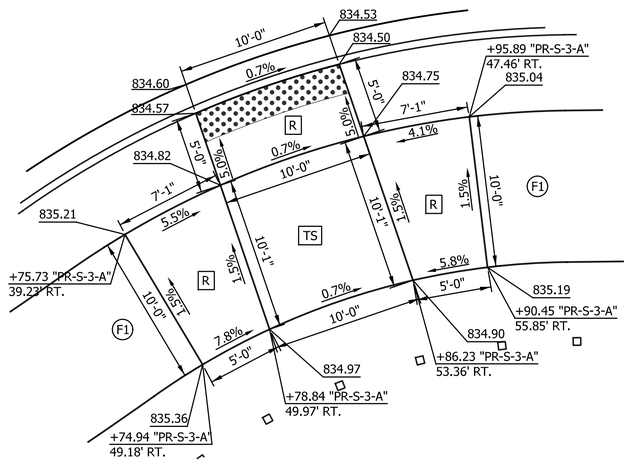
S SW- TRAIL CURB RAMP



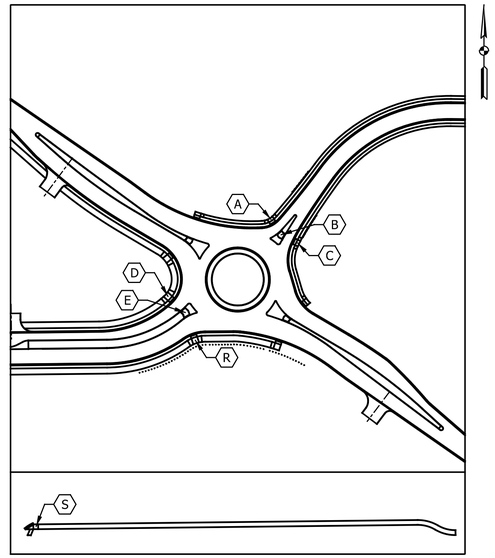
D SW- NORTH SIDEWALK CURB RAMP



E SW- CENTER ISLAND CURB RAMP



R SW- SOUTH SIDEWALK CURB RAMP



LOCATION MAP
Scale 1" = 125'

Notes:

1. Curb Ramps Designed Per Standard Drawing Series E 604-SWCR
2. * Match Existing
3. Running Slope on Blended Transitions Shall Not Exceed 5.0%.
4. Flared Sides Shall Not Exceed a 10.0% Slope.
5. Cross Slopes Shall Not Exceed 2.0%.
6. If field conditions differ from topographic information shown on the plans, the Contractor shall consult the design engineer and make necessary field adjustments to comply with ADA standards.

LEGEND

- Direction of Slope
- (F2) Brick Pavers
- Detectable Warning Surface
- Sodding
- [TS] Turning Space
- [FS] Flared Side
- [PC] Pedestrian Clear Space
- [B] Blended Transition
- [R] Ramp
- (F) Sidewalk, Concrete
- (F1) Multi-Use Path
- T.C. Top of Curb
- B.C. Bottom of Curb

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

SPOT ELEVATION DETAILS
CURB RAMPS

HORIZONTAL SCALE	BRIDGE FILE
1" = 5'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	31 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Prof.dfcfg
Indiana_Shade.tbl

Lmlchalke 3/17/2023 12:01:08 PM P:\2019\01581\D. Drawings\201901581.RD.DS.04.dgn

DATE	REVISION

RECOMMENDED FOR APPROVAL ____ DESIGN ENGINEER ____ DATE

DESIGNED: SRS	DRAWN: MCC
CHECKED: JPS	CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

SPOT ELEVATION DETAILS
126TH STREET PROFILE GRADE SHIFT

HORIZONTAL SCALE	BRIDGE FILE
1" = 10'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	32 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Pdf.pltcfg
Indiana_Shade.tbl

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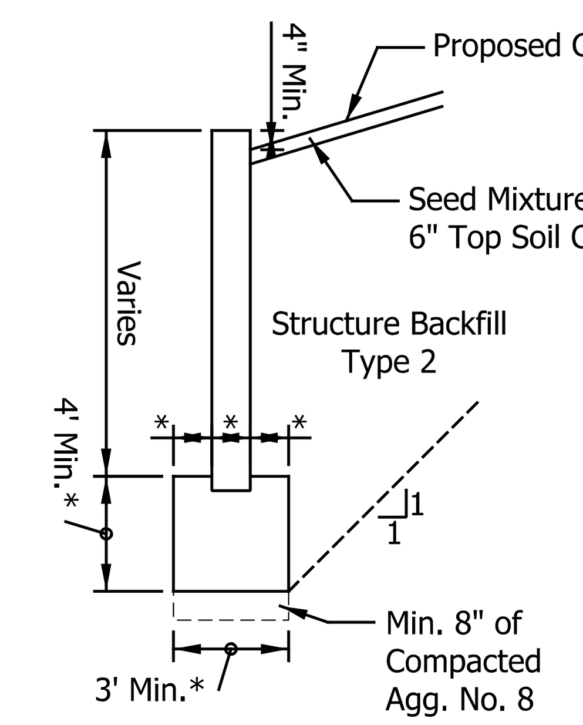
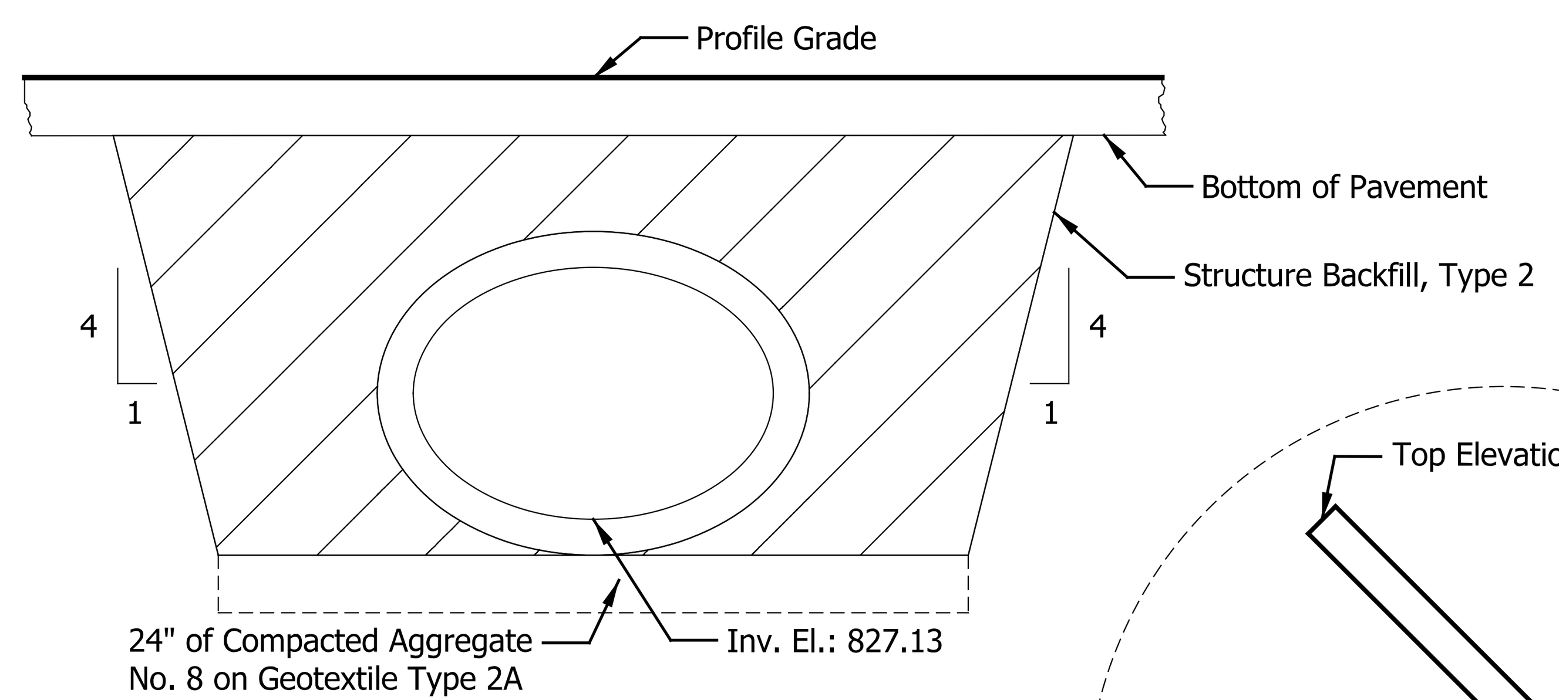
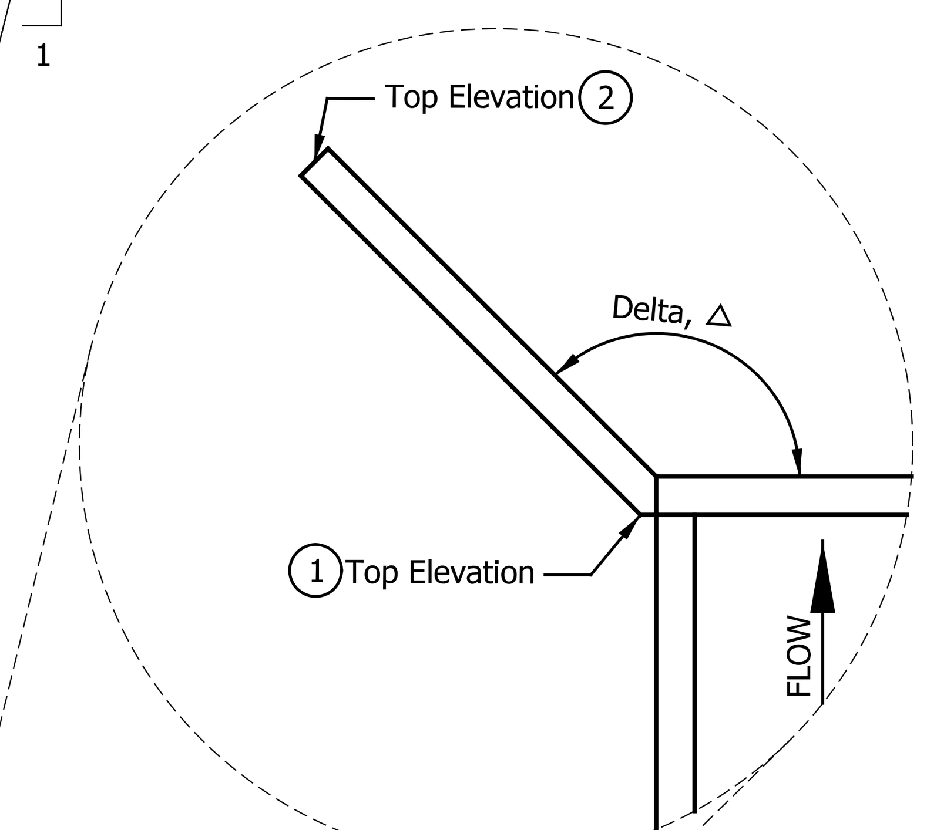


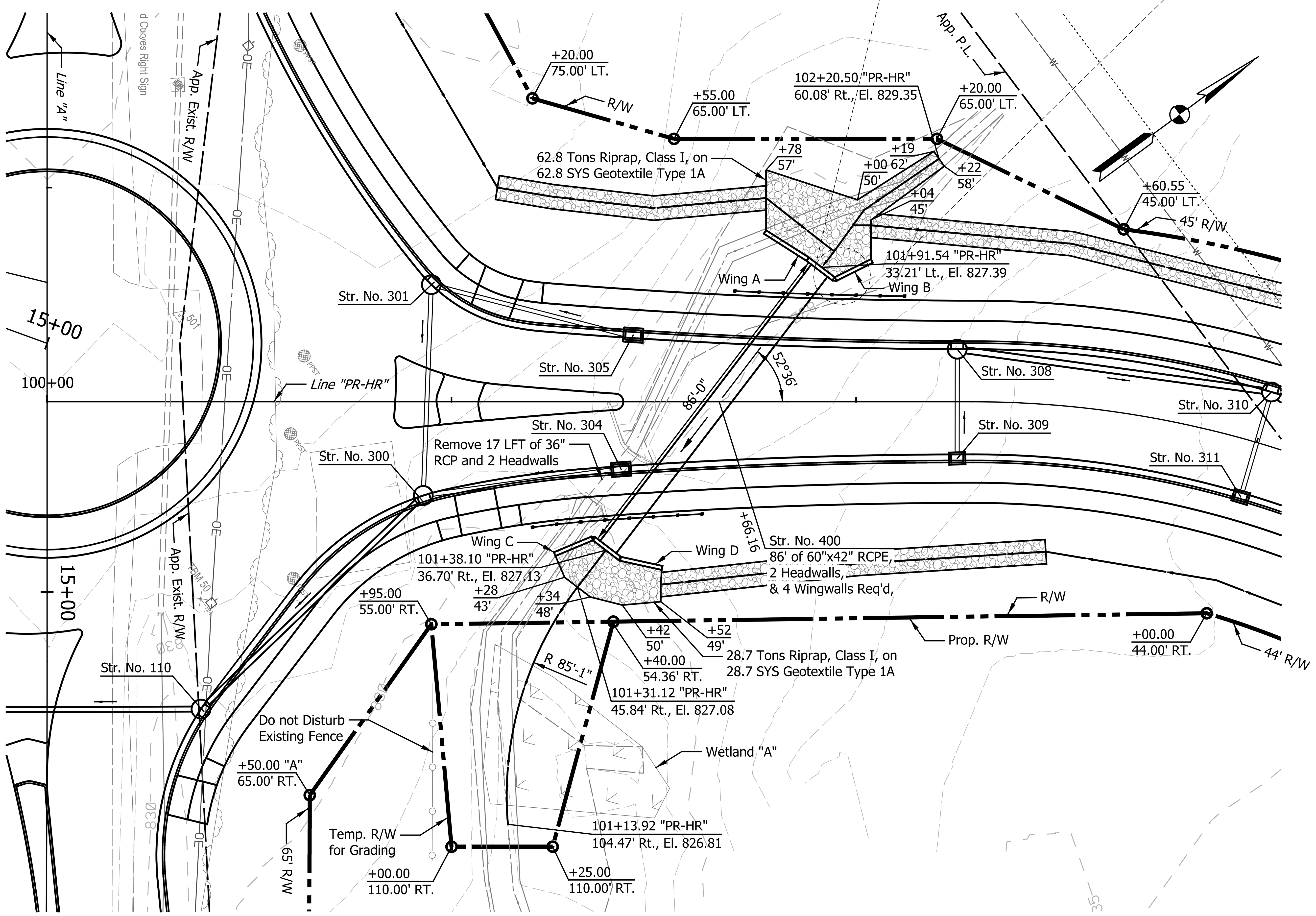
TYPICAL WING SECTION
Not To Scale

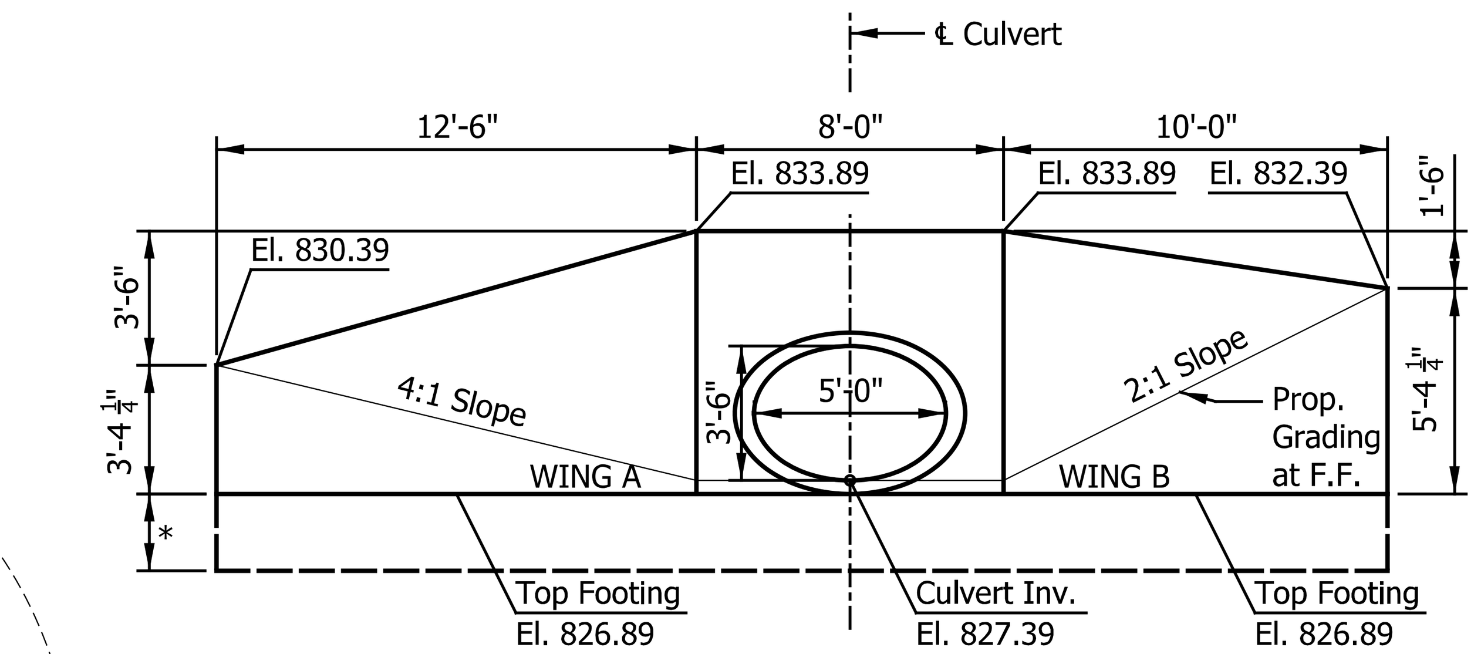
Notes:
F.F. = Front Face
*Culvert Wingwalls and Footings shall be designed according to Geotechnical Specifications and reviewed by the Engineer.



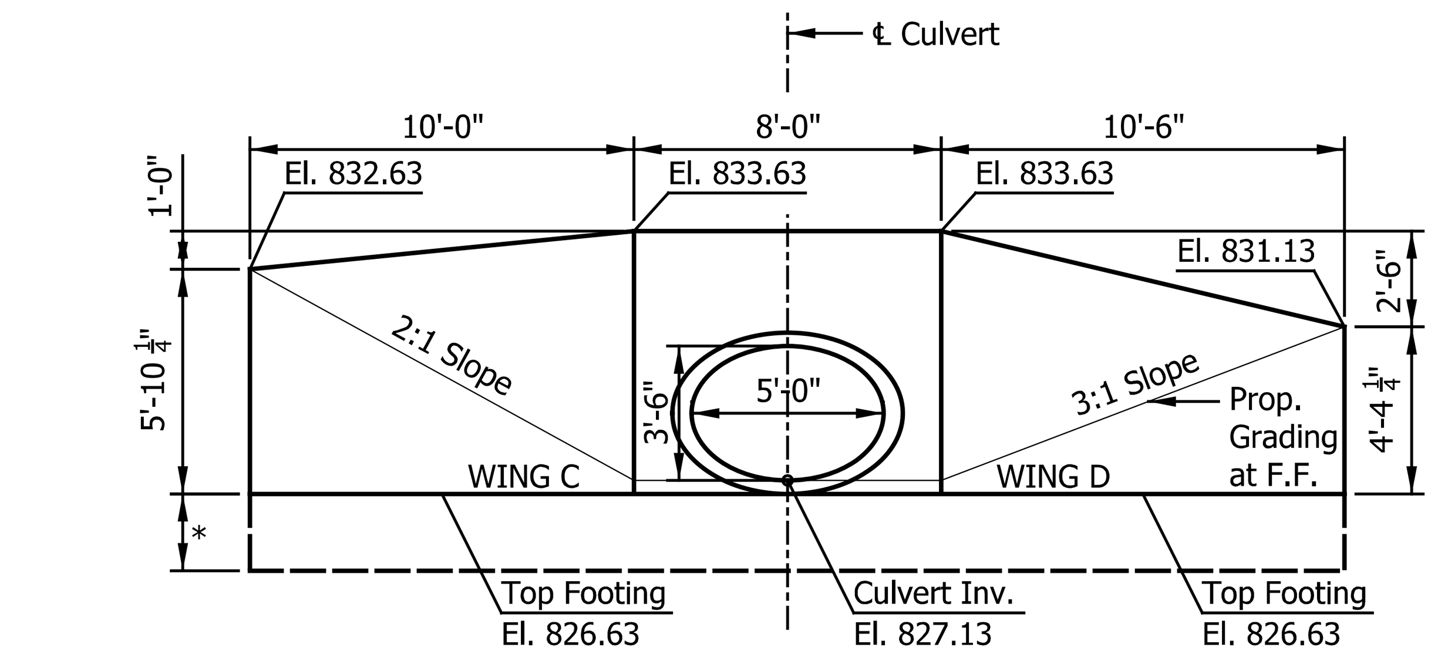
STRUCTURE BACKFILL DETAILS
Not To Scale



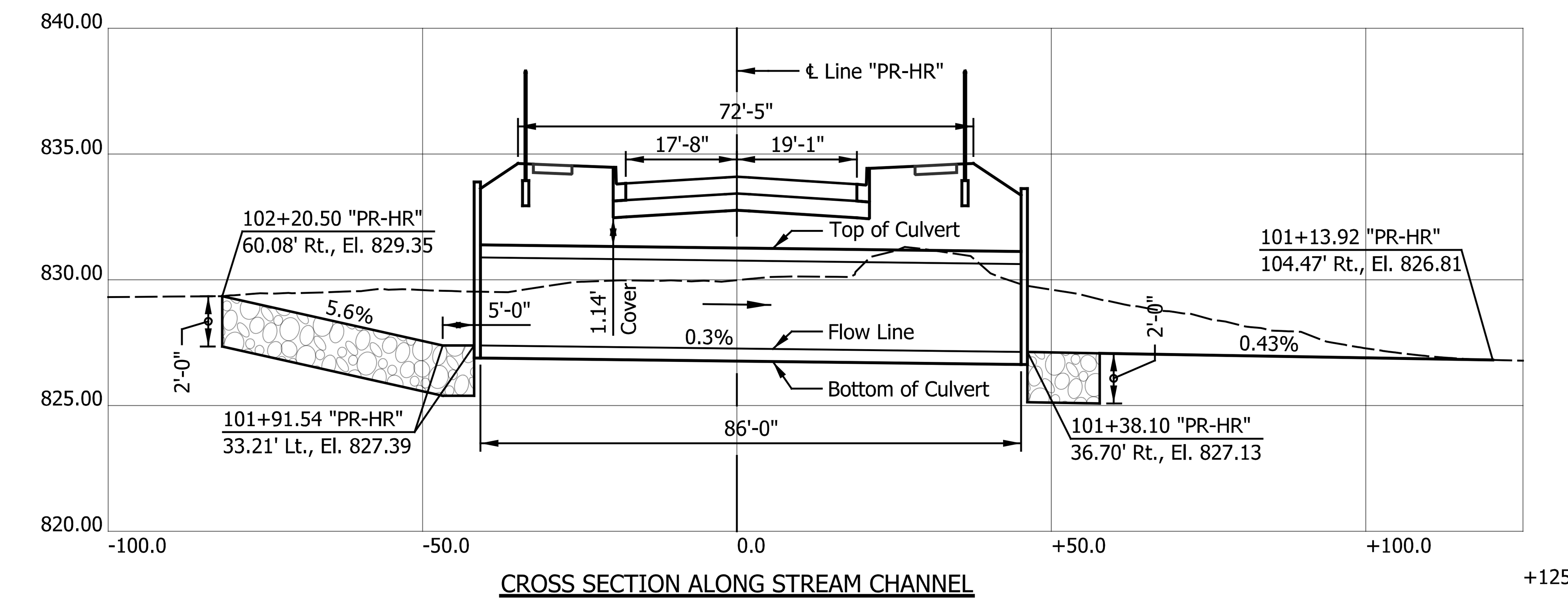




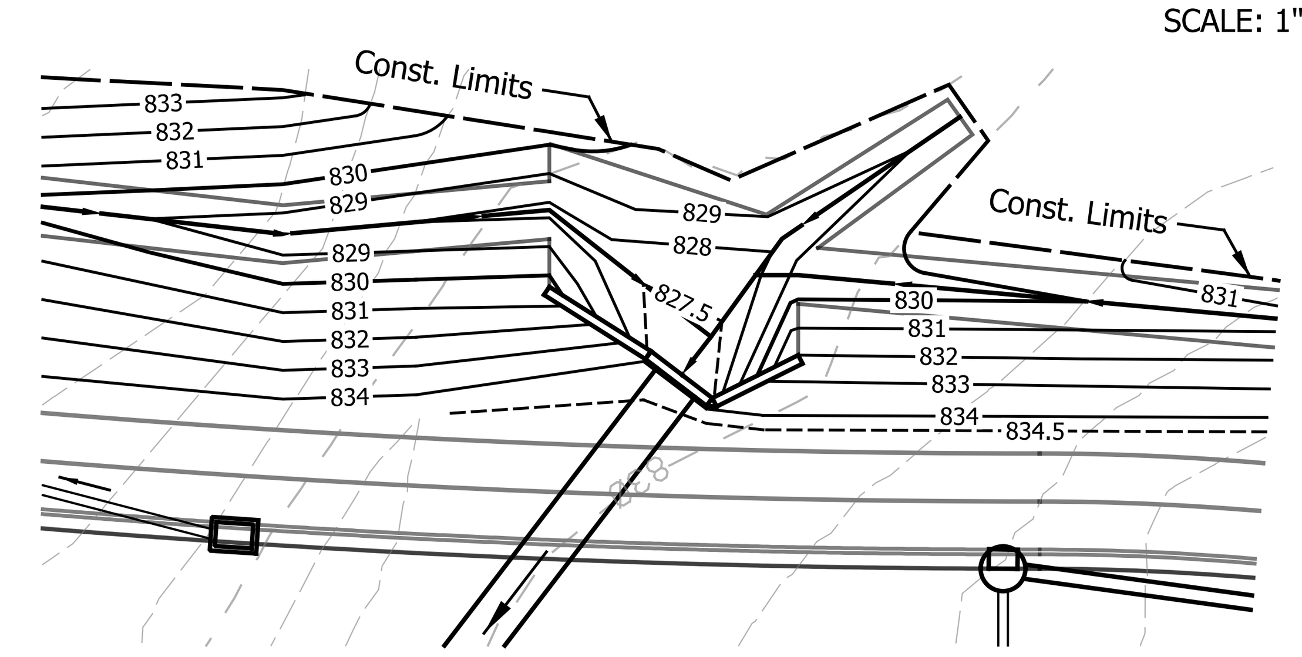
F.F. WINGWALL NO. 1
SCALE: 1"=5' Horiz.; 1"=5' Vert.



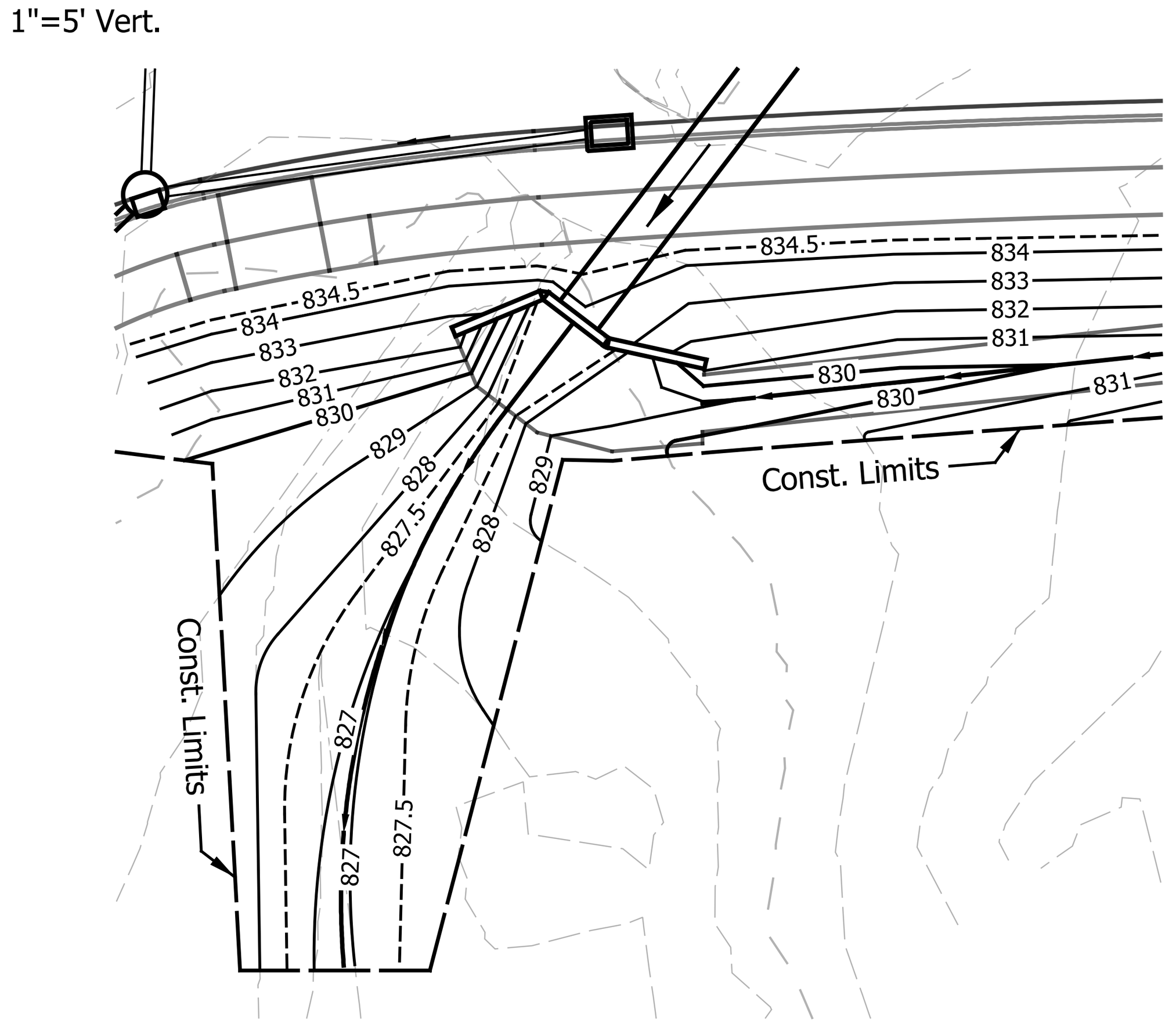
F.F. WINGWALL NO. 2
SCALE: 1"=5' Horiz.; 1"=5' Vert.



CROSS SECTION ALONG STREAM CHANNEL
SCALE: 1"=20' Horiz.; 1"=5' Vert.



PROPOSED GRADING DETAILS - UPSTREAM END
SCALE: 1"=20' Horiz.



PROPOSED GRADING DETAILS - DOWNSTREAM END
SCALE: 1"=20' Horiz.

HYDRAULIC DATA TABLE

ITEM	UNIT	PROP. STR. 60"x42" RCPE
DRAINAGE AREA	ACRE	80.98
Q BACKWATER (100-YR)	FT	2.66
Q DISCHARGE (100-YR)	CFS	94.7
Q ELEVATION (100-YR)	FT	831.71
Q VELOCITY (50-YR)	FT/S	8.47

WINGWALL TABLE

WING	(1) TOP ELEV	(2) TOP ELEV	DELTA, Δ	LENGTH, "L"	AREA (SFT)
A	833.89	830.39	185°	12'-6"	65.6
B	833.89	832.39	116°	10'-0"	62.5
C	833.63	832.63	120°	10'-0"	65.0
D	833.63	831.13	205°	10'-6"	60.4

WINGWALL SOIL PARAMETERS

WINGWALL BEARING SOIL TYPE		A-4 SANDY LOAM	
FRICTION ANGLE BETWEEN WINGWALL AND BACKFILL		20	(DEG)
ESTIMATED UNIT WEIGHT OF STRUCTURE BACKFILL,	γ	120	(PCF)
ANGLE OF FRICTION BETWEEN FOOTING AND FOUNDATION SOIL,	δ	23	(DEG)
UNDRAINED COHESION OF FOUNDATION SOIL,	S_u	3,000	(PSF)
ADHESION OF FOUNDATION SOIL,	C_a	3,000	(PSF)
FACTORED BEARING RESISTANCE		7,400	(PSF)
RESISTANCE FACTOR,	φ	0.45	
NOMINAL BEARING RESISTANCE		16,400	(PSF)

Notes:
Values assume a minimum footing depth of 4-ft. below the flowline elevation and width of 3-ft.
8-in. of No. 8 stone shall be placed below the footings in accordance with ISS 714.05.
Backfill for wingwalls and small structure shall be Type 2 and will be placed to standard Proctor

DATE	REVISION

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — DATE

DESIGNED: SRS — DRAWN: MCC
CHECKED: JPS — CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN DETAILS
STR. NO. 400

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	33 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Pdf.pltcfg
Indiana_Shade.tbl

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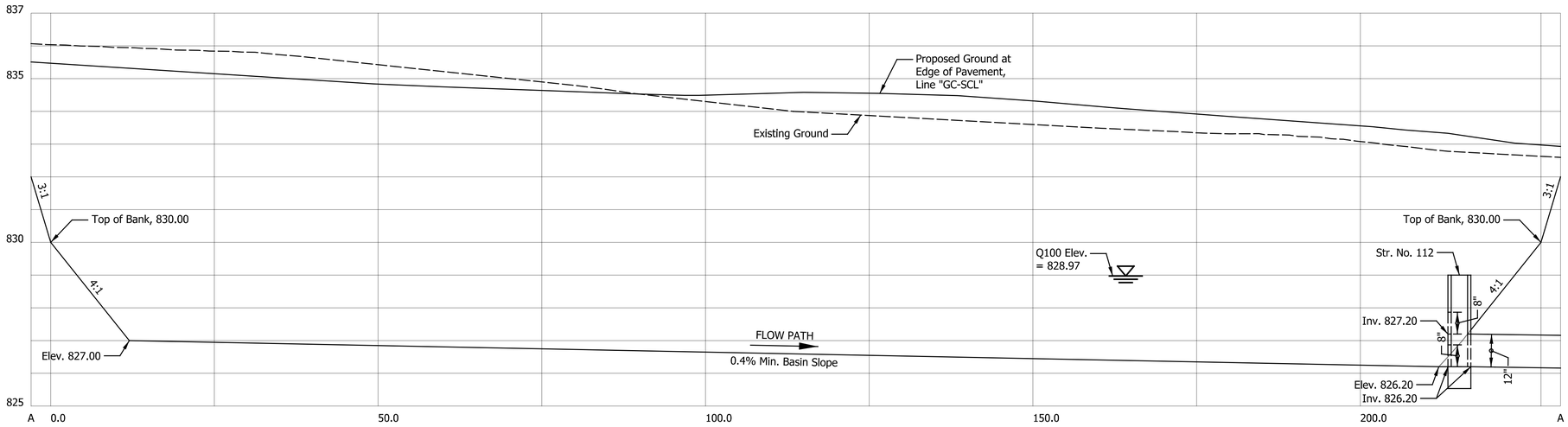
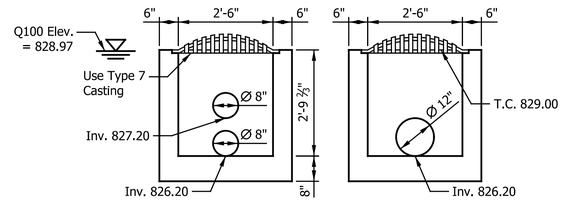


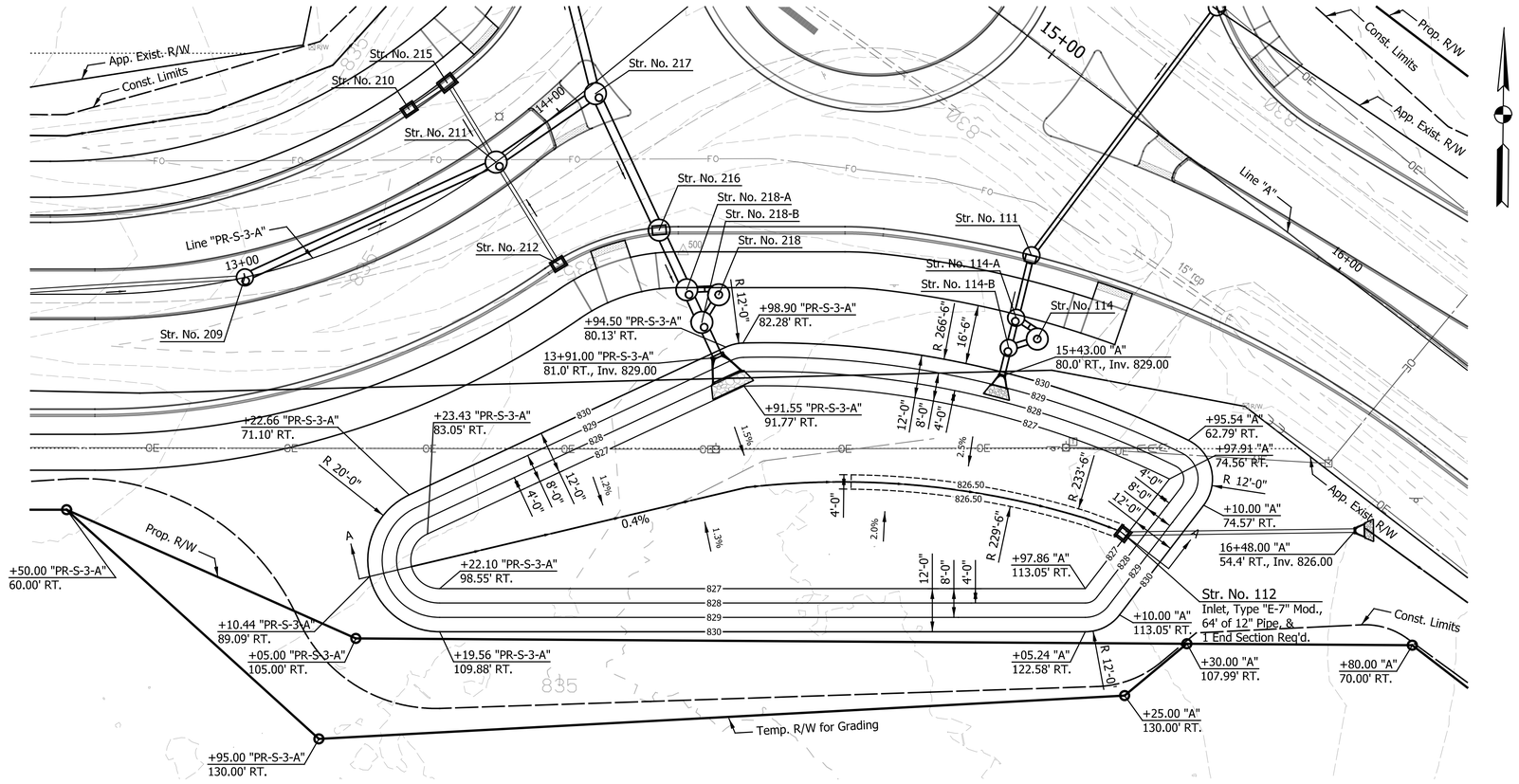
SECTION A-A

SCALE: 1"=10' Horiz.; 1/2"=1'-0" Vert.



OUTLET CONTROL DETAIL - STR. NO. 112

SCALE: 1/2"=1'-0" Horiz.; 1/2"=1'-0" Vert.



STAGE-STORAGE SUMMARY		
ELEVATION (FT)	PERIMETER (FT)	SURFACE AREA (SFT)
830.00	535.0	14,558
829.00	509.9	12,468
828.00	484.7	10,479
827.00	459.6	8,590
826.50	161.0	306
826.20	0.0	0

HYDRAULIC DATA TABLE	
DRAINAGE AREA (AC)	5.33
Q_{10} INFLOW/OUTFLOW (CFS)	6.77 / 3.20
Q_{100} INFLOW/OUTFLOW (CFS)	13.04 / 4.64
Q_{10} POND ELEVATION	828.01
Q_{100} POND ELEVATION	828.97
TOP OF BANK	830.00
BOTTOM OF BASIN	826.20

DETENTION BASIN & SPILLWAY EARTHWORK		
ELEVATION (FT)	SURFACE AREA (FT)	VOLUME (CYS)
836.00	2,031	--
835.50	4,147	57.3
835.00	6,262	96.4
834.50	8,834	139.8
834.00	11,405	187.4
833.50	14,750	242.2
833.00	18,094	304.2
832.50	19,263	345.9
832.00	20,431	367.6
831.50	19,091	366.0
831.00	17,750	341.2
830.50	16,303	315.4
830.00	15,360	293.2
829.00	13,021	525.6
828.00	10,810	441.4
827.00	8,728	361.9
826.50	306	83.7
826.20	0	1.7
TOTAL		4475.0

NOTES:
All Stationing and R/W Described from Line "A" and Line "PR-S-3-A" as Shown.

All Topographic Information Described From Line "A", Except as Noted.

Str. No. 325 Not Pictured; Existing Outlet Control Structure to be Replaced at Lake #2 along Line "PR-HR". See Structure Data Table for Details.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA DEPARTMENT OF TRANSPORTATION

GENERAL PLAN DETAILS
DETENTION BASIN

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	34 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-dist.dgn
Indiana_Shade.tbl

Lmichalke 3/17/2023 12:01:11 PM P:\2019\01581\D. Drawings\20190158I.RD.GP.02.dgn

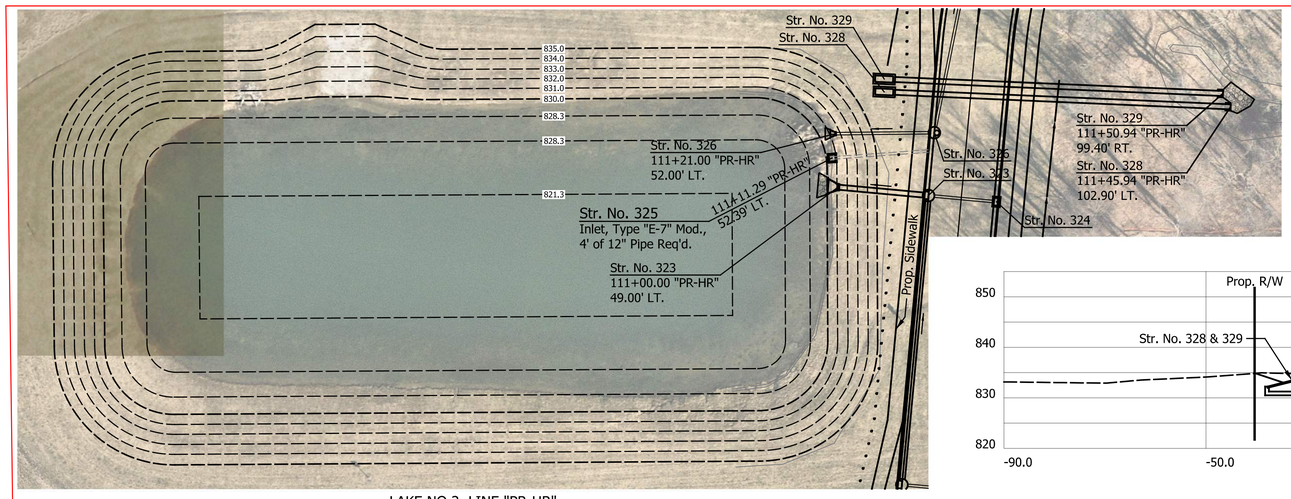
LAKE NO.1, LINE "A"

STAGE-STORAGE SUMMARY - LAKE 1		
ELEVATION (FT)	PERIMETER (FT)	SURFACE AREA (SFT)
837.00	1481.0	81,182
836.00	1453.0	75,137
835.00	1425.0	69,292
834.00	1397.0	63,527
833.00	1370.0	57,935
832.00	1342.0	52,410
830.50	1304.0	44,502
830.50	1241.0	31,765
823.50	898.0	7,167

HYDRAULIC DATA TABLE - LAKE 1	
Q_{10} INFLOW/OUTFLOW (CFS)	26.16 / 1.38
Q_{100} INFLOW/OUTFLOW (CFS)	50.19 / 5.66
Q_{10} POND ELEVATION	833.29
Q_{100} POND ELEVATION	834.71
TOP OF BANK	837.00
BOTTOM OF BASIN	823.50

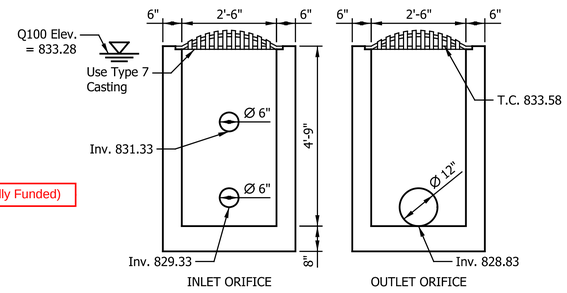
STAGE-STORAGE SUMMARY - LAKE 2		
ELEVATION (FT)	PERIMETER (FT)	SURFACE AREA (SFT)
835.00	903.0	51,968
834.00	878.0	48,373
833.00	851.0	38,147
832.00	825.0	41,464
831.00	799.0	38,147
830.00	774.0	34,916
828.30	731.0	29,757
828.30	668.0	22,811
821.30	519.0	10,222

HYDRAULIC DATA TABLE - LAKE 2	
Q_{10} INFLOW/OUTFLOW (CFS)	19.35 / 1.13
Q_{100} INFLOW/OUTFLOW (CFS)	36.95 / 3.05
Q_{10} POND ELEVATION	831.02
Q_{100} POND ELEVATION	833.28
TOP OF BANK	835.00
BOTTOM OF BASIN	821.30



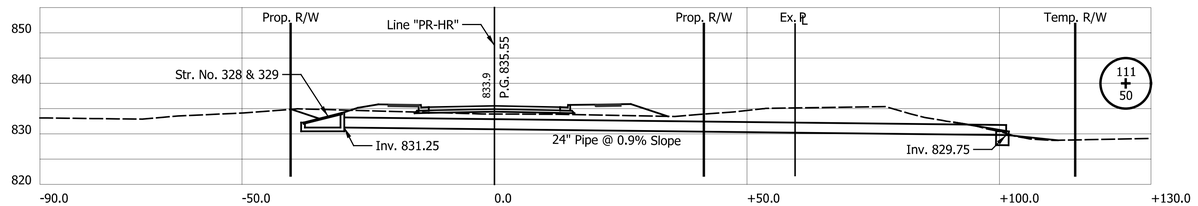
LAKE NO.2, LINE "PR-HR"

Structure work for Des. 2101633 (100% Locally Funded)



OUTLET CONTROL DETAIL - STR. NO. 325

SCALE: 1/2"=1'-0" Horiz.; 1/2"=1'-0" Vert.



SPILLWAY OVERFLOW STRUCTURES

SCALE: 1"=15' Horiz.; 1"=15' Vert.

NOTES:
All Stationing and R/W Described from Line "A" and Line "PR-HR" as Shown.

Existing Outlet Control Structure Str. No. 325 to be Replaced at Lake #2 along Line "PR-HR". See Structure Data Table for Details.

Existing Detention Basin Contours approximate from Developer Plans dated 08/29/2008. Existing contours to be adjusted as necessary with roadway construction.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN DETAILS
EXIST LAKE NO.1 & LAKE NO.2

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	35 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-ePdf.dfcfg
Indiana_Shade.tbl

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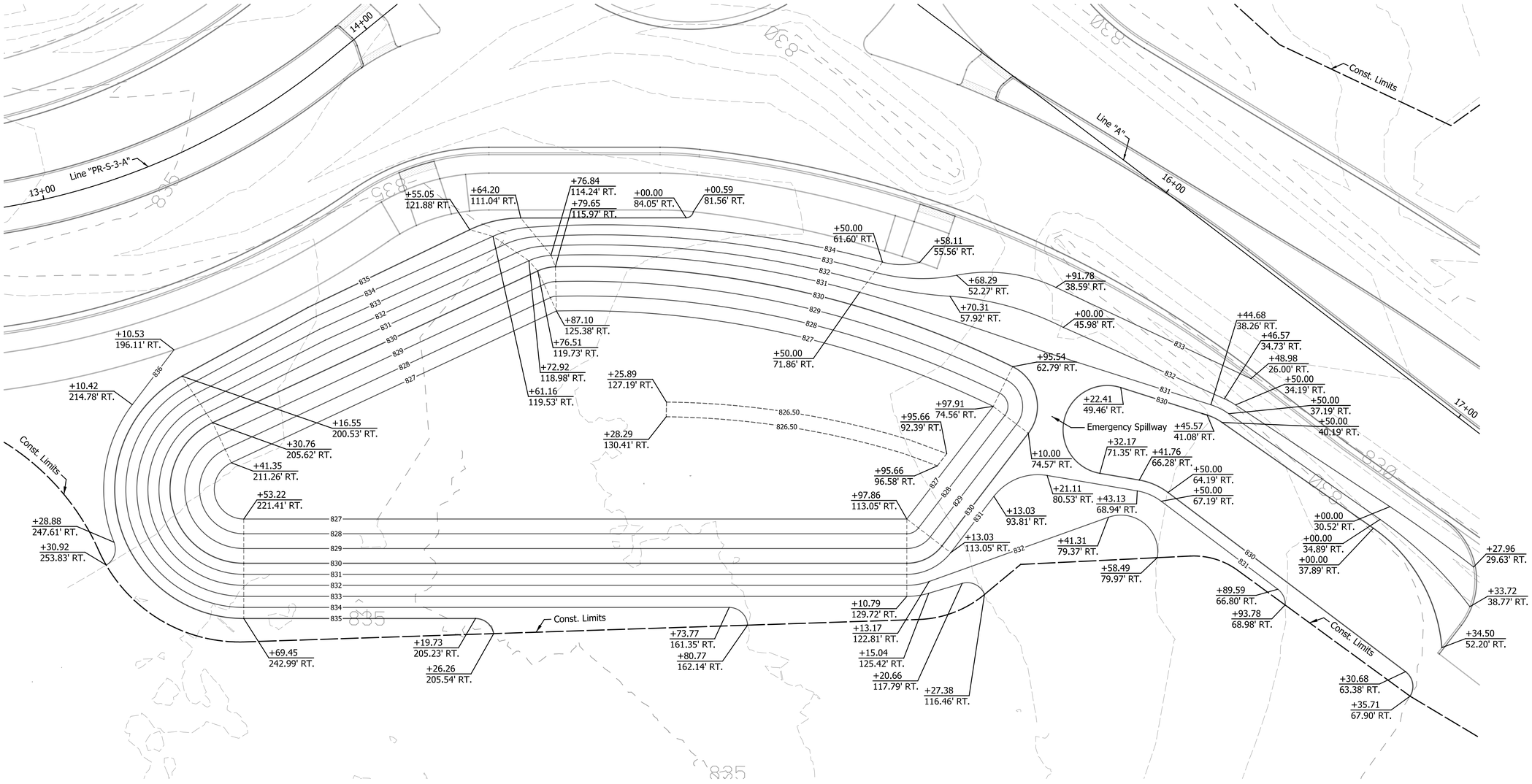

NOTES:
All Stationing Described from Line "A" as Shown.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN DETAILS
DETENTION POND SPILLWAY AND GRADING

HORIZONTAL SCALE	BRIDGE FILE
1" = 15'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	36 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Prof.dfcfg
Indiana_Shade.tbl

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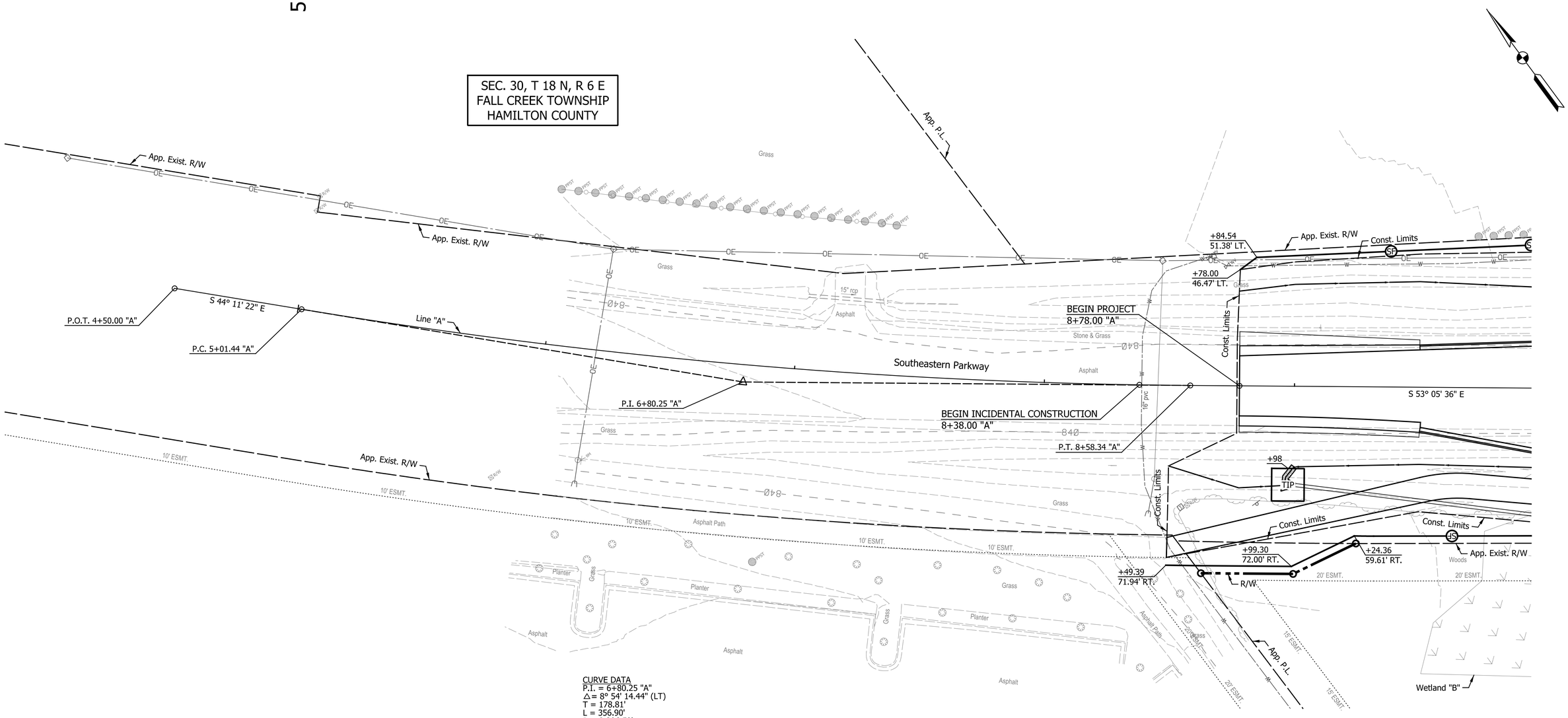
SEC. 30, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY



CURVE DATA
P.I. = 6+80.25 "A"
Δ = 8° 54' 14.44" (LT)
T = 178.81'
L = 356.90'
R = 2,296.59'
E = 6.95'

NOTES:
All R/W Described from Line "A"
Except as Shown.

Line "A" to be Constructed.

All Topographic Information Described From Line "A", Except as Noted.

All Disturbed Areas Shall Recieve Temp. Seeding and Permanent Seeding in Accordance with INDOT Specifications.

DATE	REVISION

LEGEND

- TIP — Temporary Inlet Protection
- CDTRAV — Temporary Check Dam, Traversable
- Temporary Silt Fence
- Temporary Filter Sock

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC
CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS
LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	37 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Pdf.dfcfg
Indiana_Shade.tbl

Lmlchalke 3/17/2023 12:01:24 PM P:\2019\01581\D. Drawings\201901581.RD.EC.01.dgn

CURVE DATA
P.I. = 15+75.44 "A"
△= 0° 40' 40.80" (RT)
T = 58.24'
L = 116.47'
R = 9,842.52'
E = 0.17'

NOTES:
All R/W Described from Line "A" Except as Shown.

Line "A" to be Constructed.

All Topographic Information Described From Line "A", Except as Noted.

All Disturbed Areas Shall Recieve Temp. Seeding and Permanent Seeding in Accordance with INDOT Specifications.

DATE	REVISION

LEGEND
- TIP — Temporary Inlet Protection
- CDTRAV — Temporary Check Dam, Traversable
- Temporary Silt Fence
- Temporary Filter Sock

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — DATE

DESIGNED: SRS — DRAWN: MCC
CHECKED: JPS — CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS
LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	38 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Pdf.pltcfg Indiana_Shade.tbl

Lmichalke 3/17/2023 12:01:24 PM P:\2019\01581\D. Drawings\201901581.RD.EC.02.dgn

SEC. 30, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY

SEC. 31, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY

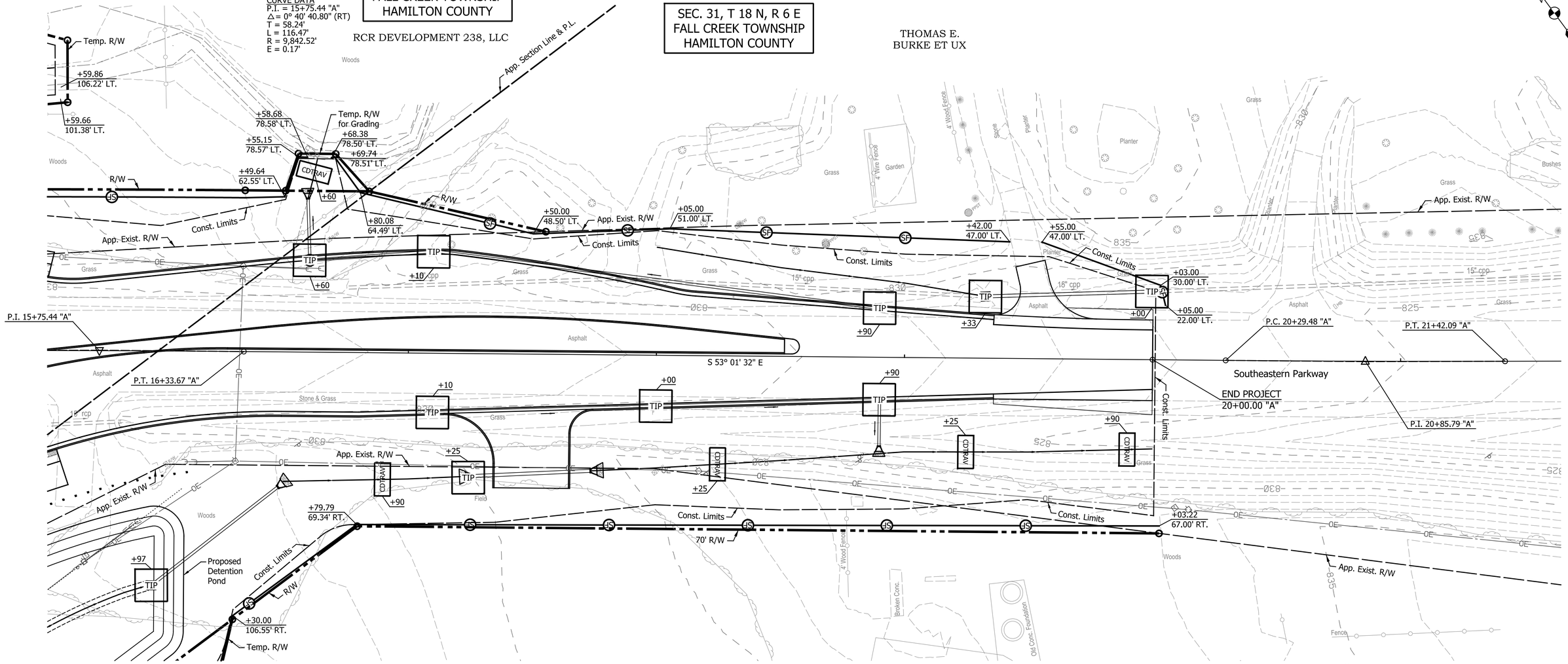
RCR DEVELOPMENT 238, LLC

THOMAS E.
BURKE ET UX

CORNETT
MANAGEMENT
COMPANY, LLC

CURVE DATA
P.I. = 15+75.44 "A"
△= 0° 40' 40.80" (RT)
T = 58.24'
L = 116.47'
R = 9,842.52'
E = 0.17'

CURVE DATA
P.I. = 20+85.79 "A"
△= 0° 39' 19.92" (LT)
T = 56.31'
L = 112.61'
R = 9,842.52'
E = 0.16'



NOTES:
All R/W Described from Line "A"
Except as Shown.

Line "A" to be Constructed.

All Topographic Information Described From Line "A", Except as Noted.

All Disturbed Areas Shall Recieve Temp. Seeding and Permanent Seeding in Accordance with INDOT Specifications.

DATE	REVISION

LEGEND
- TIP — Temporary Inlet Protection
- CDTRAV — Temporary Check Dam, Traversable
- Temporary Silt Fence
- Temporary Filter Sock

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS
LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	39 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Pdf.dfcfg
Indiana_Shade.tbl

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10

15

SEC. 30, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY

25' ESMT.

25' ESMT.

50' ESMT.

50' ESMT.

50' ESMT.

VARIABLE DEPTH ESMT.

10' ESMT.

10' ESMT.

10' ESMT.

App. Exist. R/W

App. Exist. R/W

BEGIN INCIDENTAL CONSTRUCTION
5+88.00 "S-3-A"

+88.00
10.00' LT.

126th Street

Line "S-3-A"
N 89° 21' 41" E

App. Sec. Line

126th Street

App. Section Line

+88.00
30.00' RT.

BEGIN CONSTRUCTION
7+97.29 "TR-S-3-A"

+43

Line "TR-S-3-A"

+00

TIP

TIP

END CONSTRUCTION
15+10.00 "TR-S-3-A"

+95.00
3.00' RT.

+99.03
12.06' RT.

+06.00
11.50' RT.

+80.00
3.00' RT.

+45.00
10.00' RT.

+45.00
7.00' RT.

N 89° 21' 41" E

+30.00
7.00' RT.

+85.00
12.00' RT.

App. Exist. R/W

+00.00
12.00' RT.

+15.00
18.00' RT.

+25.00
13.00' RT.

+45.00
12.00' RT.

+70.00
18.00' RT.

+10.00
2.00' RT.

20' ESMT.

20' ESMT.

App. P.L.

App. P.L.

App. P.L.

App. P.L.

App. P.L.

App. P.L.

App. P.L.

App. P.L.

App. P.L.

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App. P.L.

App. P.L.

App. P.L.

App. P.L.

App. P.L.

App. P.L.

App. P.L.

App. Exist. R/W

SEC. 31, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY

NOTES:
All R/W Described from Line "TR-S-3-A" Except as Shown.

Line "TR-S-3-A" to be Constructed.

All Topographic Information Described From Line "TR-S-3-A", Except as Noted.

All Disturbed Areas Shall Recieve Temp. Seeding and Permanent Seeding in Accordance with INDOT Specifications.

DATE	REVISION

LEGEND

- TIP — Temporary Inlet Protection
- CDTRAV — Temporary Check Dam, Traversable
- Temporary Silt Fence
- Temporary Filter Sock

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS
LINES "TR-S-3-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	40 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Prof.dfcfg
Indiana_Shade.tbl

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10

SEC. 30, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY

HEARTLAND CHURCH, INC.

LOT 1
HEARTLAND CHURCH
SOUTHEASTERN CAMPUS

STERN-BOTHWELL
SUBDIVISION
LOT 2

1/2" Metal Post
PPST

App. Exist. R/W

Wood Guardrail

Asphalt Path

Grass

15" rcp

24" crp

P.O.T. 4+90.00 "S-3-A"

BEGIN INCIDENTAL CONSTRUCTION
5+88.00 "S-3-A"

Line "S-3-A"

N 89° 21' 41" E

App. Section Line

126th Street

Asphalt

CURVE DATA
P.I. = 14+92.97 "TR-S-3-A"
△= 31° 18' 05.71" (LT)
T = 17.93
L = 34.96
R = 64.00
E = 2.46

P.T. 15+10.00 "TR-S-3-A"

15+00

Line "TR-S-3-A"

N 89° 21' 41" E

+35.00
58.47' RT.

P.I. 14+92.52 "TR-S-3-A"

P.C.C. 14+75.04 "TR-S-3-A"

P.O.T. 16+00.00 "TR-S-3-A"

App. P.L.

20' ESMT.

10' ESMT.

15' ESMT.

+51.59
60.98' LT.

+71.28
67.00' LT.

+99.74
67.00' LT.

R/W

Const. Limits

CDTRAV

TIP

+53

+38

END INCIDENTAL CONSTRUCTION
9+35.00 "S-3-A"

P.O.T. 9+35.00 "PR-S-3-A" =
O.P.O.T. 9+35.00 "S-3-A", 10.00' RT.

BEGIN CONSTRUCTION
9+35.00 "PR-S-3-A"

Line "PR-S-3-A"

N 89° 21' 41" E

+50

+73.90
55.40' RT.

+75.76
57.00' RT.

60' R/W

Fence

THE OVERLOOK AT THORPE CREEK
Common Area V

THE OVERLOOK AT THORPE CREEK

CORNETT MANAGEMENT
COMPANY, LLC

SEC. 31, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY

NOTES:
All R/W Described from Line "PR-S-3-A" Except as Shown.

Line "PR-S-3-A" to be Constructed.

All Topographic Information Described From Line "PR-S-3-A", Except as Noted.

All Disturbed Areas Shall Recieve Temp. Seeding and Permanent Seeding in Accordance with INDOT Specifications.

DATE	REVISION

LEGEND

- TIP — Temporary Inlet Protection
- CDTRAV — Temporary Check Dam, Traversable
- Temporary Silt Fence
- Temporary Filter Sock

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS
LINES "S-3-A" AND "PR-S-3-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	41 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Ref.dfcfg
Indiana_Shade.tbl

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SEC. 30, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY

STERN-BOTHWELL SUBDIVISION LOT 2

STERN-BOTHWELL SUBDIVISION LOT 1

WCW II, LLC

App. Exist. R/W

R/W
Const. Limits
Temp. R/W for Grading

Southeastern Parkway

Line "A"
S 53° 42' 13" E

END CONSTRUCTION
14+98.07 "PR-S-3-A"

P.O.T. 14+98.07 "PR-S-3-A" =
P.O.T. 14+23.47 "A"

P.O.T. 15+00.00 "S-3-A" =
P.O.T. 14+38.52 "A"

P.O.T. 100+00.00 "PR-HR" =
P.O.T. 14+52.96 "A"

76°09'42"
69°49'42"
90°00'00"
Line "PR-HR"
N 36° 17' 47" E
100+00
15+00

P.C. 15+17.20 "A"
P.I. 15+75.43 "A"
P.T. 16+33.67 "A"
S 53° 01' 32" E

+08.50
97.86' LT.

+43.20
55.84' LT.

+84.52
52.16' LT.

+03.50
50.72' LT.

+51.16
57.00' RT.

+96.00
127.21' RT.

+43.10
224.98' RT.

+90.66
264.95' RT.

+20.49
224.79' RT.

Const. Limits
App. Exist. R/W
15' ESMT.
60' R/W
70' R/W

P.C. 12+77.41 "S-3-A"
P.I. 13+30.94 "S-3-A"
P.T. 13+86.61 "PR-S-3-A"
P.T. 13+81.48 "S-3-A"
N 50° 08' 05" E
N 56° 19' 01" E

Line "S-3-A"
Line "PR-S-3-A"
N 89° 21' 41" E
App. Sec. Line
126th Street
P.C. 12+57.89 "PR-S-3-A"
P.I. 13+24.89 "PR-S-3-A"

CORNETT MANAGEMENT COMPANY, LLC

SEC. 31, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY

Temp. R/W for Grading
Proposed Detention Pond
App. Section Line

NOTES:
All R/W Described from Line "PR-S-3-A" Except as Shown.

Line "PR-S-3-A" to be Constructed.

All Topographic Information Described From Line "PR-S-3-A", Except as Noted.

All Disturbed Areas Shall Recieve Temp. Seeding and Permanent Seeding in Accordance with INDOT Specifications.

CURVE DATA
P.I. = 13+24.89 "PR-S-3-A"
△= 39° 13' 35.81" (LT)
T = 66.99'
L = 128.71'
R = 188.00'
E = 11.58'

CURVE DATA
P.I. = 13+30.94 "S-3-A"
△= 33° 02' 39.88" (LT)
T = 53.53'
L = 104.07'
R = 180.45'
E = 7.77'

DATE	REVISION

LEGEND
- TIP — Temporary Inlet Protection
- CDTRAV — Temporary Check Dam, Traversable
- Temporary Silt Fence
- Temporary Filter Sock

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC
CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS
LINES "S-3-A" AND "PR-S-3-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	42 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Ref.dfcfg
Indiana_Shade.tbl

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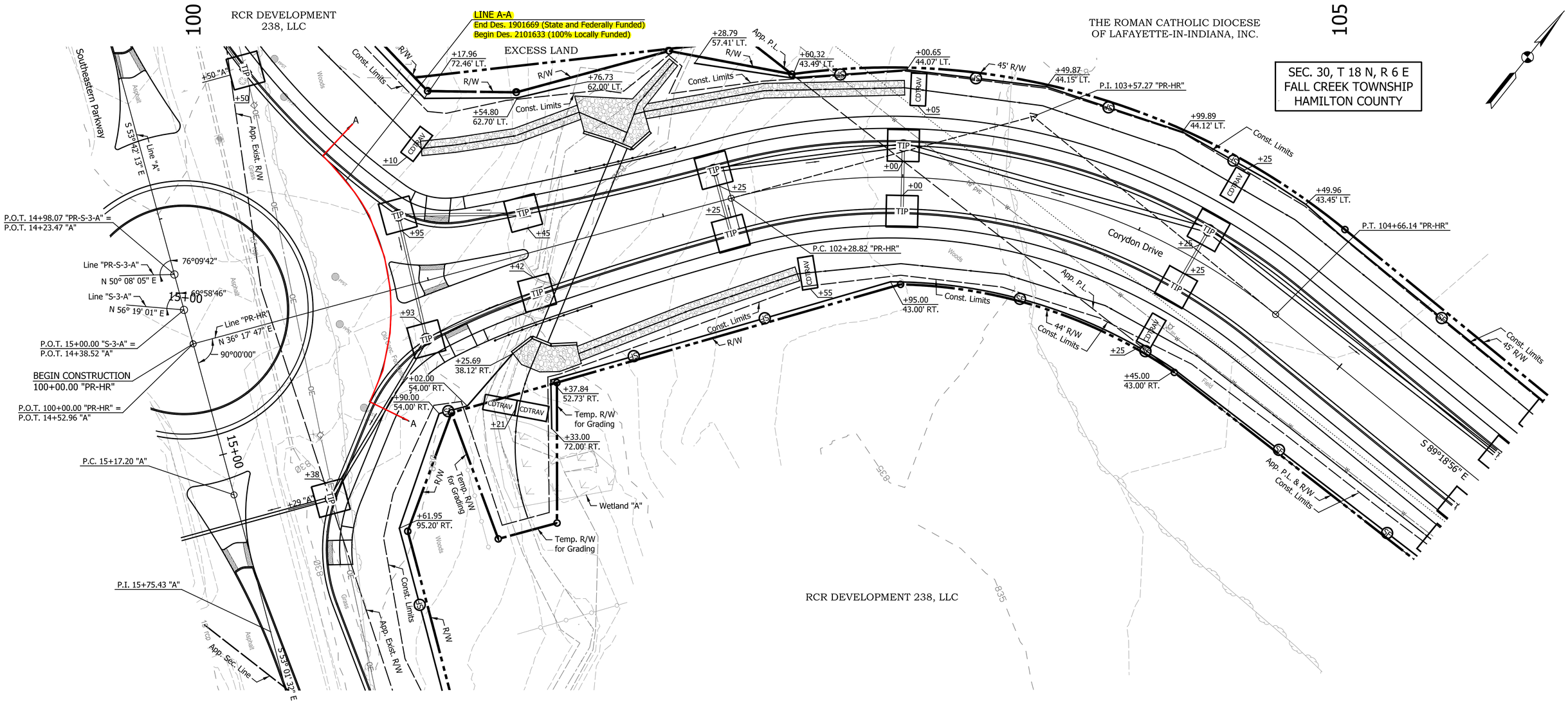

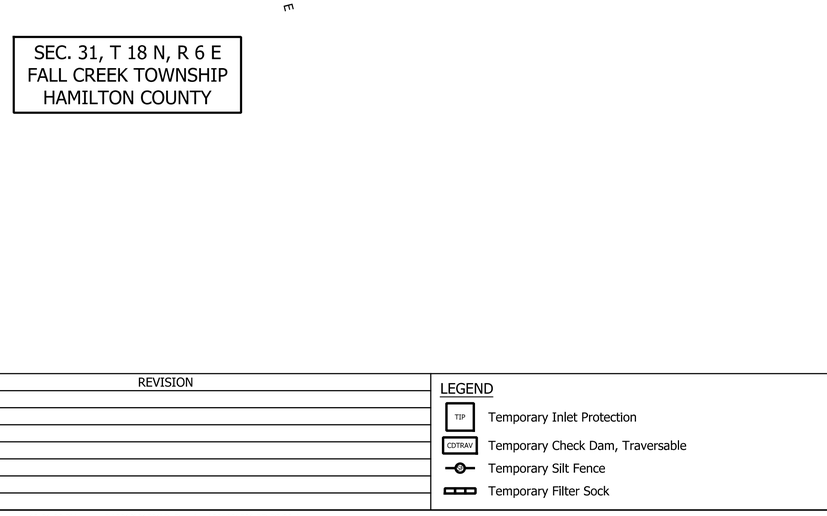

SEC. 31, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY

CURVE DATA
P.I. = 102+88.43 "PR-HR"
△= 52° 39' 29.89" (RT)
T = 123.72'
L = 229.77'
R = 250.00'
E = 28.94'
S.E. = N.C.

NOTES:
All R/W Described from Line "PR-HR" Except as Shown.

Line "PR-HR" to be Constructed.

All Topographic Information Described From Line "PR-HR", Except as Noted.

All Disturbed Areas Shall Recieve Temp. Seeding and Permanent Seeding in Accordance with INDOT Specifications.

DATE	REVISION

LEGEND
- TIP — Temporary Inlet Protection
- CDTRAV — Temporary Check Dam, Traversable
- Temporary Silt Fence
- Temporary Filter Sock

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC
CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS
LINE "PR-CD"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	43 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Pdf.pltCfg
Indiana_Shade.tbl

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105
110
SEC. 30, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY
THE ROMAN CATHOLIC DIOCESE
OF LAFAYETTE-IN-INDIANA, INC.
CURVE DATA
P.I. = 108+58.05 "PR-HR"
△= 85° 25' 14.01" (LT)
T = 184.62'
L = 298.17'
R = 200.00'
E = 72.19'
Corydon Drive
S 89° 18' 56" E
Const. Limits
45' R/W
App. P.L. & R/W
Const. Limits
+73.42
42.00' LT.
P.C. 106+73.42 "PR-HR"
+23.00
40.64' LT.
+71.60
42.00' LT.
P.T. 109+71.06 "PR-HR"
Line "PR-HR"
N 05° 15' 50" E
20' Drainage Easement
Pond
Grass
+20.00
42.00' RT.
+71.60
42.00' RT.
45' R/W
45'R/W
HUNTERS RUN, SECTION 4
Common Area 4D
HUNTERS RUN OWNERS
ASSOCIATION, INC.
App. P.L.
App. ¼ Section Line & App. P.L.
LEGACY AT HUNTER'S RUN
Common Area A
LEGACY AT HUNTER'S RUN
HOMEOWNERS ASSOCIATION, INC.
THE ROMAN CATHOLIC DIOCESE
OF LAFAYETTE-IN-INDIANA, INC.
EXCESS LAND
RCR
DEVELOPMENT
238, LLC
P.I. 108+58.05 "PR-HR"
20' ESMT.
Field
Fence
835
830
TIP
CDTRAV
SF

NOTES:
All R/W Described from Line "PR-HR" Except as Shown.

Line "PR-HR" to be Constructed.

All Topographic Information Described From Line "PR-HR", Except as Noted.

All Disturbed Areas Shall Recieve Temp. Seeding and Permanent Seeding in Accordance with INDOT Specifications.

DATE	REVISION

LEGEND
- TIP Temporary Inlet Protection
- CDTRAV Temporary Check Dam, Traversable
- Temporary Silt Fence
- Temporary Filter Sock

RECOMMENDED FOR APPROVAL ____ DESIGN ENGINEER ____ DATE

DESIGNED: SRS DRAWN: MCC
CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS
LINE "PR-HR"

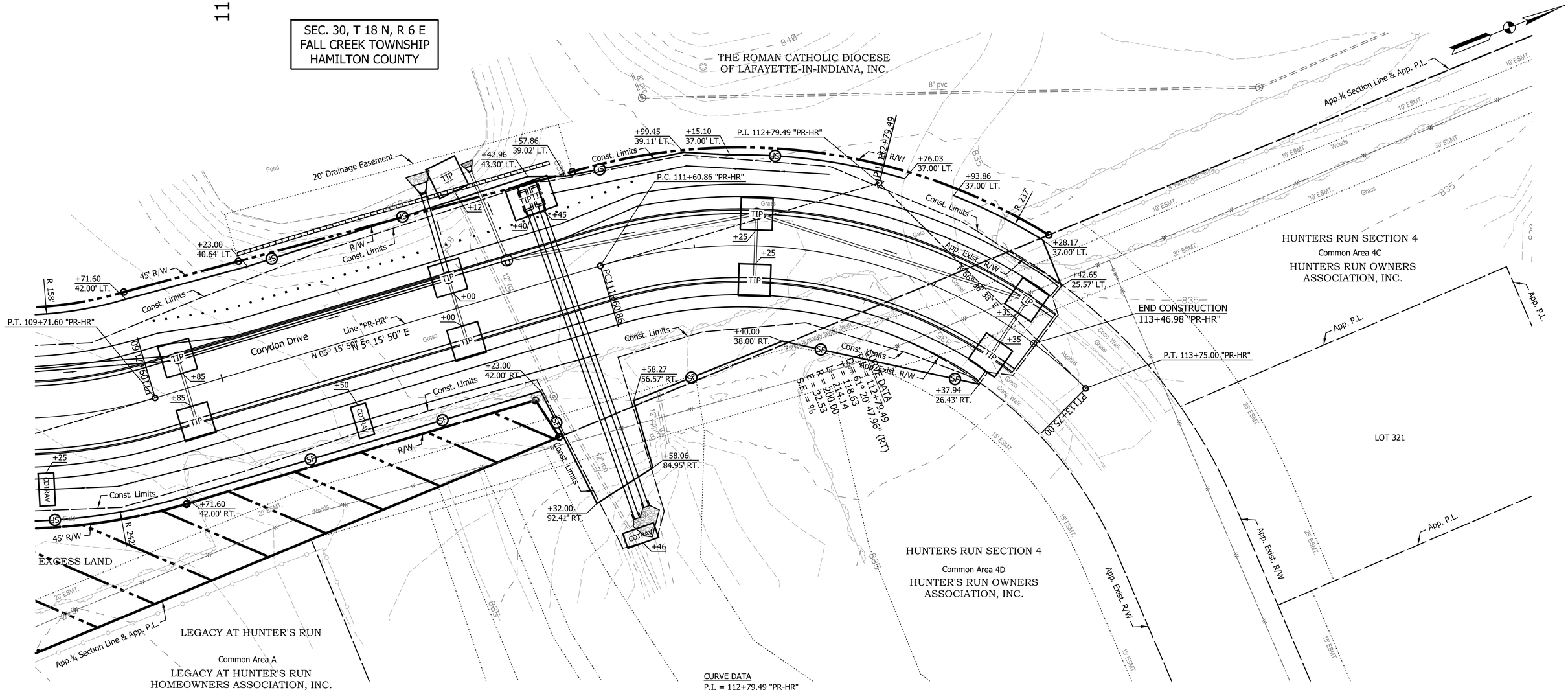
HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	44 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Pdf.pltcfg
Indiana_Shade.tbl

Lmichalke 3/17/2023 12:01:29 PM P:\2019\01581\D. Drawings\201901581.RD.EC.07.dgn

110

SEC. 30, T 18 N, R 6 E
FALL CREEK TOWNSHIP
HAMILTON COUNTY



CURVE DATA
P.I. = 112+79.49 "PR-HR"
△= 61° 20' 47.96" (RT)
T = 118.63'
L = 214.14'
R = 200.00'
E = 32.53'

NOTES:
All R/W Described from Line "PR-HR" Except as Shown.

Line "PR-HR" to be Constructed.

All Topographic Information Described From Line "PR-HR", Except as Noted.

All Disturbed Areas Shall Recieve Temp. Seeding and Permanent Seeding in Accordance with INDOT Specifications.

DATE	REVISION

LEGEND

- TIP — Temporary Inlet Protection
- CDTRAV — Temporary Check Dam, Traversable
- Temporary Silt Fence
- Temporary Filter Sock

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS
LINE "PR-HR"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	45 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-ehf.pltcfg
Indiana_Shade.tbl

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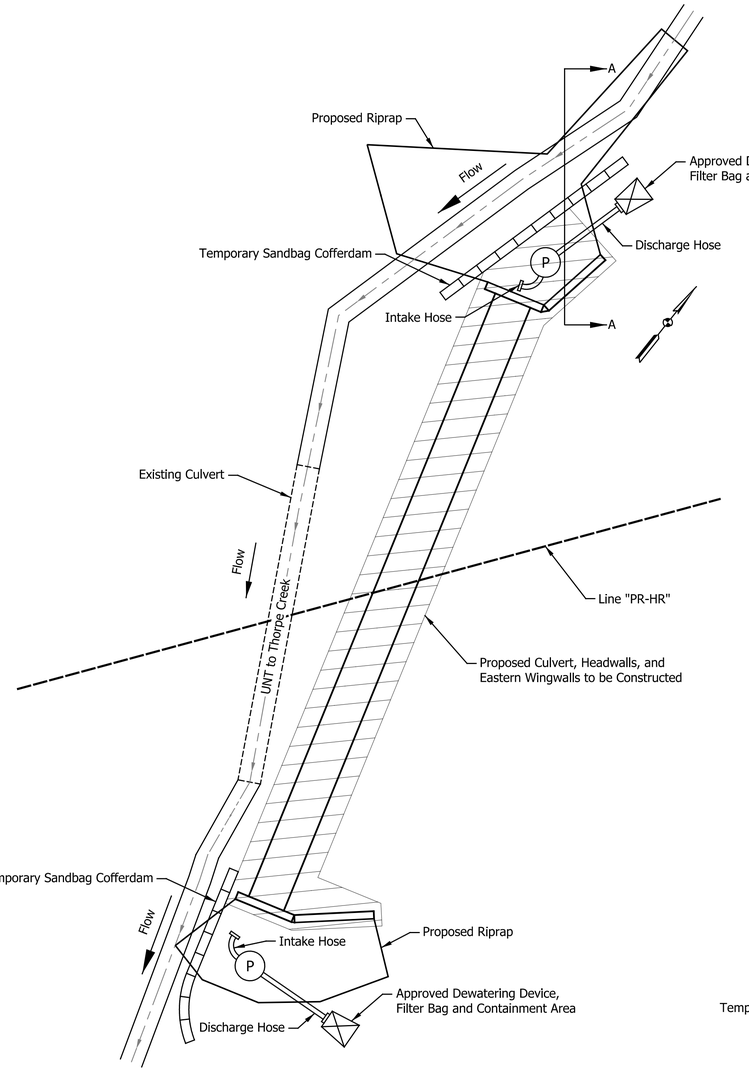
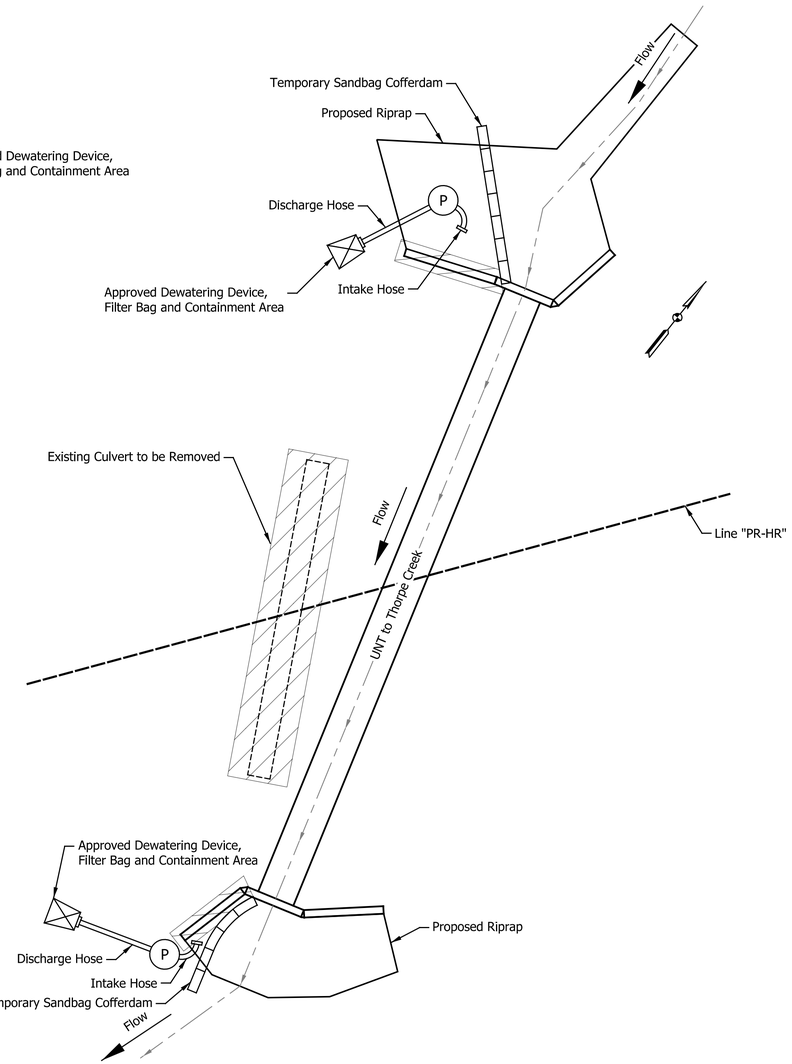


PHASE 1

Insert New Pipe While Existing Pipe Maintains Existing Stream Flow

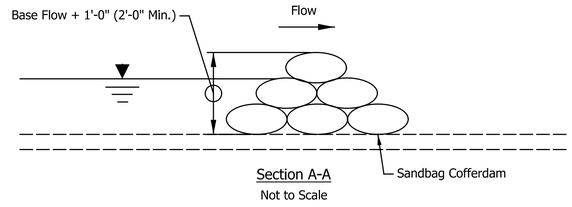


PHASE 2

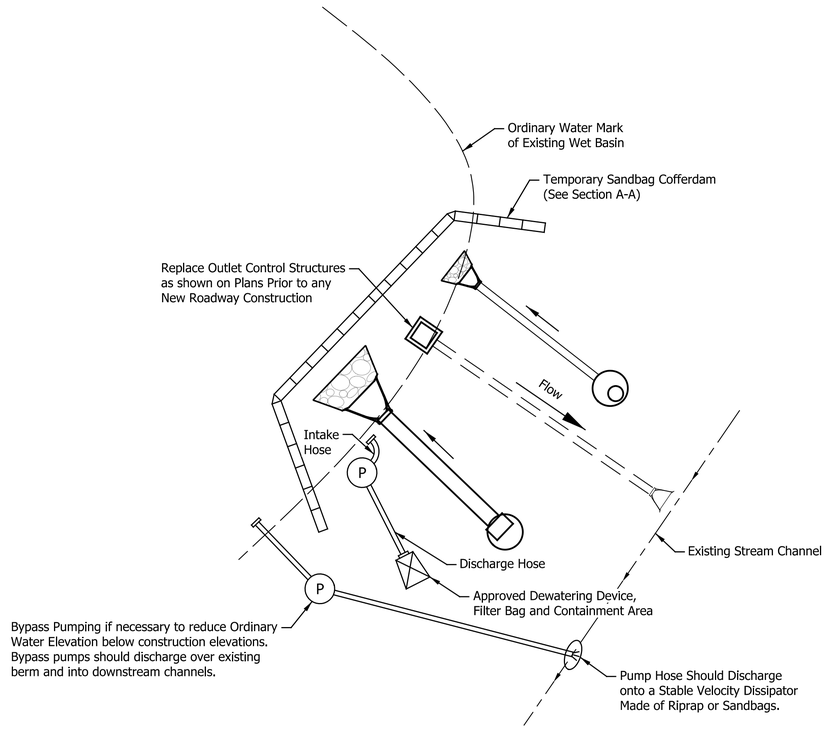
Remove Existing Pipe and Build Remaining Wingwalls. Stream Flows through New Pipe

TEMPORARY PUMPING FOR CULVERT

Not to Scale



Not to Scale



TEMPORARY PUMPING FOR WET BASINS

Not to Scale

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: HPW DRAWN: HPW

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS
TEMPORARY PUMP AROUND

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	46 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Pdf.dtcfg
Indiana_Shade.tbl

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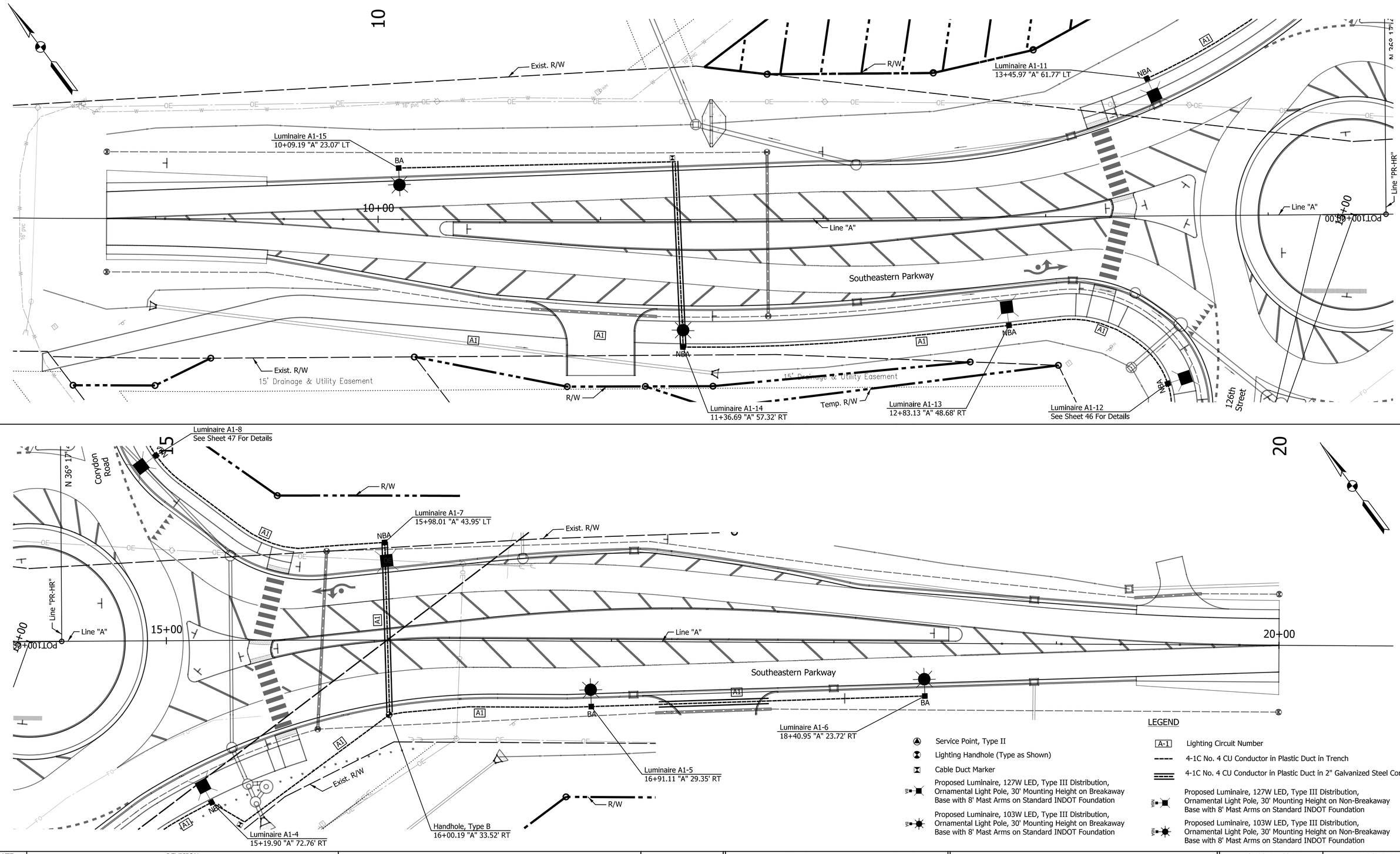

LEGEND

- Service Point, Type II
- Lighting Handhole (Type as Shown)
- Cable Duct Marker
- Proposed Luminaire, 127W LED, Type III Distribution, Ornamental Light Pole, 30' Mounting Height on Breakaway Base with 8' Mast Arms on Standard INDOT Foundation
- Proposed Luminaire, 103W LED, Type III Distribution, Ornamental Light Pole, 30' Mounting Height on Breakaway Base with 8' Mast Arms on Standard INDOT Foundation
- A-1 Lighting Circuit Number
- 4-1C No. 4 CU Conductor in Plastic Duct in Trench
- 4-1C No. 4 CU Conductor in Plastic Duct in 2" Galvanized Steel Conduit
- NBA Proposed Luminaire, 127W LED, Type III Distribution, Ornamental Light Pole, 30' Mounting Height on Non-Breakaway Base with 8' Mast Arms on Standard INDOT Foundation
- NBA Proposed Luminaire, 103W LED, Type III Distribution, Ornamental Light Pole, 30' Mounting Height on Non-Breakaway Base with 8' Mast Arms on Standard INDOT Foundation

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: GWK DRAWN: GWK

CHECKED: GMG CHECKED: GMG

INDIANA
DEPARTMENT OF TRANSPORTATION

LIGHTING DETAILS
LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	47 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Pref.dftcfg
Indiana_Shade.tbl

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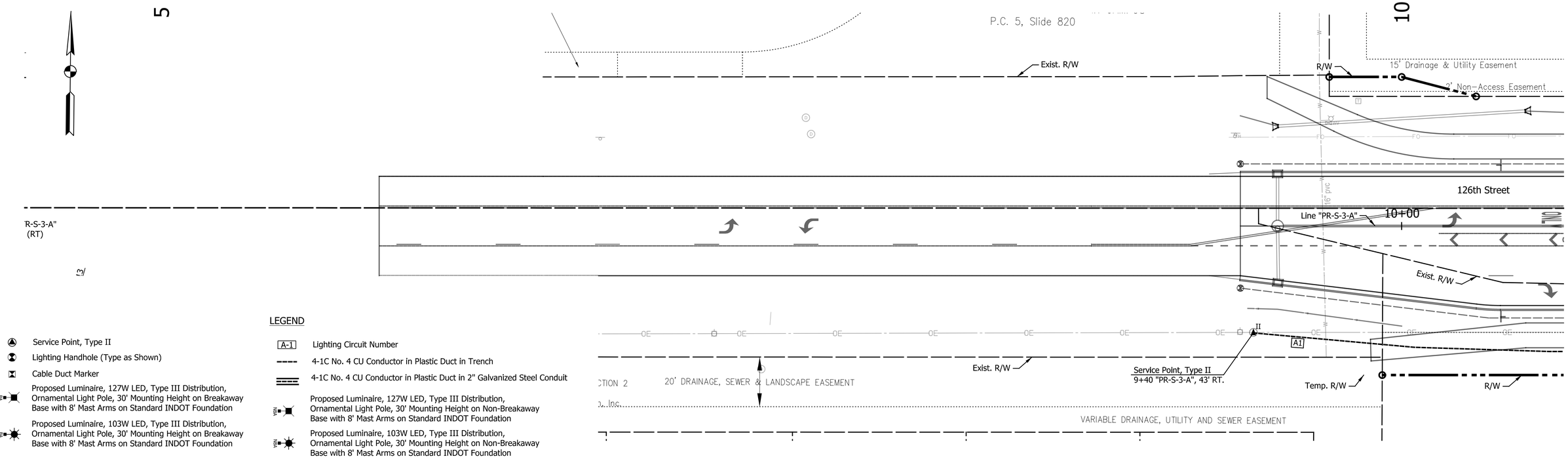

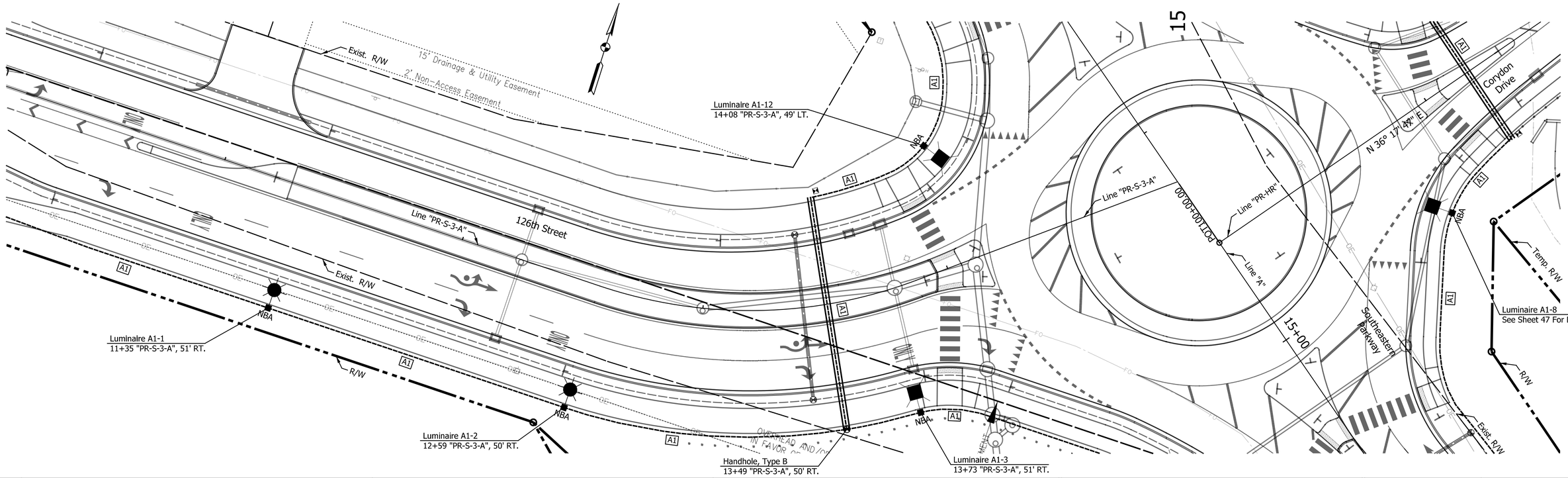

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: GWK DRAWN: GWK

CHECKED: GMG CHECKED: GMG

INDIANA
DEPARTMENT OF TRANSPORTATION

LIGHTING DETAILS
LINE "PR-S-3-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	48 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-ref.dfcfg
Indiana_Shade.tbl

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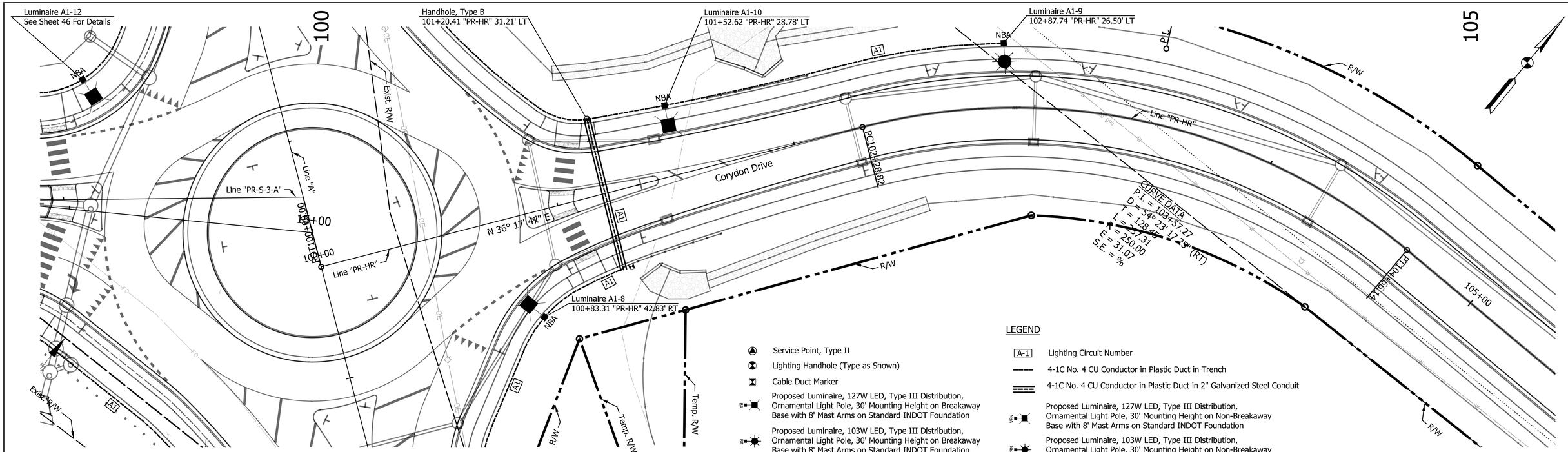

LIGHT POLE SCHEDULE - CIRCUIT A1

LUMINAIRE NO.	BRANCH CIRCUIT A1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
FOUNDATION TYPE		Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard
FOUNDATION ANCHOR BOLT		Non-Breakaway	Non-Breakaway	Non-Breakaway	Non-Breakaway	Breakaway	Breakaway	Non-Breakaway	Non-Breakaway	Non-Breakaway	Non-Breakaway	Non-Breakaway	Non-Breakaway	Non-Breakaway	Non-Breakaway	Breakaway
CIRCUIT CONNECTION		R	B	R	B	R	B	B	R	R	B	R	B	R	B	R
CONNECTION TYPE		Type II	Type II	Type II	Type II	Type II	Type I	Type II	Type II	Type I	Type II	Type I	Type II	Type II	Type II	Type I
SET BACK FROM	FRONT FACE OF CURB	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
	EDGE OF PAVEMENT															
POLE SETBACK (FT)		17.00	17.00	17.00	17.00	4.25	4.25	12.00	12.00	12.00	12.00	12.00	17.00	17.00	17.00	4.25
MAST ARM LENGTH (FT)		8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
LUMINAIRE E.M.H. (FT)		30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
NUMBER OF LUMINAIRES		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
SUN VALLEY [1] LUMINAIRE WATTAGE/IES DISTRIBUTION TYPE		103W/III	103W/III	127W/III	127W/III	103W/III	103W/III	127W/III	127W/III	103W/III	103W/III	127W/III	127W/III	127W/III	103W/III	103W/III
SPRING CITY [2] LUMINAIRE WATTAGE/IES DISTRIBUTION TYPE		120W/IV	120W/IV	200W/III	200W/III	120W/IV	120W/IV	200W/III	200W/III	120W/IV	120W/IV	200W/III	200W/III	200W/III	120W/IV	120W/IV
CYCLONE LIGHTING [3] LUMINAIRE WATTAGE/IES DISTRIBUTION TYPE		107W/III	107W/III	125W/II	125W/II	107W/III	107W/III	125W/II	125W/II	107W/III	107W/II	125W/II	125W/II	107W/II	107W/III	107W/III

[1] SUN VALLEY LUMINAIRE TYPES
127W = LCLS20-GR-VLED-III-80LED-25mA-NW
103W = LCLS20-GR-VLED-III-64LED-25mA-NW

[2] SPRING CITY LUMINAIRE TYPES
200W = CLU-LE200/EVX/2G2-40-CR3-GR14-XPG3
120W = CLU-LE120-2G2-40-CR4-GR14

[3] CYCLONE LIGHTING LUMINAIRE TYPES
125W = CO12P1-DP3AR-T2-P80-40K
107W = CO12P1-DP3AR-T3-P70-40K

SERVICE POINT AMP TABLE (SPRING CITY LUMINAIRES)

SERVICE POINT	MAIN BREAKER	BRANCH CIRCUIT	COMPUTED AMPS		COMPUTED AMPS TOTAL	MAX VOLTAGE DROP (%)	BRANCH CIRCUIT BREAKER
			BLACK	RED			
A 120/240 V	100 AMP	A1	9.00	10.67	19.67	3.77	2 - 30 AMP

SERVICE POINT AMP TABLE (SUN VALLEY LUMINAIRES)

SERVICE POINT	MAIN BREAKER	BRANCH CIRCUIT	COMPUTED AMPS		COMPUTED AMPS TOTAL	MAX VOLTAGE DROP (%)	BRANCH CIRCUIT BREAKER
			BLACK	RED			
A 120/240 V	100 AMP	A1	6.61	7.67	14.28	2.69	2 - 30 AMP

SERVICE POINT AMP TABLE (CYCLONE LIGHTING LUMINAIRES)

SERVICE POINT	MAIN BREAKER	BRANCH CIRCUIT	COMPUTED AMPS		COMPUTED AMPS TOTAL	MAX VOLTAGE DROP (%)	BRANCH CIRCUIT BREAKER
			BLACK	RED			
A 120/240 V	100 AMP	A1	6.69	7.58	14.28	2.67	2 - 30 AMP

DESIGN DATA

Design Criteria	IES DG-19-08-Design Criteria for Roundabout	Sun Valley Luminaires	Spring City Luminaires	Cyclone Lighting Luminaires
Average (fc)	1.1	1.2	1.7	1.5
Maximum (fc)	-	3.1	2.8	4.0
Minimum (fc)	-	0.6	0.6	0.4
Max./Min.	-	5.2:1	4.7:1	10.0:1
Avg./Min. (Uniformity)	4.0:1	2.0:1	2.8:1	3.8:1

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: GWK DRAWN: GWK

CHECKED: GMG CHECKED: GMG

INDIANA DEPARTMENT OF TRANSPORTATION

LIGHTING DETAILS
LINE "PR-HR"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	49 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Prof.dfcfg
Indiana_Shade.tbl

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LEGEND

- (46) Line, Thermoplastic, Solid, White, 4 in.
- (47) Line, Thermoplastic, Solid, Yellow, 4 in.
- (48) Line, Thermoplastic, Dotted, White, 6 in.
- (51) Line, Thermoplastic, Solid, Yellow, 8 in.
- (52) Line, Thermoplastic, Dotted, White, 12 in.
- (53) Line, Thermoplastic, Broken, Yellow, 4 in.
- (70) Transverse Marking, Thermoplastic, Yield Line, White, 24 in.
- (72) Transverse Marking, Thermoplastic, Crosswalk Line, White, 24 in.
- (74) Transverse Marking, Thermoplastic, Crosshatch Line, White, 12 in.
- (75) Transverse Marking, Thermoplastic, Crosshatch Line, Yellow, 12 in.
- (77) Pavement Message Marking, Thermoplastic, Lane Indication Arrow
- (78) Pavement Message Marking, Thermoplastic, Word "ONLY"

NOTES:
All Sign Information from Line "A"
Except as Shown.

DATE	REVISION

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — DATE

DESIGNED: SRS — DRAWN: MCC
CHECKED: JPS — CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING DETAILS
LINE "A" - CONSTRUCTION YEAR

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	50 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Pdf.pltcfg
Indiana_Shade.tbl

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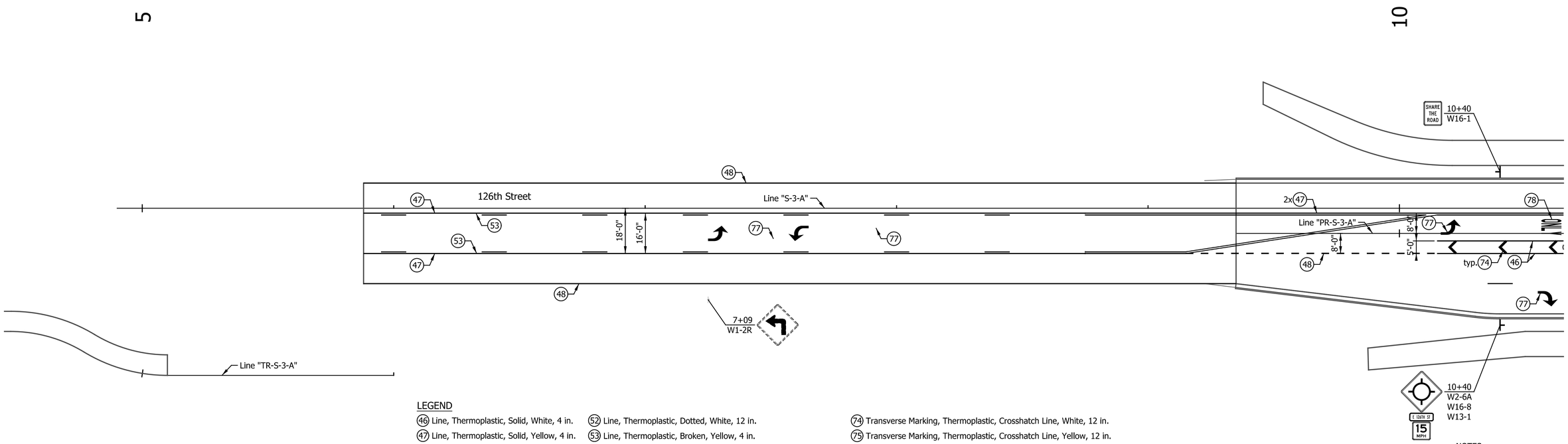
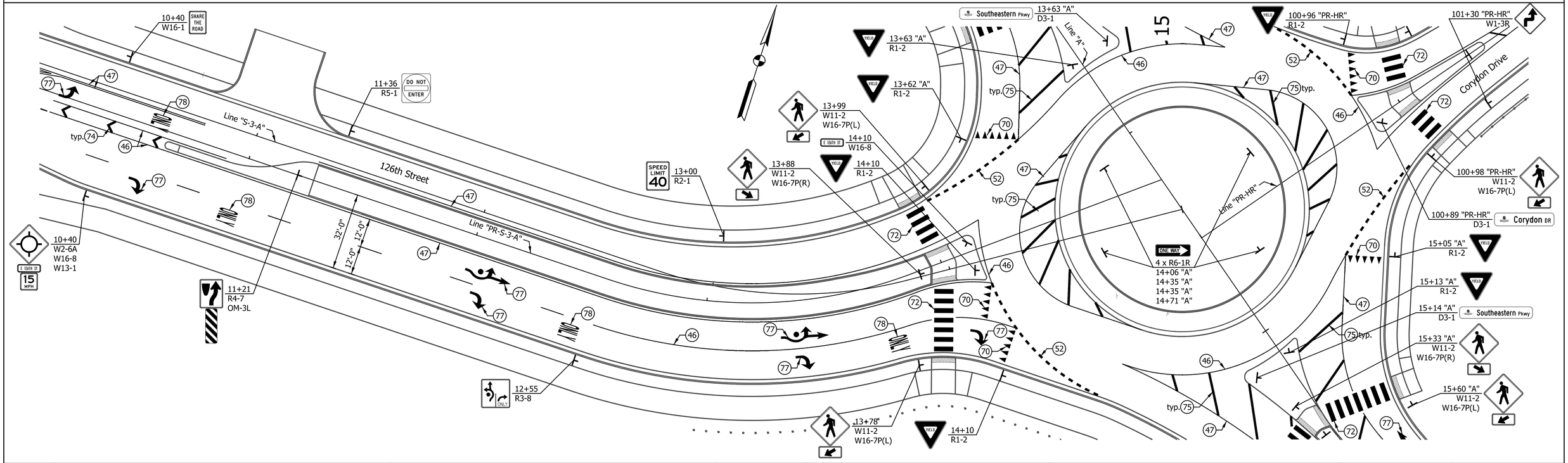


LEGEND

(46) Line, Thermoplastic, Solid, White, 4 in.
(47) Line, Thermoplastic, Solid, Yellow, 4 in.
(48) Line, Thermoplastic, Dotted, White, 6 in.
(51) Line, Thermoplastic, Solid, Yellow, 8 in.
(52) Line, Thermoplastic, Dotted, White, 12 in.
(53) Line, Thermoplastic, Broken, Yellow, 4 in.
(70) Transverse Marking, Thermoplastic, Yield Line, White, 24 in.
(72) Transverse Marking, Thermoplastic, Crosswalk Line, White, 24 in.
(74) Transverse Marking, Thermoplastic, Crosshatch Line, White, 12 in.
(75) Transverse Marking, Thermoplastic, Crosshatch Line, Yellow, 12 in.
(77) Pavement Message Marking, Thermoplastic, Lane Indication Arrow
(78) Pavement Message Marking, Thermoplastic, Word "ONLY"

NOTES:
All Sign Information from Line "S-3-A" Except as Shown.



DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING DETAILS
LINE "PR-S-3-A" - CONSTRUCTION YEAR

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	51 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Prof.dtcfg
Indiana_Shade.tbl

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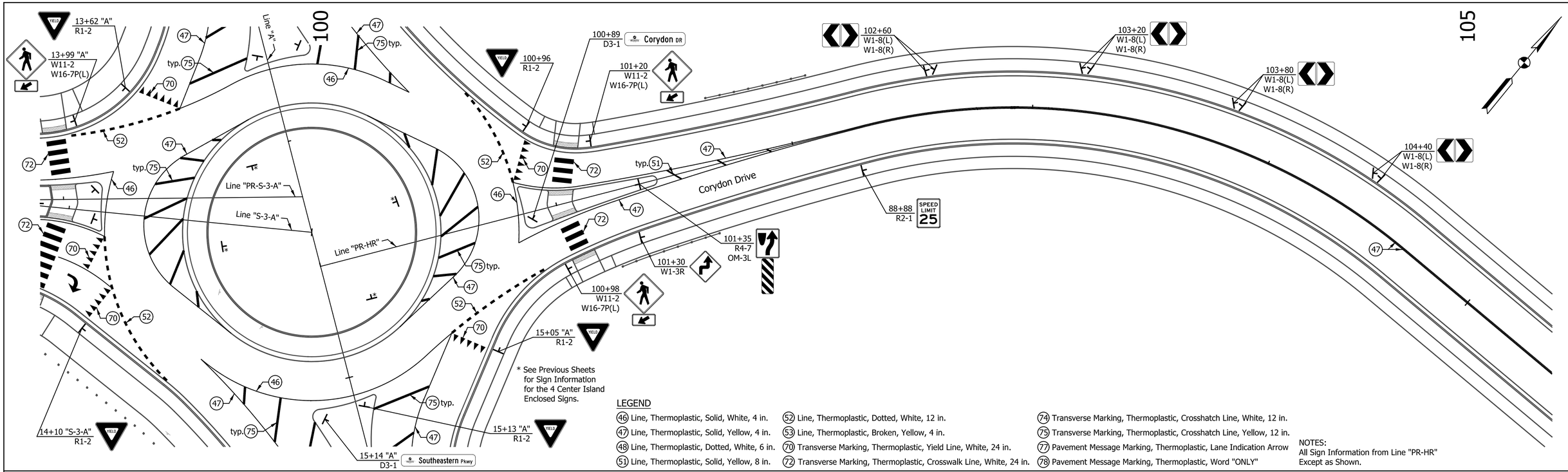
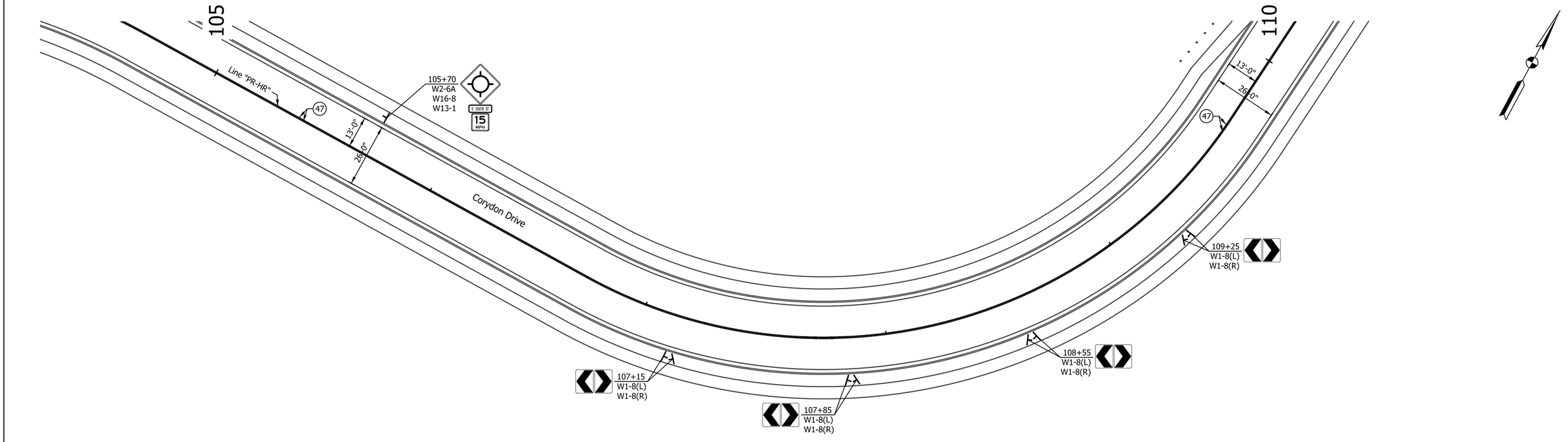


LEGEND

(46) Line, Thermoplastic, Solid, White, 4 in.
(47) Line, Thermoplastic, Solid, Yellow, 4 in.
(48) Line, Thermoplastic, Dotted, White, 6 in.
(51) Line, Thermoplastic, Solid, Yellow, 8 in.
(52) Line, Thermoplastic, Dotted, White, 12 in.
(53) Line, Thermoplastic, Broken, Yellow, 4 in.
(70) Transverse Marking, Thermoplastic, Yield Line, White, 24 in.
(72) Transverse Marking, Thermoplastic, Crosswalk Line, White, 24 in.
(74) Transverse Marking, Thermoplastic, Crosshatch Line, White, 12 in.
(75) Transverse Marking, Thermoplastic, Crosshatch Line, Yellow, 12 in.
(77) Pavement Message Marking, Thermoplastic, Lane Indication Arrow
(78) Pavement Message Marking, Thermoplastic, Word "ONLY"

NOTES:
All Sign Information from Line "PR-HR" Except as Shown.



DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

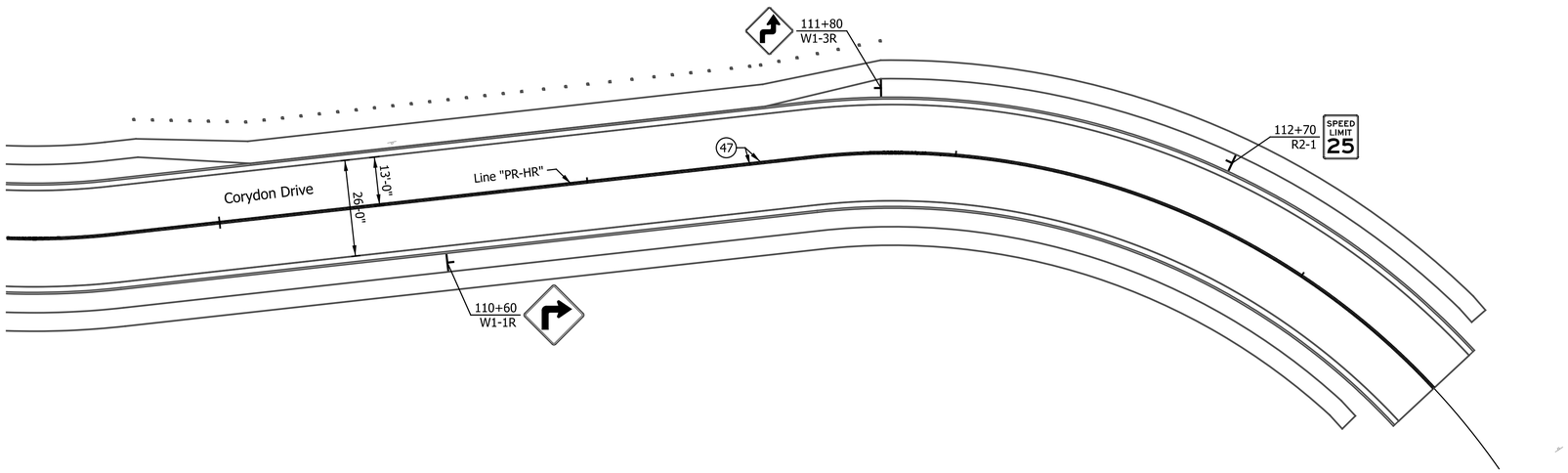
PAVEMENT MARKING & SIGNING DETAILS
LINE "PR-HR" - CONSTRUCTION YEAR

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	52 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Prof.dfnCfg
Indiana_Shade.tbl

Lmichalke 3/17/2023 12:02:03 PM P:\2019\01581\D. Drawings\201901581.RD.PM.03.dgn

110



LEGEND

(46) Line, Thermoplastic, Solid, White, 4 in.
(47) Line, Thermoplastic, Solid, Yellow, 4 in.
(48) Line, Thermoplastic, Dotted, White, 6 in.
(51) Line, Thermoplastic, Solid, Yellow, 8 in.
(52) Line, Thermoplastic, Dotted, White, 12 in.
(53) Line, Thermoplastic, Broken, Yellow, 4 in.
(70) Transverse Marking, Thermoplastic, Yield Line, White, 24 in.
(72) Transverse Marking, Thermoplastic, Crosswalk Line, White, 24 in.
(74) Transverse Marking, Thermoplastic, Crosshatch Line, White, 12 in.
(75) Transverse Marking, Thermoplastic, Crosshatch Line, Yellow, 12 in.
(77) Pavement Message Marking, Thermoplastic, Lane Indication Arrow
(78) Pavement Message Marking, Thermoplastic, Word "ONLY"

NOTES:
All Sign Information from Line "PR-HR"
Except as Shown.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS | DRAWN: MCC

CHECKED: JPS | CHECKED: JPS

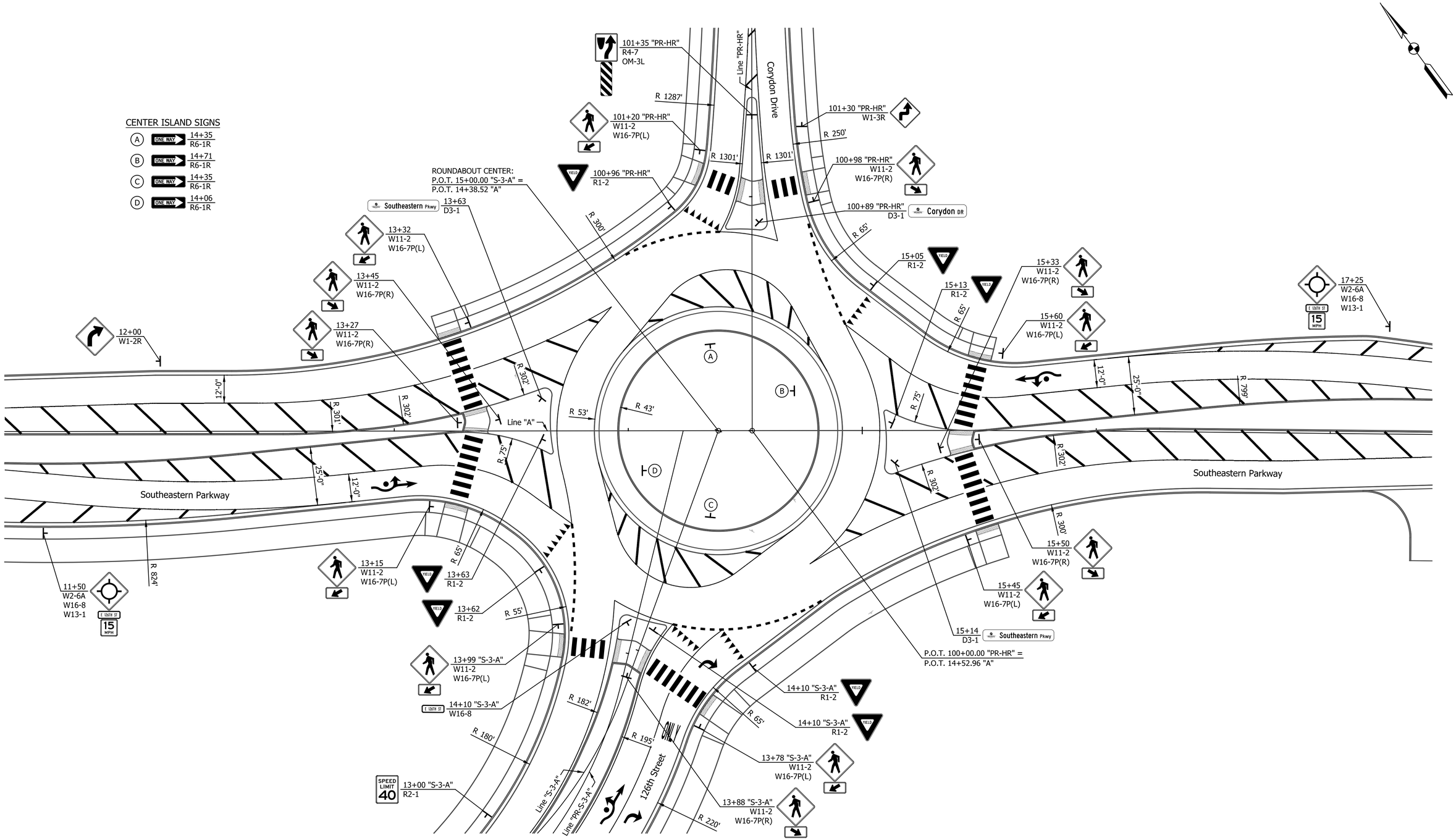
INDIANA
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING & SIGNING DETAILS
LINE "PR-HR" - CONSTRUCTION YEAR

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	53 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy+Prof.ctb;cfg
Indiana_Shade.tbl

Lmichalke 3/17/2023 12:02:04 PM P:\2019\01581\D. Drawings\201901581.RD.PM.04.dgn



NOTES:
All Sign Information from Line "A" Except as Shown.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

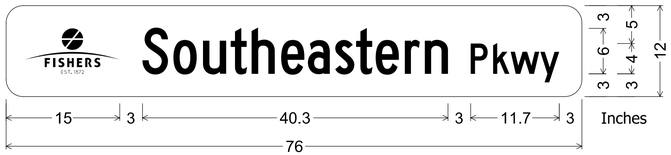
INDIANA
DEPARTMENT OF TRANSPORTATION

SIGN DETAILS
ROUNDABOUT - CONSTRUCTION YEAR

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	54 of 108
CONTRACT	PROJECT
R-42277	1901669

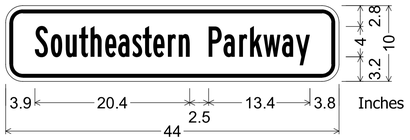
Indy-Prof.dftcfg
Indiana_Shade.tbl

Lmlchalke 3/17/2023 12:02:04 PM P:\2019\01581\D. Drawings\201901581.RD.PM.06.dgn



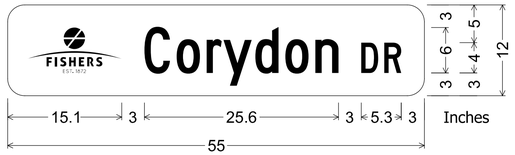
2.25" Radius, No border, White on Green;
City of Fishers Logo, 6"
"Southeastern", C 2K; "Pkwy", C 2K;

D3-1 - "Southeastern Pkwy"
NOT TO SCALE



2.25" Radius, 0.5" Border, 0.5" Indent, Black on Yellow;
"Southeastern", B 2K; "Parkway", B 2K;

W16-8 - "Southeastern Parkway"
NOT TO SCALE

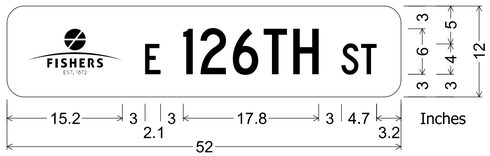


2.25" Radius, No border, White on Green;
City of Fishers Logo, 6"
"Corydon", C 2K; "DR", C 2K;

D3-1 - "Corydon DR"
NOT TO SCALE

2.25" Radius, 0.5" Border, 0.5" Indent, Black on Yellow;
"E", B 2K; "126TH", B 2K; "ST", B 2K;

W16-8 - "E 126TH ST"
NOT TO SCALE



2.25" Radius, No border, White on Green;
City of Fishers Logo, 6"
"E", C 2K; "126TH", C 2K; "ST", C 2K;

D3-1 - "E 126TH ST"
NOT TO SCALE

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

SIGNING DETAILS

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	55 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Prof.dfcfg
Indiana_Shade.tbl

Lmlchalke 3/17/2023 12:02:05 PM P:\2019\01581\D. Drawings\201901581.RD.PM.05.dgn

LEGEND

(46) Line, Thermoplastic, Solid, White, 4 in.
(47) Line, Thermoplastic, Solid, Yellow, 4 in.
(48) Line, Thermoplastic, Dotted, White, 6 in.
(51) Line, Thermoplastic, Solid, Yellow, 8 in.
(52) Line, Thermoplastic, Dotted, White, 12 in.
(53) Line, Thermoplastic, Broken, Yellow, 4 in.
(70) Transverse Marking, Thermoplastic, Yield Line, White, 24 in.
(72) Transverse Marking, Thermoplastic, Crosswalk Line, White, 24 in.
(74) Transverse Marking, Thermoplastic, Crosshatch Line, White, 12 in.
(75) Transverse Marking, Thermoplastic, Crosshatch Line, Yellow, 12 in.
(77) Pavement Message Marking, Thermoplastic, Lane Indication Arrow
(78) Pavement Message Marking, Thermoplastic, Word "ONLY"

DATE	REVISION

RECOMMENDED FOR APPROVAL ____ DESIGN ENGINEER ____ DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

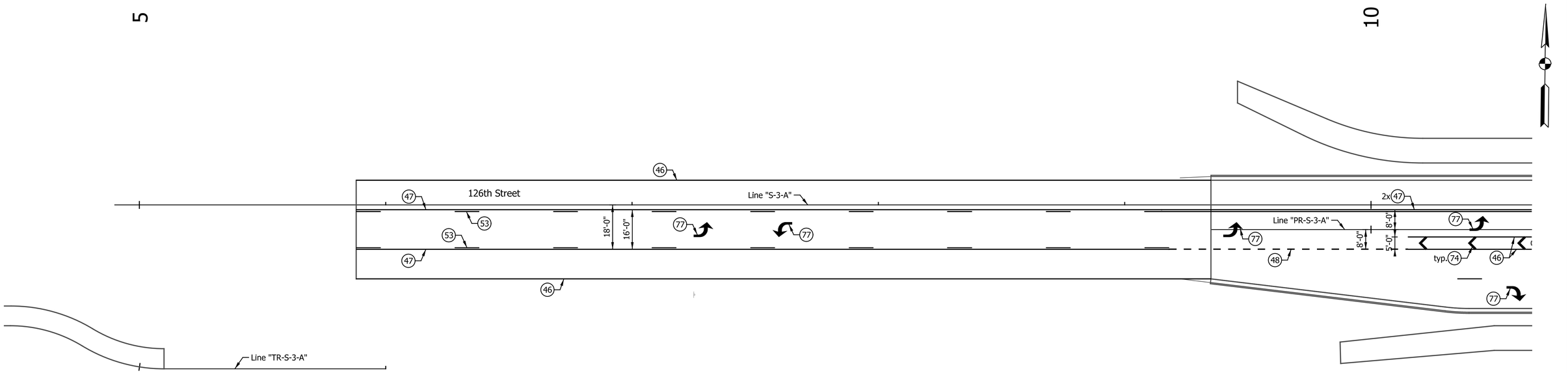
INDIANA
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING DETAILS
LINE "A" - DESIGN YEAR

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	56 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Pdf.pltcfg
Indiana_Shade.tbl

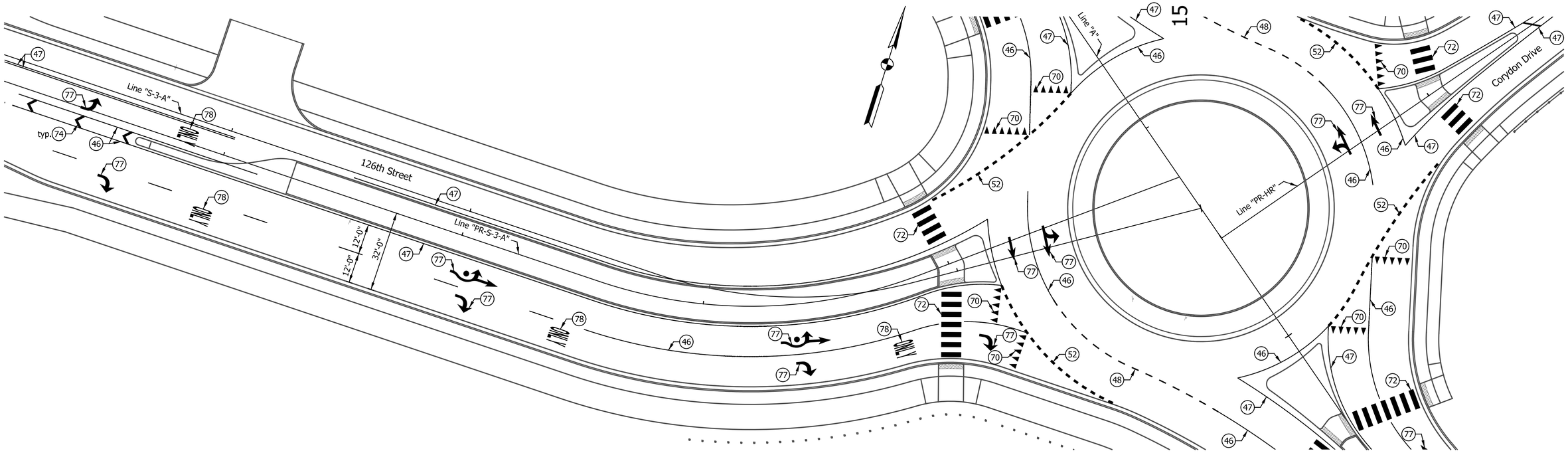
Lmichalke 3/17/2023 12:02:05 PM P:\2019\01581\D. Drawings\201901581.RD.PM.01a.dgn



NOTES:
All Stationing from Line "S-3-A"
Except as Shown.

LEGEND

(46) Line, Thermoplastic, Solid, White, 4 in.	(52) Line, Thermoplastic, Dotted, White, 12 in.	(74) Transverse Marking, Thermoplastic, Crosshatch Line, White, 12 in.
(47) Line, Thermoplastic, Solid, Yellow, 4 in.	(53) Line, Thermoplastic, Broken, Yellow, 4 in.	(75) Transverse Marking, Thermoplastic, Crosshatch Line, Yellow, 12 in.
(48) Line, Thermoplastic, Dotted, White, 6 in.	(70) Transverse Marking, Thermoplastic, Yield Line, White, 24 in.	(77) Pavement Message Marking, Thermoplastic, Lane Indication Arrow
(51) Line, Thermoplastic, Solid, Yellow, 8 in.	(72) Transverse Marking, Thermoplastic, Crosswalk Line, White, 24 in.	(78) Pavement Message Marking, Thermoplastic, Word "ONLY"



DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

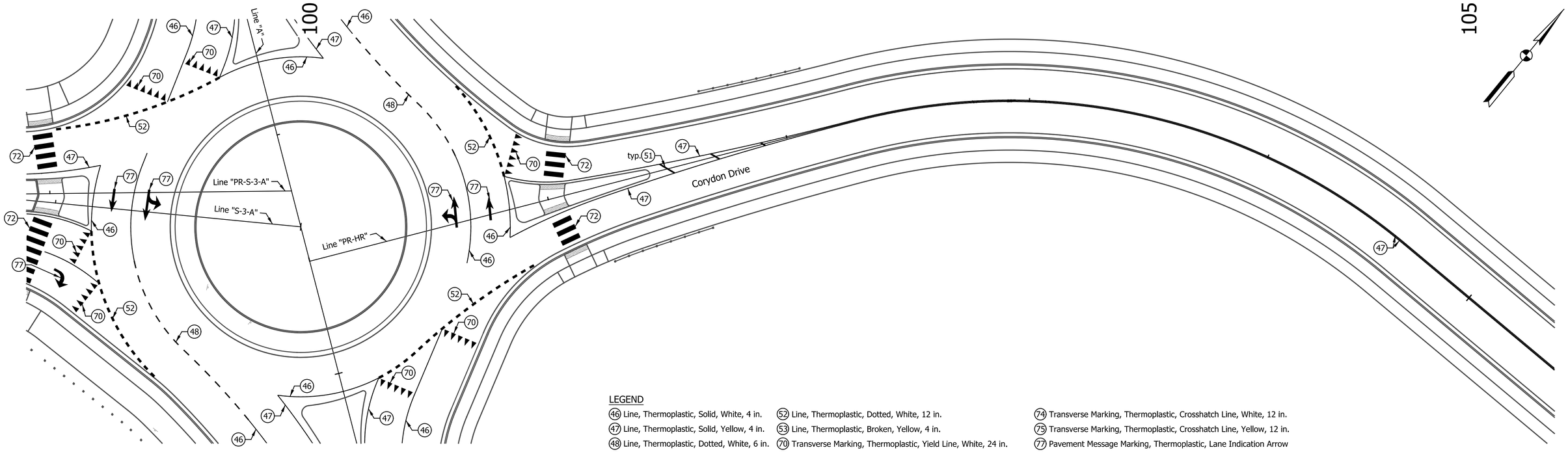
INDIANA
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING DETAILS
LINE "PR-S-3-A" - DESIGN YEAR

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	57 of 108
CONTRACT	PROJECT
R-42277	1901669

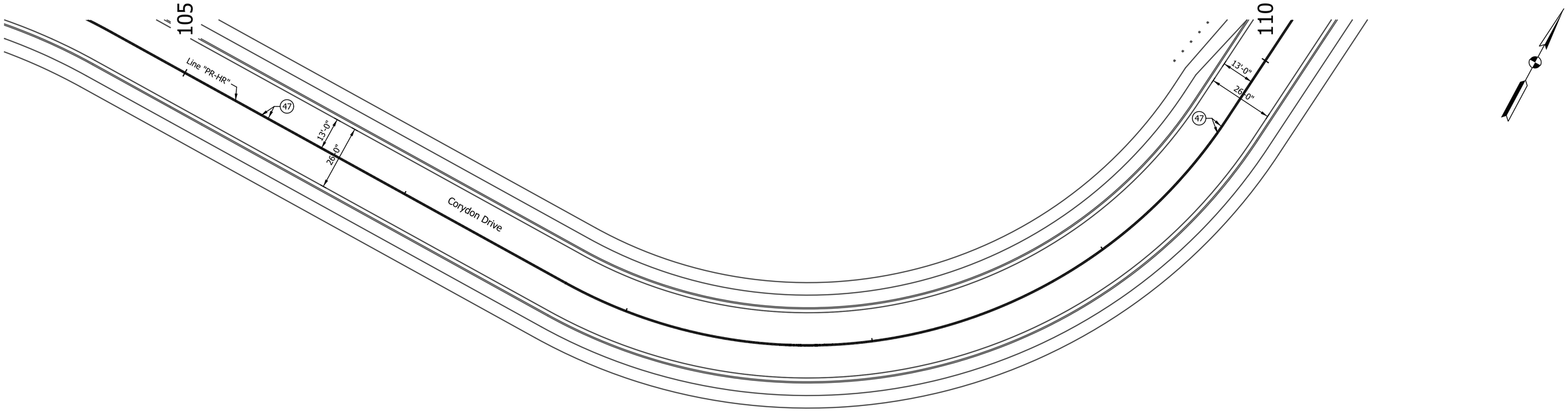
Indy-Pdf.dtd
Indiana_Shade.tbl

Lmlchalke 3/17/2023 12:02:06 PM P:\2019\01581\D. Drawings\201901581.RD.PM.02a.dgn



LEGEND

(46) Line, Thermoplastic, Solid, White, 4 in.	(52) Line, Thermoplastic, Dotted, White, 12 in.	(74) Transverse Marking, Thermoplastic, Crosshatch Line, White, 12 in.
(47) Line, Thermoplastic, Solid, Yellow, 4 in.	(53) Line, Thermoplastic, Broken, Yellow, 4 in.	(75) Transverse Marking, Thermoplastic, Crosshatch Line, Yellow, 12 in.
(48) Line, Thermoplastic, Dotted, White, 6 in.	(70) Transverse Marking, Thermoplastic, Yield Line, White, 24 in.	(77) Pavement Message Marking, Thermoplastic, Lane Indication Arrow
(51) Line, Thermoplastic, Solid, Yellow, 8 in.	(72) Transverse Marking, Thermoplastic, Crosswalk Line, White, 24 in.	(78) Pavement Message Marking, Thermoplastic, Word "ONLY"



DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

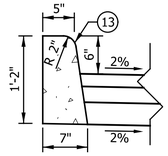
INDIANA
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING DETAILS
LINE "PR-HR" - DESIGN YEAR

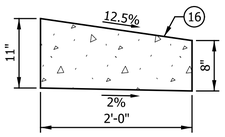
HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	58 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy+Prof.dfnCfg
Indiana_Shade.tbl

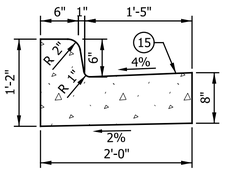
Lmichalke 3/17/2023 12:02:07 PM P:\2019\01581\D. Drawings\201901581.RD.PM.03a.dgn



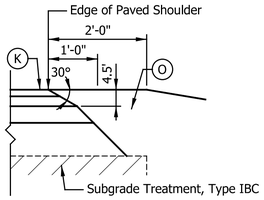
CURB, CONCRETE
SCALE: 1" = 1'-0"



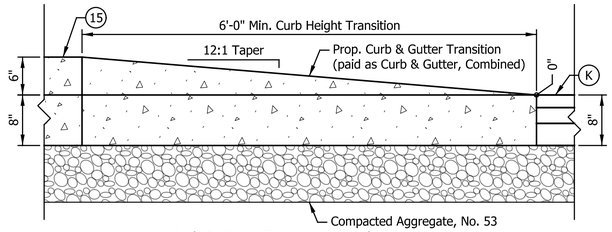
CURB, CONCRETE, MODIFIED SLOPED
SCALE: 1" = 1'-0"



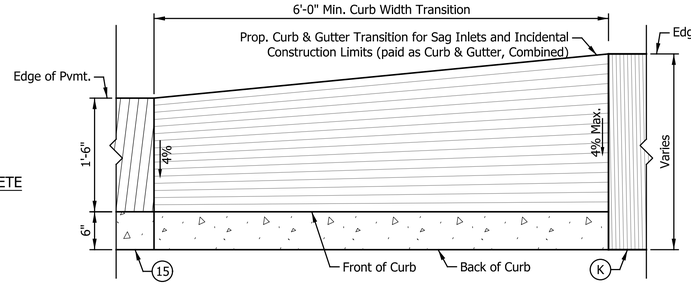
COMBINED CURB AND GUTTER, CONCRETE
SCALE: 1" = 1'-0"



HMA PAVED SHOULDER SAFETY EDGE DETAIL
NOT TO SCALE

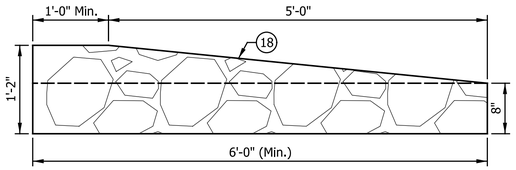


Curb & Gutter Transition, Height Transition

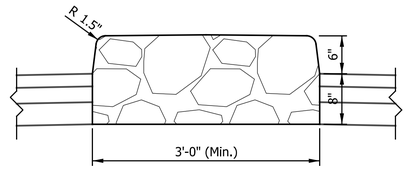


Curb & Gutter Transition, Width Transition

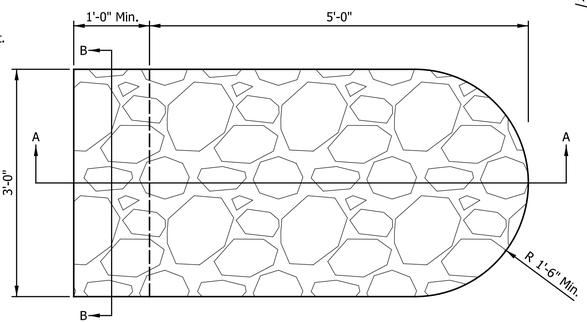
CURB AND GUTTER TRANSITION DETAILS
SCALE: 1" = 1'-0"



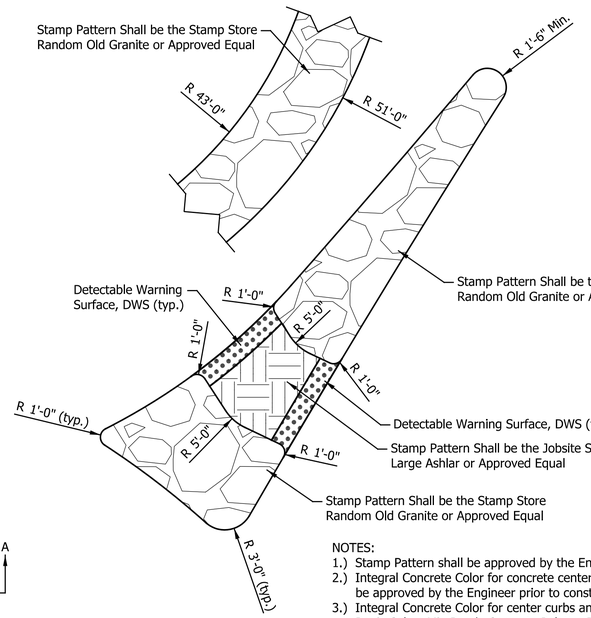
Section A-A



Section B-B

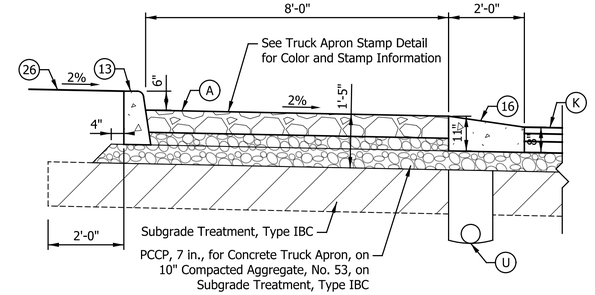


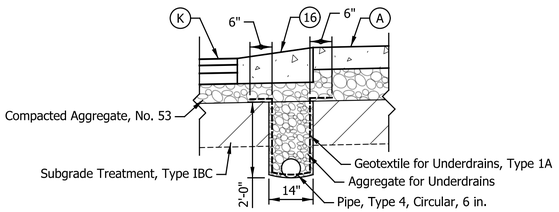
CENTER CURB, D, CONCRETE STAMPED
SCALE: 1" = 1'-0"



NOTES:
1.) Stamp Pattern shall be approved by the Engineer prior to construction.
2.) Integral Concrete Color for concrete center curbs and truck apron shall be approved by the Engineer prior to construction.
3.) Integral Concrete Color for center curbs and truck aprons shall be Davis Colors Mix-Ready Concrete Palatte, Premium Color Adobe (61078) or Equal approved by the Engineer prior to construction.
4.) See City of Fishers Standard Construction Details for more information.

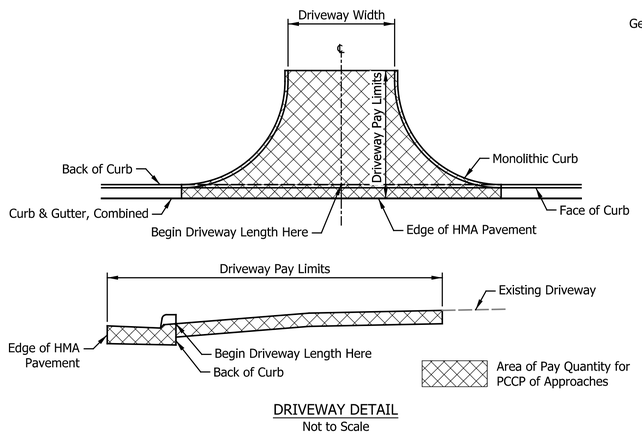
ROUNDABOUT TRUCK APRON, SPLITTER ISLAND,
& CONCRETE CENTER CURB STAMP DETAIL
NOT TO SCALE



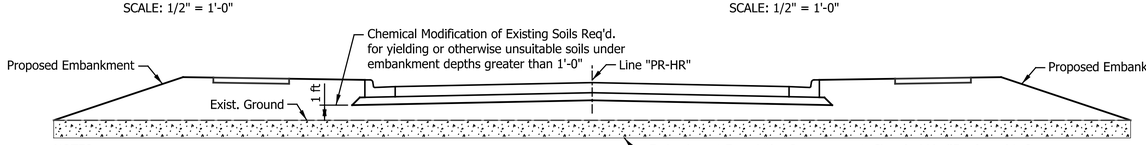


TYPICAL UNDERDRAIN DETAIL
SCALE: 1/2" = 1'-0"

TYPICAL SLOPED CURB UNDERDRAIN DETAIL
SCALE: 1/2" = 1'-0"



DRIVEWAY DETAIL
Not to Scale



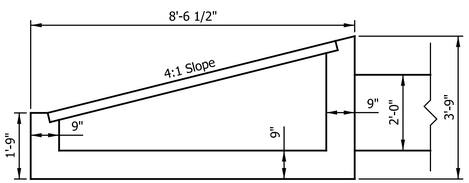
NOTES:
1.) Station and Offset ranges for embankment chemical modification are approximate and as per recommendations in the Geotechnical Report. Due to variable subsurface conditions, areas requiring chemical modification shall be verified in the field by the Engineer. Chemical modification of existing soils shall not extend beyond the construction limits on the plans.
2.) Approximate areas of chemical modification are provided for planning purposes only. All chemical modifications shall adhere to the recommendations of the Geotechnical Report and shall be verified in the field by the Engineer.
3.) Chemical modification of existing soils to be done in accordance with Specifications Sections 214, 215, and 301 where applicable.

Embankment Foundation Improvement "PR-HR"

Approx. Station Range	Approx. Offset Range	Area (SYS)
101+00 to 101+25	10 ft LT to 53 ft RT	175
101+25 to 101+50	40 ft LT to 43 ft RT	230
101+50 to 102+00	39 ft LT to 37 ft RT	425
	Area Undistributed	170
	TOTALS	1,000

CHEMICAL MODIFICATION OF EXISTING SOILS DETAIL
NOT TO SCALE

CONCRETE TRUCK APRON DETAIL
SCALE: 1/2" = 1'-0"



Note: See Std. Dwg. E 720-INST-08 for Additional Details.

INLET N-12 MODIFIED
SCALE: 1/2" = 1'-0"

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC
CHECKED: JPS CHECKED: JPS

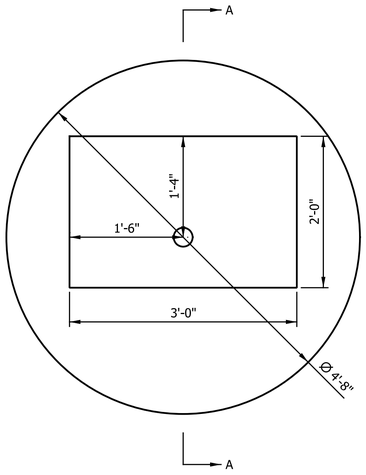
INDIANA
DEPARTMENT OF TRANSPORTATION

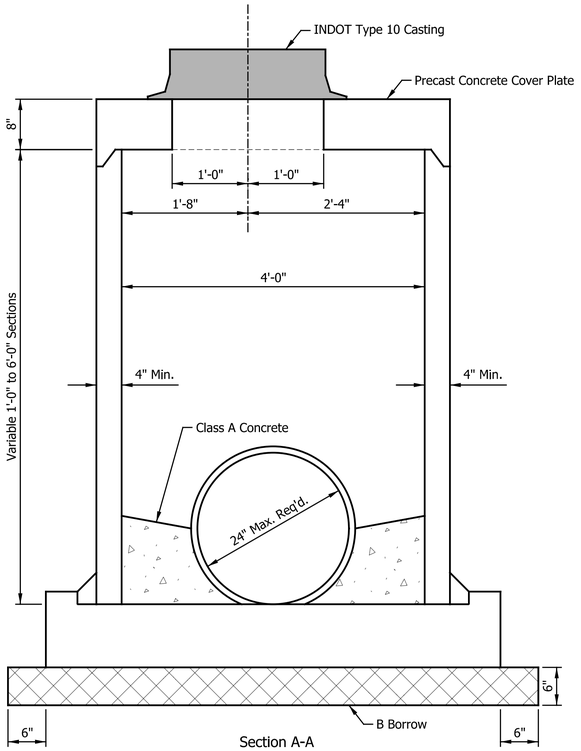
MISCELLANEOUS DETAILS

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	59 of 108
CONTRACT	PROJECT
R-42277	1901669

Indy-Prof.dfcfg
Indiana_Shade.tbl

Lmlchalke 3/17/2023 12:02:07 PM P:\2019\01581\D. Drawings\201901581.RD.MD.01.dgn

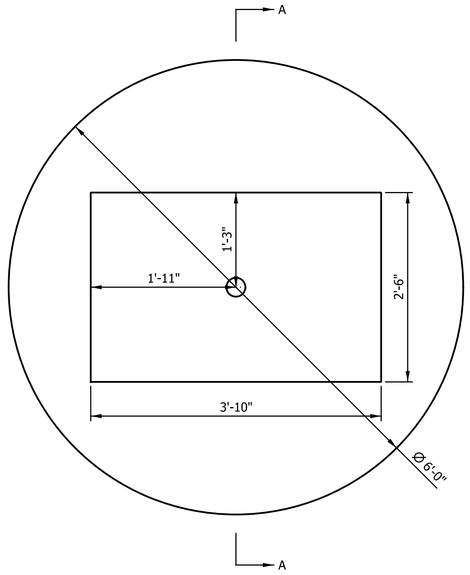


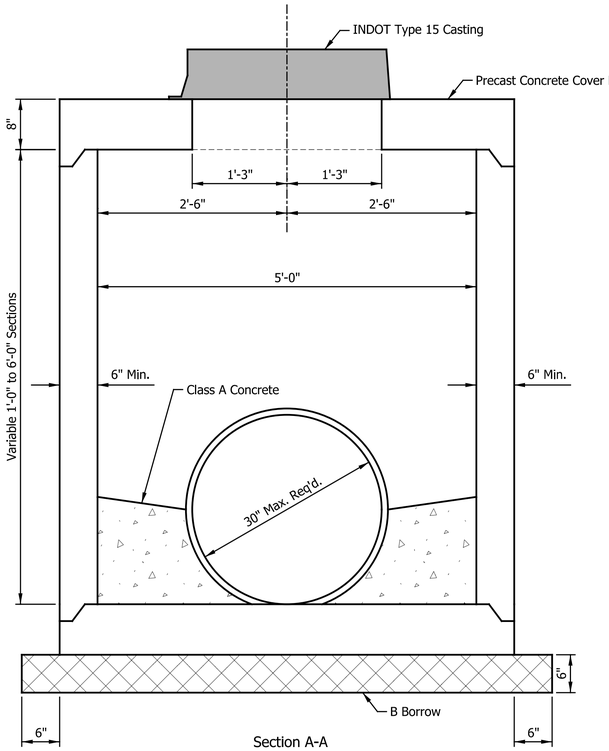


Section A-A

MANHOLE, C-10 MODIFIED

SCALE: 1" = 1'-0"

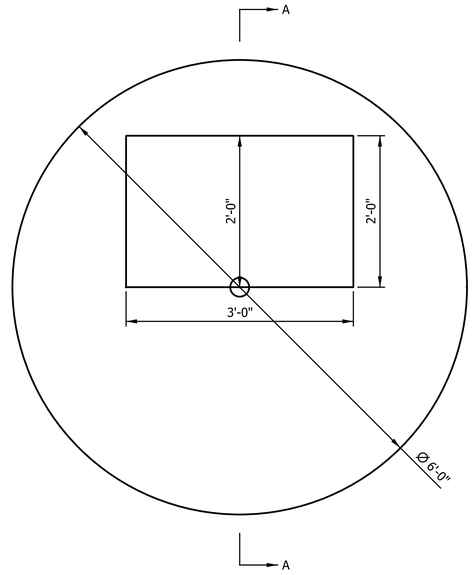


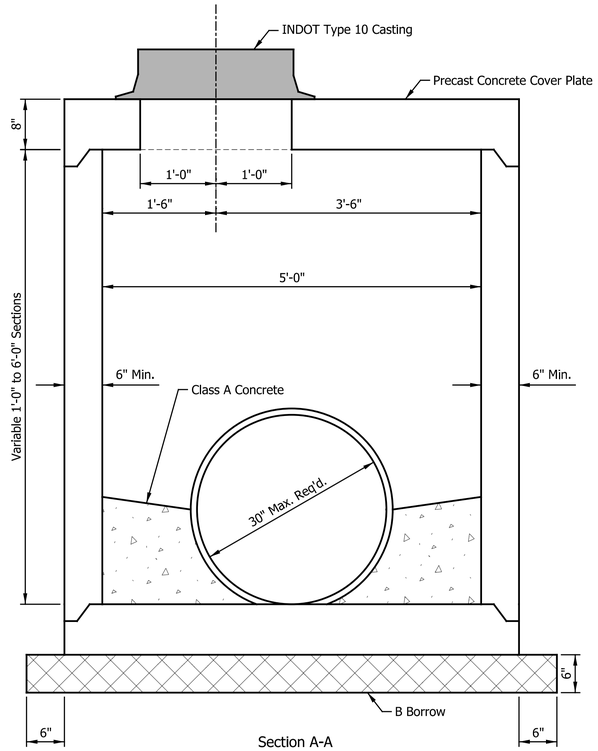


Section A-A

MANHOLE, J-15 MODIFIED

SCALE: 1" = 1'-0"





Section A-A

MANHOLE, J-10 MODIFIED

SCALE: 1" = 1'-0"

DATE	REVISION

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	60 of 108
CONTRACT	PROJECT
R-42277	1901669

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Indiana_Shade.tbl

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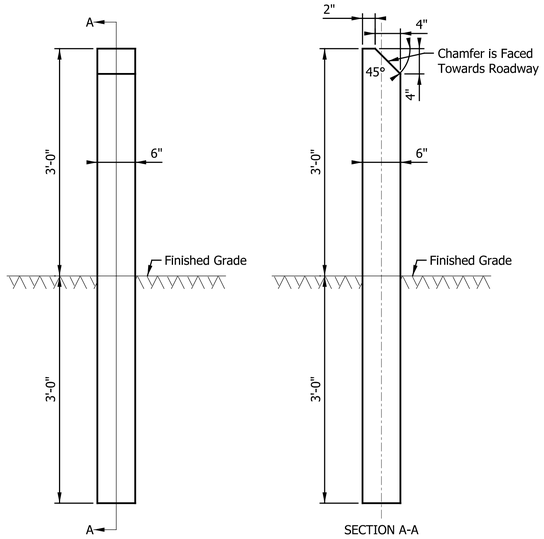
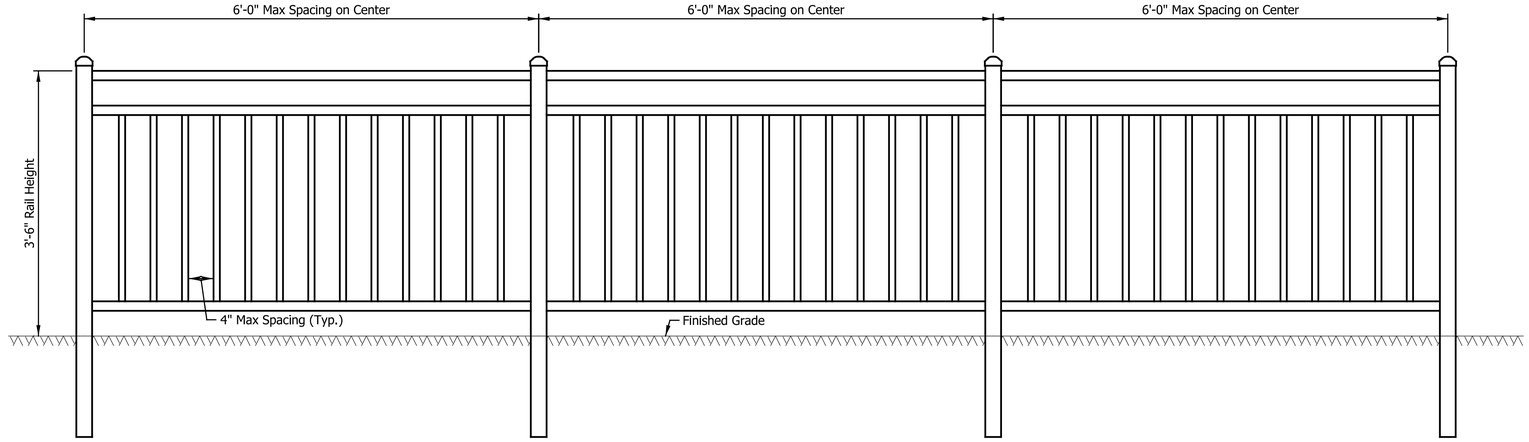
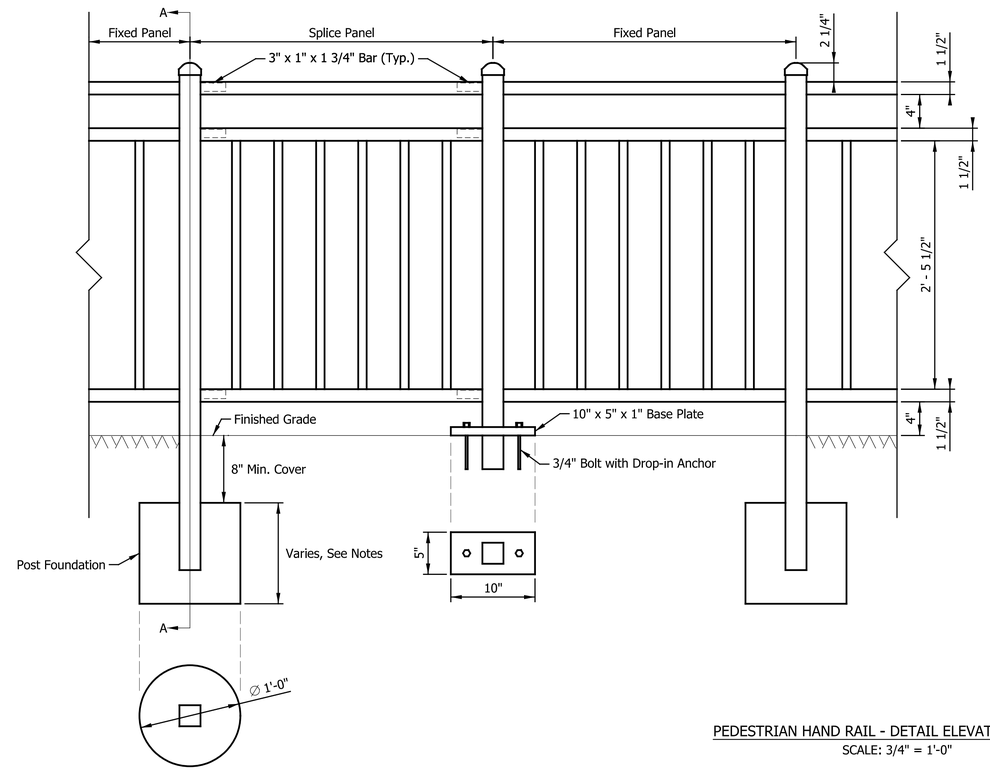
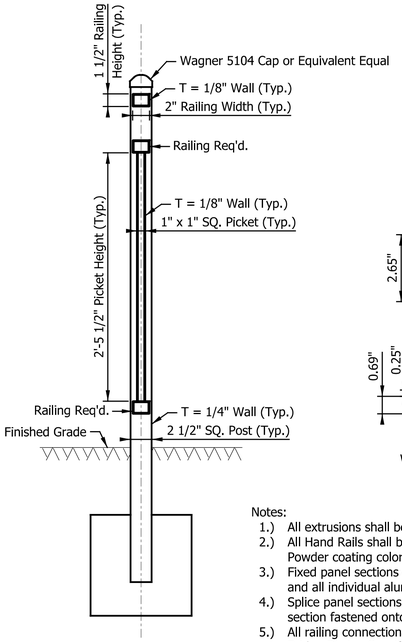


BOLLARD DETAIL
SCALE: 1" = 1'-0"

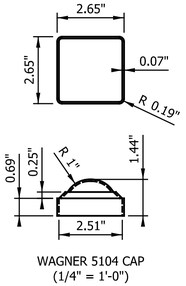


PEDESTRIAN HAND RAIL - TYPICAL ELEVATION SECTION
SCALE: 1" = 1'-0"





SECTION A-A



WAGNER 5104 CAP
(1/4" = 1'-0")

Notes:
1.) All extrusions shall be Aluminum 6061-T6 or 6063-T52.
2.) All Hand Rails shall be powder coated in accordance with ASTM D7803 and D3359. Powder coating color shall be Fishers Green (RAL 6004) or equivalent equal.
3.) Fixed panel sections will consist of no more than three 6' maximum fencing sections and all individual aluminum sections welded as a single assembly.
4.) Splice panel sections will consist of a loose-top railing bar and a welded picket panel section fastened onto 3" x 1" x 1 3/4" bar supports on either side of a Fixed Panel.
5.) All railing connections shall be in accordance with the most current AASHTO LRFD Bridge Design Specifications.
6.) Footing and post embedment shall be in accordance with the specifications provided by the Manufacturer. All concrete shall be Class A (3,500 PSI). Posts may be anchored to precast concrete headwalls and wingwalls as necessary. Posts shall not be anchored, Cored, or otherwise affixed to the barrels of pipe structures.
7.) See City of Fishers Standard Construction Details for Further Information.

PEDESTRIAN HAND RAIL - DETAIL ELEVATION SECTION
SCALE: 3/4" = 1'-0"

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: SRS DRAWN: MCC

CHECKED: JPS CHECKED: JPS

INDIANA
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	1901669
SURVEY BOOK	SHEETS
N/A	61 of 108
CONTRACT	PROJECT
R-42277	1901669

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FISHERS
EST. 1872

January 13, 2022

Sample Early Coordination Letter

Re: Des. No. 1901669
Intersection Improvement Project
126th Street and Southeastern Parkway
Fishers, Hamilton County, Indiana

Dear Mayor Fadness:

The City of Fishers, with funding from the Federal Highway Administration (FHWA) and administrative oversight from the Indiana Department of Transportation (INDOT), intends to proceed with the 126th Street and Southeastern Parkway Intersection Improvement Project (Des. No. 1901669) located in Fishers, Hamilton County, Indiana. This letter is part of the early coordination phase of the environmental review process. American Structurepoint Inc., on behalf of the City of Fishers, is 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.

The proposed project area is located at the intersection of 126th Street and Southeastern Parkway in Fishers, Hamilton County, Indiana. The proposed project limits extend approximately 600 feet northwest and 700 feet southeast of the intersection along Southeastern Parkway, and approximately 500 feet west of the intersection along 126th Street. This section of 126th Street is functionally classified as a minor arterial and has a posted speed limit of 40 miles per hour (mph). This section of Southeastern Parkway is functionally classified as a major collector and has a posted speed limit of 50 mph. The existing typical roadway section of 126th Street consists of two 12-foot-wide travel lanes, one eastbound and one westbound, with a 16-foot-wide left-turn lane and 0 to 2 foot shoulders. The existing typical roadway section of Southeastern Parkway consists of two 12-foot-wide travel lanes, one northwest bound and one southeast bound, with 5-foot-wide paved shoulders and no turn lanes. The existing intersection is a skewed at-grade three-way intersection, with stop control for eastbound traffic along 126th Street. No stop controls are present for traffic traveling along Southeastern Parkway. Drainage is conveyed throughout the project area by both roadside ditches and storm sewers towards an unnamed tributary which drains to Thorpe Creek. The existing apparent right-of-way along 126th Street and Southeastern Parkway is approximately 60 feet from the centerline of the roadway.

The need for the project is evidenced by the number of vehicular accidents at the 126th Street and Southeastern Parkway intersection as well as the lack of pedestrian connectivity between the Thorpe Creek housing addition, the Avalon of Fishers housing addition, Thorpe Creek Elementary School, St. John Vianney Catholic Church, and Heartland Church. From 2016 through 2021, there have been a total of f14 accidents with two of those accidents resulting in injury. The purpose of this project is to reduce vehicle conflict opportunities at the 126th Street and Southeastern Parkway intersection as well as to provide pedestrian connectivity between the housing additions and the institutional facilities located along 126th Street and Southeastern Parkway in the vicinity of the project area.

The current proposed project alternative would consist of converting the current stop controlled intersection to a roundabout intersection. The project would add a multi-lane roundabout, rehabilitate or reconstruct the pavement, construct sidewalks and a multi-use path, and add curb and gutter with storm sewers. It is anticipated the project would require the acquisition of approximately 0.95 acre of permanent and temporary right-of-way. However, as design progresses, right-of-way amounts will be re-evaluated. Construction is anticipated to begin January 2024 and be completed by November 2024. No relocations are anticipated. Maintenance of traffic (MOT) for the project is anticipated to include either a complete closure of the intersection with a planned detour route or staged construction with lane closures and flaggers directing traffic. If closure of the intersection is deemed appropriate as the MOT alternative, a detour route will be developed as the project progresses. Access to residences and properties would be maintained by the contractor during construction. It is anticipated that tree clearing would be required prior to construction.

Land use in the vicinity of the project is primarily residential and institutional. The area to the northeast of the proposed project is currently being developed for residential purposes. Multiple water resources, including retention ponds, a floodplain, and streams are mapped within the project corridor. A wetland delineation and waters investigation will be performed to identify ecological resources that may be present. Coordination for the Indiana bat and northern long-eared bat will be completed using the USFWS Information for Planning and Consulting (IPaC) system, and the results of the IPaC determination will be reviewed by the USFWS. The project area will be evaluated in regards to archaeological and historic recourses for Section 106 compliance. The result of any cultural resource evaluations/investigations will be forwarded to the State Historic Perseveration Officer for review and concurrence as required.

American Structurepoint, on behalf of the City of Fishers, is requesting comments regarding any possible environmental effects associated with this project. 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 Cameron Schuler, American Structurepoint, by phone at (317) 547-5580 or e-mail at cschuler@structurepoint.com, or Hatem Mekky, City of Fishers Assistant Director of Engineering, at (317) 595-3147 or e-mail at mekkyh@fishers.in.us. Thank you in advance for your input.

Sincerely,

Cameron Schuler, Environmental Specialist, American Structurepoint, Inc.
Consultant soliciting comments on behalf of The City of Fishers

CMS:mgn

Enclosures

- State Location Map
- USGS Topographic Map – Ingalls and McCordsville Quadrangles
- 2021 Aerial Photography
- Site Photographs

Distribution List

US Natural Resources Conservation Service
National Park Service, Midwest Regional Office
US Department of Housing and Urban Development
Federal Highway Administration
US Army Corps of Engineers, Louisville District
Indiana Department of Environmental Management
Indiana Department of Environmental Management – Office of Water Quality
Indiana Geological and Water Survey
IDNR, Division of Fish and Wildlife
INDOT, Greenfield District
INDOT, Environmental Services
Indianapolis Metropolitan Planning Organization
Hamilton County Highway Director
Hamilton County Drainage Board
Mayor of Fishers
Hamilton County Sheriff
Fishers Fire Department
Hamilton County Surveyor
Hamilton Southeastern School District
Hamilton County Floodplain Administrator
City of Fishers MS4
Hamilton County Emergency Management
Heartland Church
St John Vianney Catholic Church

THIS IS NOT A PERMIT

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

DNR #: ER-24404 **Request Received:** January 13, 2022

Requestor:
American Structurepoint, Inc
Cameron Schuler
9025 River Road, Suite 200
Indianapolis, IN 46240

Project: 126th Street and Southeastern Parkway intersection roundabout construction, City of Fishers; Des #1901669

County/Site info: Hamilton

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

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

Regulatory Assessment: This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of Thorpe Creek. Please submit more detailed plans to the Division of Water's Technical Services Section if you are unsure whether or not a permit will be required.

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

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

1) Riparian & Urban Tree Habitat:
If tree removal is needed, the Division of Fish & Wildlife (DFW) recommends avoiding removing urban trees to the greatest extent possible and replacing trees that must be removed. Street trees are important to fish and wildlife resources in urban areas. Indiana's street trees also provide millions of dollars of tangible benefits to Indiana communities by their presence in the urban environment. Their shade and beauty contribute to the quality of life. They provide significant increases in real estate values, create attractive settings for commercial businesses, and improve community neighborhood appeal. Trees decrease energy consumption by providing shade and acting as windbreaks. They reduce water treatment costs and impede soil erosion by slowing the runoff of stormwater. Trees also cool the air temperature, cleanse pollutants from the air, and produce oxygen while absorbing carbon dioxide. Trees are an integral component of the urban environment. Proactively managing and maintaining a street tree population will ultimately maximize the benefits afforded by their aesthetic and ecological functions. The following links give a good overview of the benefits of a street tree program and how to select the right species to avoid the negative impacts of non-native invasive species such as the common and popular Bradford pear: https://www.in.gov/dnr/forestry/3605.htm > Community & Urban Forestry > Tree Species Lists.

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.

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, 1 inch to 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.

2) Drainage & Stormwater Management:
The DFW recommends considering a more sustainable approach to stormwater management. The traditional model of stormwater management aims to drain 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 drainage problems from one section of a basin to another section. A more sustainable approach should aim 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 as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in currently mowed areas only. A native herbaceous seed mixture must include at least 5 species of grasses and sedges and 5 species of wildflowers.
2. Minimize and contain within the project limits all tree and brush clearing.
3. 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.
4. 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.
5. 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.

THIS IS NOT A PERMIT

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife

Early Coordination/Environmental Assessment

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: February 11, 2022

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

Organization and Project Information

Project ID:
Des. ID:
Project Title: 126th Street and Southeastern Parkway Intersection Improvement Project
Name of Organization: American Structurepoint, Inc.
Requested by: Cameron Schuler

Environmental Assessment Report

1. Geological Hazards:
    - Moderate liquefaction potential
    - Floodway
2. Mineral Resources:
    - Bedrock Resource: High 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)

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This information was furnished by Indiana Geological Survey
Address: 1001 E. 10th St., Bloomington, IN 47405
Email: IGSEnvir@indiana.edu
Phone: 812 855-7428

Date: January 17, 2022

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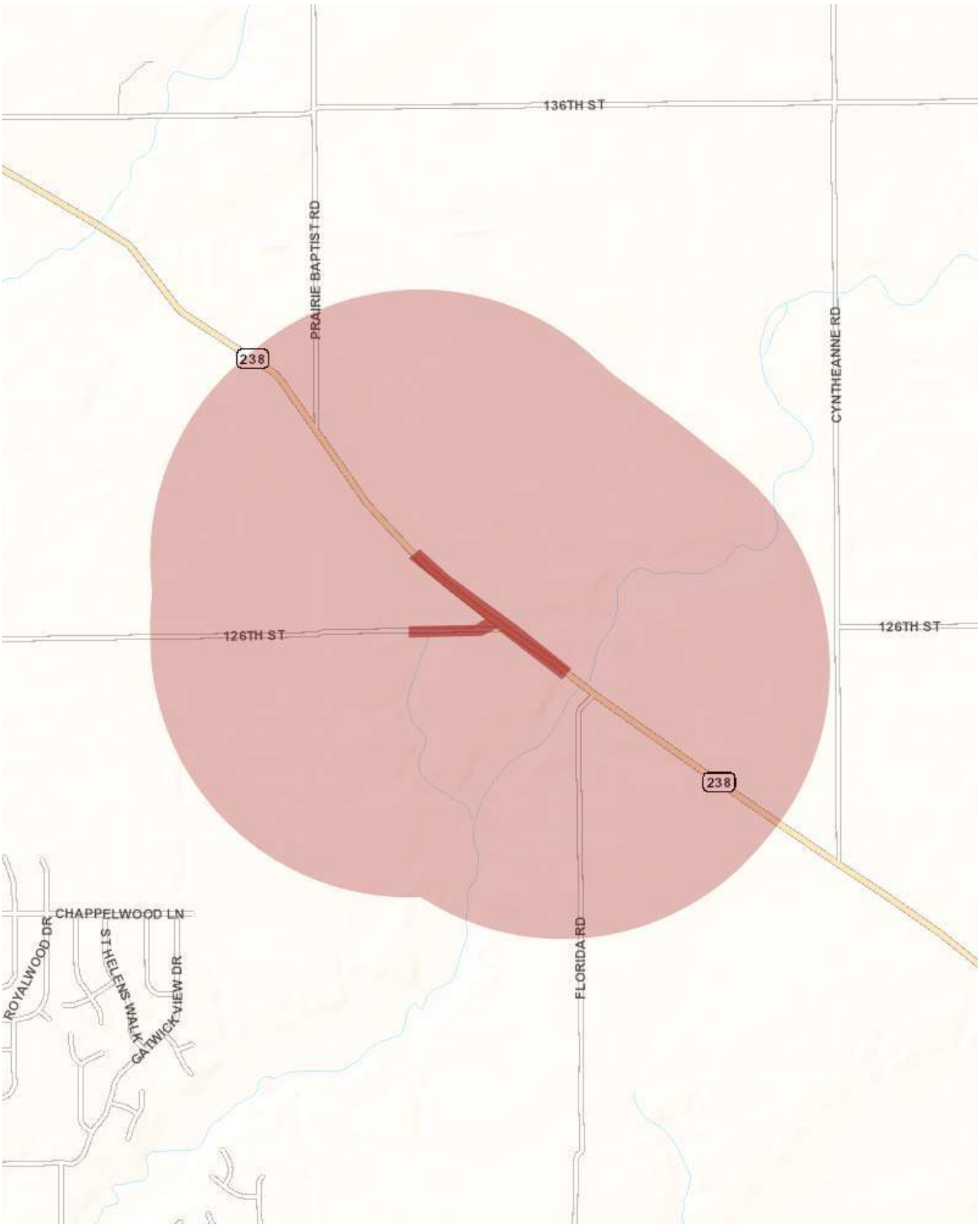

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Metadata:

- 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

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Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

100 North Senate Avenue - Indianapolis, IN 46204

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

American Structurepoint, Inc.
Jamie Stetzel
9025 River Road
Indianapolis, IN 46220

American Structurepoint, Inc.
Cameron Schuler
9025 River Road
Indianapolis , IN 46220

Date

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The proposed project area is located at the intersection of 126th Street and Southeastern Parkway in Fishers, Hamilton County, Indiana. The proposed project limits extend approximately 600 feet northwest and 700 feet southeast of the intersection along Southeastern Parkway, and approximately 500 feet west of the intersection along 126th Street. This section of 126th Street is functionally classified as a minor arterial and has a posted speed limit of 40 miles per hour (mph). This section of Southeastern Parkway is functionally classified as a major collector and has a posted speed limit of 50 mph. The existing typical roadway section of 126th Street consists of two 12-foot-wide travel lanes, one eastbound and one westbound, with a 16-foot-wide left-turn lane and 0 to 2 foot shoulders. The existing typical roadway section of Southeastern Parkway consists of two 12-foot-wide travel lanes, one northwest bound and one southeast bound, with 5 foot-wide paved shoulders and no turn lanes. The existing intersection is a skewed at-grade three-way intersection, with stop control for eastbound traffic along 126th Street. No stop controls are present for traffic traveling along Southeastern Parkway. Drainage is conveyed throughout the project area by both roadside ditches and storm sewers towards an unnamed tributary which drains to Thorpe Creek. The existing apparent right-of-way along 126th Street and Southeastern Parkway is approximately 60 feet from the centerline of the roadway. The need for the project is evidenced by the number of vehicular accidents at the 126th Street and Southeastern Parkway intersection as well as the lack of pedestrian connectivity between the Thorpe Creek housing addition, the Avalon of Fishers housing addition, Thorpe Creek Elementary School, St. John Vianney Catholic Church, and Heartland Church. From 2016 through 2021, there have been a total of f14 accidents with two of those accidents resulting in injury. The purpose of this project is to reduce vehicle conflict opportunities at the 126th Street and Southeastern Parkway intersection as well as to provide pedestrian connectivity between the housing additions and the institutional facilities located along 126th Street and Southeastern Parkway in the vicinity of the project area. The current proposed project alternative would consist of converting the current stop controlled intersection to a roundabout intersection. The project

would add a multi-lane roundabout, rehabilitate or reconstruct the pavement, construct sidewalks and a multi-use path, and add curb and gutter with storm sewers. It is anticipated the project would require the acquisition of approximately 0.95 acre of permanent and temporary right-of-way. However, as design progresses, right-of-way amounts will be re-evaluated. Construction is anticipated to begin January 2024 and be completed by November 2024. No relocations are anticipated. Maintenance of traffic (MOT) for the project is anticipated to include either a complete closure of the intersection with a planned detour route or staged construction with lane closures and flaggers directing traffic. If closure of the intersection is deemed appropriate as the MOT alternative, a detour route will be developed as the project progresses. Access to residences and properties would be maintained by the contractor during construction. It is anticipated that tree clearing would be required prior to construction.

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

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

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

WATER AND BIOTIC QUALITY

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

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

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

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

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: http://www.in.gov/idem/4384.htm.

3. If the USACE determines that a wetland or other water body is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana . A State Isolated Wetland permit from IDEM's Office of Water Quality (OWQ) is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the OWQ Wetlands Program at 317-233-8488.

4. If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: http://www.in.gov/idem/4384.htm for the appropriate staff contact to further discuss your project.

5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the follow statutes:

    - IC 14-26-2 Lakes Preservation Act 312 IAC 11
    - IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
    - IC 14-28-1 Flood Control Act 310 IAC 6-1
    - IC 14-29-1 Navigable Waterways Act 312 IAC 6
    - IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6
    - IC 14-29-4 Construction of Channels Act No related code

- For information on these Indiana (statutory) Code and Indiana Administrative Code citations, see the DNR Web site at: http://www.in.gov/dnr/water/9451.htm . Contact the DNR Division of Water at 317-232-4160 for further information.

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

6. For projects involving construction activity (which includes clearing, grading, excavation and other land disturbing activities) that result in the disturbance of one (1), or more, acres of total land area, contact the Office of Water Quality – Watershed Planning Branch (317/233-

1864) regarding the need for of a Rule 5 Storm Water Runoff Permit. Visit the following Web page

    - http://www.in.gov/idem/4902.htm

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

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

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

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

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

7. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317/232-4080) for addition project input.

8. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.

9. For projects involving effluent discharges to waters of the State of Indiana , contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.

10. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

AIR QUALITY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978 , or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: http://www.in.gov/isdh/19131.htm.

5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2 , Asphalt Paving Rule (http://www.ai.org/legislative/iac/T03260/A00080.PDF).

6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: www.ai.org/legislative/iac/t03260/a00020.pdf.) New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.

7. For more information on air permits visit: http://www.in.gov/idem/4223.htm, or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD atdem.state.in.us.

LAND QUALITY

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

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ)at 317-308-3103.

2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit http://www.in.gov/idem/4998.htm.

3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.

4. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.

5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes (Asbestos removal is addressed above, under Air Quality).

6. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317/308-3039. See: http://www.in.gov/idem/4999.htm.

FINAL REMARKS

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

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

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

Signature(s) of the Applicant

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

Project Description

The proposed project area is located at the intersection of 126th Street and Southeastern Parkway in Fishers, Hamilton County, Indiana. The proposed project limits extend approximately 600 feet northwest and 700 feet southeast of the intersection along Southeastern Parkway, and approximately 500 feet west of the intersection along 126th Street. This section of 126th Street is functionally classified as a minor arterial and has a posted speed limit of 40 miles per hour (mph). This section of Southeastern Parkway is functionally classified as a major collector and has a posted speed limit of 50 mph. The existing typical roadway section of 126th Street consists of two 12-foot-wide travel lanes, one eastbound and one westbound, with a 16-foot-wide left-turn lane and 0 to 2 foot shoulders. The existing typical roadway section of Southeastern Parkway consists of two 12-foot-wide travel lanes, one northwest bound and one southeast bound, with 5 foot-wide paved shoulders and no turn lanes. The existing intersection is a skewed at-grade three-way intersection, with stop control for eastbound traffic along 126th Street. No stop controls are present for traffic traveling along Southeastern Parkway. Drainage is conveyed throughout the project area by both roadside ditches and storm sewers towards an unnamed tributary which drains to Thorpe Creek. The existing apparent right-of-way along 126th Street and Southeastern Parkway is approximately 60 feet from the centerline of the roadway. The need for the project is evidenced by the number of vehicular accidents at the 126th Street and Southeastern Parkway intersection as well as the lack of pedestrian connectivity between the Thorpe Creek housing addition, the Avalon of Fishers housing addition, Thorpe Creek Elementary School, St. John Vianney Catholic Church, and Heartland Church. From 2016 through 2021, there have been a total of f14 accidents with two of those accidents resulting in injury. The purpose of this project is to reduce vehicle conflict opportunities at the 126th Street and Southeastern Parkway intersection as well as to provide pedestrian connectivity between the housing additions and the institutional facilities located along 126th Street and Southeastern Parkway in the vicinity of the project area. The current proposed project alternative would consist of converting the current stop controlled intersection to a roundabout intersection. The project would add a multi-lane roundabout, rehabilitate or reconstruct the pavement, construct sidewalks and a multi-use path, and add curb and gutter with storm sewers. It is anticipated the project would require the acquisition of approximately 0.95 acre of permanent and temporary right-of-way. However, as design progresses, right-of-way amounts will be re-evaluated. Construction is anticipated to begin January 2024 and be completed by November 2024. No relocations are anticipated. Maintenance of traffic (MOT) for the project is anticipated to include either a complete closure of the intersection with a planned detour route or staged construction with lane closures and flaggers directing traffic. If closure of the intersection is deemed appropriate as the MOT alternative, a detour route will be developed as the project progresses. Access to residences and properties would be maintained by the contractor during construction. It is anticipated that tree clearing would be required prior to construction.

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

Date: 3/29/2023

Signature of the INDOT
Project Engineer or Other Responsible Agent 

Jamie Stetzel

Date: 3/28/2023

Signature of the
For Hire Consultant 

Cameron Schuler

United States Department of Agriculture

Farm Production and Conservation

Natural Resources Conservation Service

Indiana State Office
6013 Lakeside Boulevard
Indianapolis, Indiana 46278
317-295-5800

February 2, 2022

Cameron Schuler
American StructurePoint
9025 River Road, Suite 200
Indianapolis, Indiana 46240
cschuler@structurepoint.com

Dear Mr. Schuler:

The proposed project to proceed with intersection improvements at 126th Street and Southeastern Parkway in Hamilton County, Indiana, (Des No 1901669) as referred to in your letter received January 13, 2022, will cause a conversion of prime farmland.

The attached packet of information is for your use completing Parts VI and VII of the AD-1006. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

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

Sincerely,

JOHN ALLEN Digitally signed by JOHN ALLEN
Date: 2022.02.04 15:40:53 -05'00'

JOHN ALLEN
Acting State Soil Scientist

Enclosures

USDA is an equal opportunity provider, employer, and lender.

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*		Date Of Land Evaluation Request	
Name of Project DES1901669_126th_SEParkway		Federal Agency Involved	
Proposed Land Use		County and State Hamilton County, Indiana	
PART II *(To be completed by NRCS)*		Date Request Received By NRCS	Person Completing Form: JRA
Does the site contain Prime, Unique, Statewide or Local Important Farmland? *(If no, the FPPA does not apply - do not complete additional parts of this form)*	YES ☑ NO ☐	Acres Irrigated	Average Farm Size 218 ac
Major Crop(s) Corn	Farmable Land In Govt. Jurisdiction Acres: 175655 % 68	Amount of Farmland As Defined in FPPA Acres: 169412 % 66	
Name of Land Evaluation System Used LESA	Name of State or Local Site Assessment System	Date Land Evaluation Returned by NRCS	

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	0.06			
B. Total Acres To Be Converted Indirectly	XXX			
C. Total Acres In Site	0.06			
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	0.06			
B. Total Acres Statewide Important or Local Important Farmland	0.00			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<0.001			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	125			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)	68			

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)*	**Maximum Points**	Site A	Site B	Site C	Site D
1. Area In Non-urban Use	(15)	2			
2. Perimeter In Non-urban Use	(10)	2			
3. Percent Of Site Being Farmed	(20)	0			
4. Protection Provided By State and Local Government	(20)	0			
5. Distance From Urban Built-up Area	(15)	0			
6. Distance To Urban Support Services	(15)	0			
7. Size Of Present Farm Unit Compared To Average	(10)	0			
8. Creation Of Non-farmable Farmland	(10)	0			
9. Availability Of Farm Support Services	(5)	5			
10. On-Farm Investments	(20)	0			
11. Effects Of Conversion On Farm Support Services	(10)	0			
12. Compatibility With Existing Agricultural Use	(10)	0			
TOTAL SITE ASSESSMENT POINTS	160	9	0	0	0
PART VII ***(To be completed by Federal Agency)***					
Relative Value Of Farmland *(From Part V)*	100	68	0	0	0
Total Site Assessment *(From Part VI above or local site assessment)*	160	9	0	0	0
TOTAL POINTS ***(Total of above 2 lines)***	260	77	0	0	0

Site Selected: Site A	Date Of Selection 3/29/2023	Was A Local Site Assessment Used? YES ☐ NO ☑

Reason For Selection:

This area is associated with an intersection improvement project at the intersection of 126th Street and Southeastern Parkway.

Name of Federal agency representative completing this form: Cameron Schuler	Date: 3/29/2023

(See Instructions on reverse side) **Form AD-1006 (03-02)**

From: Havard, John E. <JHavard@citizensenergygroup.com>
Sent: Wednesday, March 22, 2023 10:38 AM
To: Schuler, Cameron
Cc: Farrell, Scott
Subject: RE: Source Water Area Coordination, 126th Street and Southeastern Parkway Intersection Improvement Project - Des. No. 1901669

EXTERNAL EMAIL: Do not click any links or open any attachments unless you trust the sender and know the content is safe!

Good Day Cameron,

Thank you for informing us of this project. Our chief concern is the protection of Thorpe Creek and the downstream Geist Reservoir from fuel or chemicals that may be used for the construction of the project. Please ensure that the construction workers are aware that Thorpe Creek flows into Geist Reservoir which is a source of drinking water. We request that construction workers take precautions to prevent releases into the creek and be prepared to remove any fuels or chemicals that they release near or into the creek.

We urge them to immediately report any release of fuels or chemicals into the Creek to IDEM and to the Citizens Water Central Control System at (317)941-7135. This phone number is staffed 24 hours per day. However, in the event that contact is not made at this number, please call the Citizens Energy Group Environmental Hotline at (317)402-8636. The caller should be prepared to describe the nature of the contamination (quantity and type of material), location and time of release.

Thank you,

John Havard, PE
Manager, Environmental Technical Programs
O: 317.693.8716
citizens energy group

From: Schuler, Cameron <cschuler@structurepoint.com>
Sent: Wednesday, March 22, 2023 10:17 AM
To: Havard, John E. <JHavard@citizensenergygroup.com>
Cc: Farrell, Scott <sfarrell@structurepoint.com>
Subject: Source Water Area Coordination, 126th Street and Southeastern Parkway Intersection Improvement Project - Des. No. 1901669

WARNING: This email originated outside of Citizens Energy Group. **DO NOT CLICK** links or attachments unless you recognize the sender and know the content is safe.

Good Morning Mr. Havard,

Please find attached the early coordination Letter prepared for the 126th Street and Southeastern Parkway Intersection Improvement project in Fishers, Hamilton County, Indiana. This project is located within a source water area (see attached map), so we wanted to initiate coordination with you. Please review the attached information and supply our office with any comments your office may have regarding the proposed project.

Thank you,

Cameron Schuler
Environmental Specialist

9025 River Road, Suite 200
Indianapolis, IN 46240
317.547.5580 OFFICE
317.775.9830 CELL
structurepoint.com WEB

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https://www.structurepoint.com/

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: March 24, 2023
Project Code: 2023-0060121
Project Name: Des. No. 1901669 126th Street and Southeastern Parkway Intersection Improvement Project

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

To Whom It May Concern:

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. 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: 2023-0060121
Project Name: Des. No. 1901669 126th Street and Southeastern Parkway Intersection Improvement Project
Project Type: Road/Hwy - Maintenance/Modification
Project Description: The 126th Street and Southeastern Parkway Intersection Improvement project is located at the instersection of 126th Street and Southeastern Parkway in Fishers, Hamilton County, Indiana. More specifically, the proposed project is located on the McCordsville Indiana USGS 7.5 Minute Quadrangle in Sections 30 & 31, Township 18 North, Range 6 East in Hamilton County. The proposed project limits extend approximately 800-feet northwest of the intersection of East 126th Street and Southeastern Parkway to 800-feet southeast of the intersection on Southeastern Parkway and from 600-feet west of the intersection to approximately 250-feet northeast of the intersection of Southeastern Parkway on 126th Street.

This section of 126th Street is functionally classified as a minor arterial and has a posted speed limit of 40 miles per hour (mph). This section of Southeastern Parkway is functionally classified as a major collector and has a posted speed limit of 50 mph. The existing typical roadway section of 126th Street consists of two 12-foot wide travel lanes, one eastbound and one westbound, with a 16-foot wide left turn lane and 0 to 2 foot shoulders. The existing typical roadway section of Southeastern Parkway consists of two 12-foot wide travel lanes, one northwest bound and one southeast bound, with 5-foot wide paved shoulders and no turn lanes. The existing intersection is a skewed at-grade three-way intersection, with stop control for eastbound traffic along 126th Street. No stop controls are present for traffic traveling along Southeastern Parkway. The current proposed project alternative would consist of converting the current stop controlled intersection to a roundabout intersection. The project would add a multi-lane roundabout, rehabilitate or reconstruct the pavement, construct sidewalks and a multi-use path, and add curb and gutter with storm sewers. It is anticipated that approximately 0.72 acre of tree clearing will be necessary for this project. This project will require approximately 0.89 acre of permanent right-of-way and approximately 0.06 acre of temporary right-of-way.

A review of the USFWS database on February 1, 2021 did not indicate the presence of endangered bat species within a half mile of the project area. The project area is located in a primarily residential and institutional area and is surrounded by residential properties and religious facilities. Trees and brush were observed within the project area during the site investigation. There is suitable bat habitat located within and adjacent to

the project area. Construction is anticipated to begin in January 2024 and end in November 2024. Permanent lighting will be installed at the planned roundabout and approaches as a part of this project. Temporary lighting may be utilized during construction.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@39.972844300000006,-85.89462851510751,14z

Counties: Hamilton County, Indiana

ENDANGERED SPECIES ACT SPECIES

There is a total of 4 threatened, endangered, or candidate species on this species list.

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], 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.

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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 *Myotis sodalis* 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 *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

BIRDS

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

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* 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 Act[1] and the Bald and Golden Eagle Protection Act[2].

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.

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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
Bald Eagle *Haliaeetus leucocephalus* 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
Black-billed Cuckoo *Coccyzus erythropthalmus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10

NAME	BREEDING SEASON
Bobolink *Dolichonyx oryzivorus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Jul 31
Cerulean Warbler *Dendroica cerulea* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/2974	Breeds Apr 21 to Jul 20
Chimney Swift *Chaetura pelagica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25
Henslow's Sparrow *Ammodramus henslowii* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3941	Breeds May 1 to Aug 31
Hudsonian Godwit *Limosa haemastica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Kentucky Warbler *Oporornis formosus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 20 to Aug 20
Lesser Yellowlegs *Tringa flavipes* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Prothonotary Warbler *Protonotaria citrea* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 1 to Jul 31
Red-headed Woodpecker *Melanerpes erythrocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Rusty Blackbird *Euphagus carolinus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds elsewhere
Short-billed Dowitcher *Limnodromus griseus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9480	Breeds elsewhere
Wood Thrush *Hylocichla mustelina* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	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.

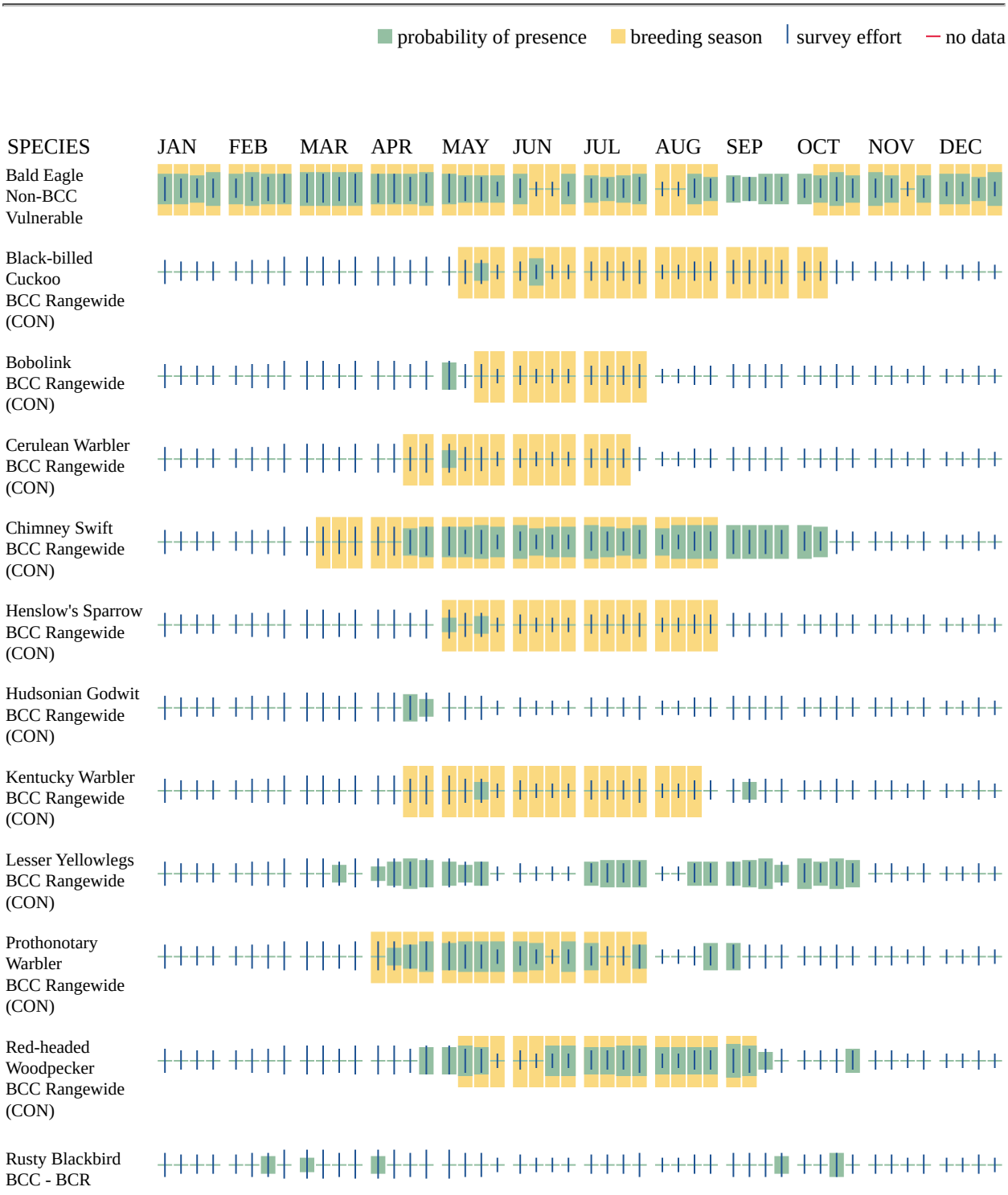
Breeding Season (■)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

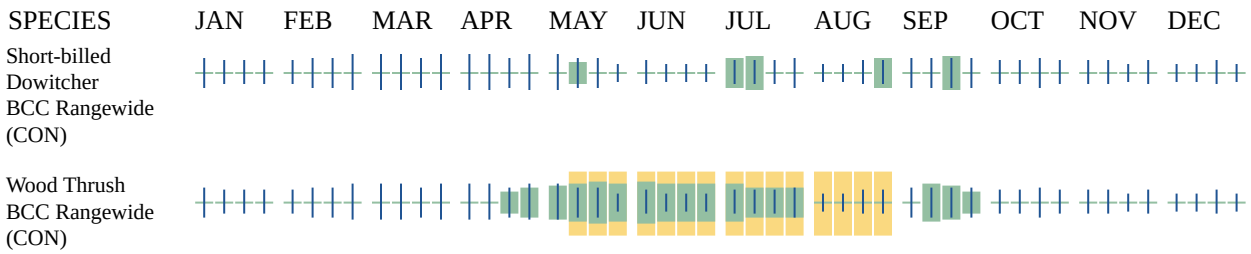
Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

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.





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-incidental-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 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

IPAC USER CONTACT INFORMATION

Agency: Washington township (Marion County, IN)
Name: Cameron Schuler
Address: 9025 River Road
City: Indianapolis
State: IN
Zip: 46240
Email cschuler@structurepoint.com
Phone: 3175475580

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

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: April 05, 2023
Project code: 2023-0060121
Project Name: Des. No. 1901669 126th Street and Southeastern Parkway Intersection Improvement Project

Subject: Consistency letter for the 'Des. No. 1901669 126th Street and Southeastern Parkway Intersection Improvement Project' project under the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (NLEB).

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated April 05, 2023 to verify that the **Des. No. 1901669 126th Street and Southeastern Parkway Intersection Improvement Project** (Proposed Action) may rely on the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, and is likely to adversely affect the endangered Indiana bat (*Myotis sodalis*) and/or the endangered northern long-eared bat (*Myotis septentrionalis*). Consultation with the Service pursuant to section 7(a)(2) of the ESA (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) is required.

This "may affect - likely to adversely affect" determination becomes effective when the lead Federal action agency or designated non-federal representative requests the Service rely on the PBO to satisfy the agency's consultation requirements for this project. Please provide this consistency letter to the lead Federal action agency or its designated non-federal representative for review, and as the agency deems appropriate, transmit to this Service Office for verification that the project is consistent with the PBO.

This Service Office will respond by letter to the requesting Federal action agency or designated non-federal representative within 30 calendar days after receiving request for verification to:

- verify that the Proposed Action is consistent with the scope of actions covered under the PBO;
- verify that all applicable avoidance, minimization, and compensation measures are included in the action proposal;
- identify any action-specific monitoring and reporting requirements, consistent with the monitoring and reporting requirements of the PBO, and
- identify anticipated incidental take.

ESA Section 7 compliance for this Proposed Action is not complete until the Federal action agency or its designated non-federal representative receives a verification letter from the Service.

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or Northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required.

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

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

The following species may occur in your project area and **are not** covered by this determination:

- Monarch Butterfly *Danaus plexippus* Candidate
- Whooping Crane *Grus americana* Experimental Population, Non-Essential

PROJECT DESCRIPTION

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

NAME

Des. No. 1901669 126th Street and Southeastern Parkway Intersection Improvement Project

DESCRIPTION

The 126th Street and Southeastern Parkway Intersection Improvement project is located at the instersection of 126th Street and Southeastern Parkway in Fishers, Hamilton County, Indiana. More specifically, the proposed project is located on the McCordsville Indiana USGS 7.5 Minute Quadrangle in Sections 30 & 31, Township 18 North, Range 6 East in Hamilton County. The proposed project limits extend approximately 600-feet northwest of the intersection of East 126th Street and Southeastern Parkway to 800-feet southeast of the intersection on Southeastern Parkway and from 1,650-feet west of the intersection to approximately 100-feet northeast of the intersection of Southeastern Parkway on 126th Street.

This section of 126th Street is functionally classified as a minor arterial and has a posted speed limit of 40 miles per hour (mph). This section of Southeastern Parkway is functionally classified as a major collector and has a posted speed limit of 50 mph. The existing typical roadway section of 126th Street consists of two 12-foot wide travel lanes, one eastbound and one westbound, with a 16-foot wide left turn lane and 0 to 2 foot shoulders. The existing typical roadway section of Southeastern Parkway consists of two 12-foot wide travel lanes, one northwest bound and one southeast bound, with 5-foot wide paved shoulders and no turn lanes. The existing intersection is a skewed at-grade three-way intersection, with stop control for eastbound traffic along 126th Street. No stop controls are present for traffic traveling along Southeastern Parkway. The current proposed project alternative would consist of converting the current stop controlled intersection to a roundabout intersection. The project would add a multi-lane roundabout, rehabilitate or reconstruct the pavement, construct sidewalks and multi-use paths, construct a stormwater detention pond, and add curb and gutter with storm sewers throughout the project area. It is anticipated that approximately 1.07 acre of tree clearing will be necessary for this project. It is anticipated that approximately 0.05 acre of trees will be cleared between 100-300 feet from the existing roadway. This tree clearing will require $993.13 of mitigation (using the formula 0.05 acre x 1.75 ratio x $11,350 = $993.13).

A review of the USFWS database on February 1, 2021 did not indicate the presence of endangered bat species within a half mile of the project area. The project area is located in a primarily residential and institutional area and is surrounded by residential properties and religious facilities. Trees and brush were observed within the project area during the site investigation. There is suitable bat habitat located within and adjacent to the project area. Construction is anticipated to begin in January 2024 and end in December 2024. Permanent lighting will be installed at the planned roundabout and approaches as a part of this project. Temporary lighting may be utilized during construction.

DETERMINATION KEY RESULT

Based on your answers provided, this project is likely to adversely affect the endangered Indiana bat and/or the endangered northern long-eared bat. Therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the conclusion and Incidental Take Statement provided in the amended February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion (dated March 23, 2023) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

QUALIFICATION INTERVIEW

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

   [1] See Indiana bat species profile

   Automatically answered
   Yes

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

   [1] See northern long-eared bat species profile

   Automatically answered
   Yes

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

   A) Federal Highway Administration (FHWA)

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

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

   No

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

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

   No

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

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

   No

7. Is the project located **within** a karst area?

   No

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

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

   [2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the User's Guide for the Range-wide Programmatic Consultation for Indiana Bat and Northern Long-eared Bat.

   Yes

9. Will the project remove *any* suitable summer habitat[1] and/or remove/trim any existing trees **within** suitable summer habitat?

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

   Yes

10. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail?

    No

11. Have presence/probable absence (P/A) summer surveys[1][2] been conducted[3][4] **within** the suitable habitat located within your project action area?

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

    [2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.

    [3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.

    [4] Negative presence/probable absence survey results obtained using the summer survey guidance are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

    No

12. Does the project include activities **within documented Indiana bat habitat**[1][2]?

    [1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

    [2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

    No

13. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors?

    Yes

14. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors occur[1]?

    [1] Coordinate with the local Service Field Office for appropriate dates.

    B) During the inactive season

15. Does the project include activities **within documented NLEB habitat**[1][2]?

    [1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

    [2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

    No

16. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors?

    Yes

17. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors occur?

    B) During the inactive season

18. Will *any* tree trimming or removal occur **within** 100 feet of existing road/rail surfaces?

    Yes

19. Will *any* tree trimming or removal occur **between** 100-300 feet of existing road/rail surfaces?

    Yes

20. Are *all* trees that are being removed clearly demarcated?

    Yes

21. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?

    No

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

    No

23. Does the project include slash pile burning?

    No

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

    No

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

    No

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

    Yes

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

    Yes

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

    Yes

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

    Yes

30. Does the project include percussives or other activities (**not including tree removal/ trimming or bridge/structure work**) that will increase noise levels above existing traffic/ background levels?

    Yes

31. Will the activities that use percussives (**not including tree removal/trimming or bridge/ structure work**) and/or increase noise levels above existing traffic/background levels be conducted *during* the active season[1]?

    [1] Coordinate with the local Service Field Office for appropriate dates.

    Yes

32. Will *any* activities that use percussives (**not including tree removal/trimming or bridge/structure work**) and/or increase noise levels above existing traffic/background levels be conducted *during* the inactive season[1]?

    [1] Coordinate with the local Service Field Office for appropriate dates.

    Yes

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

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

    Yes

34. Will the project raise the road profile **above the tree canopy**?

    No

35. Are the project activities that use percussives (not including tree removal/trimming or bridge/structure work) consistent with a Not Likely to Adversely Affect determination in this key?

    Automatically answered
    Yes, because the activities are within 300 feet of the existing road/rail surface, greater than 0.5 miles from a hibernacula, and conducted during the active season within undocumented habitat.

36. Are the project activities that use percussives (not including tree removal/trimming or bridge/structure work) and/or increase noise levels above existing traffic/background levels consistent with a No Effect determination in this key?

    Automatically answered
    Yes, because the activities are within 300 feet of the existing road/rail surface, greater than 0.5 miles from a hibernacula, and conducted during the inactive season

37. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

    Automatically answered
    Yes, because the tree removal/trimming that occurs outside of the Indiana bat's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

38. Is the habitat removal portion of this project consistent with a Likely to Adversely Affect determination in this key?

    Automatically answered
    Yes, because the tree removal that occurs outside the Indiana bat's active season is 100-300 feet from the existing road/rail surface, and is not in documented roosting/foraging habitat or travel corridors.

39. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

    Automatically answered
    Yes, because the tree removal/trimming that occurs outside of the NLEB's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

40. Is the habitat removal portion of this project consistent with a Likely to Adversely Affect determination in this key?

    Automatically answered
    Yes, because the tree removal that occurs outside the NLEB's active season is 100-300 feet from the existing road/rail surface, and is not in documented roosting/foraging habitat or travel corridors.

PROJECT QUESTIONNAIRE

1. How many acres[1] of trees are proposed for removal between 0-100 feet of the existing road/rail surface?

   [1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   1.02

2. How many acres[1] of trees are proposed for removal between 100-300 feet of the existing road/rail surface?

   [1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   0.05

DETERMINATION KEY DESCRIPTION: FHWA, FRA, FTA PROGRAMMATIC CONSULTATION FOR TRANSPORTATION PROJECTS AFFECTING NLEB OR INDIANA BAT

This key was last updated in IPaC on April 03, 2023. Keys are subject to periodic revision.

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

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

Note: An issue occurred during the generation of this consistency letter that resulted in the omission of the Avoidance and Minimization Measures (AMMs) that should be included as part of this project. The following AMMs are included as "Firm Commitments" in this environmental document:

Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season

Lighting AMM 2: When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.

General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FWHA/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 avoid tree removal.

Tree Removal AMM 2: Apply time of year restrictions 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). (USFWS)

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.

The INDOT Project Manager will assure that $993.13 of Preliminary Engineering funds will be allocated to the Rangewide In-Lieu Fee Program, administered by Conservation Fund, to resolve formal consultation under the Rangewide Programmatic 0.05-acre X 1.75 x $11,350 = $993.13. Payment shall be in process with the Ready for Contracts (RFC) date.

IPAC USER CONTACT INFORMATION

Agency: Washington township (Marion County, IN)
Name: Cameron Schuler
Address: 9025 River Road
City: Indianapolis
State: IN
Zip: 46240
Email cschuler@structurepoint.com
Phone: 3175475580

United States Department of the Interior
Fish and Wildlife Service

Indiana Ecological Service's Field Office
620 South Walker Street
Bloomington, Indiana 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

April 20, 2023

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

USFWS Project Code: 2023-0060121

RE: Des. No. 1901669 126th Street and Southeastern Parkway Intersection Improvement Project, Hamilton County, Indiana.

Dear Ms. Carmany-George:

The U.S. Fish and Wildlife Service (Service) is responding to your request dated April 5, 2023, to verify that the proposed 126th Street and Southeastern Parkway Intersection Improvement Project (Des. No. 1901669) (the Project) may rely on the amended February 5, 2018, Programmatic Biological Opinion (BO) (dated March 23, 2023) for federally funded or approved transportation projects that may affect the federally listed endangered Indiana bat (*Myotis sodalis*) and/or federally listed endangered northern long-eared bat (NLEB) (*Myotis septentrionalis*).

This letter provides the Service's response as to whether the Federal Highway Administration (FHWA) may rely on the BO to comply with Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) for the Project's effects to the Indiana bat and/or NLEB.

The FHWA has determined that the Project is *likely to adversely affect* the Indiana bat and the NLEB.

Conclusion

The Service has reviewed the effects of the proposed Project, which includes the FHWA's commitment to implement any applicable mitigation measures as indicated in the LAA Consistency Letter. We confirm that the proposed Project's effects are consistent with those analyzed in the BO. The Service has determined that projects consistent with the conservation measures and scope of the program analyzed in the BO are not likely to jeopardize the continued existence of the Indiana bat or the NLEB. In coordination with your agency and the other sponsoring Federal Transportation Agencies, the Service will reevaluate this conclusion annually in light of any new pertinent information under the adaptive management provisions of the BO.

Incidental Take

Indiana Bat and Northern Long-eared Bat

Tree Removal

The Service anticipates that tree removal associated with the proposed Project will cause incidental take of Indiana bats and/or NLEBs. As described in the Incidental Take Statement (ITS) of the BO, quantifying the specific number of individuals affected is not practicable. Therefore, the Services uses a surrogate (acreage of tree removal) as a means of expressing and monitoring take of the Indiana bat and/or the NLEB.

The proposed Project will remove **1.07 acres** of trees from habitat that is suitable for the Indiana bat and/or NLEB. All tree removal will occur in winter and comply with all other conservation measures in the BO. Based on the BO, **1.02 acres** will be removed within 100 feet of the roadway and is not anticipated to result in any adverse effects, and **0.05 acres** will be removed between 100-300 feet from edge of pavement and is anticipated to result in adverse effects.

The FHWA used the mitigation ratio of 1.75 from Table 3 of the BO[1] to calculate the compensatory mitigation required to offset these adverse impacts for a total of **0.0875 acres**[2] of trees that is suitable for the Indiana bat and/or NLEB.

To comply with the mitigation requirements of the BO, the FHWA will contribute **$993.13** to The Conservation Fund (TCF), the Program Sponsor, within 1 year of this letter or prior to the start of construction, whichever is earliest. These calculations are based on the mitigation identified above[2] and the 2023 Land Use Values in Table 2 of Exhibit E in TCF's In Lieu Fee Instrument[3]. If payment is made later than 1 year from the date of this letter, the mitigation cost may change as a result of updated land use values in Table 2 of Exhibit E. The FHWA must notify TCF at least five days prior to payment so that TCF can verify that the appropriate land value has been used. At the time of payment, the FHWA shall notify the Service of compliance with the compensatory mitigation requirements as described above.

The purchase of species conservation credits and/or in-lieu fee contributions shall occur prior to construction of a transportation project covered under this programmatic BO. Exceptions to this program stipulation include emergency projects that do not require a letting prior to construction. In these cases, purchase of credits and/or in-lieu fee contributions shall occur within three months of completion of the project. This timeframe allows for measuring the acres of habitat affected by the emergency project and for financial processing.

Tricolored Bat

On September 13, 2022, the Service published a proposal in the Federal Register to list the tricolored bat (*Perimyotis subflavus*) as endangered under the ESA. The Service has up to 12-months from the date the proposal was published to make a final determination, either to list the

[1] https://www.fws.gov/media/compensatory-mitigation-ratios-indiana-bat-table-3-biological-opinion
[2] XX acres * XX ratio
[3] https://www.fws.gov/sites/default/files/documents/IBAT-NLEB-ILF-Exhibit-E-Fee-Schedule-2023-01-04.pdf

tricolored bat under the ESA or to withdraw the proposal. The Service determined the bat faces extinction primarily due to the range-wide impacts of white-nose syndrome (WNS), a deadly fungal disease affecting cave-dwelling bats across North America. Because tricolored bat populations have been greatly reduced due to WNS, surviving bat populations are now more vulnerable to other stressors such as human disturbance and habitat loss. Species proposed for listing are not afforded protection under the ESA; however, as soon as a listing becomes effective (typically 30 days after publication of the final rule in the Federal Register), the prohibitions against jeopardizing its continued existence and "take" will apply. Therefore, if this project or other future or existing projects have the potential to adversely affect tricolored bats after the potential new listing goes into effect, we recommend that the effects of the project on tricolored bat and their habitat be analyzed to determine whether authorization under ESA Section 7 is necessary. Projects or programs with an existing Section 7 biological opinion may require reinitiation of consultation.

The tricolored bat is a small insectivorous bat that typically overwinters in caves, abandoned mines and tunnels, and road-associated culverts (southern portion of the range) and spends the rest of the year in forested habitats, typically roosting among live and dead leaf clusters. For more information on tricolored bats and the proposed rule, please see: https://www.fws.gov/species/tricolored-bat-perimyotis-subflavus
and for more information on WNS, please see: https://www.whitenosesyndrome.org/

Reasonable and Prudent Measures

The Service will add the acreage of Project-related tree removal to the annual total acreage attributed to the BO as a surrogate measure of Indiana bat and/or NLEB incidental take and exempted from the prohibitions of Section 9 of the ESA. Such exemption is effective as long as your agency implements the reasonable and prudent measure (RPM) and accompanying terms and conditions of the BO's ITS.

The sole RPM of the BO's ITS requires the Federal Transportation Agencies to ensure that State/Local transportation agencies, who choose to include eligible projects under the programmatic action, incorporate all applicable conservation measures in the project proposals submitted to the Service for ESA Section 7 compliance using the BO. The implementing terms and conditions for this RPM require the Federal Transportation Agencies to offer training to appropriate personnel about using the BO, and promptly report sick, injured, or dead bats (regardless of species) or any other federally listed species located at the project site.

Reporting Dead or Injured Bats

The FHWA, its State/Local cooperators, and any contractors must take care when handling dead or injured Indiana bats or NLEBs, or any other federally listed species that are found at the project site to preserve biological material in the best possible condition and to protect the handler from exposure to diseases, such as rabies. Project personnel are responsible for ensuring that any evidence about determining the cause of death or injury is not unnecessarily disturbed. Reporting the discovery of dead or injured listed species is required in all cases to enable the Service to determine whether the level of incidental take exempted by this BO has been exceeded, and to ensure that the terms and conditions are appropriate and effective. Parties

finding a dead, injured, or sick specimen of any endangered or threatened species must promptly notify this Service Office.

Reinitiation Notice

This letter concludes consultation for the Project, which qualifies for inclusion in the BO issued to the Federal Transportation Agencies. To maintain this inclusion, a reinitiation of this Project-level consultation is required where the FHWA's discretionary involvement or control over the Project has been retained (or is authorized by law) and if:

1. the amount or extent of incidental take of Indiana bats and/or NLEBs is exceeded.
2. new information reveals that the Project may affect listed species or critical habitat in a manner or to an extent not considered in the BO.
3. the Project is subsequently modified in a manner that causes an effect to listed species or designated critical habitat not considered in the BO; or
4. a new species is listed or critical habitat designated that may be affected by the Project.

Per condition #1 above, the anticipated incidental take is exceeded when:

- the Project removes more than 0.05 acres of habitat between 100-300 feet from the edge of pavement (or any beyond this distance) suitable for the Indiana bat and/or NLEB;

In instances where the amount or extent of incidental take is exceeded, the FHWA is required to immediately request a reinitiation of this Project-level consultation.

We appreciate your continued efforts to ensure that this Project is fully consistent with all applicable provisions of the BO. If you have any questions regarding our response or if you need additional information, please contact Robin McWilliams Munson at Robin_McWilliams@fws.gov or 812-334-4261 X. 207.

Sincerely,

ROBIN MCWILLIAMS-MUNSON
Digitally signed by ROBIN MCWILLIAMS-MUNSON
Date: 2023.04.20 13:12:17 -04'00'

for Susan E. Cooper
Field Supervisor

Cc (via email):
Sandy Bowman, INDOT, Indianapolis, IN
Jennifer Beck, INDOT, Greenfield, IN
Ron Bales, INDOT, Greenfield, IN
Cameron Schuler, Structurepoint Inc., Indianapolis, IN