

Road No./County:	Indianapolis Pennsy Trail / Marion
Designation Number:	0089110 / 0500869
Project Description/Termini:	Construction of a greenway trail from Ritter Avenue to German Church Road primarily following the abandoned Pennsylvania Railroad south of US 40/Washington Street. Project #: STP-9949(054)

PURPOSE AND NEED

Existing Conditions:

This project is a new segment of the master-planned greenway trail system in Indianapolis, Marion County, Indiana. The greenway trail will be constructed over 5.5 miles from Ritter Avenue within the Irvington Historic District to German Church Road primarily along the abandoned Pennsylvania Railroad corridor south of and parallel to US 40 / Washington Street with an additional route extending 1.2 miles north and west of the main corridor along Kitley Avenue and Pleasant Run Parkway to connect into the existing Kessler Park and Boulevard system listed on the National Register of Historic Places. This greenway trail will be a smaller segment of the larger statewide National Road Heritage Trail system linking Terre Haute to Richmond.

The abandoned Pennsylvania Railroad corridor is mostly flat, vacant land with intermediate land uses ranging from residential (drive access) to commercial (storage and retail). The existing right-of-way ranges from approximately 30 to 100 feet in width. Adjacent land uses are primarily residential with some commercial and light industrial sites as the corridor extends eastward.

Two significant structures have been preserved for the future trail use. The first is the Shadeland Avenue Bridge that will provide a pedestrian bridge over the high volume Shadeland Avenue thoroughfare and the second is the Interstate 465 box-culvert underpass that provides for the east-west trail connection and avoids dissection of the trail corridor by the interstate system. Two lesser railroad bridge structures remain at Morris Ditch and Grassy Creek, but will require some bridge deck reconstruction to accommodate the trail.

Type of Facility and existing traffic:

Table 1: Existing Facility Type and Traffic Data		
Segment	Type of facility	Existing traffic AADT (yr. 2001)
Abandoned Pennsylvania Railroad Corridor (Ritter Avenue to German Church Road)	Abandoned Railroad Corridor	No Data Available
Ritter Avenue	Local Street	No Data Available
Audubon Road	Local Street	No Data Available
Arlington Avenue (1)	Thoroughfare	11716
Kitley Avenue	Local Street	No Data Available
Shadeland Avenue	Bridge	22433
Shortridge Road	Local Street	No Data Available
Old Trails Road	Local Street	No Data Available
Interstate 465	Culvert / Underpass	89070
Franklin Road	Thoroughfare	9673
Fenton Avenue	Local Street	No Data Available
Post Road	Thoroughfare	9560
Mitthoefer Road	Thoroughfare	6809
German Church Road	Thoroughfare	6192
Pleasant Run Parkway	Parkway	5001
Arlington Avenue (2)	Thoroughfare	14964

*Source: *Street Facilities Inventory 2001, City of Indianapolis, Department of Metropolitan Development*

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Roadway and Bridge cross-section information:

Segment	Exist R/W Width	# Through Lanes	Shoulder/Width
Abandoned Pennsylvania Railroad Corridor (Ritter Avenue to German Church Road)	Varies 30'-110'	N/A	N/A
Ritter Avenue	50'	2	Curb / Sidewalk
Audubon Road	60'	2	Curb / Sidewalk
Arlington Avenue (1)	60'	2	Curb / Sidewalk
Kitley Avenue	70'	2	Varies, 1' Paved
Shadeland Avenue Bridge	40'	Single Track Railroad Bridge	N/A
Shortridge Road	30'	2	Varies, 1' Paved / Gravel
Old Trails Road	50'	2	Varies, 1' Paved / Gravel
Interstate 465 Underpass / Culvert	16'	N/A, New Pedestrian Culvert / Underpass	N/A
Franklin Road	50'	2	Varies, 1' Paved / Gravel
Lick Creek Bridge	50'	Single Track Railroad Bridge	N/A
Fenton Avenue	50'	2	Varies, 1' Paved / Gravel
Post Road	50'	2	Varies, 1' Paved / Gravel
Morris Ditch Bridge	40'	Double Track Railroad Bridge	N/A
Mitthoefer Road	50'	2	Varies, 1' Paved / Gravel
Grassy Creek Bridge	50'	Double Track Railroad Bridge	N/A
German Church Road	100'	2	Varies, 1' Paved / Gravel
Pleasant Run Parkway	75'	2	Curb / Sidewalk
Arlington Avenue (2)	60'	2	Curb / Sidewalk
Arlington Avenue Bridge over Pleasant Run	60'	2	N/A

History of Improvements:

The railroad corridor was officially abandoned in 1982 and has since been purchased by several different owners. Some of these owners have made minimal improvements to the corridor, but most have cleared the existing railroad ballast. Significant changes to corridor include:

- 1) INDOT constructed an approximately 16' wide concrete culvert / underpass beneath Interstate 465 for the purpose of providing access for future corridor improvements.
- 2) Immediately east of Audubon Road, an adjacent owner (K. Lathrop) has purchased half the corridor and added an above ground swimming pool and chain link fence surrounding the entire property. A separate owner developed the remaining half of the corridor into parking spaces. Both will be avoiding by going extending the trail north and east along an expanded sidewalk on Audubon Road and Hibben Street right-of-way respectively and then returning to the abandoned railroad right-of-way.

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- 3) Immediately east of Shortridge Road, an adjacent owner (R. Buchanan) has paved a private drive running parallel to the rail corridor and has placed three storage sheds and an in-ground pool within the corridor. This property will be avoided by extending the trail north along Shortridge Road and east through three adjacent properties then returning to the corridor east of an existing storm water detention pond.
- 4) Immediately east of the Buchanan property, a storm water detention pond has been constructed on the northern half of the rail corridor. See #3 above for description of trail alignment to avoid storm water pond improvements.
- 5) Approximately a half mile west of Mitthoeffer Road, a new storage facility has moved a large quantity of the railroad corridor soil due east into a mound approximately 10' higher than the surrounding grade on the corridor. The soil was moved to provide for a storm water detention basin at the rear of the storage facility. The trail will extend along the south edge of the rail corridor and an adjacent owner to the south of the trail past the storm water detention area then return north to rail corridor.
- 6) Immediately west of Mitthoeffer Road, an adjacent owner to the south has purchased the rail corridor and built a horse paddock for their boarding facility. The trail will extend north and east along new right-of-way to Mitthoeffer Road.
- 7) Immediately east of Mitthoeffer Road, three residences share the rail corridor by an easement owned by a fourth party. The trail will re-align the existing residential drive to the south allowing the trail to extend parallel to the drive on the northern side of the abandoned rail corridor.
- 8) Approximately a half mile west of German Church Road a commercial development has moved soil from the corridor to the south leaving an earth mound approximately 20' +/- above the adjacent existing grade. The trail will extend along the ridgeline of the new earth mound utilizing it as a point of interest along the trail avoiding storm water drainage structures (outfall pipe and swale) to the north within the abandoned rail corridor.
- 9) Immediately west of German Church Road, two residences share a private drive easement extending east/west along the southern half of the rail corridor. The northern half serves as a delivery access drive to commercial properties facing Washington Street. The trail will extend parallel, between the two drives along an existing open space buffer area and terminate at German Church Road after crossing south over the southern residential drive within the German Church Road right-of-way.

Need for Improvement:

Transportation

The primary need for the Indianapolis Pennsy Trail project is to expand the alternative transportation system within Indianapolis and establish a built segment of the larger statewide National Road Heritage Trail that will extend from Terre Haute to Richmond.

Congestion mitigation/air quality:

A secondary need for the trail is to give Indianapolis commuters multiple transportation options to alleviate the continuing congestion and air quality impacts of the central Indiana region. The trail is intending to provide an alternative to and a reduction in vehicular trips, especially to recreation destinations by providing multi-modal links the existing park system on the east side of Indianapolis.

Safety

The current condition of the abandoned rail corridor provides for criminal activity and is frequently trafficked by vagrants. The redevelopment of the rail corridor will eliminate the existing environment for criminal activity and is anticipated to lessen criminal activity in the adjacent neighborhoods by providing additional eyes on the street in the form of trail users. In addition to lessening criminal activity along the corridor, the trail will also provide for a safer means of transportation and recreation for pedestrians and cyclists.

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Substandard roadway geometry:

As stated in the Safety discussion above, the trail will improve the multi-modal facilities within the surrounding neighborhoods. It will connect sidewalks that were once dissected by the railroad improving alternative transportation systems throughout neighborhoods adjacent to the proposed trail corridor. It is intended to also be a catalyst for capitol investment on the eastside that will in turn improve existing streets and sidewalks over time.

Bridge Project:

One highway bridge overpass will be improved by this project. The existing concrete railroad bridge over Shadeland Avenue will be improved by cleaning and patching of the concrete structure, painting of the existing steel railroad railings, and the addition of a protective chain link fence canopy enclosure along the length of the bridge for vehicular and trail user safety. No additional work will be done to the bridge.

In addition to the Shadeland Avenue Bridge, three additional railroad bridges will be repaired and adapted to allow for trail use and one new bridge will be constructed for trail use to the east of the Arlington Avenue Bridge over Pleasant Run.

ALTERNATIVES

Proposed improvement:

Summary

The proposed trail, a 12' wide asphalt paved dedicated bicycle and pedestrian facility will extend from Ritter Avenue eastward primarily within the abandoned Pennsylvania Railroad corridor that parallels US 40 / Washington Street approximately a half mile to the south. A trail segment will also be constructed extending north along Kitley Avenue and then west along Pleasant Run Parkway within new and existing right-of-way to connect to the Indianapolis park system at Pleasant Run Golf Course.

The project will allow for a safer means of transportation for pedestrians and cyclists on the eastside of Indianapolis by providing a dedicated transportation route for trail users absent of vehicular traffic. The trail will also provide an alternative to vehicular transportation that will assist in alleviating existing air quality / congestion deficiencies.

Improved safety will occur throughout the adjacent community by developing the abandoned corridor into an alternative transportation and linear park. The current abandoned condition of the corridor allows for criminal activity to occur due to a lack of attention to the area and its relative seclusion from the adjacent neighbors. The trail will remove criminal opportunity by reclaiming the area as an actively used and policed corridor for the purpose of transportation and recreation.

The project will also assist in connecting the once dissected neighborhood transportation infrastructure by linking the dead-end sidewalks and streets thus improving the community transportation system as a whole.

Batts Trailhead

At the edge of the Irvington Historic District, the trail will pass through a small neighborhood park/trailhead that was formerly the location of a masonry construction business. The site also contains a historic coalhouse structure listed within the Irvington Historic District. Although the trail will pass by the structure, no work will be performed on the building since it is currently stable and occupied by a local artist. The section 106 process was completed with a finding of *No Historic Properties Affected*.

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Kitley Avenue / Pleasant Run Parkway Segment

Beyond the main abandoned railroad corridor and secondary trail segment will be constructed along Kitley Avenue extending north and then west on Pleasant Run Parkway connecting in with the existing Historic Kessler Park and Boulevard system that will allow for a future link into the existing Indianapolis Greenways system via an extension of the Pleasant Run Greenway. This trail segment will be constructed primarily within existing street right-of-way with minor acquisition occurring along residential and commercial frontage to provide sufficient width and separation for the trail from the street.

Irvington Community School

East of Kitley Avenue the trail will provide access to a new charter school campus. This access point is seen as an opportunity to support the safe route to schools initiative and provide a pausing point for users for restroom facilities along the trail.

Shortridge Road

At Shortridge Road the trail will temporarily divert north along existing street right-of-way with minor acquisition needed on the western right-of-way to provide for sufficient trail width and separation from the roadway. This diversion is necessary to avoid an existing residential property that has built multiple storage buildings within the abandoned railroad corridor. The trail will extend north along Shortridge Road for approximately 200' then cross the roadway at a mid-block crossing and extend through an existing residential property with a home that is proposed to be demolished and developed as a small neighborhood park as part of this project. The trail will continue eastward across the rear of three commercial properties prior to returning to the main abandoned rail corridor.

Interstate 465 Pedestrian Underpass

A concrete culvert beneath Interstate 465 has been constructed as part of previous roadway improvements with the intent to provide access along the abandoned railroad corridor for future transportation projects. The area directly west of the underpass will provide a trailhead and access point to a historic civil war graveyard. No work will be performed within the graveyard, but a small informal walk will be constructed to provide ADA access to the historic site. It is proposed that a shared use agreement be developed with the owner of an existing, under-used parking lot to the north of the corridor to provide access to trail.

Grassy Creek Trailhead

A large trailhead conservation area is proposed directly north of the main abandoned rail corridor. The property is surrounded by commercial development, but has not been developed due to its low elevation and the potential for flooding of Grassy Creek that splits the property in half extending north and south. This project proposes to utilize the property as a trailhead and future conservation area with the long-term opportunity for the development of an additional greenway trail extending north and south along Grassy Creek.

Cumberland Connection

This project will terminate on the east side of German Church Road where the Town of Cumberland will further extend the trail to the Hancock County Line.

Project Location Maps:

****See Appendix A for state and local maps and aerial photographs of this project.****

****See Appendix C: for Site Photographs.****

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Logical Termini:

Ritter Avenue, Arlington Avenue, and German Church Road are the proposed logical termini for this project. Ritter Avenue was chosen as termini to provide the further most extension into the Irvington Historic District without impacting existing residential properties. The trail at Ritter Avenue will connect into the existing sidewalk system. German Church Road was chosen as termini to connect directly into the simultaneous trail development effort of the Town of Cumberland. Finally, Arlington Avenue is the terminus for the northern Kitley Avenue / Pleasant Run Parkway trail segment. The trail will connect into the existing park and boulevard system at that intersection.

Changes in right-of-way width:

The project will occur within existing street right-of-way and proposed right-of-way to be acquired along the abandoned Pennsylvania Railroad line between Ritter Avenue and German Church Road. The proposed corridor right-of-way width will vary between 16' to 110'. Additional acquisition will occur along Kitley Avenue and Pleasant Run Parkway to widen the existing right-of-way to accommodate the proposed trail.

Temporary right-of-way will also be required intermittently along all segments of the trail corridor for construction access as necessary.

Changes in number of through lanes, shoulders and their widths:

Segment	Existing # of Lanes	Proposed # of Lanes	Existing Shoulder	Proposed Shoulder
Hibben Avenue (at trail crossing)	2 lanes; 14' total	2 lanes; 14' total	NB : none SB : none	NB: curb and gutter SB: curb and gutter
Kitley Avenue (Washington St. to Rail Corridor)	2 lanes; 12' each	2 lanes; 12' each	NB : 2'+/- gravel/turf SB : 2'+/- gravel/turf	NB: curb and gutter SB: curb and gutter
Kitley Avenue (at Pleasant Run Parkway)	2 lanes; 15' each	2 lanes; 12' each	NB : curb SB : curb	NB: curb SB: curb
Pleasant Run Parkway (at Kitley Avenue)	2 lanes; 15' each	2 lanes; 12' each	NB : curb SB : curb	NB: curb SB: curb
Shortridge Road (at trail crossing)	2 lanes; 11.5' each	2 lanes; 11.5' each	NB: 1' +/- gravel/turf SB: 1' +/- gravel/turf	NB: curb and gutter SB: curb and gutter
Old Trails Road (at trail crossing)	2 lanes; 16' total	2 lanes; 16' total	NB: 1' +/- gravel/turf SB: 1' +/- gravel/turf	NB: curb and gutter SB: curb and gutter
Franklin Road (at trail crossing)	2 lanes; 11' each	2 lanes; 11' each	NB: 1' +/- gravel/turf SB: 1' +/- gravel/turf	NB: curb and gutter SB: curb and gutter
Fenton Avenue (at trail crossing)	2 lanes; 11' each	2 lanes; 11' each	NB: 1' +/- gravel/turf SB: 1' +/- gravel/turf	NB: curb and gutter SB: curb and gutter
Post Road (at trail crossing)	2 lanes; 10' each	2 lanes; 10' each	NB: 2' +/- gravel/turf SB: 2' +/- gravel/turf	NB: curb and gutter SB: curb and gutter
Mitthoefer Road (at trail crossing)	2 lanes; 12' each	2 lanes; 10' each	NB: 2' +/- gravel/turf SB: 2' +/- gravel/turf	NB: curb and gutter SB: curb and gutter
German Church Road (at trail crossing)	2 lanes; 12' each	2 lanes; 10' each	NB: curb and gutter SB: curb and gutter	NB: curb and gutter SB: curb and gutter

Note: northbound (NB); southbound (SB); eastbound (EB); westbound (WB)

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Added Turn Lanes:

No turn lanes will be added or changed as part of this project.

Method of Traffic Maintenance:

Alternate Route Advisories: the public will be advised of alternate routes in coordination with related construction activities through available media channels (newspaper, radio, city website, newsletters, stakeholder groups (neighborhood associations, park board meetings, etc.)).

Street/Trail Crossings: street/trail crossings will be maintained utilizing lane management during work within the travel lanes (drainage, curb and gutter work, milling, and repaving). Short segment lane closures will be generally limited to avoid peak travel hours.

Estimated Cost:

Table 5: Project Cost		
	Preliminary Engineering	\$840,000.00
	Right-of-Way Acquisition	\$1,428,000.00
	Construction Engineering	\$1,050,000.00
	Construction Costs	\$7,000,000.00
	Total Project Cost	\$10,318,000.00

Estimated Letting Year:

The estimated letting year is 2008.

Preliminary Design Plans:

****See Appendix A for preliminary design plans of the preferred alternate.****

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Other alternatives considered: – Describe Section 4(f) and Section 404 avoidance alternatives and measures to minimize harm.

1. *No Build Approach:* the no build approach will neither fulfill the project need to expand the alternative transportation system within Indianapolis nor will it provide a built segment of the larger statewide alternative transportation system. It also will not address providing additional options beyond vehicular transportation to reduce congestion and air quality mitigation concerns. Finally, this approach will not remove the environment for criminal activity along the abandoned corridor.
2. *Avoidance:*

Alternative A: Avoidance of Pleasant Run Golf Course:

Alternative A explored avoiding Pleasant Run Parkway and the adjacent Pleasant Run Golf Course, a section 4(f) property, by extending the trail north along Ritter Avenue. This alternative was found to be imprudent due to the significant impact to adjacent properties by the necessary removal of parking and/or additional acquisition of approximately 0.5 miles of residential frontage along the route segment to provide sufficient width for trail and separation buffer.

Alternative B: Avoidance of Pleasant Run Golf Course:

Alternative B evaluated avoiding Pleasant Run Parkway and the adjacent Pleasant Run Golf Course, a section 4(f) property, by extending the trail north along Arlington Avenue. This alternative was found to be imprudent due to the significant impact to adjacent properties by the necessary acquisition of approximately 0.5 miles of residential frontage along the route segment to provide sufficient width for trail and separation buffer.

Both Alternative A and B also would not be prudent since either alternative would lessen the opportunity for neighborhood connectivity to the existing park system by not extending the trail along Pleasant Run Parkway which does not currently have pedestrian or bicycle facilities, thus overlooking an opportunity for net benefit to the park system.

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Statewide Categorical Exclusion Determination

Note: If all answers below are "no", then INDOT can approve SCE. For any answered "yes", explain in the Support Documentation section why significant impacts will not occur and seek FHWA approval of CE.

Travel Patterns – Does this project include a bypass or convert a local street into a higher order roadway? Will this project have an impact on travel patterns?

Relocations – Will the project require more than five (5) relocations (any combination of residential and/or commercial displacements that total more than five relocations)?

Historic Resources – Has the Section 106 consultation resulted in an "adverse effect" finding on any historic property?

Section 4(f) – Does the project require the use of any Section 4(f) property?

Air Quality/Land Use – Is (1) the project is a non-attainment or maintenance area, (2) does the current design concept and scope add capacity, and (3) is this current design concept and scope NOT incorporated in a Conforming MPO 20 year Transportation Plan (TP)?

Noise – Is a noise analysis required for this project?

Wetlands – Is an individual Army Corps of Engineers permit required for this project?

Sole Source Aquifers – Is a detailed groundwater impact assessment required for this project?

Threatened and Endangered Species – Has consultation with the USFWS/IDNR resulted in an adverse effect determination on any federally listed or proposed threatened or endangered species or critical habitat?

**Note: Although the project is a non-attainment or maintenance area it does not require Air Quality or Noise Analysis since it is an alternative transportation project that does not add capacity.*

No	Yes
X	
X	
X	
	X
X	
X	
X	
X	

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SUPPORT DOCUMENTATION

Early Coordination - List (1) Parties to whom the early coordination letter was sent, (2) indicate whether the party responded and if so the date of the response, and (3) attach correspondence.

In accordance with the federal regulations, an early coordination letter was issued dated December 9, 2003 to the federal, state, local agencies, and specific neighborhood organizations for review and comment. The comment period for that document closed on February 12, 2003. Those comments have been summarized with responses from the consultant team and included in Appendix B of this document.

Early Coordination Mailing List, Responses, and Correspondence:

****See Appendix B for the Early Coordination Distribution List and Correspondence.****

Right of Way/Land Use/Natural Areas/Nature Preserves – Provide permanent and temporary right-of-way amounts in acres. Break proposed right-of-way amount into land use classification and give typical and maximum right-of-way widths (existing and proposed). Describe any natural areas and nature preserves within the project area.

Right-of-Way/Land Use:

This project will acquire permanent right-of-way mainly within the historic railroad corridor with minor acquisitions to make connections from adjacent properties to the corridor. The trail connection along Arlington Avenue at Pleasant Run Parkway proposes to acquire 0.02 acres of permanent right-of-way from a school facility owned by the Irvington Charter School. The acquisition area allows for the re-alignment and expansion of the existing sidewalk along the edge of the property to provide separation from vehicular traffic. The proposed acquisition will not impact the playground areas of the site.

As part of this project, permanent right-of-way will be acquired along one existing private drive that provides access for the three (3) residences. It is proposed to shift the existing drive approximately 5 feet south of the original location to provide sufficient width for the proposed trail facility on the north portion of the existing property. Each owner has access to drive from the south therefore the re-alignment of the drive will not significantly impact or restrict their access. The current proposal has been discussed with the owners affected, but no agreements are in place at this time.

Table 4: Right of Way and Easement Requirements (all quantities in acres)				
Segment 1: Railroad Corridor				
Land Use	Subtype Class	Temporary Right-of-Way	Permanent Right-of-Way	Notes
Transportation	Railroad		23.77	Vacant railroad property
Government	School		0.02	
Government	Testing Facility		0.06	INDOT Testing Facility
Commercial			34.37	
Commercial		0.45		
Residential	Single Family		6.82	
Residential	Single Family	0.39		
Sub-Total		0.84	65.04	

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Table 4(cont.): Right of Way and Easement Requirements (all quantities in acres)				
Segment 2: Kitley Avenue / Pleasant Run Parkway				
Land Use	Subtype Class	Temporary Right-of-Way	Permanent Right-of-Way	Notes
Government	School	0.02		
Commercial			0.01	
Residential	Single Family		0.01	
Residential	Single Family	0.05		
Sub-Total		0.07	0.02	
Total		0.93	65.04	

Natural Areas/Nature Preserves:

There are no listed nature preserves or natural areas located within the project area.

Flood Plain Encroachments/Stream Channel/Waterway/Groundwater/Water Table –

Describe any effects the project might have on flood plain, stream channel, waterways, groundwater, and the water table. If there are homes within the floodplain, within 1000' up and downstream, make a note of it here.

There will be no stream channel work performed during this project. The project will not adversely affect local ground water or the long-term water quality of the Wabash River watershed. There are no homes within the floodplain within 1000 feet upstream or downstream of the project area.

The modifications to drainage structures included in this project will result in no change in their capacity to carry floodwater. This change will not cause increase in flood heights and flood limits, nor result in significant adverse impacts on the natural and beneficial floodplain values; they will not result in any significant change in flood risks or damage; and they do not have significant potential for interruption or termination of emergency service or emergency routes; therefore, it has been determined that this encroachment is not significant.

This project will not cause the alteration of the elevation of the water or impair the quality of the ground water.

****See Appendix A for Flood Insurance Rate Map (FIRM) of the project corridor.****

Relocations – Describe relocations.

There will be one (1) relocation and displacement associated with this project. The following is a summary of the relocation situation:

Two alternatives have been identified for this project. Other alternatives were explored, but would cause greater impacts to the project area as a whole. The no build alternative will not require any relocations. The preferred alternative is estimated to require one (1) relocation / displacement of a residential owner at 65 South Shortridge Road. The preferred alternative will require the demolition of the residence to allow for the development of a small neighborhood trailhead and provide sufficient width for the proposed trail and buffer area.

A review of the housing market in the community surrounding the project area indicated a sufficient number of replacement homes will be available throughout the relocation process. It is anticipated that the local residential real estate will have the capacity to absorb the single residential displacement impacted by this project.

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Last resort housing will be made available if sufficient replacement housing is not attainable. The acquisition and relocation program will be conducted in accordance with 49 CFR 24. Relocation resources are available to all residential and business relocates without discrimination.

Historic Resources –Summarize the Section 106 process including any historic and archaeology resources.

Summary:

There were multiple historic properties found within the APE. Predominantly all of the historic structures were within the Irvington Historic District. Although many historic resources were found to be in the APE none were found to be impacted due to the project remaining primarily within the abandoned railroad corridor. SHPO required that all potential elements of the trail be generally delineated to provide a better understanding of the character of the project and its potential impact to historic resources. After such items were provided SHPO recommended a finding of “No Historic Properties Affected”.

Area of Potential Effect

The Area of Potential Effects (APE) is bounded by a two to three block zone surrounding the proposed trail alignment beginning at a Ritter Avenue extending east along the abandoned rail corridor to German Church Road and also extending north and west along Kitley Avenue and Pleasant Run Parkway respectively.

Effect Finding

The FHWA approved effect finding is “No Historic Properties Affected” by letter dated May 24, 2005. The SHPO has concurred with the finding of “No Historic Properties Affected” by letter dated June 21, 2005.

Public Notice

Public notice was placed in the Indianapolis Star on June 17, 2006 and June 19, 2006 to solicit comments from the general public regarding the FHWA approved determination of no historic properties affected. The identified Section 106 consulting parties were also individually provided copies of the FHWA approved Section 106 documentation for their final opportunity to make comment on the FHWA approved determination of no historic properties affected. Subsequent to the 30-day comment period, there were no pertinent comments received that were contrary to the FHWA approved determination of no historic properties affected. The Section 106 process has been satisfactorily completed and the responsibilities of the FHWA under Section 106 have been fulfilled.

****See Appendix D for the FHWA approved APE, Effect Finding, and Support Documentation.****

Archaeology:

Based upon the documentation available to the staff of the Indiana SHPO, they have not identified any archaeological resources listed in or eligible for inclusion in the National Register of Historic Places with in the area of potential effects. An Archaeological Records Check or Reconnaissance was not performed due to the project being located within a densely urban area with previous disturbance.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities discovery of such items will be reported to the Department of Natural Resources within two (2) business days in accordance with Indiana Code 14-21-1-27 and 29, and reasonable efforts will be made to avoid, minimize, or mitigate adverse effects in accordance with 36 C.F.R. 800.13.

Sections 4(f) – If Section 4(f) property is being used, indicate which type of Section 4(f) evaluation applies. Also, in a few paragraphs describe below or attach (1) a list of 4(f) properties near the project, (2) a description and list of the 4(f) properties impacted, (3) the views of official with jurisdiction, and (4) any appropriate photos or plan sheets.

Public Parks, Recreation Lands, and Wildlife and Waterfowl Refuges	X	Historic sites	<input type="checkbox"/>	Bikeways and Walkways	<input type="checkbox"/>
		Historic bridges	<input type="checkbox"/>	FULL (DOI & legal review)	<input type="checkbox"/>

List of section 4(f) properties with some change of use for transportation purposes:

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1. Pleasant Run Golf Course

Description of 4(f) properties impacted:

Pleasant Run Golf Course: *primary trail alignment, a section 4(f) property.*

Existing Condition:

The Pleasant Run Golf Course is part of the Indianapolis Parks system and comprises approximately 5,910 yards in course length. The portion of the golf course property to be used by the project is divided from the golf course proper by the Pleasant Run watercourse and adjacent wooded ravine. This portion is not used as part of the golf course but is instead remains as undisturbed mown lawn and open space. The wooded edge along the ravine provides a sense of separation between the golf course and adjacent parkway thus making the portion of the property seem more attached to the parkway and not the golf course. An existing attached sidewalk system follows the parkway for a majority of the length of the park, but is broken or incomplete in many areas making it disconnected and unreliable as a pedestrian system. A bridge on Arlington Avenue provides unintended access for golf carts across Pleasant Run to a separated golf tee on the other side of the watercourse. This causes somewhat hazardous conditions between northbound traffic on Arlington Avenue and southbound golf cart traffic traveling on the wrong side of the roadway across the bridge to the separated golf tee.

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Basis of 4(f) designation:

The golf course is an active recreation area used by the community for multiple recreational purposes including, but not limited to golf, sledding, and cross-country skiing. The proposed trail improvements will cause a "significant use" to the park by adding a bicycle and pedestrian transportation facility within the park. The trail will serve the park as an additional recreational facility. The proposed improvements will also include the addition of a multi-modal bridge for both pedestrian, bicycle, and golf cart traffic and will resolve safety conflicts that would otherwise go unresolved. Finally, the project will complete the pedestrian transportation system by replacing the failing and incomplete adjacent sidewalk system.

Programmatic Section 4(f) Evaluation: Net Benefit category:

Since the improvements result from a transportation project that seeks to improve the safety, accessibility, and visual character of the affected property with added recreational facilities, this categorical exclusion recommends Programmatic Section 4(f) Evaluation for this property based on *Net Benefit* brought to it by this project. This project meets all the necessary criteria for a Net Benefit Programmatic Evaluation.

Views of official with jurisdiction:

There is agreement with the Parks Department that the project results in an overall enhancement and a net benefit to the public recreation and open space use of the Pleasant Run Golf Course site. A letter of concurrence of net benefit was received from the City of Indianapolis Parks Department Resource Development Administrator, Don Colvin.

List of Programmatic Section 4(f) Net Benefit Applicability Criteria:

1. The proposed transportation project uses a Section 4(f) park, recreation area, wildlife or waterfowl refuge, or historic site.
2. The proposed project includes all appropriate measures to minimize harm and subsequent mitigation necessary to preserve and enhance those features and values of the property that originally qualified the property for Section 4(f) protection.
3. For historic properties, the project does not require the major alteration of the characteristics that qualify the property for the National Register of Historic Places (NRHP) such that the property would no longer retain sufficient integrity to be considered eligible for listing. For archeological properties, the project does not require the disturbance or removal of the archaeological resources that have been determined important for preservation in-place rather than for the information that can be obtained through data recovery. The determination of a major alteration or the importance to preserve in-place will be based on consultation consistent with 36 CFR part 800.
4. For historic properties, consistent with 36 CFR part 800, there must be agreement reached amongst the SHPO and/or THPO, as appropriate, the FHWA and the Applicant on measures to minimize harm when there is a use of Section 4(f) property. Such measures must be incorporated into the project.
5. The official(s) with jurisdiction over the Section 4(f) property agree in writing with the assessment of the impacts; the proposed measures to minimize harm; and the mitigation necessary to preserve, rehabilitate and enhance those features and values of the Section 4(f) property; and that such measures will result in a net benefit to the Section 4(f) property.
6. The Administration determines that the project facts match those set forth in the Applicability, Alternatives, Findings, Mitigation and Measures to Minimize Harm, Coordination, and Public Involvement sections of this programmatic evaluation.

The proposed action included all possible planning to minimize harm, includes appropriate mitigation measures and has the written agreement and approval of the officials having jurisdiction over the Section 4(f) resources.

****See Appendix D for Section 4(f) Jurisdiction Letter of Concurrence.****

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Air Quality – If this is an added capacity project, include MPO 20-year Transportation Plan (TP) reference that affirms that this project's design concept and scope was modeled, if the project adds capacity and is in an air quality non-attainment or maintenance area.

This project does not add capacity and therefore does not require conformity analysis.

Noise – Summarize or attach noise analysis, including where noise abatement may be reasonable and feasible.

In accordance with the INDOT Highway Traffic Noise Policy approved by the Federal Highway Administration and effective on October 15, 1997, this action requires no formal noise analysis and is exempt from construction noise requirements.

Wetlands – Describe or attach (1) wetland size and impacts, (2) functions & values, (3) possible mitigation, and (4) any applicable plan sheets.

According to the National Wetlands Inventory (NWI) Map , two (2) wetlands are located near the proposed trail corridor.

****See Appendix A for the National Wetlands Inventory Map.****

No wetlands characteristics were identified within the proposed right-of-way during the field inspection of the proposed project area. Runoff from construction activities will be addressed per Indiana Department of Environmental Management (IDEM) Rule 5 requirements. Therefore, this project will not impact any jurisdictional or isolated wetlands.

****See Appendix D for Shrewsberry and Associates letter regarding Wetlands.****

Sole Source Aquifers - Describe or attach (1) plans showing extent of SSA, (2) communities depending on SSA, and (3) coordination conducted to date with the USEPA.

This project is not located within any legally designated Sole Source Aquifer boundary.

Threatened and Endangered Species/Flora and Fauna – Include summary of coordination with USFWS/IDNR.

Comments:

A summary of the United States Department of the Interior Fish and Wildlife Service (USFWS) / IDNR comments regarding project impacts are as follows:

- This proposal will require the formal approval of IDNR for construction in a floodway, pursuant to the Flood Control Act (IC 14-28-1).

USFWS / IDNR Recommendations:

Based on the USFWS / IDNR review of the plans provided to them they recommend the following summarized mitigation measures be included in the final project plans to minimize adverse impacts on fish and wildlife resources:

1. Keep area disturbance as narrow as possible to minimize negative impacts.
2. Focus on maintaining larger blocks of undisturbed habitat by routing the project along the edge of larger habitat areas.
3. Make use of previously disturbed areas that have the potential to be restored rather than impacting a previously undisturbed area.
4. Avoid unnecessary stream crossings by modifying existing stream crossings or avoid crossing the stream altogether.

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5. Avoid perpendicular fragmentation of riparian areas (streamside habitat), instead route the trail parallel to the stream and make use of existing edges (the landward edge of the riparian habitat).
6. Avoid sensitive fish, wildlife, and botanical resources.
7. Screen sensitive wildlife habitat from the trail corridor.
8. When possible implement native plant species.
9. Mitigate the loss of riparian habitat at a 2:1 ratio directly adjacent to existing habitat with woody native plant species.

A Biological Assessment (BA) is not required for this project.

The consultant will adjust the design to allow for as many recommendations as possible to be incorporated into the final design and implementation of the project. Avoidance of clearing mature trees is planned within the scope of this project. All clearing is planned during the period from October to March. The proposed trail will follow previously disturbed areas. Water crossings will be constructed to minimize in-stream work and impacts. No channel changes will result from any of the crossings.

Agriculture – Describe or attach (1) amount of prime and non-prime farmland impacted, (2) discuss farmland conversion impacts, and (3) Farmland Conversion Impact Rating Sheet (Form AD-1006).

As per the Natural Resource Conservation Service, no prime farmland will be impacted and therefore the requirements of the Farmland Protection Act (FPPA) are not applicable. The form AD-1006 is not required to be completed. No alternates, other than those discussed in this document will be considered without a re-evaluation of the potential impacts to prime farmland.

Socioeconomic – Describe or attach temporary and permanent economic and social effects of the proposed project.

Economic Effects:

No economic losses are anticipated. One (1) residential relocation will occur, but will not cause a significant economic or social impact. The proposed trail is seen to be a potential economic catalyst for the east side of Indianapolis. It will provide additional incentive to attract future developments to the lagging area and will provide additional transportation access to the existing commercial areas.

Social Effects:

No significant or disproportional impacts to the surrounding area including residential areas, businesses, low-income, elderly, handicapped, pedestrian, racial, religious, or ethnic groups are anticipated. Once completed, the adjacencies, as well as the community of Indianapolis and visitors will enjoy the improved regional connectivity on the east side of Indianapolis, which is under-served by the existing infrastructure network. It is likely that Indianapolis as a community will have a stronger awareness of alternative transportation opportunities and will also become a healthier community by utilizing the greenways that exist as seen in other communities where greenway systems have been implemented.

Detours/Traffic Maintenance – Describe any detours used during construction.

Traffic maintenance will consist of the use of flaggers, barrels/drums, and construction signing. Local detours will be provided to lessen traffic volume during construction. Continual access will be provided to all drives and entrances.

Section 6(f) – Describe any property that may be impacted that was purchased or improved through the Land and Water Conservation Fund Program. Any property taken must be replaced.

No land acquired with or improved by the Land and Water Conservation Fund (LWCF) will be impacted by this project. Therefore, there will be no Section 6(f) impacts associated with this project.

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Other construction projects – Describe other roadway design or construction projects in the area.

No projects have been identified.

Permits/Mitigation – Are there any permits that must be applied for in final design? If so, list them. What are the current mitigation requirements for this project? Differentiate between “Firm” and “Optional” commitments.

Permits:

- ACOE Section 404 permit – regional/general (construction over all water crossings)
- IDEM Section 401 Water Quality Certification
- IDEM/ NPDES Rule 5 permit (disturbed acreage greater than five (5) acres)
- IDNR Construction in a Floodway

Mitigation Measures:

Firm Commitments

1. Section 106:

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities discovery of such items will be reported to the Department of Natural Resources within two (2) business days in accordance with Indiana Code 14-21-1-27 and 29, and reasonable efforts will be made to avoid, minimize, or mitigate adverse effects in accordance with 36 C.F.R. 800.13.

2. Threatened and Endangered Species/ Flora and Fauna:

Clearing of trees and understory will not be performed outside of the construction limits.

3. Threatened and Endangered Species/ Flora and Fauna:

Avoidance of clearing mature trees will be planned within the final design plans of this project as feasible.

4. Threatened and Endangered Species/ Flora and Fauna:

“DO NOT DISTURB” signs at the construction limits will be posted.

5. Threatened and Endangered Species/ Flora and Fauna:

Landscape enhancements along the corridor will consist of native vegetation.

6. Threatened and Endangered Species/ Flora and Fauna:

Channel work will be avoided during the fish-spawning season (April 1 through June 30).

7. Hazardous Waste:

Materials identified as containing potential hazardous materials will be characterized and removed for appropriate disposal as part of the construction phase.

8. Hazardous Waste:

If contaminated soils are encountered, contaminated soils that are disturbed will be disposed of in an approved landfill. Exposed residual soils will be covered with constructed asphalt trail.

9. Construction Activities:

All construction activities will be limited to normal working hours so as to not disturb adjacent properties unless otherwise authorized by regulating agencies.

10. Construction Activities:

All construction equipment will be maintained to provide proper noise abatement for adjacent properties.

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11. Construction Activities:

Provision shall be made for prompt removal from traveled roadways of all dirt and other materials that have been deposited thereon by operations concerned with the project whenever the accumulation is sufficient to cause the formation of dust or mud, interfere with drainage, damage pavements, or create a traffic hazard. Construction methods and means shall be employed to keep flying dust and air pollution to a minimum. Provision shall be made for the control of dust on the project and on roads, streets, and other areas affected by the project wherever such dust affects traffic or buildings, or construction materials. The materials and methods used for dust control shall be subject to approval.

Karst/Topography/Geology – Does the Karst MOA apply? If so, please explain.

This project does not lie within the designated potential Karst features area of the state. No Karst features are known to exist within or immediately adjacent to the proposed project. The 1993 Memorandum of Understanding (MOU) is not applicable.

Hazardous Waste – Is there any additional evaluations or remediation work that has to be done regarding hazardous or contaminated material? If so, please explain.

There are no recorded hazardous waste sites along the proposed corridor. The potential may exist for hazardous substances to have been spilled or released along the route due to typical, historic railroad activities. A phase 2 study will be performed in project areas where earthmoving activities will disturb soils at a depth of 24 inches or greater.

A Phase I Initial Site Assessment (ISA) was performed December 16, 2004 and January 5, 2005 to identify potential environmental defects that could adversely affect the value or disposition of the property at 203 Good Avenue. The ISA report identified the following potential issues:

- 1) Suspect Asbestos Containing Materials (SACM's) within one of the existing structures. Sampling of the SACM's was recommended if remodeling or demolition activities were planned that may impact these materials. At this time, no activities are planned to impact this structure as part of this project.
- 2) The following materials were identified on the site that may contain hazardous materials:
 - a) Light Ballasts
 - b) Potential lead containing solder in plumbing fixtures
 - c) 55-gallon drums and 5 gallon containers located within site structures

Material characterization and removal for appropriate disposal was recommended for these materials. These recommendations will be followed as mitigation measures for the potential hazardous materials during the construction phase.

- 3) Potential subsurface contaminants may occur within the site as part of the former fuel, coal yard, and railroad activities. The proposed construction methods and mitigation measures will address the potential subsurface contaminants.

****See Appendix D for Potential Hazardous Waste Site Assessment Form.****

****See Appendix D for Phase I Initial Site Assessment (ISA) for 203 Good Avenue.****

****See Appendix D for EDR Radius Map Report.****

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Secondary Impacts/Cumulative Impacts/Others – Discuss any reasonably foreseeable secondary and cumulative impacts from the project. Other environmental impacts not covered under previous topics should be included here.

Travel Patterns:

It is likely that the trail will increase use of alternative transportation modes within the community. It is also likely that the trail will increase the frequency of children within the community walking and biking and thus reducing the amount of daily trips made by parents transporting children to destinations adjacent to the trail.

Visual Impacts:

The trail project will effect a strong beneficial visual impact to the adjacent community by removing trash, debris, and overgrowth from the adjacent corridor and replacing it with a usable park-like transportation corridor.

Neighborhood Revitalization:

The quality of transportation services and the character of the adjoining public right-of-way directly affect neighborhood sustainability and revitalization. As shown in the Indiana Trails Study (2000), greenway trails not only provide a means of alternative transportation, but they also measurably improve the neighborhoods adjacent to them by increasing property values, community awareness, and investment. These are anticipated secondary but positive impacts of the trail project.

Public Involvement – Will the opportunity for a public hearing be offered?

According to the current FHWA approved INDOT Public Involvement Procedures, the offering of the opportunity for a public hearing will be required.

An initial public information meeting was held on June 18, 2003. Multiple meetings were conducted after the initial public meeting with adjacent stakeholders to address individual questions and concerns. The public was invited by legal notice placed in the Terre Haute Tribune Star on June 17, 2006 and June 19, 2006 to make comment on the FHWA approved determination of “no historic properties affected”.