FEASIBILITY STUDY

FOR THE DEVELOPMENT OF

75TH STREET PATH PROJECT

TOWN OF MERIDIAN HILLS MARION COUNTY, INDIANA

> Submitted: June 29, 2018

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Introduction

It is the intent of this study to discover and investigate the feasibility of constructing a multi-use path in the Town of Meridian Hills along 75th Street between Spring Mill Road and North College Avenue, and to provide guidance on the selection of design criteria and considerations for the proposed pathway. The following sections of the study will discuss options for preferred path typical sections and alignments to meet the needs of the Town and will discuss potential impacts to the proposed path facility due to the existing right-of-way of 75th Street, topography and drainage patterns, and existing utilities within the project limits. Ultimately, the study will provide recommendations on a preferred typical section and alignment of the proposed path facility, as well as estimates for associated project costs.

Background

Through conversations with members of the Town, it was identified that there is a need to create a path facility that would begin improving the walkability of the Town for its residents, provide a safe recreational bike facility that can be used by families of all ability levels within the Town, help provide a safer route to local schools, and provide connectivity to nearby trails, shopping and other amenities for the residents of the Town. To meet these needs, it was discussed that the path facility should be centrally located within the Town and be located near the local schools and should provide connection to existing path/trail facilities (Monon Trail connection at 75th Street) and shopping (Broad Ripple via the existing College Avenue path). Additionally, it was discussed that the location of the path facility should be located within existing or obtained Town right-of-way to provide possible grant funding opportunities for the proposed project, and to provide for long-term control and maintenance of the facility to ensure that the facility will be an asset to the Town in perpetuity.

After considering the Town's intent for the proposed facility, and reviewing the Town's jurisdictional roadway limits, it was determined that the preferred location of the proposed path facility would be along 75th Street and would extend across the boundary of the Town from Spring Mill Road to North College Avenue. Further, the path facility should be a shared-use sidepath, which accommodates a combination of low-speed recreational and family bike users, and pedestrian users. The existing onstreet bike lanes along 75th Street will be maintained, and the existing pattern of high-speed commuter bike users will be largely maintained within the existing bike lanes. The proposed sidepath will supplement the existing bike lanes and will provide increased access and safety to the recreational bike users, family users, and pedestrians.

As indicated above, one of the objectives of this study is to provide recommendations for the geometric layout of the proposed path facility, and to determine the most appropriate and feasible location / alignment of the path. The recommended design criteria and considerations for the proposed path facility will be based on the identified preferences and needs of the Town, and from published standards and design guidelines and best engineering practices for shared-use sidepath facilities. The guiding documents that will be considered within this study include the following: AASHTO – Guide for the Development of Bicycle Facilities; NACTO – Urban Bikeway Design Guide; ADA – Americans with Disabilities Act; and PROWAG – Public Rights-of-Way Accessibility Guidelines.

Design Recommendations

The following section will provide recommendations for some of the pertinent design criteria based on consideration of the guiding documents listed above and will also provide a recommendation of the most cost-effective and feasible alignment of the path facility along 75th Street from Spring Mill Road to College Avenue.

Recommended Design Elements:

- Path Width = 10 ft. (desired) / 8 ft. (minimum (only in isolated areas due to environmental features))
- Path Shoulder Width (max. slope: 1V:6H) = 3-5 ft. (desired) / 2 ft. (minimum)
- Path Separation = 6 ft. (desired (based on drainage needs)) / 5 ft. (minimum based on AASHTO) / 0 ft. (minimum (if curbed and only in isolated areas due to environmental features))
- Required Half Right-of-Way Width = 35 ft. (desired)
- Cross-Slope = 1.5 % (desired) / 2.0 % (maximum) / 1.0 % (minimum)
- Maximum Running Slope = ≤ 5% (maximum for path, unless roadway grade is steeper)/ 8.33 % (maximum for ramp)
- Minimum Path Section: 1.5" HMA Surface, 9.5 mm, ON 2.5" HMA Intermediate, 19.0 mm, ON 6" Compacted Aggregate #53 Base, ON Compacted Subgrade (Geogrid where necessary)
- Path Design Speed = 18 mph

Recommended Alignment:

The primary objective in determining the alignment of the proposed path facility is to create a path that promotes the safety of all users. Further, the main factors in promoting the safety of all users is to minimize the possibility of conflict between path users and vehicles by limiting the number of street crossings that path users need to perform, and to maintain proper separation and barriers between path users and vehicles. To limit street crossings, it is recommended that the proposed path facility be located in its entirety on either the north side or south side of 75th Street. If it is determined that there is a benefit to crossing 75th Street, the only appropriate crossing would be at the Meridian Street intersection, where the crossing is signalized. Another

objective of the design of the path facility will be to create the most feasible and costeffective path placement and alignment. The feasibility of the path alignment is based on several factors, which include: minimizing right-of-way needs; minimizing costs to mitigate topography and drainage concerns; and minimizing utility conflicts.

Based on the goals and information above, it was determined that 75th Street should be analyzed in four (4) quadrants: NW – north side of 75th Street between Spring Mill Road and Meridian Street; SW – south side of 75th Street between Spring Mill Road and Meridian Street; NE – north side of 75th Street between Meridian Street and College Avenue; SE – south side of 75th Street between Meridian Street and College Avenue. The feasibility of path development on each parcel, in each quadrant, will be investigated and categorized as either: Preferred; Feasible; Problematic; or Difficult. The **Preferred** parcels are defined as parcels that will allow installation of the preferred design criteria without the need to obtain additional right-of-way, and that require minimal work to mitigate topographic, drainage, or utility concerns. The *Feasible* parcels are defined as parcels that will allow installation of the preferred design criteria, or slight modifications to preferred design criteria, with little to no right-of-way acquisition, and minimal additional work to mitigate topographic, drainage, or utility concerns. The **Problematic** parcels are defined as parcels that cannot accommodate the preferred design criteria without obtaining greater right-of-way than the width listed in the recommended design elements above, and/or requires an extensive amount of additional work to mitigate topographic, drainage, or utility concerns. Lastly, the **Difficult** parcels are defined as parcels that will require a drastic modification to the recommended design criteria, and/or will require an extreme amount of additional work to allow for any path development on the parcel. Parcel investigation is summarized below in Table 1 - Parcel Investigation. The quadrants with the greater percentage of preferred and feasible (cost-effective) parcels will be selected as the alignment for the proposed path facility. Right-of-Way needs, topography and drainage, and utility conflicts are discussed in the following sections.

Parcel Number	Quadrant	Category	Comments
			No R/W acquisition anticipated. May require slight
			modification to preferred design criteria due to
1	NW	Preferred	drainage. No utility conflicts anticipated.
			R/W needed for preferred design criteria, and
			additional R/W needed for IPL relocation. No
			excessive clearing or grading anticipated. Conflict
2	SW	Problematic	with IPL poles.
			R/W needed for preferred design criteria, and
			additional R/W needed for IPL relocation. Landscape
			clearing and possible conflict with existing driveway.
			No excessive grading anticipated. Conflict with IPL
3	SW	Problematic	poles.

			No R/W acquisition anticipated. No excessive
			clearing or grading anticipated. No utility conflicts
4	NW	Preferred	anticipated.
			No R/W acquisition anticipated. Some landscaping
			clearing needed, but no excessive grading anticipated.
5	NW	Preferred	No utility conflicts anticipated.
			R/W needed for preferred design criteria, and
			additional R/W needed for IPL relocation. Landscape
			clearing and possible conflict with fence and pool.
6	SW	Problematic	Conflict with IPL poles.
			R/W needed for preferred design criteria, and
			additional R/W needed for IPL relocation. Extensive
7	SW	Problematic	landscape and tree clearing. Conflict with IPL poles.
			No R/W acquisition anticipated. No excessive
			clearing or grading anticipated. No utility conflicts
8	NW	Preferred	anticipated.
		i i cici i cu	R/W is anticipated to be provided by property owner.
			No clearing needed. No excessive grading anticipated.
9	NW	Preferred	No utility conflicts anticipated.
9		Fleielleu	R/W needed for preferred design criteria, and
			,
			additional R/W needed for IPL relocation. Extensive
10	CIAZ	Dubbout	landscape and tree clearing. No excessive grading
10	SW	Problematic	anticipated. Conflict with IPL poles.
			R/W needed for preferred design criteria, and
			additional R/W needed for IPL relocation. Some tree
	<u>ann</u>		clearing needed. No excessive grading anticipated.
11	SW	Problematic	Conflict with IPL poles.
			Extra R/W needed for preferred design criteria, and
			additional R/W needed for IPL relocation. Extensive
			tree clearing needed if path is moved behind poles.
			No excessive grading anticipated. Possible conflict
12	SW	Problematic	with IPL poles.
			R/W is anticipated to be provided by property owner.
			Heavy clearing needed, but mostly brush. No
			excessive grading anticipated. Irrigation backflow
13	NW	Feasible	preventer will need to be relocated.
			R/W needed for preferred design criteria. Possibly
			modify preferred section to keep existing fence.
			Modified typical section will require one tree to be
			removed, and no excessive grading anticipated.
14	NW	Feasible	Hydrant relocation required.
			No R/W acquisition anticipated. Large amount of
			fence removal if existing IPL poles are avoided.
			Additional R/W would be needed if poles cannot be
			avoided. No excessive grading anticipated. Possible
15	SW	Feasible	conflict with IPL poles.
L			F

			Parcel is extremely difficult. R/W needed for
			preferred design criteria. Preferred design criteria is
			in conflict with existing brick wall and IPL poles.
			There does not appear to be sufficient room to
16	SW	Difficult	relocate the IPL line across this parcel.
			R/W needed for preferred design criteria. Significant
			driveway replacement due to ADA concerns.
			Extensive tree clearing (trimming) required if typical
			section isn't modified. No excessive grading or utility
17	NW	Problematic	conflicts anticipated.
			R/W needed for preferred design criteria.
			Recommend to modify preferred section to keep
			existing fence, and eliminate need for R/W. Some tree
			and brush removal will be necessary and recommend
			to relocate existing small pine trees to the back side of
			fence. No excessive grading anticipated. Potential
18	NE	Feasible	conflict with guy wires.
			No R/W acquisition anticipated. Recommend to
			modify preferred section to minimize grass strip to
			locate path between pine trees and power poles to
			eliminate need for additional R/W. At a minimum,
			tree trimming will be needed. Maintaining preferred
			design criteria will cause large tree removal. No
			excessive grading anticipated. Try to avoid conflicts
19	SE	Feasible	with IPL.
	01	T cubible	No R/W acquisition anticipated. Recommend to
			continue modified typical section with smaller grass
			strip. No excessive clearing or grading anticipated. No
20	SE	Preferred	utility conflicts anticipated.
20	01	Treferreu	R/W needed for preferred design criteria.
			Recommend to slightly modify preferred section to
			keep existing fence, and eliminate need for R/W.
			Some brush and landscaping removal need, but no
			excessive grading anticipated. Large driveway
			reconstruction. Potential conflict with IPL secondary
21	NE	Feasible	service pole.
<u> </u>		I Casible	Parcel is extremely difficult. Less than 8 ft. between
			power poles and existing fence/trees, so relocation of
			poles and modified typical section would be required,
			or excessive fence and tree removal and impacts to
			•
			existing driveway to eliminate need for IPL relocation.
			Relocation would likely require additional R/W, and
22	SE	Difficult	there does not appear to be sufficient room to
) SE	Difficult	relocate the IPL line across this parcel.
			Increased amount of R/W needed for preferred
			design criteria. Modify typical section to possibly
22	CE.	Duchlemette	eliminate need for IPL relocation and additional R/W
23	SE	Problematic	acquisition. Large tree removal required.

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			No R/W acquisition anticipated. No excessive
			clearing or grading anticipated. No utility conflicts
			anticipated. Tree clearing was already completed by
24	NE	Preferred	current home reconstruction.
			No R/W acquisition anticipated. No excessive
			clearing or grading anticipated. No utility conflicts
25	NE	Preferred	anticipated.
			Increased amount of R/W needed for preferred
			design criteria. To eliminate need for IPL relocation
			and additional R/W acquisition, large tree removal
26	SE	Problematic	required. Conflicts with existing guy wires.
			R/W needed for preferred design criteria, and
			additional required due to Rt. turn lane at
			intersection. Excessive amount of driveway
			replacement due to ADA concerns. Some amount of
			retaining walls or excessive amount of grading
			anticipated due to topography and drainage. A large
27	SE	Difficult	tree removal required to avoid IPL conflict.
			No R/W acquisition anticipated. Heavy clearing and
			large tree removal will be necessary, but no excessive
28	NE	Feasible	grading is anticipated. No utility conflicts anticipated.
			No R/W acquisition anticipated. It is anticipated that
			there will be increased fill and tree clearing necessary.
29	NE	Feasible	No utility conflicts anticipated.
			R/W needed for preferred design criteria, and
			additional R/W needed for relocation of IPL power
			poles. Large amount of tree removal is needed, and
			there will be conflicts with existing driveway.
30	SE	Difficult	Grading and drainage concerns.
			R/W needed for preferred design criteria. Some tree
			and brush removal will be necessary, but no excessive
			grading anticipated. No utility conflicts are
31	NE	Feasible	anticipated.
			R/W needed for preferred design criteria. Some tree
			and brush removal will be necessary, but no excessive
			grading anticipated. No utility conflicts are
32	NE	Feasible	anticipated.
			R/W needed for preferred design criteria, and
			additional R/W needed for relocation of IPL power
			poles. On-street parking removal and replacement of
			depressed curb and gutter required. Increased
			grading on east side of property, and tree and fence
			removal on west side of property. Conflicts with IPL
			power poles and ground-mounted communications
33	SE	Problematic	pedestals.
			F

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			R/W needed for preferred design criteria.
			Recommend to modify typical section. Beneficial that
			residence has a large setback from 75 th Street and
			won't be impacted. Excessive amount of driveway
			replacement due to ADA concerns. Some amount of
			retaining walls or excessive amount of grading
			anticipated due to topography. Heavy tree and brush
34	NE	Difficult	clearing. Potential hydrant relocation.
			Increased amount of R/W needed for preferred
			design criteria, and additional R/W needed for IPL
			relocation. The large R/W needs on the east parcel is
			problematic for development of the parcel. Increased
35	SE	Problematic	grading on west side or parcel.
	51	Troblematic	R/W acquisition is likely due to conflict with IPL
			power poles. Path installation will require a
			significant modification to typical section, or
			relocation of IPL facilities, which will require
			additional R/W. Some amount of retaining walls or
			excessive amount of grading anticipated due to
36	SE	Difficult	topography. Tree removal required.
	SE	Difficult	
			No R/W acquisition anticipated. No excessive
27	NE		clearing or grading anticipated. No utility conflicts
37	NE	Preferred	anticipated.
			No R/W acquisition anticipated. Large portion of
			parcel is "Preferred", except the east end may require
			a modification to typical section or isolated area of fill
			placement and culvert extension. No excessive
			clearing is anticipated, only tree trimming. No utility
38	NE	Feasible	conflicts anticipated.
			R/W acquisition is likely as conflict with IPL power
			poles will probably require relocation. Some amount
			of retaining walls or significant amount of grading
			anticipated due to topography. Tree and landscape
			removal, culvert extension, and ditch grading
39	SE	Difficult	required.
			Increased amount of R/W needed for preferred
			design criteria, and additional R/W needed for IPL
			relocation. Heavy clearing required, especially for
			additional R/W area for relocation. Some amount of
			retaining walls or excessive amount of grading
40	SE	Problematic	anticipated due to topography.
			Increased amount of R/W needed for preferred
			design criteria. Large amount of tree removal
			required. Some amount of retaining walls or
			excessive amount of grading anticipated due to
			topography. Recommend modification to the typical
			section to decrease impacts. Significant amount of
			driveway replacement due to ADA concerns. No
41	NE	Difficult	utility conflicts anticipated.
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			Increased amount of R/W needed for preferred
			design criteria. Heavy clearing required, and
			significant amount of grading and culvert extension
			due to topography and drainage. No utility conflicts
42	NE	Problematic	anticipated.
			Increased amount of R/W needed for preferred
			design criteria, and additional R/W needed for IPL
			relocation. Heavy clearing required, especially for
			additional R/W area for relocation. Some amount of
			retaining walls or excessive amount of grading
			anticipated due to topography. Culvert extension and
43	SE	Difficult	ditch grading required.
			Increased amount of R/W needed for preferred
			design criteria, and additional R/W needed for IPL
			relocation. Heavy clearing required, especially for
			additional R/W area for relocation. Some amount of
			retaining walls or excessive amount of grading
44	SE	Difficult	anticipated due to topography.
			Increased amount of R/W needed for preferred
			design criteria. Heavy clearing required, and
			significant amount of grading and culvert extension
			due to topography and drainage. No utility conflicts
45	NE	Problematic	anticipated.
			Increased amount of R/W needed for preferred
			design criteria. Recommend modifications to typical
			section to decrease impacts. Some amount of
			retaining walls or excessive amount of grading
			anticipated due to topography. Some additional
			amount of driveway replacement due to ADA
46	NE	Problematic	concerns. No utility conflicts anticipated.
			Parcel is extremely difficult. Increased amount of
			R/W needed for preferred design criteria. Excessive
			amount of retaining walls and railing will be
			necessary. Large amount of tree clearing will be
47	SE	Difficult	necessary. Potential conflict with IPL facilities.
			Increased amount of R/W needed for preferred
			design criteria. Recommend modifications to typical
			section to decrease impacts. Some amount of
			retaining walls or excessive amount of grading
			anticipated due to topography. Significant tree
			clearing required on east side of property at College
48	NE	Problematic	Ave. No utility conflicts anticipated.
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Table 1 – Parcel Investigations

As can be seen in **Table 1**, the breakdown of the parcel investigations is as follows:

- NW Quad Preferred 4 / Feasible 3 / Problematic 1 / Difficult 0
 % of Preferred or Feasible = 7/8 = 88%
- **SW Quad** Preferred 0 / Feasible 1 / Problematic 7 / Difficult 1
 - \circ % of Preferred or Feasible = 1/9 = 11%

- NE Quad Preferred 3 / Feasible 7 / Problematic 4 / Difficult 2
 % of Preferred or Feasible = 10/16 = 63%
- SE Quad Preferred 1 / Feasible 1 / Problematic 5 / Difficult 8
 % of Preferred or Feasible = 2/15 = 13%

Therefore, based on the data provided above, the recommended alignment for the proposed path facility would be on the north side of 75th Street for the entirety of the project.

<u>Right-of-Way</u>

Property research and review of City of Indianapolis GIS maps were completed to establish the existing R/W limits along 75th Street, and to determine the anticipated R/W needs of the project. Within the project limits, 75th Street currently has twenty-four (24) adjoining parcels on the north side of 75th Street and twenty-four (24) adjoining parcels on the south side of 75th Street, as listed in **Table 2 – Right-of-Way** below. Refer to Appendix A for the vicinity and location map of 75th Street and a 75th Street Existing R/W Exhibit. A Route Survey will be necessary to re-establish all R/W lines and confirm the anticipated existing R/W widths listed in the table.

Table 2 also includes an estimated amount of additional R/W necessary to build the preferred typical path section discussed previously. As indicated, this is an estimated amount, and is subject to change based on a Route Survey and topographic survey, modifications to the typical path section during design, etc. The parcels indicated in bold type are the parcels located on the north side of 75th Street, as this is the recommended path alignment. As can been seen on Table 2, locating the proposed path on the north side of 75th Street limits the R/W needs for the project. In large part, this is due to the need for an additional 15 feet wide to relocate the existing IPL 3-phase overhead facilities where necessary on the south side of the street. It is currently estimated that R/W will be needed from twelve (12) of the twenty-four (24) parcels on the north side of 75th Street.

Parcel Number	Property Address	Property Owner	Existing R/W Width	Estimated Additional R/W Needed
1	7501 Spring Mill Rd Indianapolis, IN 46260	JASON M. & JAMIE BRYANT	45 ft.	NONE
2	275 W 75th St Indianapolis, IN 46260	MICHAEL R. & ALICIA A. MOORE	25 ft.	25 ft. (4,720 sq.ft.)
3	201 W 75th St Indianapolis, IN 46260	TRAVIS & JESSICA BONNELL	25 ft.	25 ft. (4,715 sq.ft.)
4	222 W 75th St Indianapolis, IN 46260	VIRGIL W. & EMILY FLOYD HUNT	45 ft.	NONE

5	190 W 75th St Indianapolis, IN 46260	AMY C. GROTLAND	45 ft.	NONE
5	Indianapons, in 40200	TIMOTHY E. OPRISU &	4510.	NONE
_	7457 Holliday Dr W	NICOLE A. HARLAN-		
6	Indianapolis, IN 46260	OPRISU	25 ft.	25 ft. (4,000 sq.ft.)
7	7480 Holliday Dr E Indianapolis, IN 46260	LEO J. MCCARTHY	25 ft.	$25 \pm (4.000 \text{ as } \pm)$
/	150 W 75th St	LEO J. MCCARTHI	25 IL.	25 ft. (4,000 sq.ft.)
8	Indianapolis, IN 46260	MARYA E. JONES	45 ft.	NONE
0	7650 N Illinois St	ROMAN CATHOLIC	10.6	25 ft. (9,000 sq.ft.) TO BE DEDICATED
9	Indianapolis, IN 46260	ARCHDIOCESE	10 ft.	BY OWNER
10	7481 Holliday Dr E Indianapolis, IN 46260	JOSEPHINE BECK- JENNINGS	25 ft.	25 ft. (3,250 sq.ft.)
10	121 W 75th St	JENNINGS	25 10.	23 II. (3,230 Sq.II.)
11	Indianapolis, IN 46260	CAROL J. BESORE	25 ft.	25 ft. (3,125 sq.ft.)
	7480 N Illinois St	FRANK & VALERIE		
12	Indianapolis, IN 46260	ESPOSITO	10 ft.	40 ft. (7,405 sq.ft.)
	7501 N Illinois St			R/W CURRENTLY BEING DEDICATED
13	Indianapolis, IN 46260	JULIA K. BIRGE	10 ft.	BY OWNER
	50 W 75th St	ANN ELIZABETH		
14	Indianapolis, IN 46260	MCCREADY	10 ft.	25 ft. (4,500 sq.ft.)
15	7499 N Illinois St Indianapolis, IN 46260	THELMA S. BLICKMAN	45 ft.	5 ft. (1,450 sq.ft.)
16	25 W 75th St Indianapolis, IN 46260	BRADLEY R. & CATHLEEN E. LITZ	25 ft.	25 ft. (7,498 sq.ft.)
17	7502 N Meridian St Indianapolis, IN 46260	SAMUEL C. RAMAGE	25 ft.	10 ft. (2,247 sq.ft.)
18	7501 N Meridian St Indianapolis, IN 46260	JERRY A. & MELISSA A. WILEY	25 ft.	10 ft. (3,000 sq.ft.)
10	7497 N Meridian St	KEVIN & JOCELYN	23 IL.	
19	Indianapolis, IN 46260	SIFFERLEN	45 ft.	NONE
20	33 E 75th St Indianapolis, IN 46240	PAMELA S. POWERS	45 ft.	NONE
	7502 N Pennsylvania St	GREGORY L. & IDELLAN		
21	Indianapolis, IN 46240	SIMMONS	25 ft.	10 ft. (2,897 sq.ft.)
22	7498 N Pennsylvania St Indianapolis, IN 46240	DAVID E. & KAREN R. ISAACS	45 ft.	5 ft. (1,284 sq.ft.)
23	7499 N Pennsylvania St Indianapolis, IN 46240	KATHERINE M. & JEFFREY FINLEY	10 ft.	25 ft. (6,200 sq.ft.)
24	7501 N Pennsylvania St Indianapolis, IN 46240	RASHID & SAEEDAKHAIRI KHAIRI	45 ft.	NONE

25	110 E 75th St Indianapolis, IN 46240	MELISSA M. MCCOY	45 ft.	NONE
26	111 E 75th St Indianapolis, IN 46240	MARY G. & JAMES L. JACKSON	10 ft.	25 ft. (2,613 sq.ft.)
27	7454 N Washington Blvd Indianapolis, IN 46240	LARRY & LISA SABLOSKY	25 ft.	10 ft. (2,495 sq.ft.)
28	130 E 75th St Indianapolis, IN 46240	WILLIAM M. & JANET F. TAYLOR	45 ft.	NONE
29	160 E 75th St Indianapolis, IN 46240	SANDRA A. WELSH	45 ft.	NONE
30	7455 N Washington Blvd Indianapolis, IN 46240	ERIC M. & SUSANNAH B. GERSHMAN	25 ft.	25 ft. (4,855 sq.ft.)
31	202 E 75th St Indianapolis, IN 46240	THOMAS J. & DEBORAH A. LEIPZIG	25 ft.	10 ft. (1,770 sq.ft.)
32	464 E 75th St Indianapolis, IN 46240	THOMAS & JANE VAN DER MEULEN	25 ft.	10 ft. (1,250 sq.ft.)
33	365 E 75th St Indianapolis, IN 46240	TED & JOY REESE	25 ft.	25 ft. (4,001 sq.ft.)
34	474 E 75th St Indianapolis, IN 46240	MARCIA R. TAYLOR	25 ft.	10 ft. (3,064 sq.ft.)
35	475 E 75th St Indianapolis, IN 46240	R.C. WALKER	10 ft.	40 ft. (11,188 sq.ft)
36	7485 Central Ave Indianapolis, IN 46240	ERIN LESLIE MCCAMMACK	45 ft.	5 ft. (956 sq.ft.)
37	7501 Central Ave Indianapolis, IN 46240	KEVIN MCKINNEY	45 ft.	NONE
38	510 E 75th St Indianapolis, IN 46240	JEEN & MICHELLE M.	45 ft.	NONE
39	7484 N Park Ave Indianapolis, IN 46240	DANE C. & HANNAH F. WILSON	45 ft.	5 ft. (1,100 sq.ft.)
40	601 E 75th St Indianapolis, IN 46240	PT 601 EAST 75TH STREET LLC	10 ft.	40 ft. (5,626 sq.ft.)
41	7504 Morningside Dr Indianapolis, IN 46240	LAWRENCE S. & MARCI J. PRICE	10 ft.	25 ft. (8,688 sq.ft.)
42	7505 Morningside Dr Indianapolis, IN 46240	KAMERON R. & MELISSA SHEPHERD	10 ft.	25 ft. (1,011 sq.ft.)
43	609 E 75th St Indianapolis, IN 46240	PT 609 EAST 75TH STREET LLC	10 ft.	40 ft. (7,200 sq.ft.)
44	619 E 75th St Indianapolis, IN 46240	PARK TUDOR FOUNDATION INC.	10 ft.	40 ft. (8,800 sq.ft.)
45	618 E 75th St Indianapolis, IN 46240	JAMISON J. & HILLARY D. DOWNS	10 ft.	25 ft. (3,717 sq.ft.)

46	622 E 75th St Indianapolis, IN 46240	V. WILLIAM HUNT & MARY ELIZABETH HUNT	10 ft.	25 ft. (3,750 sq.ft.)
47	7466 N College Ave Indianapolis, IN 46240	GUSTIN J. & DENISE M. RAIKOS	10 ft.	40 ft. (12,200 sq.ft)
48	698 E 75th St Indianapolis, IN 46240	COLLEEN M. FIELD	10 ft.	25 ft. (7,025 sq.ft.)

Table 2 – Right-of-Way

Existing Utilities

Electric

Indianapolis Power and Light has existing overhead electric distribution and service facilities along the south side of 75th Street, the east side of Spring Mill Road, the east side of Central Avenue, the east side of Gypsy Hill Road, and the east side of College Avenue. The existing power poles along the south side of 75th Street are primarily located within approximately 10' of the south edge of pavement from Spring Mill Road to College Avenue. Also attached to these poles are communications facilities for AT&T, Comcast and Zayo. In addition to the pole line on the south side of 75th Street, there are multiple service and riser poles on the north side of 75th Street that are either in Right-of-Way, or if not, are in close proximity to the Right-of-Way line. These poles are in the following locations: Parcel 13 has a service pole with 8' separation between the back of curb and edge of pole; on the property line between Parcel 18 and 21 there is a service pole with 11' separation from the existing back of the curb line; and on the property line between Parcel 25 and 28 there is a distribution and service pole with 9' separation from the existing edge of pavement. During site investigations, there was only one apparent underground electric line crossing 75th Street, which was marked on the west side of Illinois Street; however, multiple poles along the south side of 75th Street appear to drop service underground, so it is anticipated that there may be additional underground service lines crossing 75th Street. Please refer to Appendix B for IPL electric utility maps.

Based on site investigations and the aforementioned preliminary path design criteria, it is anticipated that the existing overhead electric facilities indicated above will impact the design of the proposed path facility. The location of the large overhead facility on the south side of 75th Street, combined with the location of the existing Right-of-Way lines, provides the greatest impact to the design of the path facility. To allow for the minimum standard of proposed path construction the majority of the overhead facility would need to be relocated or buried underground. Per conversation with David Skeem of IPL, the preference of an aerial pole line relocation or underground burial would be at the discretion of the Town of Meridian Hills, and the utility would complete the necessary relocation in either scenario. If an aerial relocation is desired, all costs for the creation of the work plans, constructing the relocation and retrofitting any secondary service feeds will be incurred by IPL. The Town will be required to be obtain the necessary easements or

right-of-way necessary to relocate the facility behind the proposed path. In the scenario that the existing overhead facility is converted to an underground facility, the Town of Meridian Hills will be required to be obtain the necessary easements or right-of-way, and would incur the difference in cost between the overhead relocation and the upgraded underground burial. Based on conversations with David Skeem, the minimum width of R/W for the relocation would be fifteen (15) feet.

Based on field measurements to the existing poles on the north side of 75th Street, it is anticipated that the preferred typical path section will likely require the relocation of the existing service/riser poles as necessary; however, any associated delays or additional costs for these relocations will be minimal compared to the relocation of the overhead facility on the south side of 75th street. Additional on-site coordination will be required with IPL to verify what modifications can be completed to existing guy wires in conflict with the proposed path alignment. It is anticipated that the location of the existing power pole at the northeast corner of 75th Street and Springmill Road will likely limit path connection to a curb ramp on 75th Street, with no connection to Springmill Road at the intersection. Additional depth information will be required to determine if there will be any relocation work necessary at the buried street crossings.

Water

Per coordination with Scott Ritter of Citizens Energy Group, there are water main facilities along the north side of 75th Street near the edge of pavement from Spring Mill Road to Meridian Street, from Pennsylvania Street to Park Avenue and from Gypsy Hill Road to College Avenue. The water main is located along the southern edge of pavement from Meridian Street to Pennsylvania Street and from Park Avenue to Gypsy Hill Road. There are water main crossings at every intersection except for Morningside Drive and Gypsy Hill Road.

There are no anticipated conflicts with any of the water main facilities other than hydrant and water meter relocations and adjustments to grade; however, additional depth and location information will be needed to determine locations of service lines that serve residencies to verify no conflicts. It is anticipated that existing hydrants at Parcels 17 and 35 may need to be relocated behind the proposed path construction on the north side of the road. The hydrant at parcel 44 would need to be relocated if the path is to be constructed on the south side of 75th Street. It is anticipated that any other hydrants will be able to remain in place. Parcel 46 has a water meter pit that will likely need to be relocated or adjusted to grade due to the proposed path construction. Additional service line depth and location information will be necessary to determine if there will be any conflicts in areas of significant grade change to construct the proposed path.

Please refer to Appendix B for the existing Citizens Energy Water utility map.

Sanitary

According to GIS maps, Citizens Sewer has sanitary sewer facilities along the south side of 75th Street from Parcel 11 connecting to an existing main along the west side of Meridian Street. An existing sanitary sewer main crosses 75th Street on the west side of Illinois Street, and another main crosses 75th Street on the east side of Meridian Street. Another sanitary main flows east within 75th Street that begins at Parcel 20 and connects into a main along the east side Pennsylvania Street. Beginning at Parcel 25, a sanitary main flows east on the north side of 75th Street beyond College Avenue. At the Washington Boulevard and Central Avenue intersections, facilities connect into the main along 75th Street. Two facilities from Park Avenue and Morningside Drive also connect into the 75th Street main. Sanitary facilities along the west side of College Avenue connect into the 75th Street main.

There are currently no anticipated conflicts between the proposed path construction and any of the existing sanitary mains in the project area; however, if any storm sewer installation is determined to be necessary during detailed design on the project, potential conflicts will need to be analyzed. The design of any storm sewer installations will be completed to avoid conflicts. Additional sanitary lateral depth and location information will be necessary to determine if there will be any conflicts in areas of significant grade change to construct the proposed path. Any adjustments to the existing sanitary facilities will be the responsibility of the project.

Please refer to Appendix B for the existing Citizens Energy Sanitary Sewer utility map.

Gas

Per coordination with Rich Miller of Citizens Energy Group, there are existing gas main facilities on the south side of 75th Street from Spring Mill Road to Pennsylvania Street and from Parcel 29 to College Avenue. An existing gas main is also located on the north side of 75th Street from Meridian Street to Parcel 29. North and south gas mains intersect the 75th Street gas mains at every intersection between Spring Mill Road and College Avenue. Parcels 6, 11,14,16, 18-20,22, 23,25,26,28-30,32-34,38, 41, 43 and 45-47 have services from the 75th Street gas mains.

Additional depth information will be required to determine if there will be conflicts with the existing gas mains or service lines within the project limits. No major relocations to the existing gas mains are anticipated, regardless of path alignment; however, minor adjustments may be necessary in areas of significant grade change to construct the proposed path.

Please refer to Appendix B for the existing Citizens Energy Gas utility map.

Communications

Zayo Bandwith

Per review of the Zayo Bandwidth Global Network Map on their website, it appears that there are both overhead and underground communications facilities within the project area. An overhead fiber optic line is indicated along the east side of Spring Mill Road attached to the existing power poles. At the northeast corner of 75th Street and Spring Mill Road, the overhead fiber optic line crosses 75th Street and then is located overhead along the south side of 75th Street on the existing IPL poles until it drops underground and crosses 75th Street on the east side of Illinois Street. It is also indicated that Zayo has underground facilities running north and south on Pennsylvania Street, crossing 75th Street.

Additional depth information will be required to determine if there will be conflicts with the buried fiber optic facilities within the project limits. No major relocations to the existing underground Zayo facilities are anticipated with the underground facilities, regardless of path alignment; however, minor adjustments may be necessary in areas of significant grade change to construct the proposed path. There will be no conflicts with the overhead facilities on the south side of 75th Street if the path is constructed on the north side of 75th Street.

Please refer to Appendix B for the existing Zayo Bandwidth utility map.

Comcast Cable

Per coordination with Scott Evans with Telecom Placement Inc., Comcast has aerial facilities attached to IPL and communication poles along the south side of 75th Street from Spring Mill Rd to College Avenue. There are also underground facilities crossing Meridian Street on the south side of 75th Street and located outside of the proposed project limits on the south side of 75th Street. Overhead service lines cross to the north side of 75th Street to residencies at Parcels 4, 5, 17, 21, 25, 31, 37, and 48.

Depending on the proximity to the proposed path, some of the service poles may need to be relocated further to the north, which would be at the expense of the utility.

Please refer to Appendix B for existing Comcast Cable utility map.

AT&T

Per coordination with Michael Haynes with OSP Engineering Design, AT&T has both aerial and underground facilities along 75th Street. The aerial facilities are attached to the IPL and AT&T poles along the south side of 75th Street from Spring Mill Road

to College Avenue. AT&T underground facilities run on the south side of 75th Street from Spring Mill Road to Pennsylvania Avenue, that ties into a north and south run on the west side of Pennsylvania Avenue, with service laterals to Parcels 3,6,8,12,15,18, and 20. During the field investigation, AT&T underground facilities were marked on the northwest corner of 75th Street and Illinois Street. Paint marks indicated that the underground fiber optic line runs out of a quazite handhole going north along Illinois Road, southeast across Illinois Street and 75th Street and southwest across 75th street. Another quazite handhole is located at the southwest corner of Parcel 17.

As the majority of AT&T facilities are located on the south side of 75th Street, it is anticipated that there will be no relocations necessary to the existing AT&T facilities if the path is located on the north side of 75th Street; however, additional depth information will be necessary to determine if there will be any conflicts. It is anticipated that both existing quazite handholes can be adjusted to grade without needing to be relocated.

Please refer to Appendix B for the existing AT&T Distribution utility map.

Drainage and Topography

As discussed previously, based on the parcel investigations that were completed, it was determined that the most feasible, cost-effective alignment of the proposed path facility was on the north side of 75th Street; therefore, a detailed analysis of the existing drainage and topography was only completed on the north side of 75th Street.

Generally, there are three separate areas of distinct topography and drainage patterns within the project area on the north side of 75th Street. The first area is from Spring Mill Road to Pennsylvania Street where the topography is relatively flat, and drainage of the right-of-way area is achieved through use of curb and gutter with turnouts, curb and yard inlets, storm sewers and sheet flow into roadside ditches. The second area is from Pennsylvania Street to the northeast corner of 75th Street and Morningside Drive where topography is largely steep and falls away from 75th Street to a tributary of Williams Creek and right-of-way drainage is generally conveyed either by sheet flow away from the roadway and then through ditches, or collected in curb inlets and storm sewers or curb turnouts. The third area is from 618 E 75th Street to College Avenue where topography is largely steep and falls towards 75th Street and right-of-way drainage is captured and conveyed within the roadway curb and gutter to curb inlets or curb turnouts into swales.

The following provides a more detailed description of the existing drainage patterns along the north side of 75th Street, and a discussion on the impact to the proposed path project:

• The existing Right of Way drainage from Spring Mill Road to Holliday Drive West consists of roadside swales with drive culverts that flow to the west to a

storm sewer system at Spring Mill Road. Storm sewer would need to be installed under the path to the west of the driveway at 7501 Spring Mill Rd due to size of swale and R/W restrictions. From said driveway to Holliday Drive West the path could likely be located behind the ditch and have no impact to the existing drainage.

- There is no existing curb between Holliday Drive West and Holliday Drive East. Stormwater runoff at 190 W 75th St currently drains to a low spot on the southwest corner of the property. A pipe crossing Holliday Drive West will need to be installed to remedy ponding at the low point and draining everything to the east including 150 W 75th St to this point. Culverts will need to be installed under the drive approaches.
- Between Holliday Drive East and Illinois Street a curb turnout drains to an attached domed inlet. The grass area behind the curb drains to a pipe that is connected to the domed inlet and to a yard inlet on the southeast corner of the property. The path would eliminate the curb turnout and inlet which would be replaced with a new curb inlet. The yard inlet on the southeast corner will also need to be relocated.
- The parcel on the northeast corner of Illinois Street and 75th Street drains east to a roadside swale that connects to a drive culvert at 50 W 75th St. East of the driveway, there is a curb turnout that drains to an inlet which also serves to drain the area between the drives for 50 W 75th St and 7502 N Meridian St. The path will be built near the existing ditch, so the ditch alignment will need to be altered or the area will be encapsulated and piped under the proposed path. Between the driveways that serve the parcel at the northwest corner of Meridian Street and 75th Street, the grade slopes towards the road. Between the eastern driveway and Meridian Street, stormwater runoff drains to a culvert that crosses Meridian Street. In these areas, the path would be built at existing grade.
- The culvert crossing Meridian street outlets on the east side of the street and is then conveyed by open ditch into a storm sewer. This storm sewer will need to be extended when the path is built. The western parcel and east of the neighboring parcel drive between Meridian Street and Pennsylvania Street drain to the road. The west half of 7502 N Pennsylvania St slopes down toward the property. On the southeast corner of the parcel, there is a short swale that connects a corrugated metal pipe from the north to an end section that ties into the inlet at the northwest corner of the intersection. The path would maintain existing drainage conditions, but a storm sewer and yard inlet would need to be installed to connect the existing storm sewers and maintain existing drainage of the property beyond the right-of-way.
- There's a 4" PVC pipe and a swale along Pennsylvania Street at the northeast corner of the 75th Street intersection and a curb inlet at the street corner. Along 75th Street, the parcel at the same corner has poor drainage, so when the path is built, improvements would be recommended. The adjacent parcel to the east drains to the road. The 130 E 75th St parcel drains to a culvert that crosses 75th Street, which will need to be cleaned or replaced, to a

roadside ditch. Said ditch flows to a culvert which then crosses 75th street again to 160 E 75th St on the northwest corner of 75th Street and Washington Boulevard where it becomes a tributary to Williams Creek. The path would maintain existing drainage with the path at existing Right of Way grade for the three western parcels on this block. The path along 160 E 75th St would require some fill due to the grade sloping down from the road, but the same drainage pattern would be maintained and the culvert would need to be extended.

- From Washington Boulevard to Central Avenue, all right-of-way areas are sloped away from the road. It is particularly steep at 474 E 75th Street. This area would require a significant amount of fill for the construction of a path and would still allow for runoff over the proposed path and towards the tributary. East of the drive for this parcel and at the two western parcels on this block, the path could be constructed at existing grade and maintain its current drainage pattern. There are also two curb turnouts on this block that would need to be replaced with curb inlets.
- The right-of-way runoff along 75th Street from Central Avenue to Morningside Drive is collected within the curb line and directed to an existing curb turnout, which will need to be replaced with a curb inlet to maintain drainage patterns behind the path. The tributary crosses 75th Street just west of the driveway at 7504 Morningside Drive through a culvert which will need to be extended.
- At the northeast corner of Morningside Drive and 75th Street another tributary to Williams Creek crosses 75th street approximately 60' east of the intersection. Existing grade drops off rapidly which means the area would need to be filled to accommodate path. The tributary would need to be realigned to the north with a culvert extension and the curb turnout replaced with an inlet to allow for drainage behind the path. East of the 622 E 75th Street drive approach the right-of-way slopes upwards at an approximate 1.5:1 slope to a height of approximately 8' above the road elevation. To construct a path through this area, a retaining wall would need to be installed and would be between 4' to 5' tall. Similarly, east of Gypsy Hill to the Town of Meridian Hills sign, the grade is steep and an approximate 3' to 4' tall retaining wall will be needed behind the path and drainage would be maintained to the roadway. From Gypsy Hill Road to College Avenue, the right-of-way runoff is collected within the existing curb line and directed to an existing curb inlet at the northwest corner of College Avenue and 75th Street.

Cost Estimate

The following preliminary cost estimate was generated based on constructing the preferred typical path section across all parcels. The following estimate is for project scoping purposes and should be considered extremely preliminary and

subject to change as additional information is known. Updated cost estimates should be provided following topographic survey and preliminary design services. No potential land acquisition costs or R/W management fees have been included in the preliminary estimate. No potential utility relocation fees have been included in the preliminary estimate. Also, there are no costs included in the estimate for relocation of existing fences or landscaping, or the installation of any new landscaping, lighting, path signage, or other path amenities, if desired by the Town.

	Preliminary Engineers Estimate - 75th Street Path						
	Town of Meridian Hills						
Item No.	Item	Quantity	Units	Unit Price	Total Price		
1	Construction Engineering	1	LS	\$15,000.00	\$15,000.00		
2	Mobilization and Demobilization	1	LS	\$72,500.00	\$72,500.00		
3	Maintenance of Traffic	1	LS	\$25,000.00	\$25,000.00		
4	Clearing of Right of Way	1	LS	\$75,000.00	\$75,000.00		
5	Excavation, Common	3500	CYS	\$50.00	\$175,000.00		
6	Borrow	750	CYS	\$50.00	\$37,500.00		
7	SWQCP Preparation and Implementation Level 1	1	LS	\$10,000.00	\$10,000.00		
8	Storm Water Quality Management Budget	15,000	DOL	\$1.00	\$15,000.00		
9	Curb and Gutter, Roll Curb	910	LFT	\$35.00	\$31,850.00		
10	HMA for Path	1130	TON	\$75.00	\$84,750.00		
11	Compacted Aggregate Base, No. 53 Stone	1811	TON	\$45.00	\$81,495.00		
12	Curb Ramp, Concrete (Includes Detectable Warning Elements)	178	SYS	\$250.00	\$44,500.00		
13	PCCP for Approaches, 9" (Includes 6" of No. 53 Subgrade)	708	SYS	\$75.00	\$53,100.00		
14	Inlet, Type J	9	EA	\$2,500.00	\$22,500.00		
15	Pipe, Type 2, Circular, 12"	418	LFT	\$50.00	\$20,900.00		
16	Pipe, Type 1, Circular, 12"	12	LFT	\$100.00	\$1,200.00		
17	12" Pipe End Section, Concrete	14	EA	\$750.00	\$10,500.00		
18	12" Pipe End Section, Metal	1	EA	\$750.00	\$750.00		
19	Pipe, Type 1, Circular, 24"	16	LFT	\$100.00	\$1,600.00		
20	24" Pipe End Section, Metal	1	EA	\$1,250.00	\$1,250.00		
21	Segmental Wall	2615	SF	\$75.00	\$196,125.00		
22	Handrail	700	LFT	\$175.00	\$122,500.00		
23	Guardrail Relocation	120	LFT	\$60.00	\$7,200.00		

24	Remove and Replace Hydrant	4	EA	\$4,500.00	\$18,000.00		
25	Relocate, Water Meter	2	EA	\$3,000.00	\$6,000.00		
26	Linear Ditch Grading	1100	LFT	\$20.00	\$22,000.00		
27	Topsoil	445	CYS	\$40.00	\$17,800.00		
28	Sodding, Nursery	4000	SYS	\$5.00	\$20,000.00		
29	Pavement Marking	5000	DOL	\$1.00	\$5,000.00		
30	Pedestrian Crossing Signage	16	EA	\$500.00	\$8,000.00		
31	Pedestrian Crossing Signal	2	EA	\$2,500.00	\$5,000.00		
	\$1,207,020.00						
	\$241,404.00						
	\$1,448,424.00						
	\$25,000.00						
	\$145,000.00						
	\$72,500.00						
	\$1,690,924.00						

* Preliminary project estimate does not include the following: R/W land cost; R/W management services; any utility relocations except for the water hydrants and meters; the relocation of any existing fences, gates, and landscaping/trees; or the design or installation of any new landscaping, lighting, path signage, or other path amenities.

As always, thank you for allowing us the opportunity to provide services to the Town of Meridian Hills, and to assist in turning your vision for the 75th Street Path facility into reality. Please contact us with any questions or further investigations for this project.

Sincerely,

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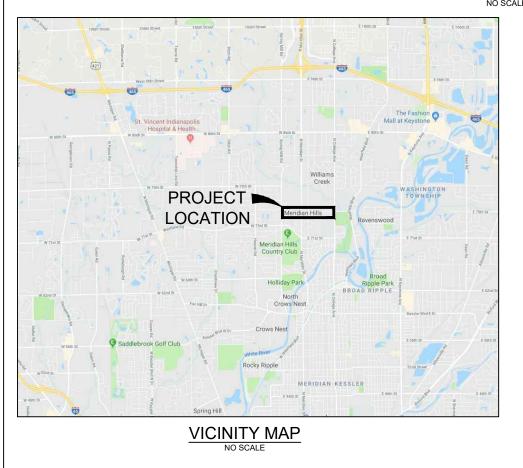
William Hall, PE CrossRoad Engineers, PC

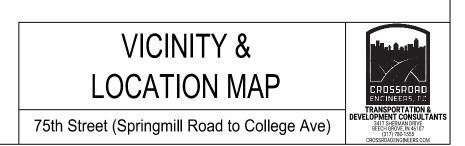
<u>Appendix A</u>

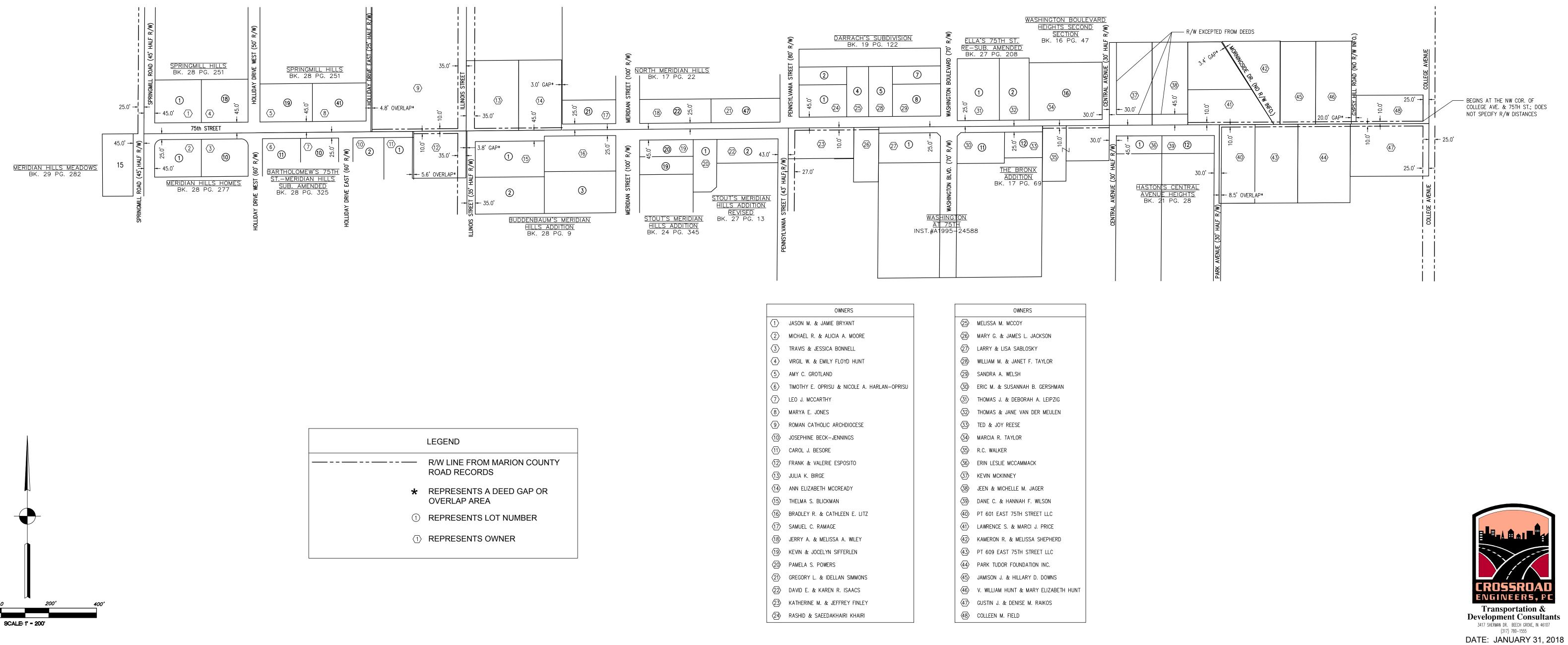
Vicinity Map 75th Street Existing R/W Exhibits Typical Path Section Exhibit

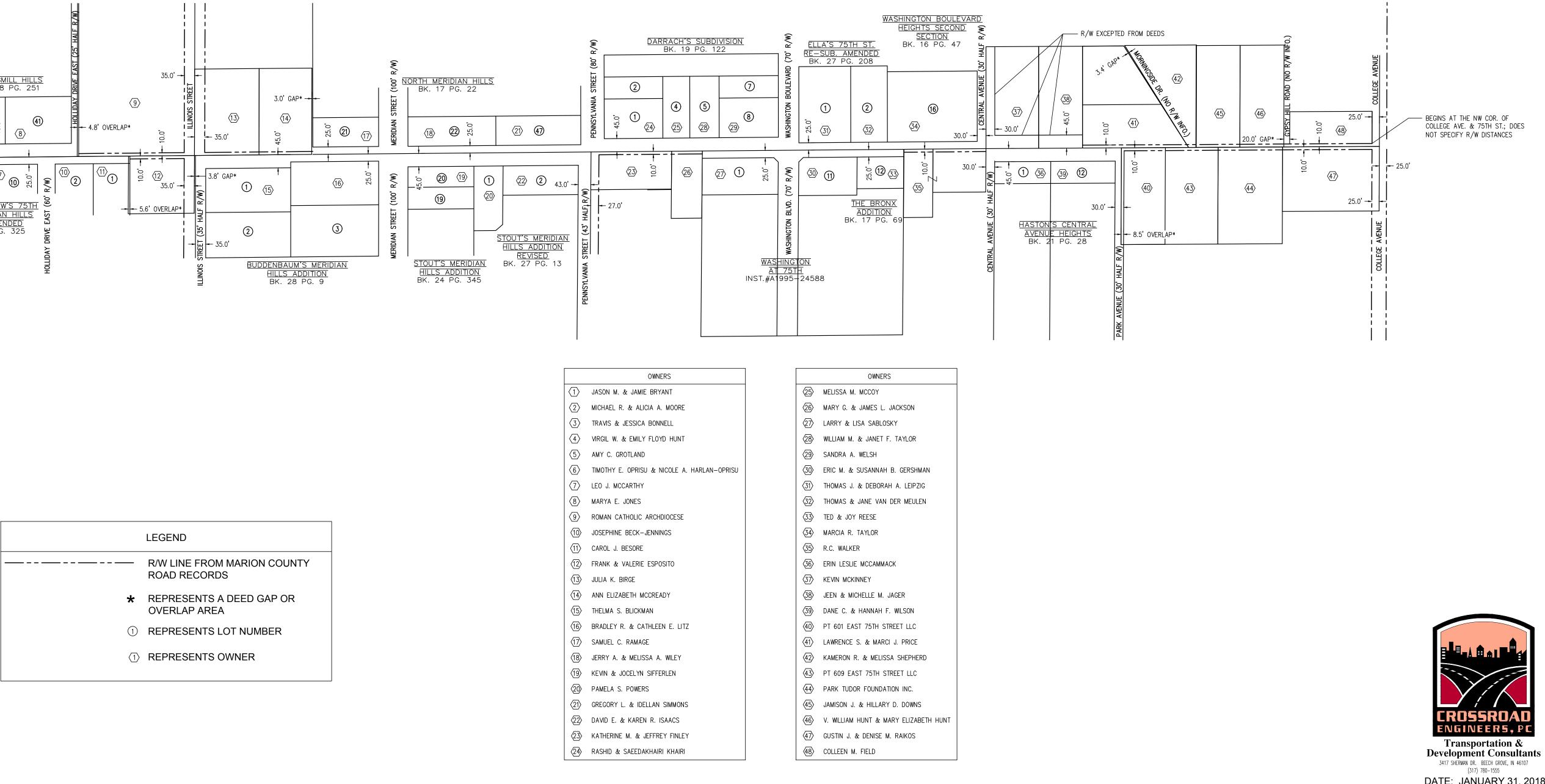


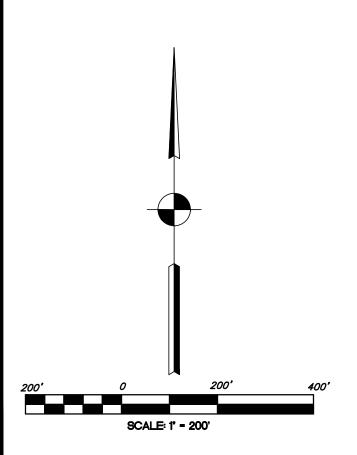
LOCATION MAP







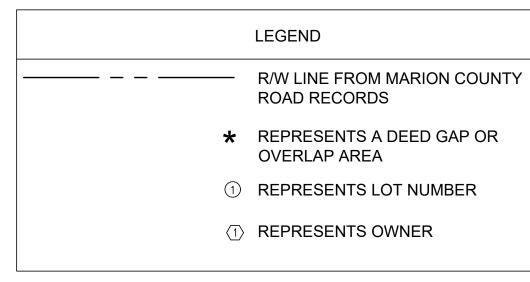


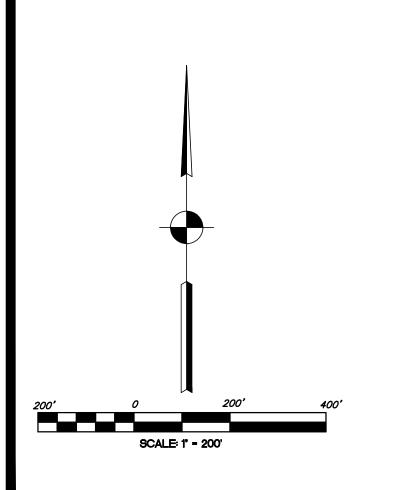


75th Street Existing R/W Exhibit (Springmill Road to College Avenue)



MERIDIAN HILLS MEADOWS BK. 29 PG. 282





75th Street Existing R/W Exhibit (Springmill Road to College Avenue)

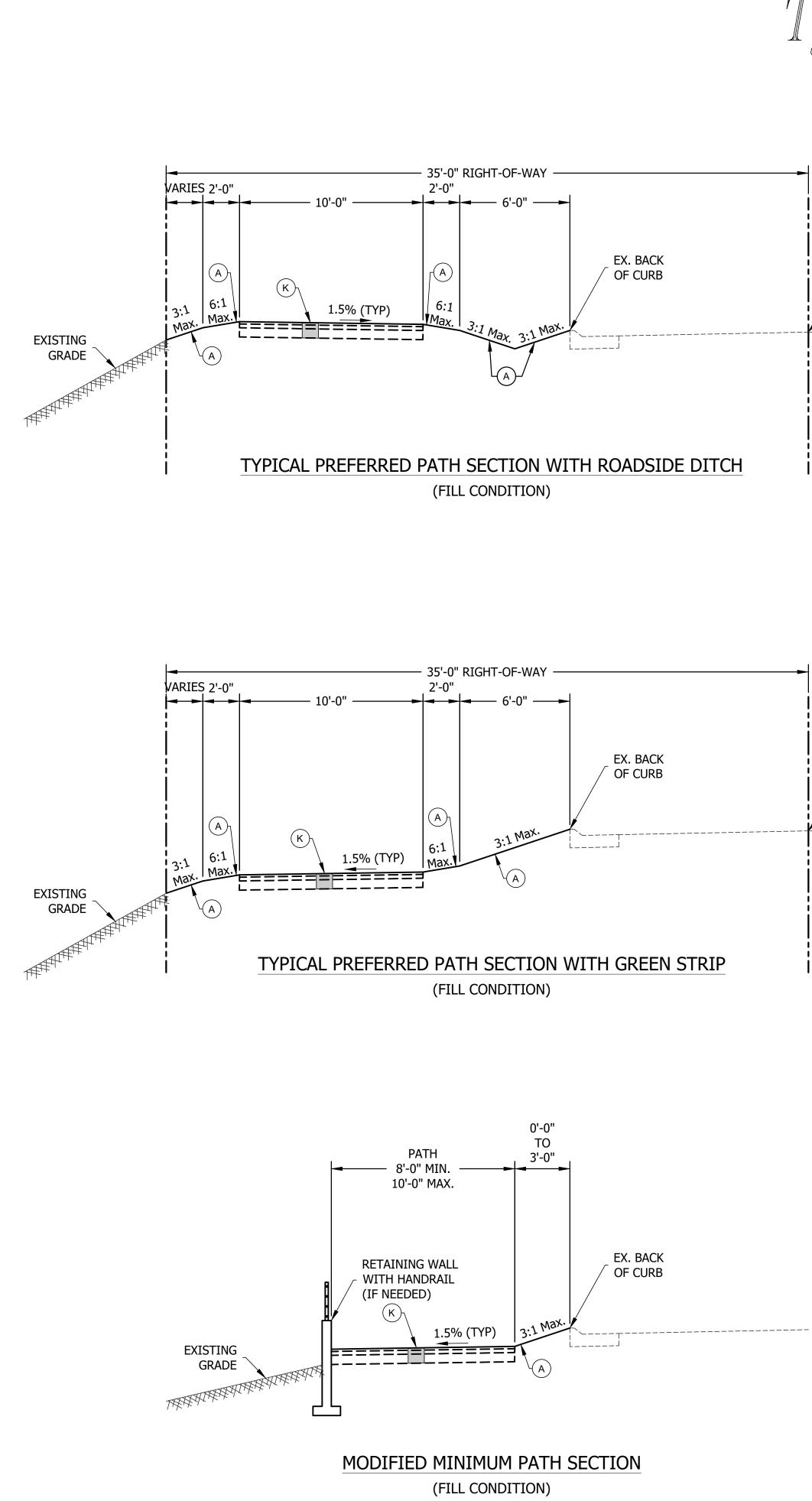
OWNERS

- (1) JASON M. & JAMIE BRYANT
- 2 MICHAEL R. & ALICIA A. MOORE
- 3 TRAVIS & JESSICA BONNELL
- 4 VIRGIL W. & EMILY FLOYD HUNT
- 5 AMY C. GROTLAND
- 6 TIMOTHY E. OPRISU & NICOLE A. HARLAN-OPRISU
- (7) LEO J. MCCARTHY
- 8 MARYA E. JONES
- 9 ROMAN CATHOLIC ARCHDIOCESE
- 10 JOSEPHINE BECK-JENNINGS
- (11) CAROL J. BESORE
- 12 FRANK & VALERIE ESPOSITO (13) JULIA K. BIRGE
- (14) ANN ELIZABETH MCCREADY
- (15) THELMA S. BLICKMAN
- (16) BRADLEY R. & CATHLEEN E. LITZ
- (17) SAMUEL C. RAMAGE
- (18) JERRY A. & MELISSA A. WILEY
- (19) KEVIN & JOCELYN SIFFERLEN
- 20 PAMELA S. POWERS
- (21) GREGORY L. & IDELLAN SIMMONS
- 22 DAVID E. & KAREN R. ISAACS
- 23 KATHERINE M. & JEFFREY FINLEY
- 24 RASHID & SAEEDAKHAIRI KHAIRI

OWNERS

- 25> MELISSA M. MCCOY
- 26 MARY G. & JAMES L. JACKSON
- 27 LARRY & LISA SABLOSKY
- 28) WILLIAM M. & JANET F. TAYLOR
- ② SANDRA A. WELSH
- (30) ERIC M. & SUSANNAH B. GERSHMAN
- (31) THOMAS J. & DEBORAH A. LEIPZIG
- 32 THOMAS & JANE VAN DER MEULEN
- 33 TED & JOY REESE
- 34 → MARCIA R. TAYLOR ⟨35⟩ R.C. WALKER
- (36) ERIN LESLIE MCCAMMACK
- (37) KEVIN MCKINNEY
- (38) JEEN & MICHELLE M. JAGER
- (39) DANE C. & HANNAH F. WILSON
- (40) PT 601 EAST 75TH STREET LLC
- (41) LAWRENCE S. & MARCI J. PRICE
- 42 KAMERON R. & MELISSA SHEPHERD
- ⟨43⟩ PT 609 EAST 75TH STREET LLC
- 44 PARK TUDOR FOUNDATION INC.
- (45) JAMISON J. & HILLARY D. DOWNS
- $\langle 46 \rangle$ V. WILLIAM HUNT & MARY ELIZABETH HUNT
- (47) GUSTIN J. & DENISE M. RAIKOS
- (48) COLLEEN M. FIELD





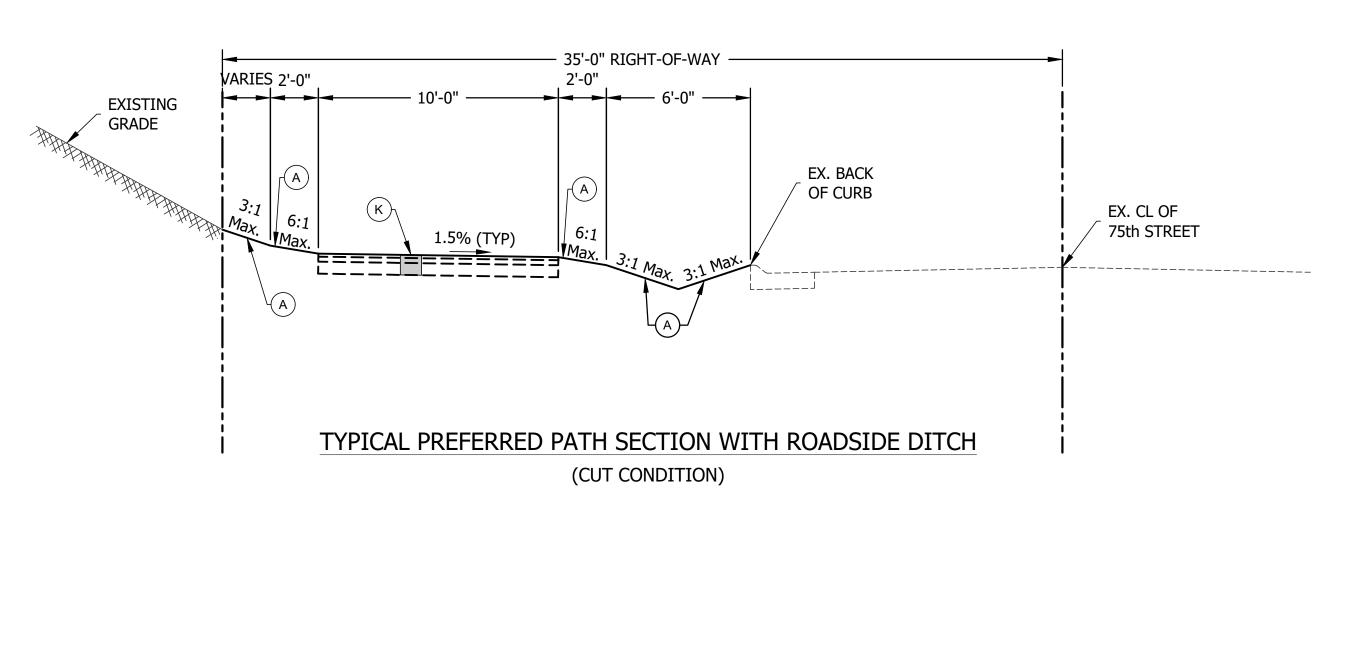
Typical Path Section Exhibit (Springmill Road to College Avenue)

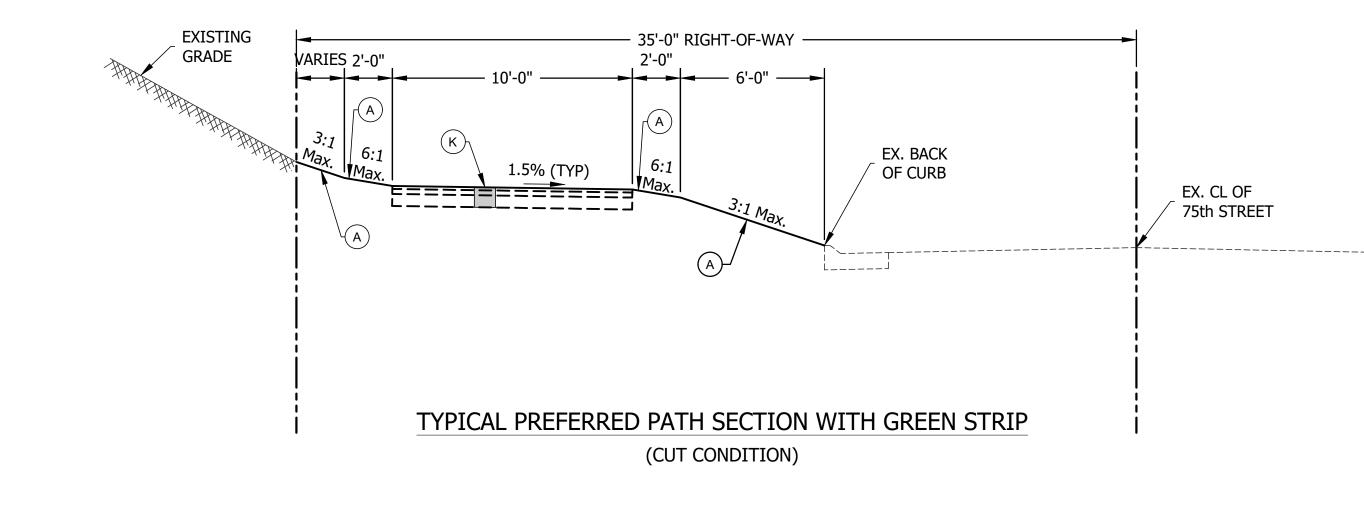
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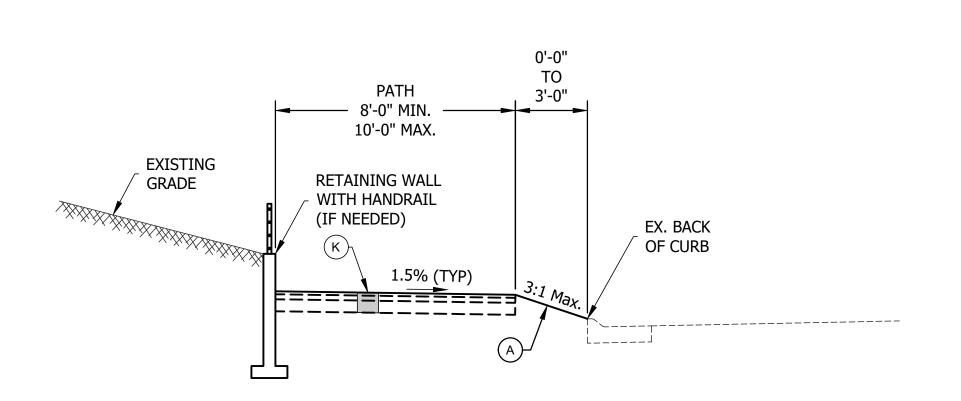
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75th STREET

75th STREET

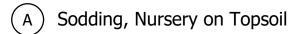




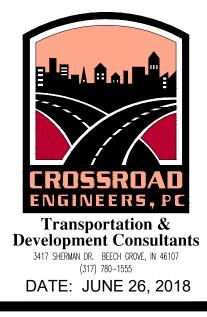


MODIFIED MINIMUM PATH SECTION (CUT CONDITION)

LEGEND:



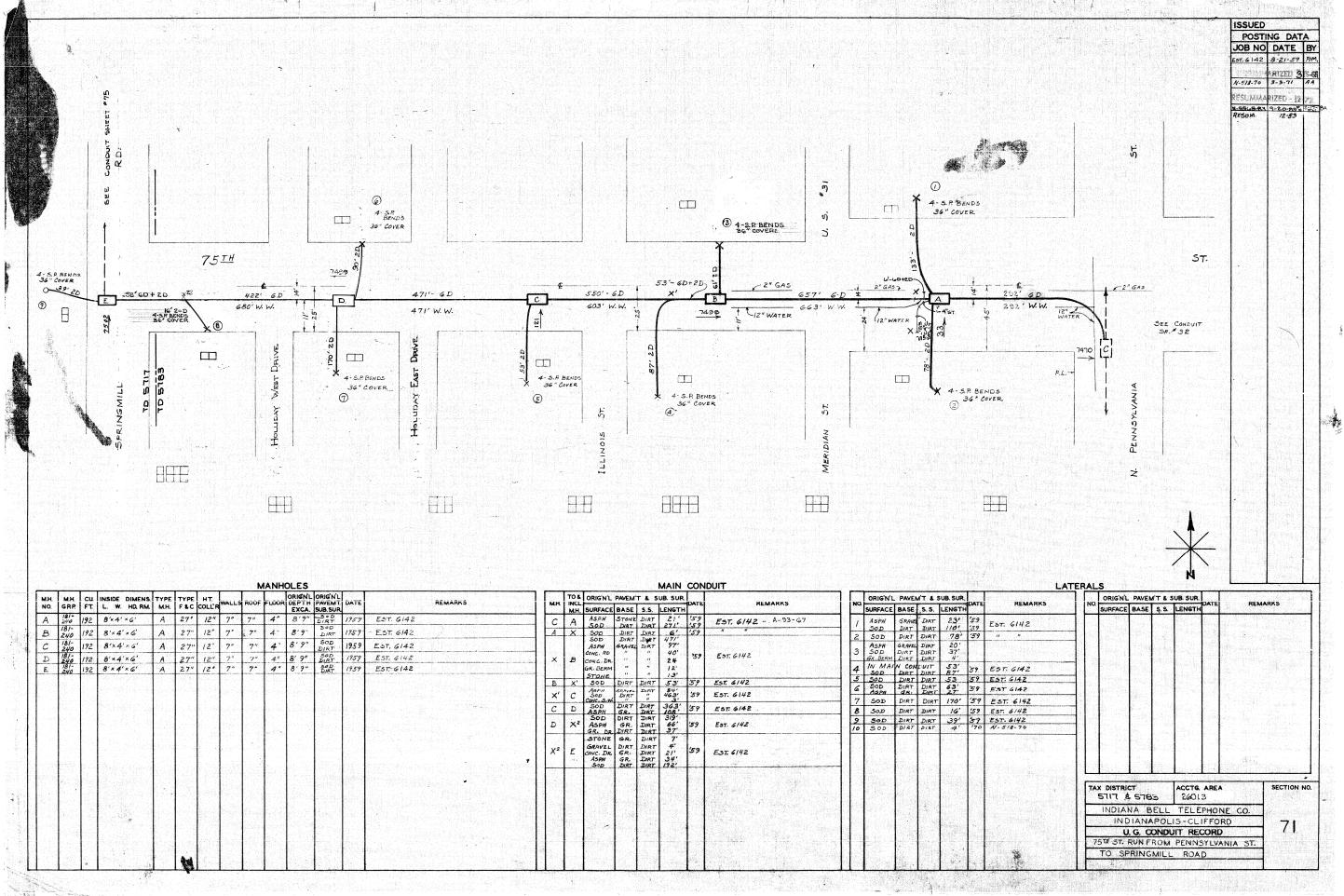
 (κ) HMA for Path 1.5" HMA Surface, 9.5mm on 2.5" HMA Intermediate, 9.5mm on 6" Compacted Aggregate No. 53, Base



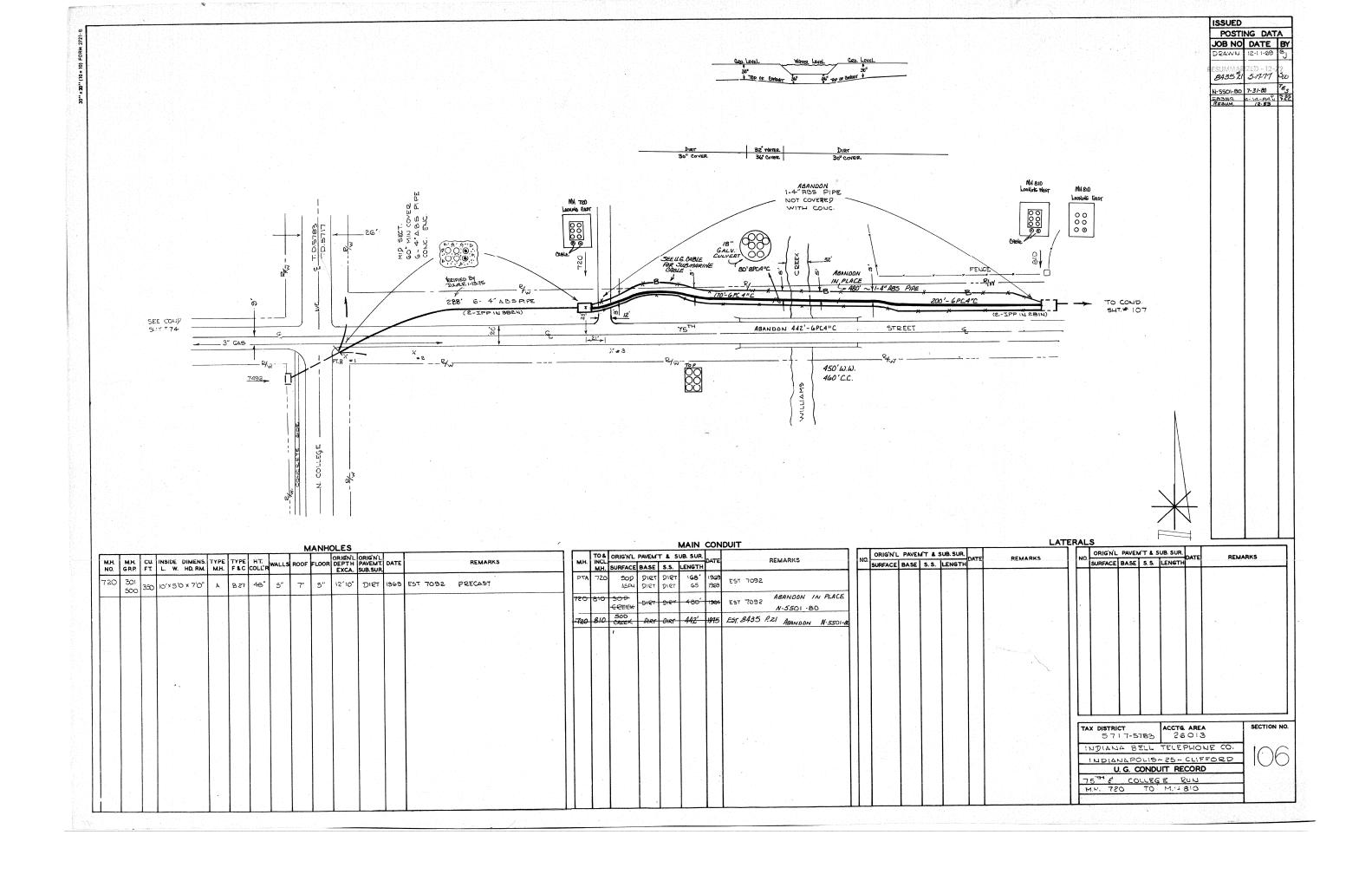
<u>Appendix B</u>

Utility Maps

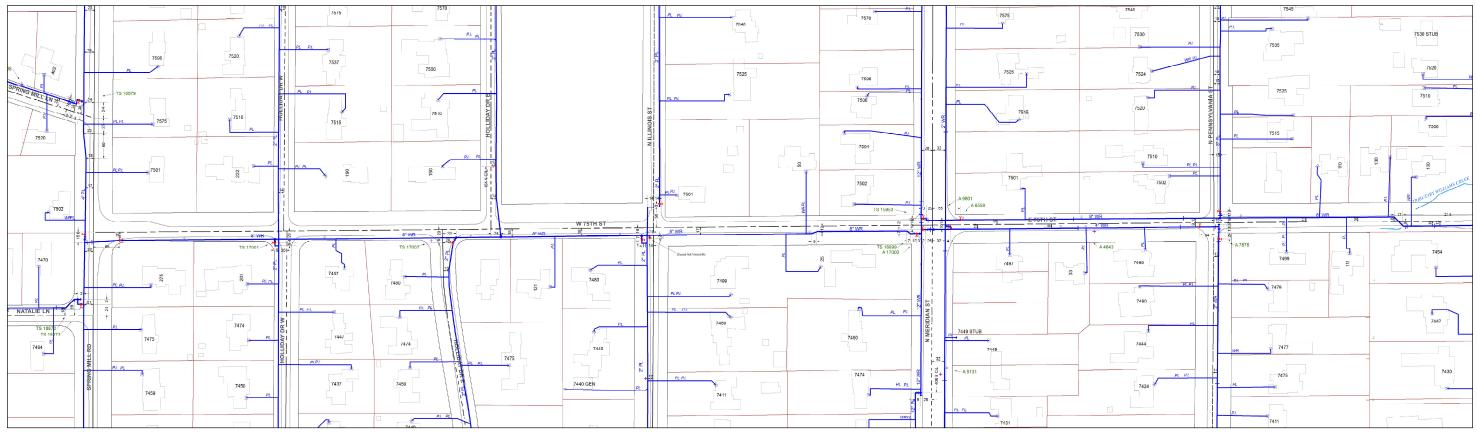
AT&T Facility Maps



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Citizens Gas Facility Maps



Citizens energy group™





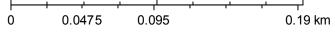
Citizens Sanitary Sewer Facility Maps

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June 25, 2018







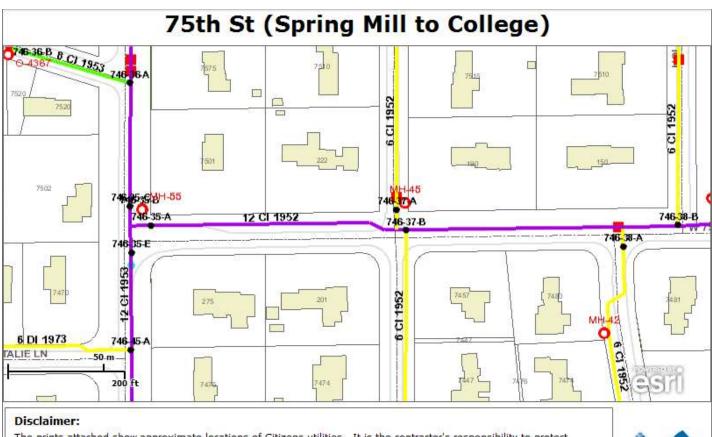
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June 25, 2018

• Sanitary Manholes -+ Railroad Airfield _____ Sanitary Sewers River School -► : : Pond Parcel Interstate ____ Ramp ____ Stream ____ Park Major Street Airport Local Street



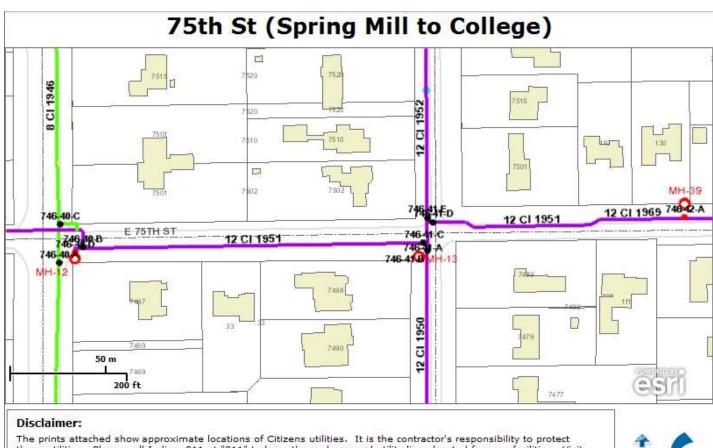
Citizens Water Facility Maps



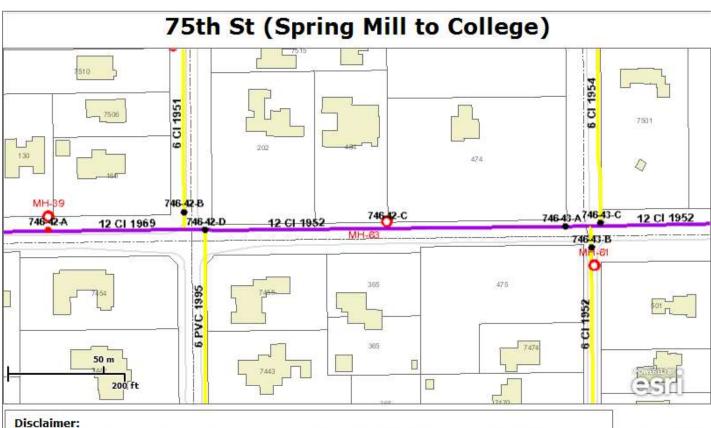
The prints attached show approximate locations of Citizens utilities. It is the contractor's responsibility to protect these utilities. Please call Indiana811 at "811" to have the underground utility lines located for your facilities. Visit Indiana811.org for additional information. If calling from outside of Indiana use the following toll free number: 1-800-382-5544.



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Disclaimer:

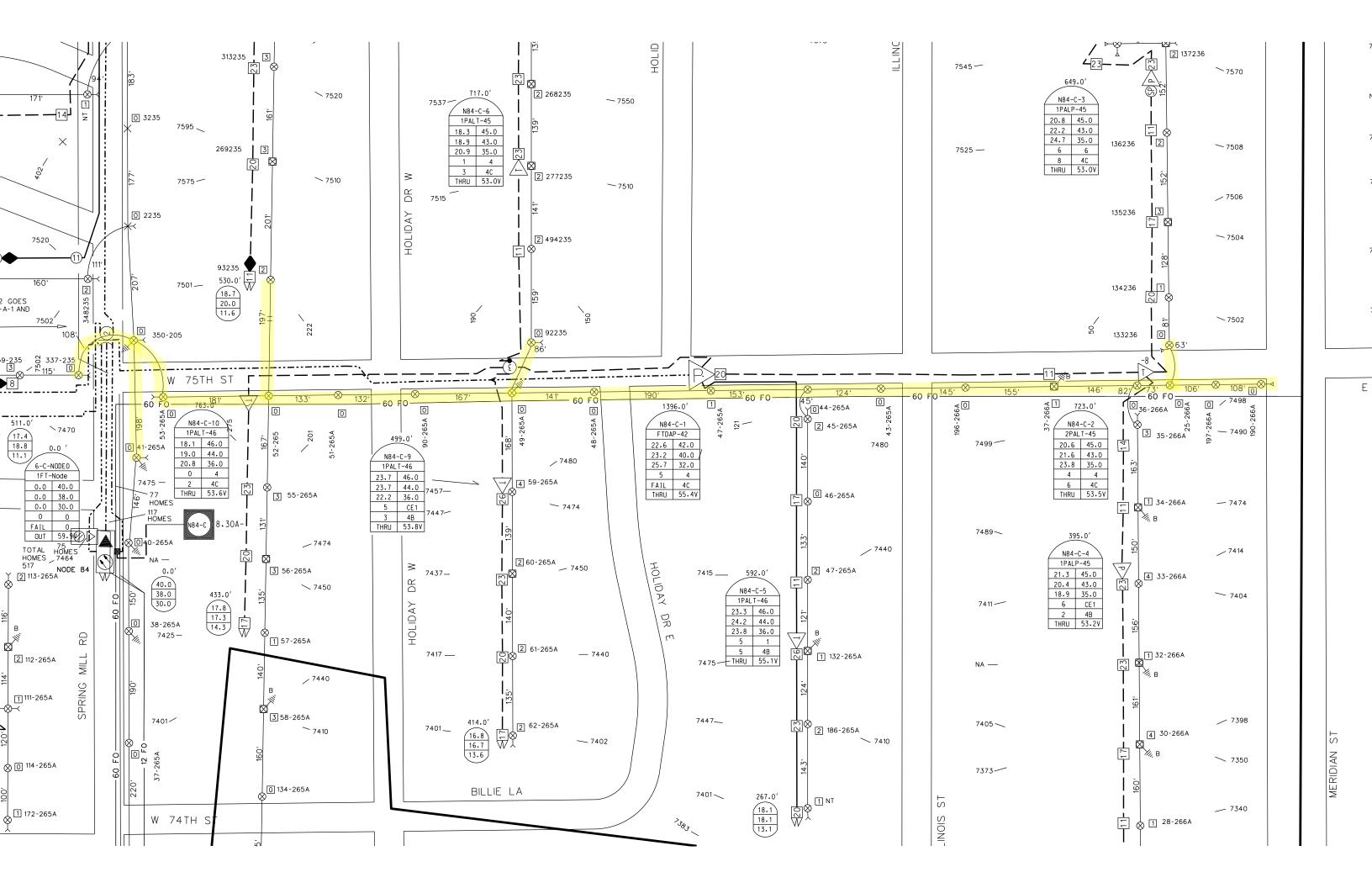
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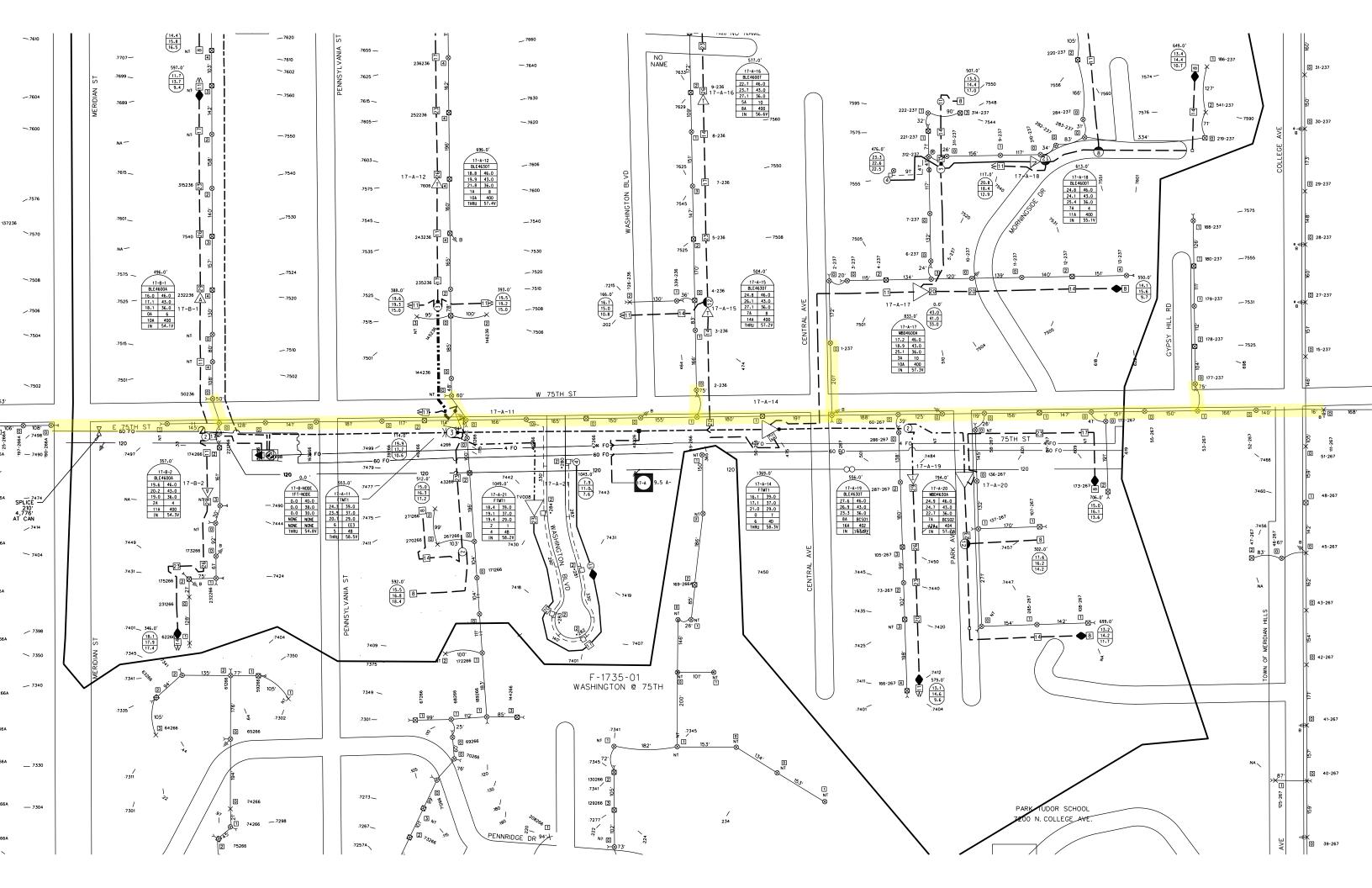


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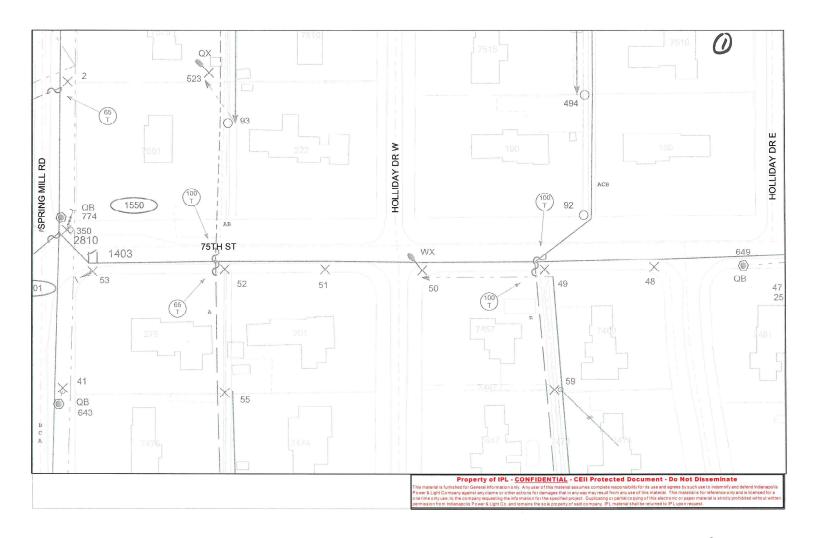


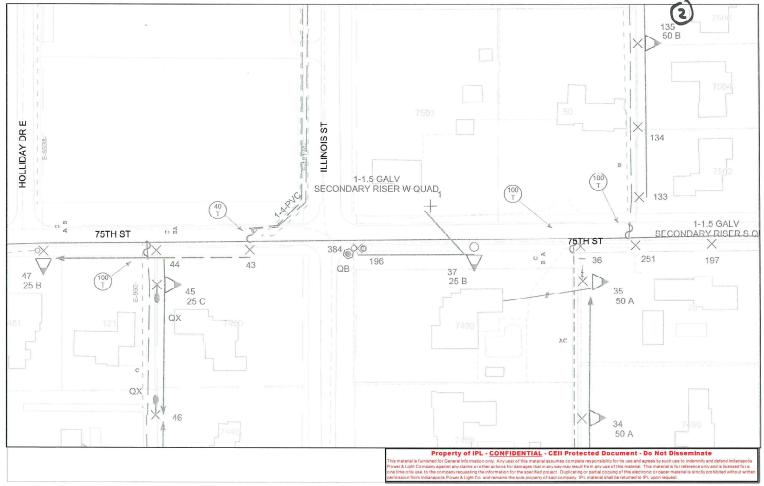
Comcast Cable Facility Maps

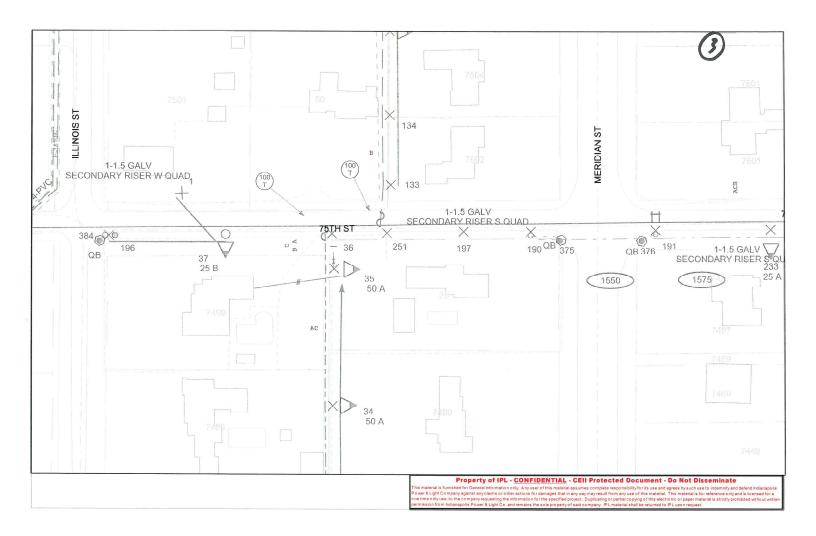


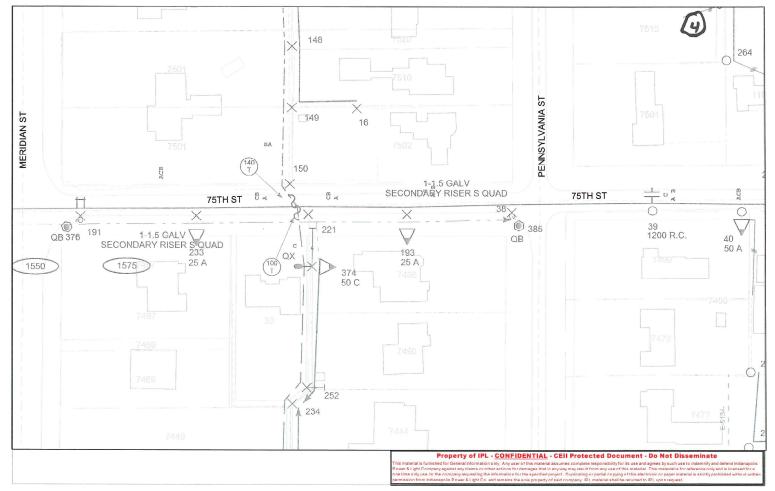


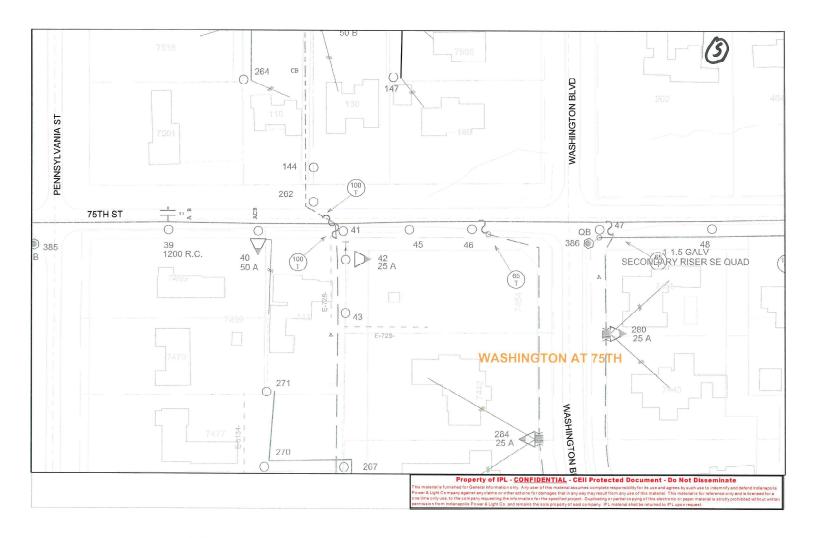
Indiana Power and Light Facility Maps

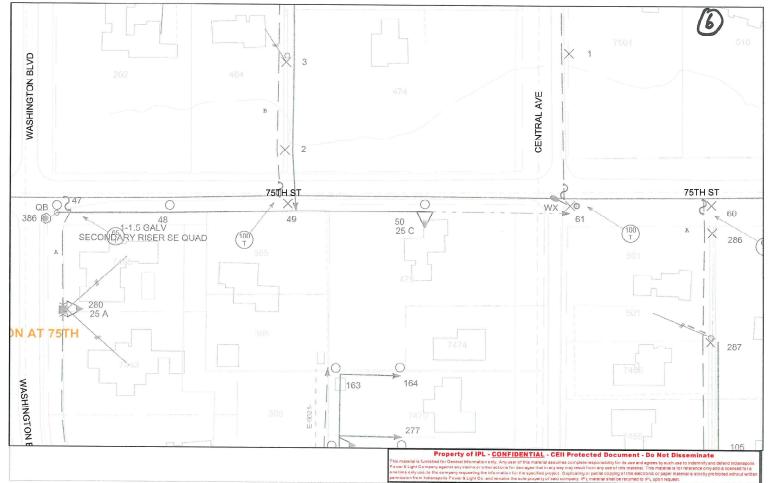


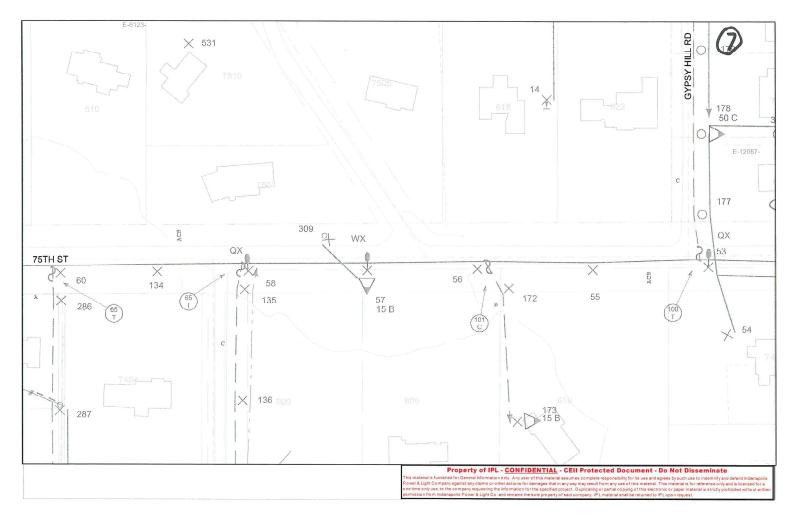


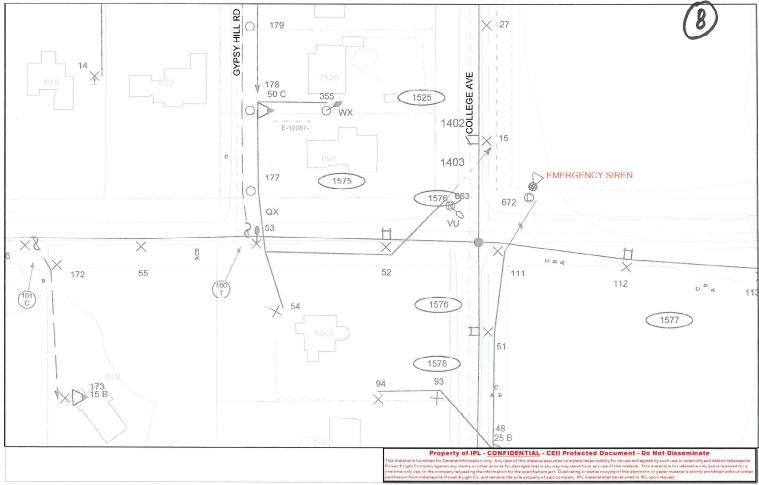






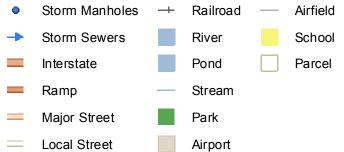


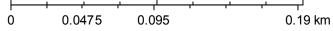


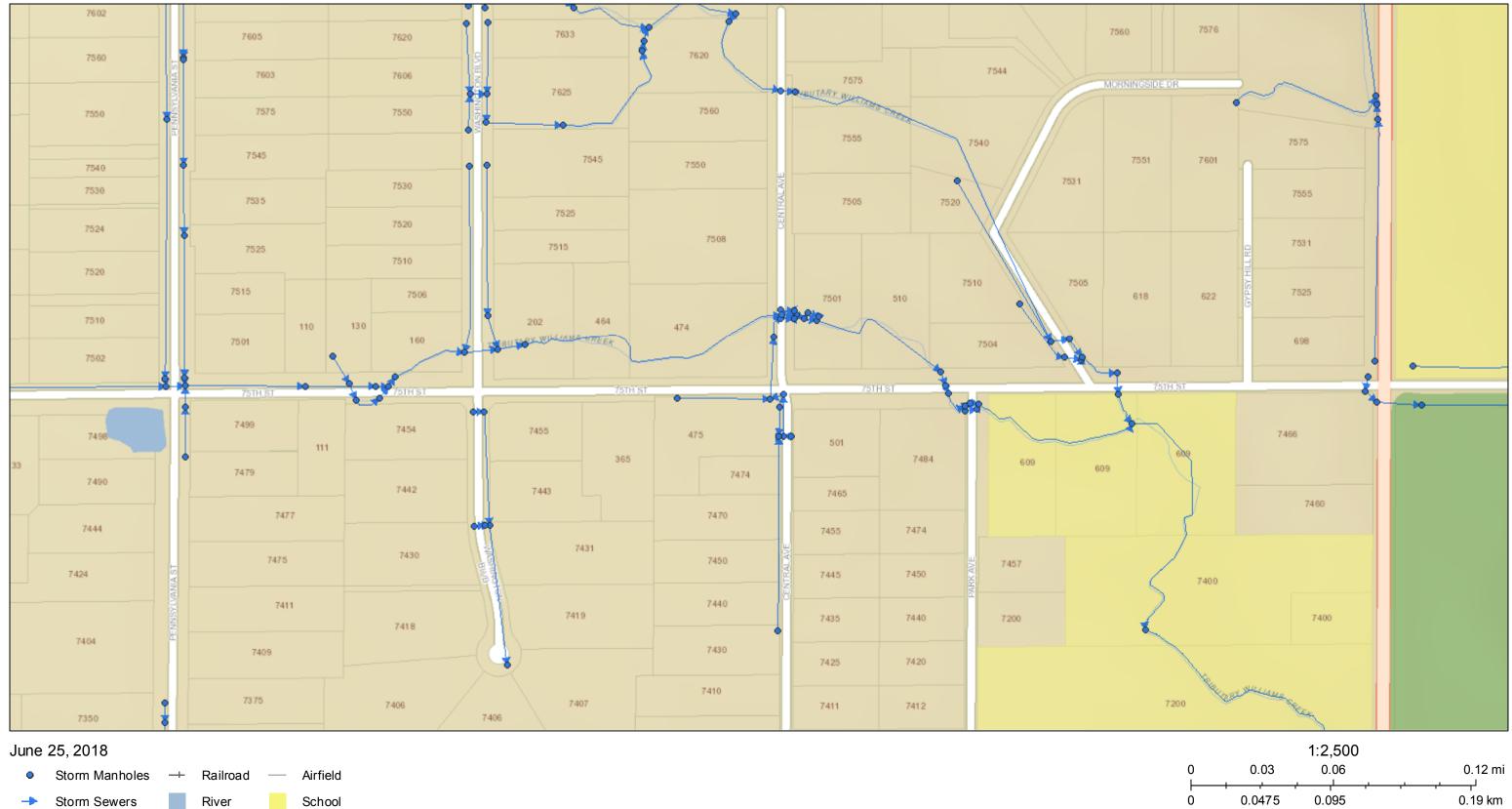


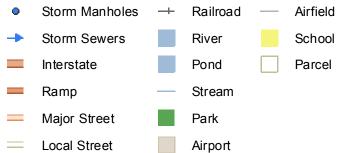
Storm Sewer Facility Maps











Zayo Bandwidth Facility Maps

