

AUGUST 7, 2024 SUBMITTALS

**2019-COA-615B (CAMA)
VARIOUS ADDRESSES
APPROVED
UNDER 505 FULTON ST.**

RECEIVED

JUNE 26, 2024

INDIANAPOLIS HISTORIC
PRESERVATION COMMISSION

140'-2 1/2"
T.O PARAPET
137'-2 1/2"
4TH FLOOR

123'-10 1/2"
3RD FLOOR

112'-4 3/4"
2ND FLOOR

102'-0"
1ST FLOOR
100'-0"
GRADE



NORTH ELEVATION

- PREFINISHED METAL COPING
- VINYL WINDOW 'BLACK'
- PREFINISHED METAL SCUPPER AND DOWNSPOUT
- BRICK VENEER, 'GRAY', INSET 1"
- BRICK VENEER, 'RED' (MATCH HISTORIC BUILDING)
- BRICK ROWLOCK BAND, OUTSET 1"
- BRICK SOLDIER COURSE WINDOW HEAD AND BAND
- 4" CAST-STONE WINDOW SILL
- CAST-STONE VENEER
- FIBERGLASS DOOR AND FRAME
- METAL RAILING, 'BLACK'
- CONCRETE PORCH AND STEPS

140'-2 1/2"
T.O PARAPET
137'-2 1/2"
4TH FLOOR

123'-10 1/2"
3RD FLOOR

112'-4 3/4"
2ND FLOOR

102'-0"
1ST FLOOR
100'-0"
GRADE



SOUTH ELEVATION

- PREFINISHED METAL COPING
- VINYL WINDOW 'BLACK'
- PREFINISHED METAL SCUPPER AND DOWNSPOUT
- FIBER CEMENT LAP SIDING, 7" EXPOSURE, SMOOTH, 'DARK GRAY'
- BRICK VENEER, 'RED' (MATCH HISTORIC BUILDING)
- BRICK SOLDIER COURSE BAND
- FLUSH GARAGE DOOR, PAINTED



ROTTMANN | COLLIER
ARCHITECTS

ONYX+**EAST**™

1828 Central Ave.
Indianapolis, Indiana 46204
317.672.7920

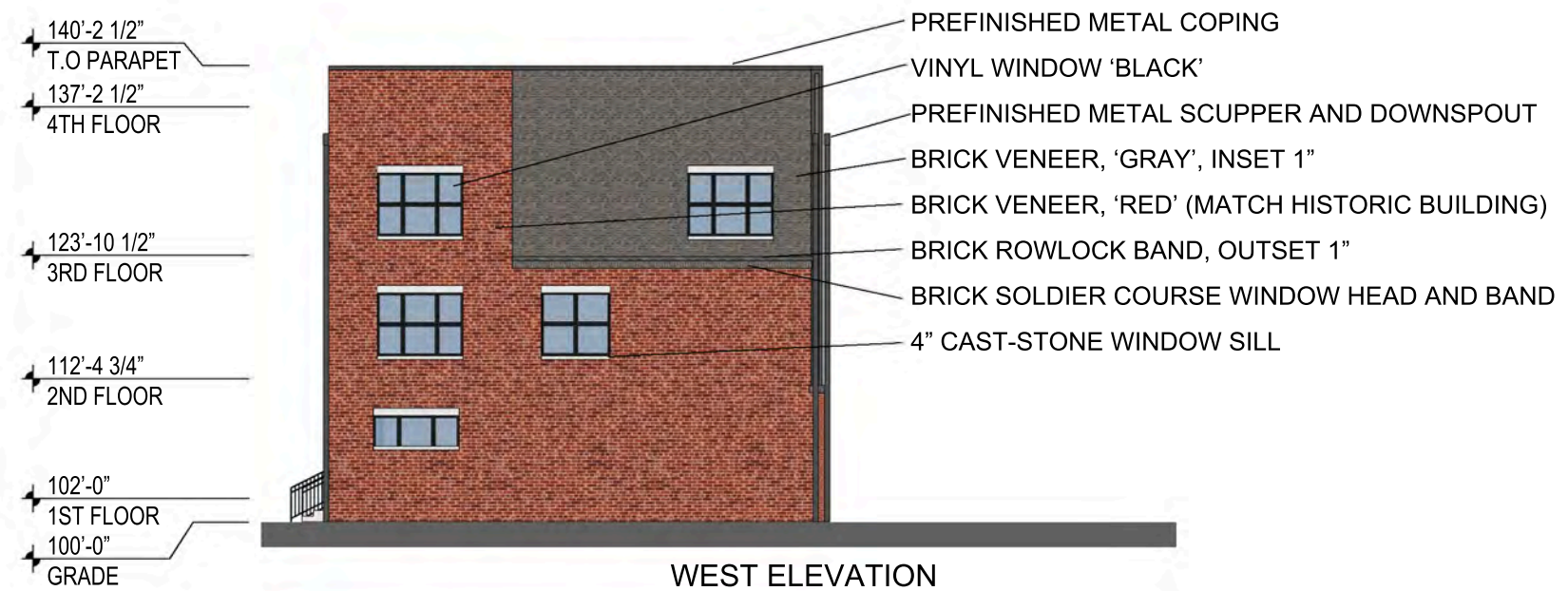
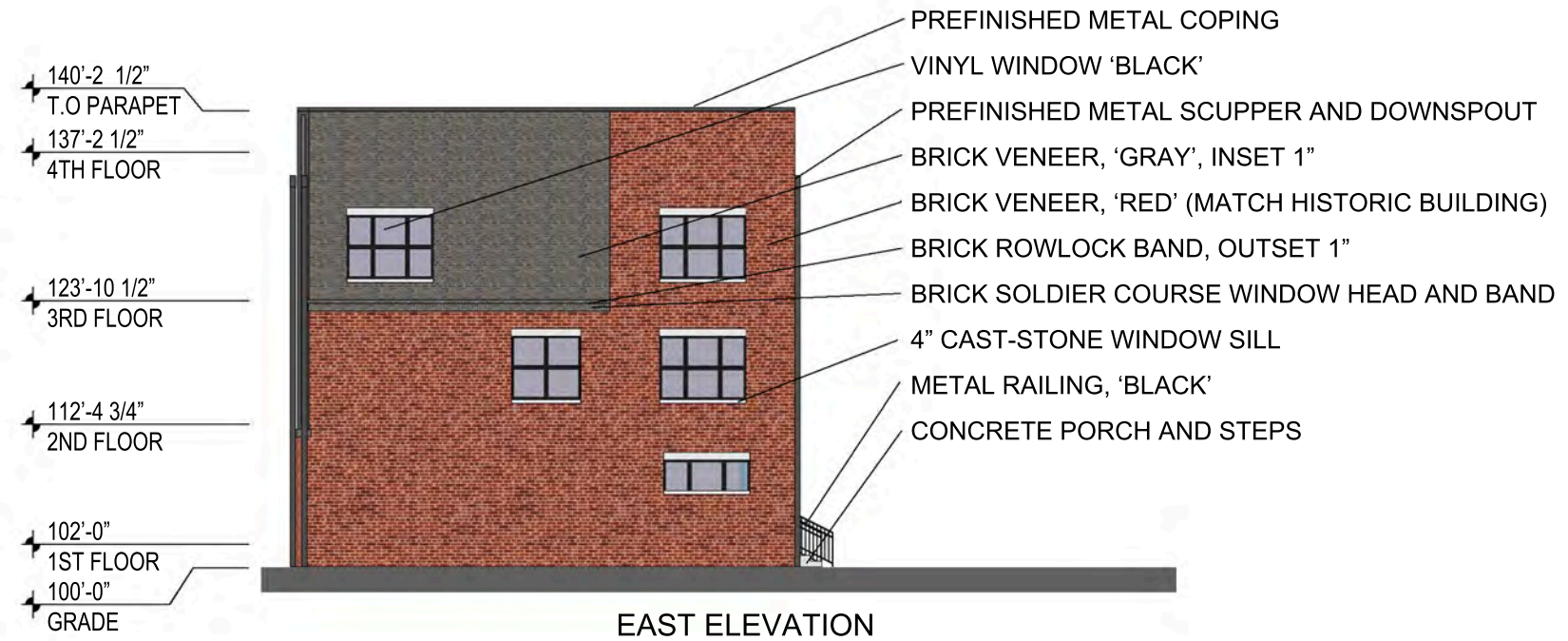
BUILDING 3 ELEVATIONS

505 FULTON

RECEIVED

JUNE 26, 2024

INDIANAPOLIS HISTORIC
PRESERVATION COMMISSION



ROTTMANN | COLLIER
ARCHITECTS

ONYX+**EAST**

TM
1828 Central Ave.
Indianapolis, Indiana 46204
317.672.7920

BUILDING 3 ELEVATIONS

505 FULTON

RECEIVED

JUNE 26, 2024

INDIANAPOLIS HISTORIC
PRESERVATION COMMISSION



RECEIVED

JUNE 26, 2024

INDIANAPOLIS HISTORIC
PRESERVATION COMMISSION



RECEIVED

JUNE 26, 2024

INDIANAPOLIS HISTORIC
PRESERVATION COMMISSION



RECEIVED

JUNE 26, 2024

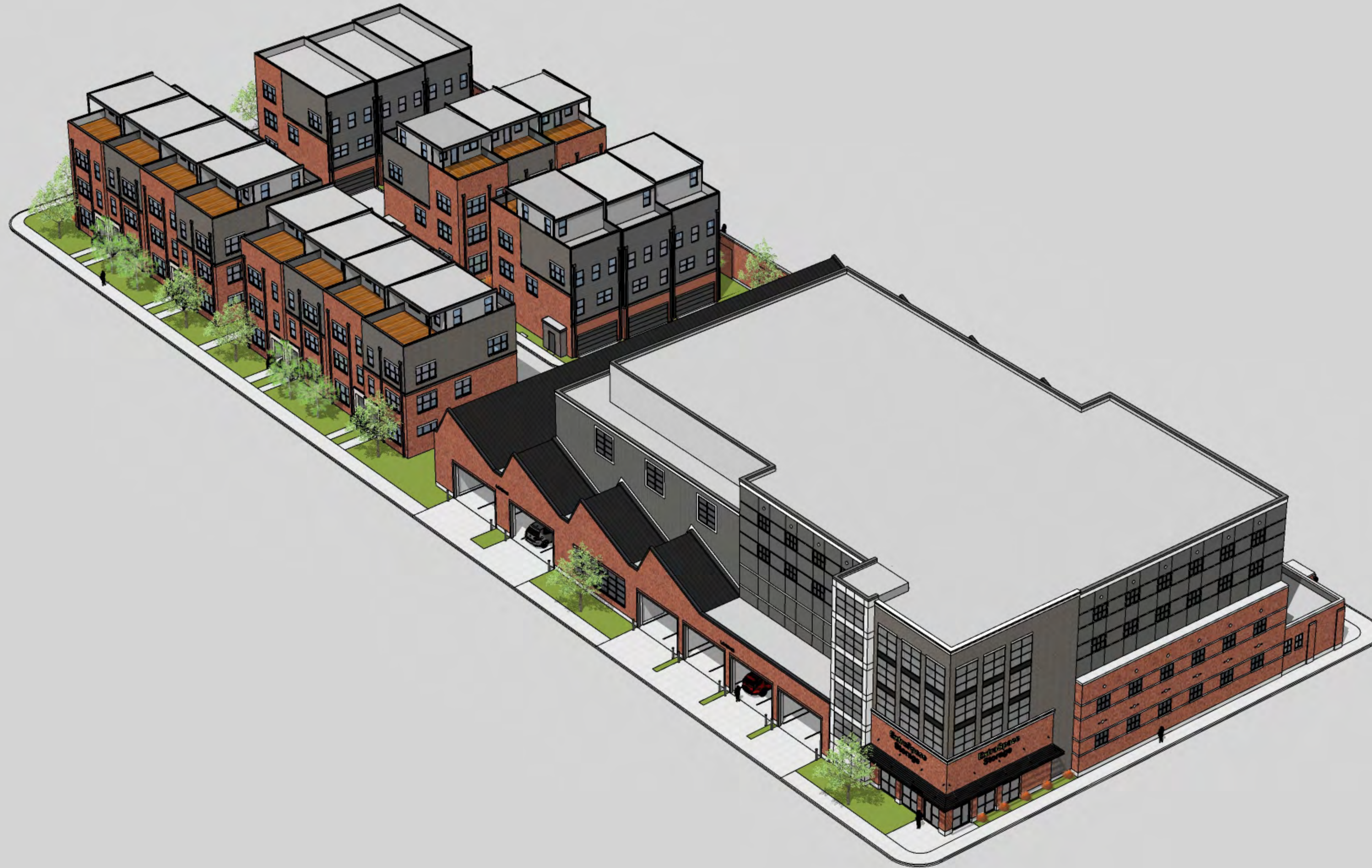
INDIANAPOLIS HISTORIC
PRESERVATION COMMISSION



RECEIVED

JUNE 26, 2024

INDIANAPOLIS HISTORIC
PRESERVATION COMMISSION



RECEIVED

JUNE 26, 2024

INDIANAPOLIS HISTORIC
PRESERVATION COMMISSION



RECEIVED

JUNE 26, 2024

INDIANAPOLIS HISTORIC
PRESERVATION COMMISSION



**2024-COA-232 (IRV)
RIGHT-OF-WAY IN FRONT
OF
5460 E. WASHINGTON**

COA – IndyGo Blue Line Bus Rapid Transit Project (Ritter Station Only)

Project Description: The IndyGo Blue Line Bus Rapid Transit (BRT) Project will be the third BRT route to be constructed in Indianapolis following the openings of the Red Line in 2019 and Purple Line in 2024. The Blue Line transit route follows Washington Street from the Town of Cumberland near the east county line, traverses west through downtown to Holt Road, where the route drops south to I-70 and ends at the Indianapolis International Airport. There are a total of 30 new stations, however the station serving the Irvington Neighborhood at the intersection of Ritter Avenue and Washington Street is the only station that falls within an Indianapolis Historic Preservation Commission district.

Project Status: The Blue Line is currently at the 90% design stage. Final plans are anticipated in August 2024 ahead of bidding the project in October of 2024. Construction will begin in early 2025, and service start up is targeted for late 2027.

Project Location Map: Below illustrates the entirety of the Blue Line BRT route. The Ritter station circled in red in Segment 4 is the only station within an IHPC district.

BLUE LINE BRT SEGMENT MAP



Example Images of Existing IndyGo BRT Stations:

Proposed Blue Line Stations will have the same look and feel as the existing Red Line and Purple Line Stations.

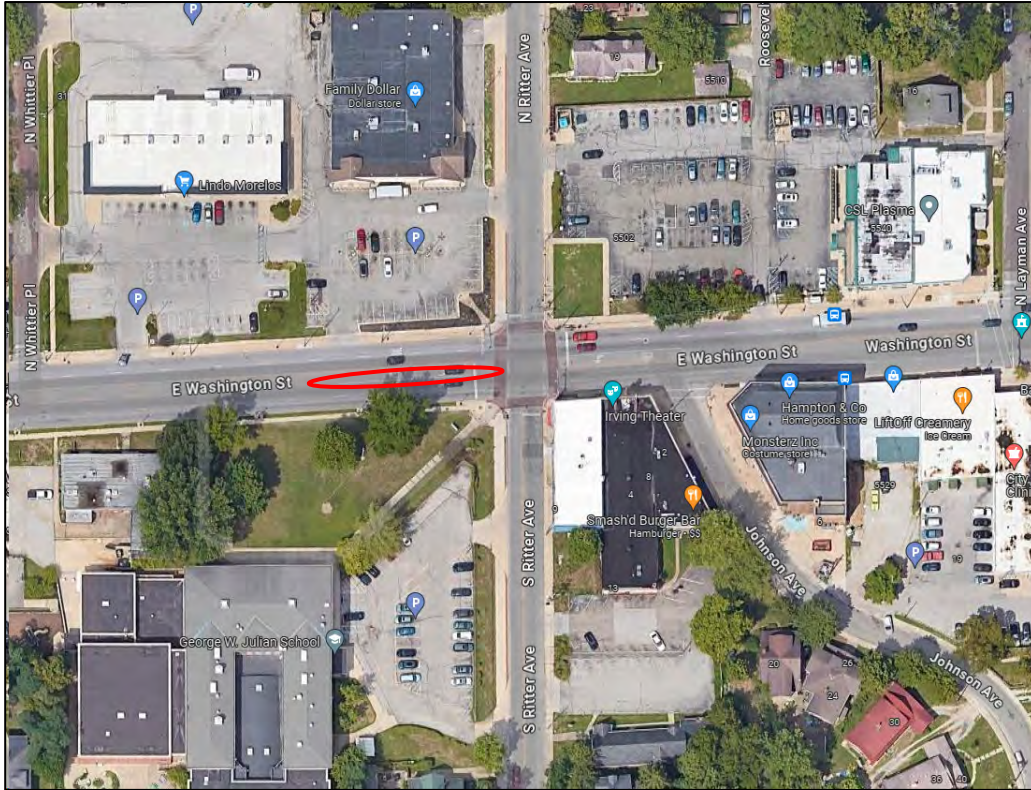


Example Photo: Existing Red Line Statehouse Station



Example Rendering: Purple Line State Fairgrounds Station (Construction nearly complete)

Proposed Blue Line Ritter Station Renderings and Google Map images:



Aerial View: Ritter Station (Red circle is general location)



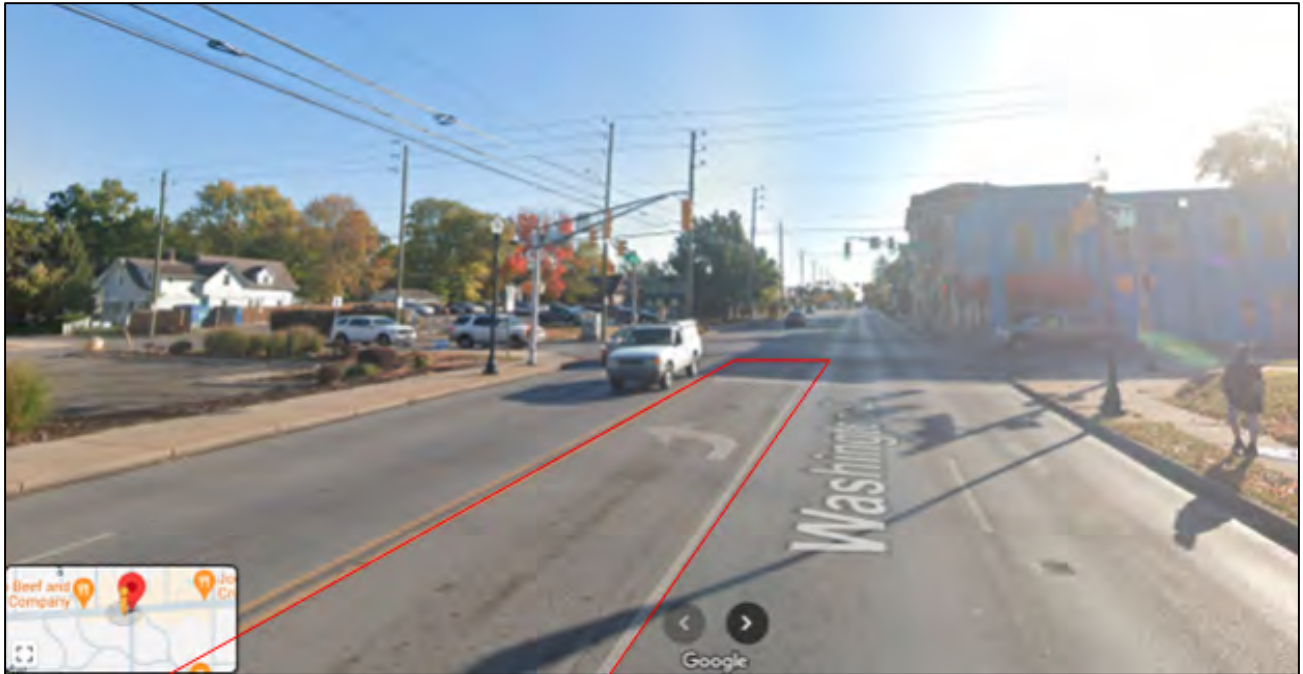
Rendering of Ritter Station: Facing southwest on Washington St. from just east of Ritter Ave.



Street View - Facing Northwest Corner of Washington St. and Ritter Ave.
(Approximate footprint shown in red)

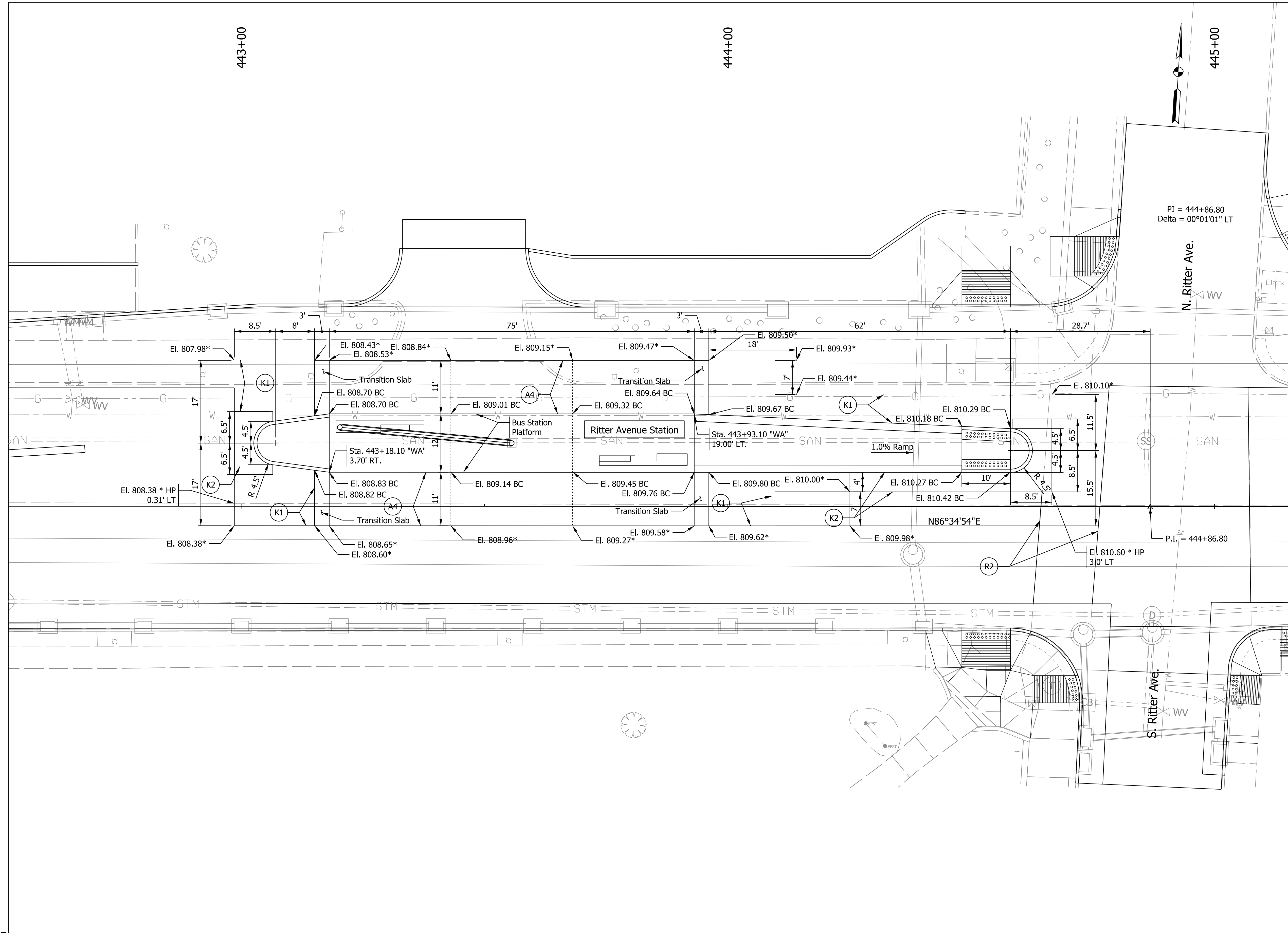


Street View - Facing Southwest Corner of Washington St. and Ritter Ave.
(Approximate footprint shown in red)



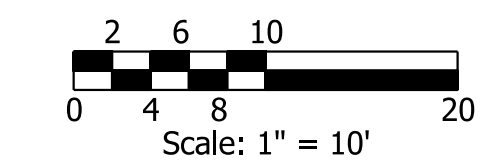
Street View - Facing East on Washington St. toward Ritter Ave.
(Approximate footprint shown in red)

Proposed Blue Line Ritter Station Architectural Plans



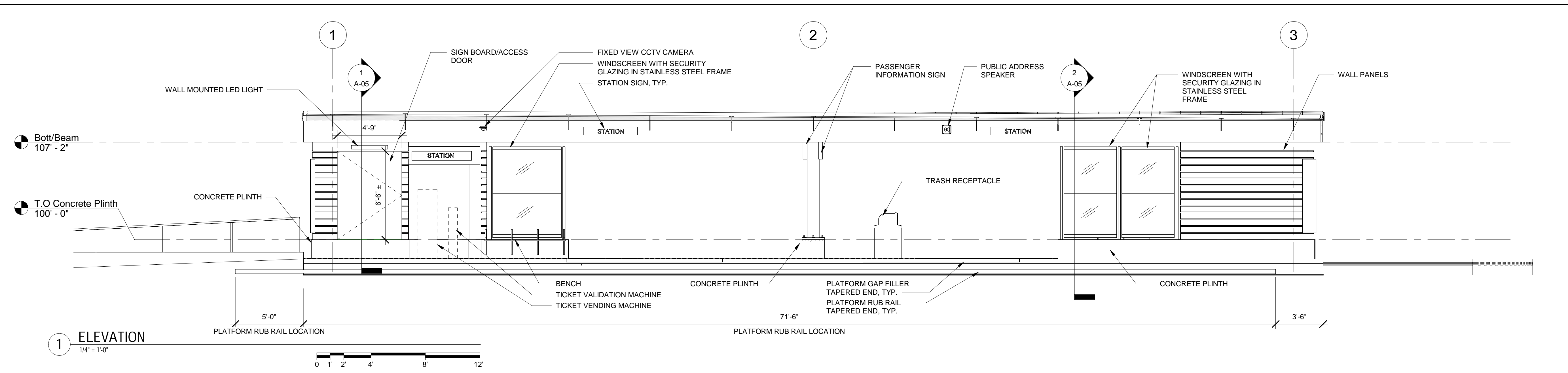
- LEGEND:**
- (A1) PCCP for Full Depth Pavement composed of:
PCCP, 12" w/ D-1 Contraction Joint,
Spaced at 15'-0" or Matching Existing Spacing, on
6" Dense Graded Subbase, on
Subgrade Treatment, Type IC
 - (A4) PCCP for Bus Pads composed of:
PCCP, 12", Bus Pad* w/ D-1 Contraction Joint,
Spaced at 12'-0", on
6" Dense Graded Subbase, on
Subgrade Treatment, Type IC
 - *See Miscellaneous Details for Transition Slab treatment.
Transition Slab located as shown in the plans.
 - (K1) HMA for Full Depth Pavement composed of:
165 lb/syd HMA Surface, Type C on
220 lb/syd HMA Intermediate, Type C on
935 lb/syd HMA Base, Type C on
Subgrade Treatment, Type IC

- NOTES:**
1. Abbreviations:
* - Match Existing
BC - Bottom of Curb
TC - Top of Curb
HP - High Point
LP - Low Point
 2. Slopes are provided for information only to
show design intent. Spot elevations and
dimensions shall dictate.

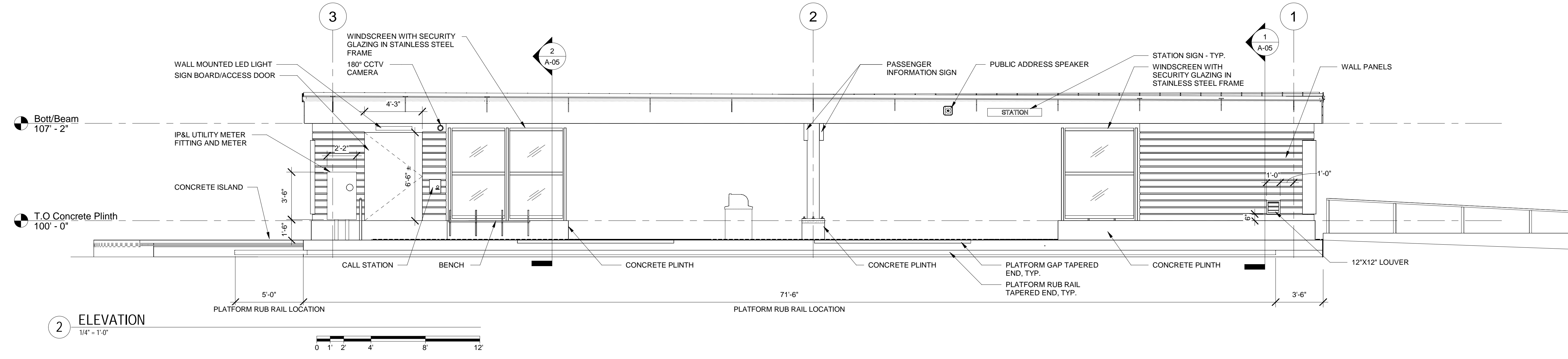


<p>90% Design Submittal Not For Construction</p>	RECOMMENDED FOR APPROVAL _____ DATE 11/1/23 DESIGN ENGINEER	IndyGo - Indianapolis Public Transportation Corporation BLUE LINE BRT	HORIZONTAL SCALE 1" = 10' VERTICAL SCALE N/A	BRIDGE FILE DESIGNATION
	DESIGNED: ATM DRAWN: AEB	STATION DETAILS	SURVEY BOOK _____ SHEETS _____ PROJECT _____ of 1763	
	CHECKED: JRW CHECKED: ATM	WASHINGTON ST. & RITTER AVE STATION		

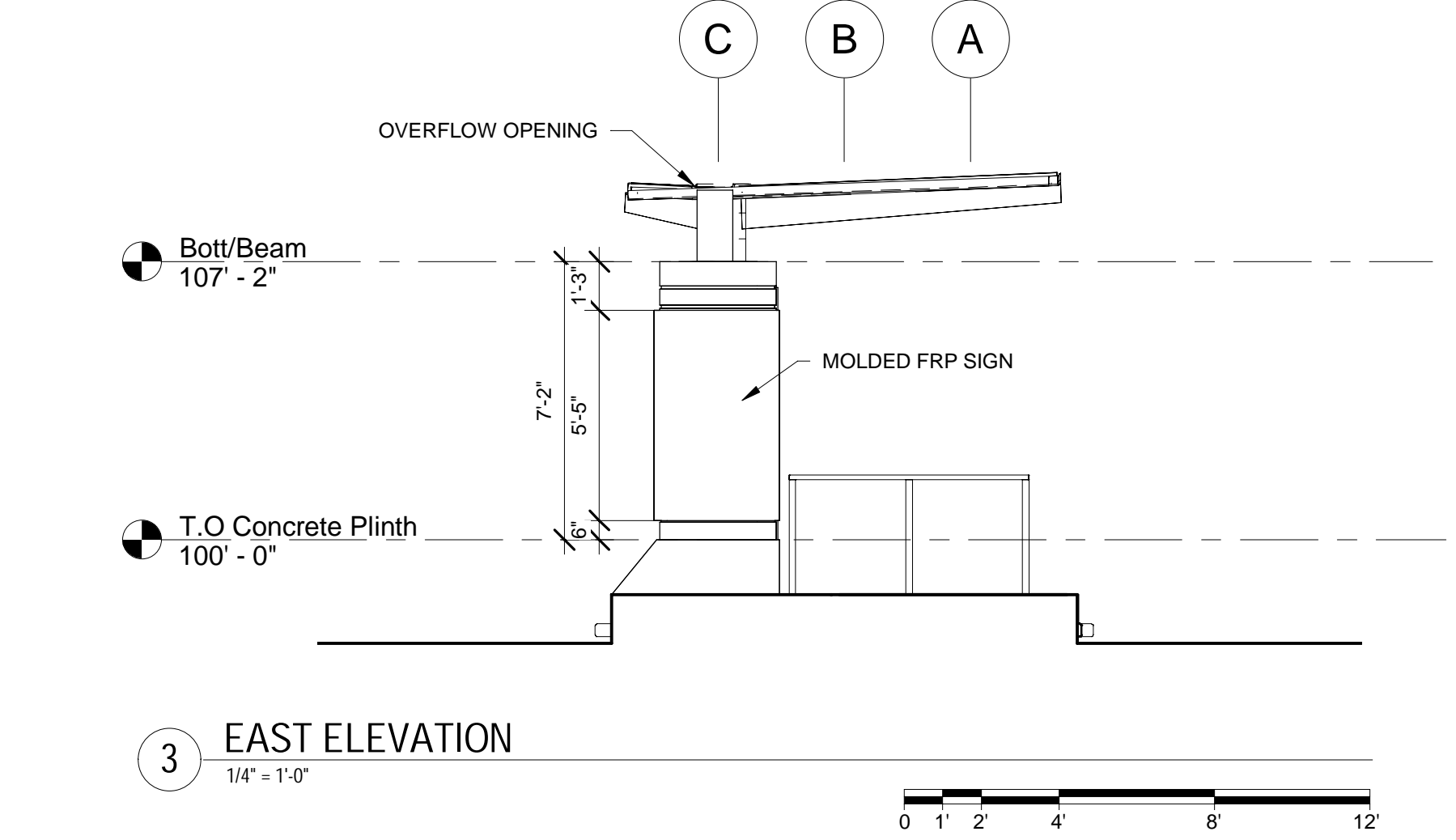
Plot: 6/7/2024 1:12 PM
 ...[Sht Seg 4 Station Detail_10_08.dgn



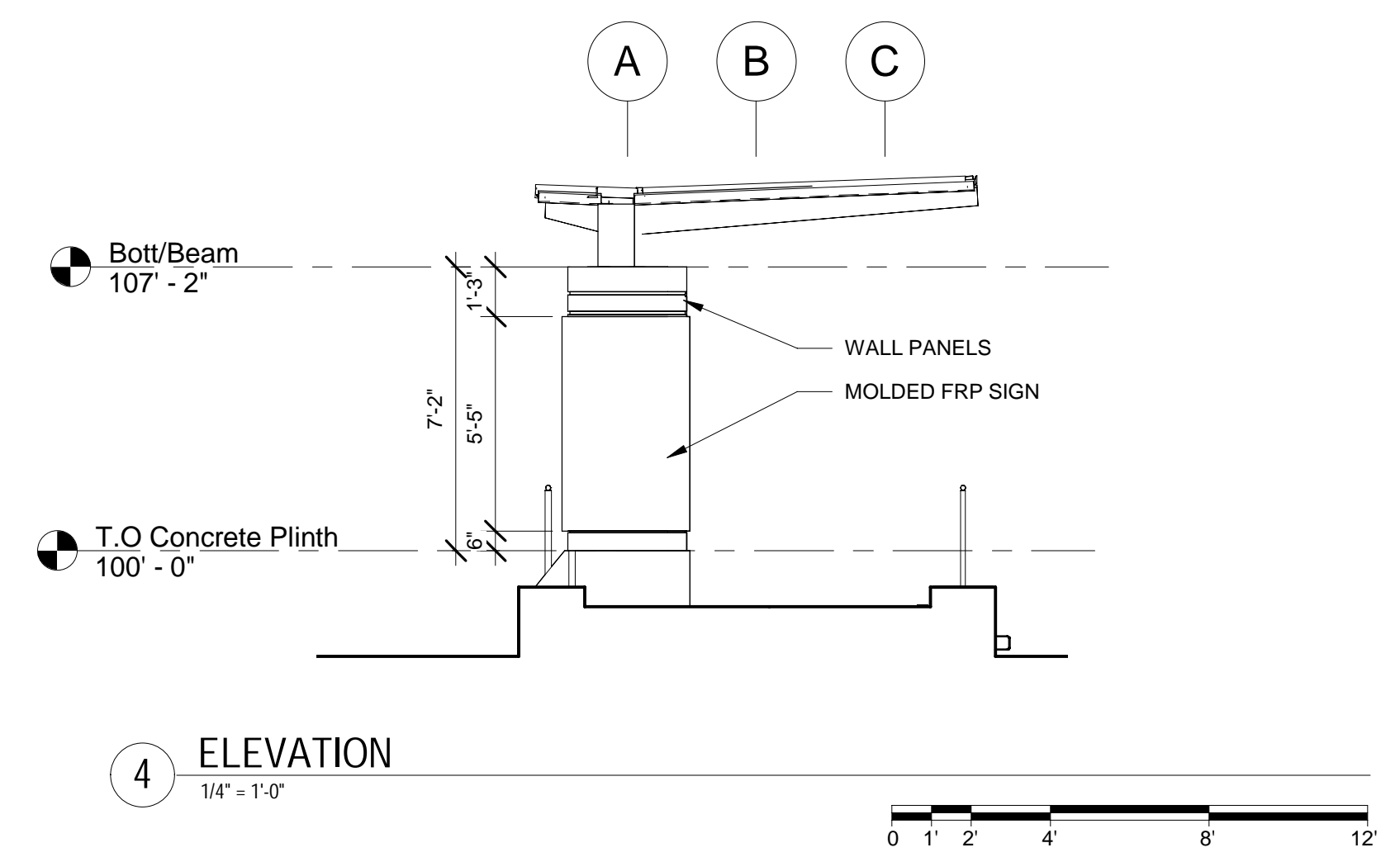
1 ELEVATION
1/4" = 1'-0"



2 ELEVATION
1/4" = 1'-0"



3 EAST ELEVATION
1/4" = 1'-0"



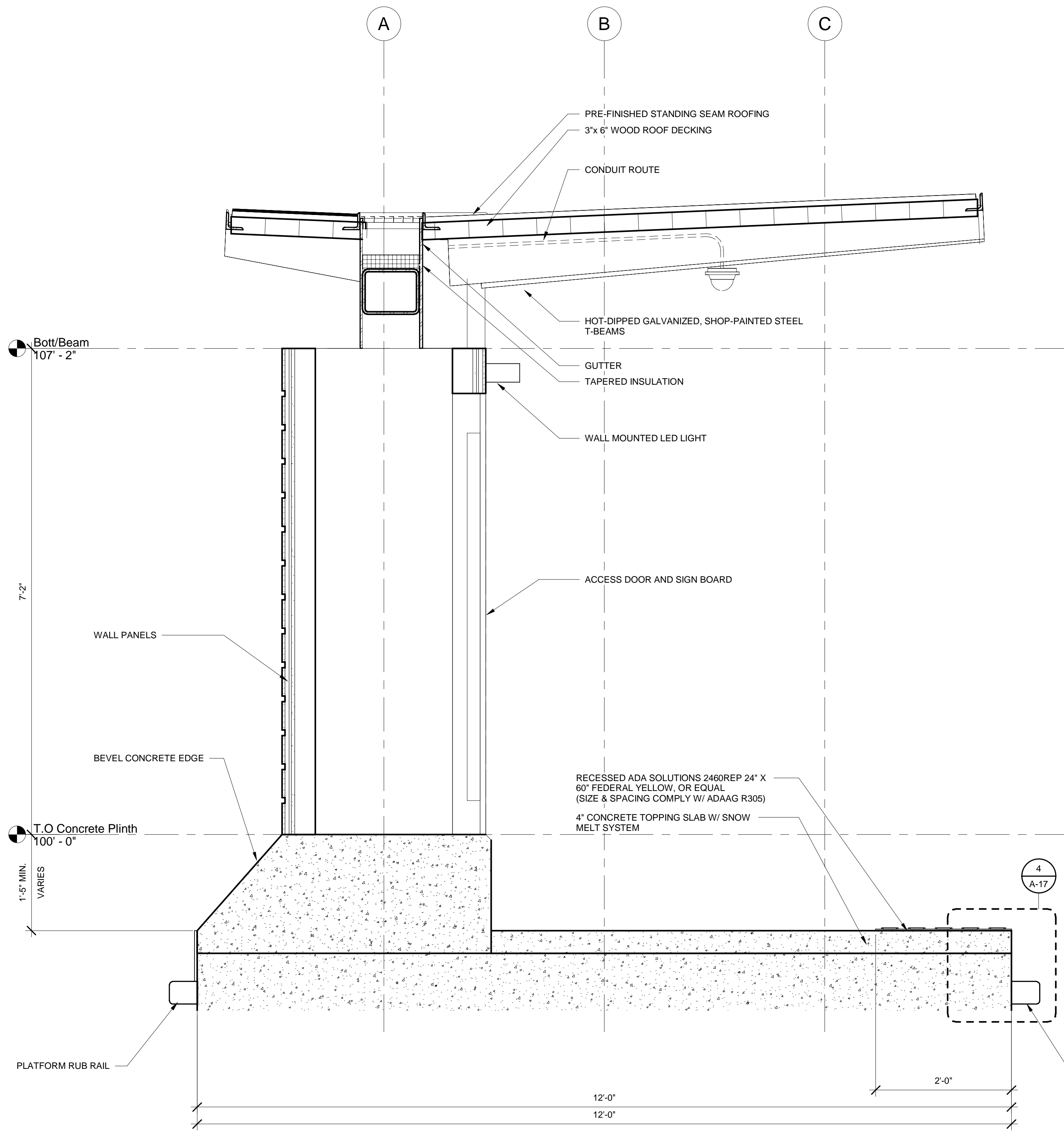
4 ELEVATION
1/4" = 1'-0"

90% Design Submittal
Not For Construction

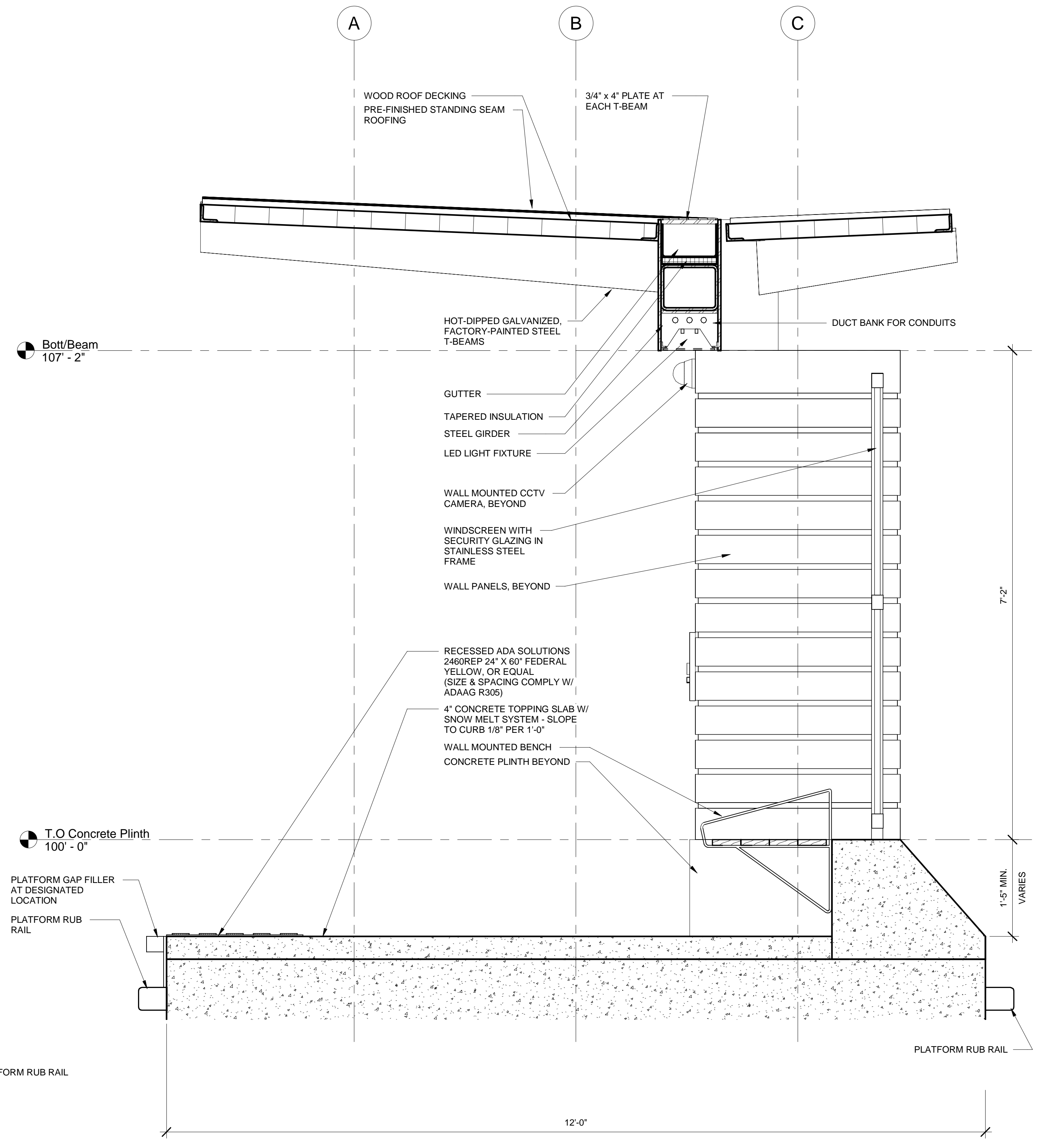
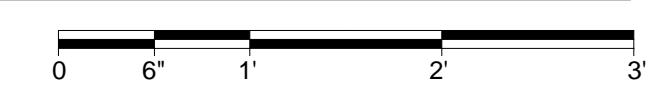
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
		11-01-2023
DESIGNED: GC	DRAWN: SS	
CHECKED: GC	CHECKED: JB	

IndyGo - Indianapolis Public Transportation Corporation
BLUE LINE BRT
ARCHITECTURAL
CENTER ELEVATIONS

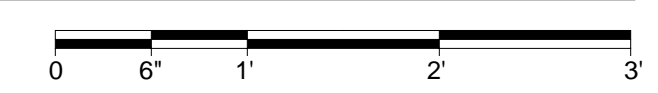
HORIZONTAL SCALE	BRIDGE FILE
N/A	
VERTICAL SCALE	DESIGNATION
N/A	
SURVEY BOOK	SHEETS
	of
PROJECT	A-04



1 ENLARGED SECTION
1" = 1'-0"



2 ENLARGED SECTION
1" = 1'-0"



90% Design Submittal
Not For Construction

RECOMMENDED FOR APPROVAL	11-01-2023
DESIGN ENGINEER	DATE
DESIGNED: GC	DRAWN: SS
CHECKED: GC	CHECKED: JB

IndyGo - Indianapolis Public Transportation Corporation
BLUE LINE BRT
ARCHITECTURAL
CENTER ENLARGED SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
N/A	
VERTICAL SCALE	DESIGNATION
N/A	
SURVEY BOOK	SHEETS
	of
PROJECT	A-05

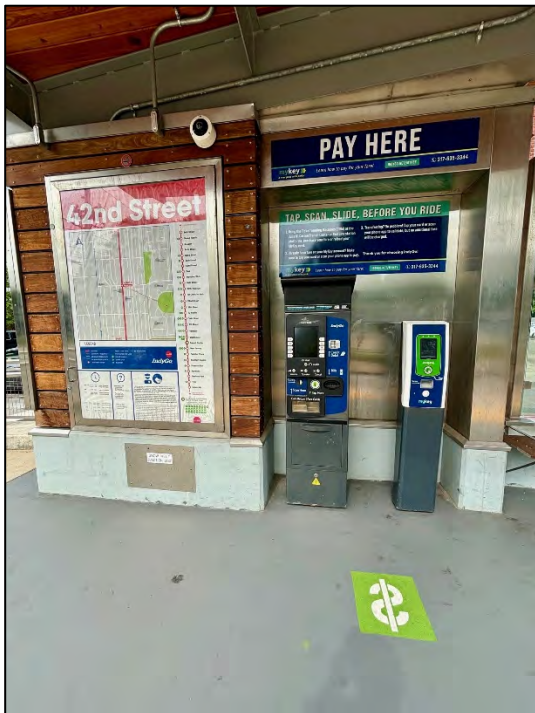
Material Finishes:

Blue Line stations will have the same look and feel as existing Red and Purple Line Stations and will use similar materials finishes.



Examples from Red Line

- Steel frame roof with wood panel ceiling
- Center column with monitors showing real time arrival information
- 75' long x 12' wide concrete platform with gray epoxy paint and tactile strips along edges
- Location maps on either end of platform
- Lexan windows behind benches
- Stainless steel trash receptacle
- Ticket vending machines
- Synthetic wood benches for ease of maintenance



Material Finishes (cont'd):



Examples from Purple Line

- Synthetic IPE wood siding (Different from Red Line which used real IPE wood. Material was switched for ease of construction and maintenance.)
- Concrete “nose” barrier station signage (Added since Red Line for aesthetics and additional pedestrian protection)
- Stainless steel railing (Simplified design compared to Red Line to be more vandal-proof)



Previous State and Federal Approvals of Note:

- State of Indiana
 - A Section 106 Finding of No Adverse Effect was received from the Indiana SHPO (IDNR-DHPA) on January 10, 2024.
- National Environmental Policy Act (NEPA) Approval
 - Since this project is Federally funded, IndyGo was required to receive NEPA approval. A Documented Categorical Exclusion confirming no adverse impacts to environmental, land use, traffic level of service, and historical resources was approved by the Federal Transit Administration (FTA) on April 4, 2024.