



<b>Alternatives Considered:</b>	N/A		
<b>Project Termini:</b>	N/A		
<b>Funding Source(s):</b>	<u>N/A</u> Federal	<u>N/A</u> State	<u>N/A</u> Local
<b>Project Sponsor:</b>	INDOT/IDOA	<b>Estimated Cost</b>	\$ N/A
		<b>Project Length</b>	N/A

SCOPE OF THE PROPOSED ACTION		
<b>Public Involvement</b>	No Involvement: <input checked="" type="checkbox"/>	Possible:
This action does not involve the acquisition of any new permanent or temporary right-of-way, no relocations are required, and there are no public environmental concerns with the disposal of this property. No public hearing is required for an action of this type under INDOT's FHWA-approved public involvement guidelines.		
<b>Relocation of residences/businesses/etc.*</b>	No Involvement: <input checked="" type="checkbox"/>	Possible:
N/A		
<b>Right-of-way in acres (permanent and temporary)*</b>	No Involvement: <input checked="" type="checkbox"/>	Possible:
N/A		
<b>Added through-traffic lanes – length*</b>	No Involvement: <input checked="" type="checkbox"/>	Possible:
N/A		
<b>Permanent alteration of local traffic pattern*</b>	No Involvement: <input checked="" type="checkbox"/>	Possible:
N/A		
<b>Facility on new location or realignment*</b>	No Involvement: <input checked="" type="checkbox"/>	Possible:
N/A		
<b>Disruption to public facilities/services (such as schools, emergency service)</b>	No Involvement: <input checked="" type="checkbox"/>	Possible:
N/A		
<b>Involvement with existing bridge(s) (Include structure number(s))</b>	No Involvement: <input checked="" type="checkbox"/>	Possible:
N/A		

<b>INVOLVEMENT WITH RESOURCES</b>		
<b>Watercourses Impacted (linear feet)</b>	No Involvement: <input checked="" type="checkbox"/>	Possible:
There are no streams or ditches located within this property. See Appendix A-6.		
<b>Other Surface Waters (such as ponds, lakes, reservoirs, in acres)</b>	No Involvement: <input checked="" type="checkbox"/>	Possible:
No other surface waters were identified within the boundaries of the property.		
<b>Wetlands (acres)*</b>	No Involvement: <input checked="" type="checkbox"/>	Possible:
No wetlands were identified in or near the property during the field check of May 19, 2010, nor from the GIS review from the red flag investigation of September 1, 2010. See Appendix A-6.		
<b>Disturbance of Terrestrial Habitat (acres)</b>	No Involvement: <input checked="" type="checkbox"/>	Possible:
The 0.2 acre excess parcel was previously a residential property containing house. The site contains a few matures trees and is adjacent another small wooded lot; however, the property is located near the center of the town of Monrovia and is surrounded by highways, commercial properties and residential properties. This property does not contain any grounds suitable for habitat by any species of concern, nor is it adjacent to any such habitat.		
<b>Karst Features</b>	No Involvement: <input checked="" type="checkbox"/>	Possible:
The project is located outside of the designated karst area of the state as identified in the October 13, 1993 MOU. No karst features were observed or are known to exist within or adjacent to the proposed project area.		
<b>Threatened and Endangered Species Present/Impacted*</b>	No Involvement: <input checked="" type="checkbox"/>	Possible:
The IDNR Natural Heritage Database has been checked via GIS, and 1 listing of a state or federal endangered, threatened, or rare species is present within a half-mile radius. The sighting is of a state endangered vertebrate animal about 0.35 mile from the excess parcel. No suitable habitat for this species is within or adjacent to this parcel. Selling this parcel will have no affect on any protected species.		
<b>Impacts to Sole Source Aquifer*</b>	No Involvement: <input checked="" type="checkbox"/>	Possible:
The project is not located within the legally designated St. Joseph Aquifer System. The IDEM, Division of Groundwater WHPA database has been checked. No wellhead protection areas are near the project location.		
<b>Flood Plains (note transverse or longitudinal impact)</b>	No Involvement: <input checked="" type="checkbox"/>	Possible:
This parcel is not located in or near a delineated 100-year flood zone, nor is it near any stream or waterway that could produce a flood event with the magnitude to affect the parcel. The nearest waterway is a small headwaters stream about 0.4 mile to the east and is not associated with a 100-year flood zone at this location. See Appendix A-6.		
<b>Farmland (acres)</b>	No Involvement: <input checked="" type="checkbox"/>	Possible:
None of the land within the project limits meets the definition of farmland under the Farmland Protection and Policy Act (FPPA). The requirements of the FPPA do not apply to this project.		
<b>Cultural Resources (Section 106)*</b>	No Involvement: <input checked="" type="checkbox"/>	Possible:
The INDOT Cultural Resources Section (CRS) was coordinated with to determine if the property contained any properties that are listed or are eligible for the National Register of Historic Places (NRHP). See Appendix C for the email responses for above ground historical resources and the archeological review. CRS responded by stating the following:		

<b>INVOLVEMENT WITH RESOURCES</b>		
<p><i>Shaun [the CRS lead archaeologist] reviewed the previous Section 106 materials and determined that portions of this excess parcel were examined by Greenlee (2008) during her survey of additional r/w areas required by the AI. The remaining portion of the parcel falls within 10 meters of the additional r/w sampled negating the need for additional archaeology. Neither the original Stilwell (2002) nor the subsequent Greenlee (2008) reconnaissance identified archaeological resources within or near this parcel. It appears that the r/w acquired from this parcel was thoroughly examined for archaeological resources and any excess portions contained therein have been cleared by SHPO-most recently in letters dated 10/1/08 and 11/5/08. Therefore, no additional archaeology is required.</i></p> <p><i>Additionally, in Susan's absence, I reviewed the revised APE she drew in 2008 for the "no historic properties affected" finding and this parcel was included in it. Since no historic properties were found to be located within the APE, no additional above-ground work is needed either.</i></p> <p><i>We don't think any additional Section 106 work is needed for the sale of this parcel.</i></p> <p>Based on the above CRS comments, there are no properties in or near the parcels that are listed on or eligible for the NRHP, and the sale of these parcels will not impact any historically significant resources.</p>		
<b>Section 4(f) and Section 6(f) Resources *</b>	No Involvement: <input checked="" type="checkbox"/>	Possible:
<p>This property contains no NRHP eligible resources, publicly owned parks, recreation areas, wildlife or waterfowl refuge, or any property that could be defined as a Section 4(f) resource, nor does this property contain any land purchased or improved with funds from the Land and Water Conservation Fund (LWCF). Therefore, selling these parcels will not impact any Section 4(f) or Section 6(f) resources.</p>		
<b>Air Quality Non-attainment Area</b>	No Involvement: <input checked="" type="checkbox"/>	Possible:
<p>This project is located in Morgan County. This county is currently a maintenance area for 8-hour ozone. The action of selling this excess parcel is processed by the Indiana Department of Administration (IDOA) and is not considered to be an action on behalf of INDOT or FHWA. As such, disposal of this excess parcel is not subject to the conditions of 40 CFR 93 which governs conformity of transportation projects with the Clean Air Act, as determined by 40 CFR 93.102, <i>Applicability</i>.</p>		
<b>Noise Analysis Required*</b>	No Involvement: <input checked="" type="checkbox"/>	Possible:
<p>Selling this parcel will not lead to alteration or new construction of a highway; therefore, this project is not a Type 1 project. In accordance with 23 CFR 772 and the INDOT Traffic Noise Policy (FHWA concurrence on February 26, 2007), this action does not require formal noise analysis.</p>		
<b>Community/Economic Impacts</b>	No Involvement: <input checked="" type="checkbox"/>	Possible:
<p>Selling this property will not cause any changes in the existing community dynamic. Nor will it increase any public costs such as increased taxes to the general public, costs of commuting, costs of doing business, costs of living, or other such costs. Moneys received from disposal of this property will become a source of funding for other governmental expenses, thereby reducing demand on public tax dollars. Additionally, private sector ownership of the land could potentially increase local government revenue via property taxes generated by the buyer.</p>		
<b>Environmental Justice</b>	No Involvement: <input checked="" type="checkbox"/>	Possible:
<p>Disposal of this property will have no negative impact on the community, the environment, or the local or state economy. Disposal of this excess state owned property is not an Environmental Justice concern.</p>		
<b>Hazardous Materials</b>	No Involvement:	Possible: <input checked="" type="checkbox"/>
<p>Excess Parcel 4348-2 is located in close proximity to a leaking underground storage tank (LUST), which is associated with the gas station immediately to the west of the parcel at the northwest corner of SR 39 and SR 42.</p>		

**INVOLVEMENT WITH RESOURCES**

During the NEPA phase of the original project as describe under Des. No. 9608950, a Phase I Initial Site Assessment (ISA) for hazardous materials was conducted and reported in August 2008, which prompted the need for a Phase II Preliminary Site Investigation (PSI). The Phase II was completed on October 30, 2008, which included the installation of 3 soil probes within parcel 4348-2, probes B-1 through B-3 (see Appendix B for excerpts from the Phase I and Phase II reports). The Phase II states that , "dissolved benzene and methyl tertiary butyl ether (MTBE) were present in soil boring B-2 above IDEM RISC [*Risk Integrated System of Closure*] RDCLs [*Residential Default Closure Levels*], and above RISC IDCLs [*Industrial Default Closure Levels*] for benzene only." These chemicals of concern (COCs) at probes B-1 and B-3, while detected, did not exceed any of the IDEM thresholds. The October 2008 report states:

*The exposure pathways associated with construction activities are through direct skin contact, ingestion, and inhalation of soil vapors or particles. Based on the results of this investigation, standard construction worker PPE (i.e. boots, long pants, gloves, etc) should be donned for the completion of the improvement project.*

*Groundwater is not expected to be encountered during the intersection improvement activities, as it was observed between 6 and 7 ft-bgs [below ground surface], which is deeper than planned construction. However, if groundwater is encountered, contact should be avoided and provisions for disposal should be implemented.*

The details of the Phase I and Phase II reports should be disclosed to potential buyers of this parcel. Note that the recommendations for worker protection described in the Phase II report are written for the level of disturbance anticipated for the road reconstruction project and should not be considered inclusive of all safety precautions that the buyer should consider. Necessary safety precautions are subject to the level and depth of work, and should be considered by the buyer before beginning any ground disturbing activities. Soil and groundwater contamination is under the regulatory authority of IDEM.

**Permits**

No Involvement: ✓

Possible:

The process of selling these parcels does not lead directly to any action that will disturb aquatic or terrestrial resources, and no environmental permits are needed to advance the sale of this property. A Phase II Preliminary Site Investigation for hazardous materials identified excessive levels of dissolved benzene and MTBE. Such contaminated sites are under the regulatory authority of IDEM.

\*Criteria used for determination of CE Level. See threshold table below.

**ENVIRONMENTAL COMMITMENTS:**

**Items for Consideration**

Hazardous materials investigations have been conducted at Parcel 4348-2. Analytical results of soil and groundwater samples identified the presence of chemicals of concern (COCs) which have entered the site due to the leaking underground storage tanks associated with the adjacent gas station at the northwest corner of SR 39 and SR 42. The COCs identified are dissolved benzene and methyl tertiary butyl ether (MTBE). Concentrations of these COCs were detected above the IDEM Risk Integrated System of Closure (RISC) Residential Default Closure Levels (RDCL) for benzene and MTBE, and above the IDEM RISC Industrial Default Closure Levels (IDCL) for benzene only. Available information concerning the contamination of this site should be disclosed to potential buyers. Before conducting land disturbing activities, the buyer should coordinate with IDEM in order to determine acceptable safety precautions and any necessary remediation of the soils and groundwater.

### Categorical Exclusion Level Thresholds

	Level 1	Level 2	Level 3	Level 4
<b>Relocations</b>	None	≤ 2	> 2	> 10
<b>Right of way<sup>1</sup></b>	< 0.5 acres	< 10 acres	≥ 10 acres	≥ 10 acres
<b>Length of added through lane</b>	None	< 1 miles	≥ 1 mile	≥ 1 mile
<b>Permanent Traffic pattern alteration</b>	None	None	Yes	Yes
<b>New alignment</b>	None	None	< 1 mile	≥ 1 mile <sup>2</sup>
<b>Wetlands</b>	< 0.1 acres	< 1 acre	< 1 acre	≥ 1 acre
<b>Stream Impacts</b>	≤ 300 linear feet, ≤ 150 linear feet REC, ≤ 1 acre	> 300 linear feet, > 150 linear feet REC	> 1 acre	> 1 acre
<b>Section 4(f)</b>	None	None	Programmatic/ <i>de minimis</i> Findings <sup>3</sup>	Individual 4(f)
<b>Section 6(f)</b>	None	None	Any impacts	Any impacts
<b>Section 106*</b>	"No Historic Properties Affected" or falls within guidelines of Minor Projects PA	"No Adverse Effect" or "Adverse Effect"	N/A	If ACHP involved
<b>Noise Analysis Required</b>	No	No	Yes <sup>4</sup>	Yes <sup>4</sup>
<b>Threatened/Endangered Species</b>	"No Effect", or Falls within Guidelines of USFWS 9/8/93 Programmatic Response	"Not likely to Adversely Affect"	"Not likely to Adversely Affect"	"Likely to Adversely Affect" <sup>5</sup>
<b>Sole Source Aquifer Groundwater Assessment</b>	Detailed Assessment Not Required	Detailed Assessment Not Required	Detailed Assessment Not Required	Detailed Assessment Required
<b>Approval Level</b>				
• ESM <sup>6</sup>	Yes	Yes	Yes	Yes
• OES			Yes	Yes
• FHWA				Yes

<sup>1</sup>These thresholds have changed from the March 2008 Manual.

<sup>2</sup>Permanent and/or temporary right of way.

<sup>3</sup>If the length of the new alignment is equal to or greater than one mile, contact the FHWA's Air Quality/Environmental Specialist.

<sup>4</sup>The FHWA must review and approve Programmatic and *de minimis* Section 4(f) prior to CE approval.

<sup>5</sup>In accordance with INDOT's Noise Policy.

<sup>6</sup>If the project is considered Likely to Adversely Affect Threatened and/or Endangered Species, INDOT and the FHWA should be consulted to determine whether a higher class of document is warranted.

<sup>7</sup>Environmental Scoping Manager

<b>In accordance with the <i>Categorical Exclusion Programmatic Agreement</i> between INDOT and FHWA, the following type of environmental documentation is needed:</b>	
	<b>No Additional Documentation: State-Funded Project.</b> For projects that are 100% state-funded, and meets IDEM's approved list of Categorical Exempted Projects.
OES Approval 23 CFR 771.117(d) (See Appendix D)	<b>No Additional Documentation: Categorical Exclusion, Level 1.</b> The necessary supporting documentation, including maps and coordination, are attached to this document and will be kept on file in the district. If the project is approved as a CE-1 under Tables 2 or 3 in the CE Manual, provide the number or letter under which this CE-1 is approved. For projects not listed on Tables 2 or 3, but determined to be Level 1 CEs on other criteria, such as the threshold chart above, attach appropriate documentation.
	<b>Categorical Exclusion, Level 2 through 4</b> – The proposed action exceeds the thresholds for a CE-1 in the thresholds table above. The project must be documented on the Categorical Exclusion/Environmental Assessment Form. Additional research and documentation are necessary to determine environmental impacts and the type of environmental documentation.
	<b>EA</b> – An Environmental Assessment will be prepared.
	<b>EIS</b> – An Environmental Impact Statement will be prepared.



**INDIANA DEPARTMENT OF TRANSPORTATION**  
*Driving Indiana's Economic Growth*

100 North Senate Avenue  
 Room N642  
 Indianapolis, Indiana 46204-2216 (317) 232-5348 FAX: (317) 233-4929

**Mitchell E. Daniels, Jr., Governor**  
**Michael W. Reed, Commissioner**

Date: September 3, 2010

To: Brock N. Ervin  
 INDOT, Crawfordsville District  
 41 W 300 N  
 Crawfordsville, IN 47933  
 bervin@indot.in.gov

From: Kenneth McMullen, CHMM  
 Hazardous Materials Unit Supervisor  
 Office of Environmental Services  
 Indiana Department of Transportation  
 100 N Senate Avenue, Room N642  
 Indianapolis, IN 46204

Re: Des. # 9608950  
 Project description: Excess Parcel Disposal, Parcel 4348-2  
 Road: SR 39  
 Monrovia, Morgan County, Indiana

**Narrative:**

INDOT and IDOA intend to sell the excess parcel 4348-2 that was acquired during the pavement replacement project that began construction in 2009. The parcel is located at the northeast corner of SR 39 and SR 42 in the town of Monrovia.

**SUMMARY**

<b>Infrastructure</b>			
Indicate items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project:			
Other road projects	0	Airports	0
Cemeteries	1	Hospitals	0
Railroads	0	Recreational Facilities	3
Religious Facility	3	Schools	0
Trails	0	Pipelines	0

Explanation: All identified resources are outside of the parcel for disposal. None of the resources will be impacted by the sale of this project.

Supervisory concurrence:     k.bm     (Initial)

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<b>Water Resources</b>			
Indicate items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project:			
Canal Routes – Historic	0	Canal Structures – Historic	0
Wetland Line	0	Floodplain-DFIRM	0
Rivers and Streams	1	Wetlands	2
Wetland Points	0	Lakes – Impaired*	0
Streams – Impaired*	0	Cave Entrance Density	0
Sinkhole Areas	0	Karst Springs	0
Lakes and Ponds	1	Sinking-Stream Basins	0

\* Reason for impairment, if applicable:

Explanation: All GIS identified resources are distant from the parcel. No water resource concerns were identified during the on-site review on May 19, 2010 by district environmental staff.

Supervisory concurrence:    kbm    (Initial)

<b>Mining/Mineral Exploration</b>			
Indicate items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project:			
Oil Wells	0	Gas Wells	0
Mines – Surface	0	Mines – Underground	0
Petroleum Fields	0		

Explanation: n/a    kbm   

Supervisory concurrence:                      (Initial)

**Ecological Information**

From the county listing of the Indiana Natural Heritage Data Center, information on endangered, threatened, or rare (ETR) species and high quality natural communities:

State Listed Species

- 22 aquatic species, terrestrial species (vertebrate/invertebrate), avian species, and vascular plants from the state list

Federally Listed Species

- 4 aquatic species, terrestrial species (vertebrate/invertebrate), avian species, and vascular plants from the federal list
- 4 state and or federal habitats listed

A review of the Natural Heritage GIS data has been conducted. One vertebrate species was identified within the half-mile radius of review. No habitat for this species is present within the parcel.

**Cultural Resources**

CRS responded on May 19, 2010, stating that the parcel was covered for Section 106 during the original project and that there were no historic properties within the APE. No further review is necessary.

Supervisory concurrence:    kbm    (Initial)

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<b>Hazmat Concerns</b>			
Indicate items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project:			
Confined Feeding Operation	0	Construction Demolition Waste	0
Industrial Waste Sites	0	Leaking UG Storage Tanks	3
Open Dump Waste Sites	0	NPDES Pipe Locations	0
NPDES Facilities	0	Corrective Active Sites	0
Restricted Waste Sites	0	Septage Waste Sites	0
Solid Waste Landfills	0	Superfund Sites	0
Tire Waste Sites	0	Underground Storage Tanks	2
Voluntary Remediation Program	0	Brownfields	0
Waste Transfer Stations	0	Waste Treatment Storage Disposal	0
Manufactured Gas Plant	0	State Cleanup Site	0
Etiological Waste Site	0	Lagoon	0
IDEM 303d Listed Streams*	0	303d Listed Rivers*	0
303d Listed Lakes*	0		

\* Reason for impairment, if applicable: n/a

Explanation: A Phase I was performed in Monrovia for the original project in August 2008 and a Phase II was conducted in October 2008. The Phase II involved 3 borings and the report stated, "dissolved benzene and methyl tertiary butyl ether (MTBE) were present in soil boring B-2 above IDEM RISC RDCLs, and above RISC IDCLs for benzene only." The Hazardous Materials Section of OES will be contacted to determine if any further action is needed at this site to address the presence of dissolved benzene and MTBE. No new concerns were identified during the site visit of May 19, 2010 that would affect the validity of the existing reports.

Supervisory concurrence:     kbm     (Initial)

**Recommendations**

No further environmental reviews are warranted, though the Hazardous Materials Section of OES should be contacted to determine if any further action is necessary to address the presence of dissolved benzene and MTBE within the parcel limits.

Supervisory concurrence:     *Kenneth B. McMullen*      
Digitally signed by Kenneth McMullen, CHMM, DN: cn=Kenneth McMullen, CHMM, o=INDOT, ou=Hazmat Ubit, email=kcmcmullen@indot.in.gov, c=US Date: 2010.09.03 12:32:49 -0400

*Brook N. Ervin*  
 Environmental Scientist  
 INDOT, Crawfordsville District

**Graphics:**

A map for each report section with a ½ mile radius buffer around all project area(s) showing all items identified as possible items of concern is attached.











Excess Parcel 4348-2

Old Des. 9608950, Northeast corner of SR 39 and SR 42, Monrovia, Morgan County



Photo 1 – Facing North from SR 42 near west side of parcel.



Photo 2 – Facing north from SR 42 near east side of parcel.



Photo 3 – Facing east from SR 39 near south side of parcel.



Photo 4 – Facing east from SR 39 near middle of parcel.



Photo 5 – Facing north from near middle of parcel.



Photo 6 – Facing south from northwest side of parcel.

Excess Parcel 4348-2  
Old Des. 9608950, Northeast corner of SR 39 and SR 42, Monrovia, Morgan County

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Photo 7 – Facing south from north end of parcel.



Photo 8 – Facing property to the west of the excess parcel.

# Phase I Investigation

Phase I Environmental Assessment  
Part I – Intersection of SR39 & SR 42 in Town of Monrovia

Designation Number 9608950  
SR 39 Pavement Replacement From Monrovia to Belleville  
Hendricks County & Morgan Counties

August 2008



Indiana Department of Transportation  
Environmental Services  
Office of Environmental Services  
Hazardous Materials Unit  
100 North Senate Avenue  
Indiana Government Building North, Room N642  
Indianapolis, Indiana 46204

# 1.0 Summary

The Office of Environmental Services, Hazardous Materials Unit of the Indiana Department of Transportation conducted a Phase I Investigation for the Pavement Replacement and Road Widening on State Road 39 from Monrovia to Belleville in Morgan and Hendricks Counties. (Des. No. 9608950) in general conformance with the new ASTM Standard Practices for Environmental Site Assessments (E 1527-05). Three separate Phase I Environmental Assessments are included under this Des. No. (9608950).

This report is Part I, which address environmental concerns associated with 1) the demolition of two (2) residences in the Town of Monrovia. 2) The possible presence of contamination on the vacant lot owned by INDOT on the northeast corner of the SR39 and SR 42 intersection and 3) environmental concerns of two Leaking Underground Storage Tank (LUST) locations. This assessment includes a site reconnaissance, a review of past operations within the proposed project area, personal interviews, and a review of State, Local, and Federal government records to determine potential recognized environmental conditions affecting the project area. This Phase I Investigation has been conducted to identify any environmental problems or concerns associated with the properties.

**The site reconnaissance, government records analysis, and review of historic documents, recent environmental investigations, and interviews with knowledgeable people indicate there may be hazardous materials in the project area, although these are not likely to directly affect the proposed pavement replacement project.**

**During an Initial Site Characterization performed by Dairy Land, contamination was found in a boring east of Dairy Land, on a vacant lot owned by INDOT. The source of this contamination appears to be the Dairy Land gas station. Dairy Land is currently performing an environmental investigation and cleanup project for IDEM.**

**A second Leaking Underground Storage Tank located at the former Highpoint Oil facility is currently under remediation, under IDEM's jurisdiction. The Highpoint Oil facility is sufficiently distant as to pose no environmental impact to the INDOT SR 39 project. In addition, the groundwater flow direction would carry any groundwater contamination that may be present at the Highpoint Oil facility away from the INDOT pavement replacement project. This site has had the tanks removed and is now a used car lot.**

**A third Leaking Underground Tank on the SR 42 right of way, at Station 3+88, is present several hundred feet west of the SR 39 pavement replacement project, and should present no impact to the project.**

**A further investigation (Phase II) is recommended for the vacant lot, in order to better define the nature and extent of reported contamination on this parcel. This should be expedited in order to not impede the construction schedule. The Phase II investigation has been scheduled for this area.**

## 8.0 Findings

This section describes the potential contamination impacts for the projects. The project site under review was compared to environmental lists and databases to identify their potential for possible environmental concerns. Four sites having environmental issues are described below:

- ▶ One (1) Leaking Underground Storage Tank (LUST) site at the **Dairy Land** convenience store and gas station. This is located at 20 N. Chestnut St, on the west side of SR39. This is an active business. IDEM records list this facility as both an Underground Storage Tank (UST), and as a Leaking Underground Storage Tank (LUST), since there was a fuel leak which is now being monitored by IDEM. It currently dispenses gasoline, and is an active IDEM LUST remediation site (FID # 16559). Mr. Doug Bartz, the IDEM Project Manager stated that Dairy Land has hired a contractor who has recently finished an Initial Site Characterization (ISC), which Mr. Bartz expects to see in August of 2008. Mr. Bartz indicated that as part of the ISC, a soil boring or monitoring well was drilled east of SR 39 on the vacant lot that is owned by INDOT, and that "contamination" was found at that location. Specific information as to the location of the boring and the nature (soil or groundwater) and amount of the contamination is not known at this time.
- ▶ One (1) Leaking Underground Storage Tank (LUST) site is located within one-half mile of the project area. This is referred to in IDEM documents as the **Station 3-88 site**. This is an INDOT right of way site on SR 42, 800 feet west of the SR 39 & SR 42 intersection. Old underground storage tanks were present, associated with an old business. In 1995 three (3) Underground Storage Tanks of 500 gallon capacity were removed from the ground, along with 945 cubic yards of contaminated soil. IDEM issued a No Further Action letter for this site on February 7, 2006. In February 2008 IDEM rescinded the No Further Action letter, and requested that INDOT perform a Further Site Investigation.

In June of 2008, INDOT contracted a consulting company to conduct a drilling and sampling program. Four soil borings were installed on the INDOT right of way. These borings produced a small amount of groundwater. Sufficient water was collected to perform BETX and MTBE analysis. An attempt was made to collect sufficient water for TPH and naphthalene analysis, but the borings produced insufficient amounts of water. A draft copy of the report for this investigation was obtained. Laboratory results indicate that in two (2) of the borings, contaminated soils remain at levels above RISC residential default closure levels. Benzene, ethylbenzene, naphthalene, and MTBE were present in the groundwater at levels above the RISC residential closure levels. The contaminated soils were present at 30 to 35 feet depths, and remediation would be difficult given that the boring locations are on SR 42. Given the depth and the 800 feet distance from the SR 39 pavement replacement project, it is very unlikely that this site will affect the project.

- ▶ One (1) Leaking Underground Storage Tank (LUST) site is located within one-half mile of the project area. **The Former Highpoint Oil facility** (FID # 12098), is located at 35 W. Main Street. This is south of Highway 42 and south of the Dairy Land convenience store and gas station. This former Marathon gasoline station is now operated as a used car lot. The environmental responsibility is being carried by the former owner, Highpoint Oil Company, of Indianapolis, Indiana.

Documents included for this site in Appendices 12.9 include:

- IDEM Virtual File Cabinet, Highpoint Oil, (FID # 12090), letter from IDEM to Highpoint Oil (August 13, 2007). In response to Highpoint Oil's request for a No Further Action (NFA) letter for this site, IDEM refused the NFA on the basis of arsenic levels that are above both residential and commercial levels. Arsenic was found in boring B-11 in the 0 to 4.0 foot interval at 8.9 mg/kg. The residential default closure level for arsenic is 3.9 mg/kg and the industrial default closure level is 5.8 mg/kg.
- IDEM Virtual File Cabinet, Active Environmental Services, Inc., selected pages from the November 20, 2006 report. These pages include Section 2.2 Specific hydrogeological characterization, in which it is stated that groundwater flow is to the south-southwest. Also included from this same report is Plate #9, consisting of "Plan of Site with Potentiometric Surface Map". This map indicates the locations of monitoring wells and shows the groundwater flow direction.

The arsenic levels that were found were found in only one well, the arsenic was only slightly above commercial levels, arsenic is usually not highly mobile, groundwater flow direction has been demonstrated to be *away* from the INDOT project area. These facts would indicate that there would be no environmental impacts to the INDOT SR 39 project from the former High Point Oil facility.

- ▶ INDOT owns three (3) residential lots on the east side of SR 39. One (1) of the houses has been demolished and the remaining two (2) are slated for demolition in order to construct a turning lane at the SR 39 and SR 42 intersection. It was reported by IDEM project manager Doug Bartz that contaminated soils were found on the vacant (southernmost) INDOT lot during an environmental investigation conducted by the Dairy Land facility. Based on this report, it is recommended that a Phase II Environmental Investigation be performed on the east side of SR 39, opposite from the Dairy Land gas station.

The Preliminary laboratory results for the vacant lot Phase II are summarized here.

#### Soils

Three soil borings were installed in the southernmost lot, the lot that is now vacant and is closest to the Dairy Land gas station. No Gasoline Range Organics were found in any of the three soil borings. Lead was detected in all three borings at levels of 2.7 mg/kg, 4.7 mg/kg, and 4.9 mg/kg. The acceptable IDEM RISC exposure for a construction worker is 970 mg/kg. Thus the lead levels are far below (safer) than the maximum lead exposure levels for a construction worker. In addition, the depth interval in which the lead was located is 8.0 to 10.0 feet below the ground surface, well below the expected excavation level. The levels of lead that were found are also well below the Residential Closure Level of 81 mg/kg.

#### Groundwater

Three constituents of concern were found in the vacant lot groundwater. Two of these, benzene and Methyl tertiary butyl ether (MTBE) are cancer causing compounds. The third constituent is dissolved lead. These environmental findings will not affect the construction project, but would affect a possible sale of the property. The findings are discussed below.

Benzene levels in groundwater tested 15.5 ug/L in SB-1, 695 ug/L in SB-2 and Non Detect in SB-3. It is assumed that a construction worker would not drink groundwater from the site; there is no established RISC construction worker value for groundwater. However, for Residential Default Closure, the exposure value is 0.005 mg/L. In SB-2 the levels found were 91.9 ug/L or its equivalent

0.0919 mg/L, well above the Residential Default Closure limit. The Default Residential Closure Level for benzene in soil is 0.005 mg/kg. The groundwater would not be acceptable for future residential use. A restrictive environmental covenant should be considered for this property restricting the use of groundwater, should the property ever be considered for disposal or sale.

MTBE was tested in SB-2 at 695 ug/L. The Residential Default Closure level for MTBE is 0.04, or 40 ug. Again, this means that the groundwater should not be used by a future resident. A restrictive environmental covenant should be issued for this property if it would be sold.

Dissolved lead was found at 10.3 ug/L (SB-1), 42.7 (SB-2) and 19.9 (SB-3). The Residential Default Closure level for lead is 0.9 mg/L. The levels of lead found in the groundwater in SB-2 is not acceptable for residential groundwater use. Again, if the property were to be sold, a restrictive environmental covenant would be needed.

## 9.0 Conclusions

The Phase I Investigation was performed in the identified area in general conformance with the scope and limitations of ASTM E1527-05. A Phase II Investigation is recommended, due to the information contained within this report. There are potential environmental concerns for this project area due to the Dairy Land Leaking Underground Tank (LUST) site.

**Based on the findings of this Phase I study, an Expedited Phase II has been conducted on the INDOT owned vacant lot at the intersection of SR 39 and SR 42. Drilling and soil and groundwater sampling have been conducted. The final report is not yet ready. However a draft copy, as well as the laboratory analytical results were reviewed. Results indicate that there are no environmental impacts that would affect construction workers on the vacant lot east of SR 39 and east of the Dairy Land LUST cleanup site. There are no problems with the soil. However there are groundwater impacts due to dissolved lead, benzene, and MTBE that would require either remediation or legal prohibitions against future use of the groundwater, should the property ever return to residential use. The groundwater is not an acceptable source of potable water at this time.**

**PHASE II – PRELIMINARY SITE INVESTIGATION  
INTERSECTION IMPROVEMENT PROJECT - MONROVIA  
INDOT DESIGNATION No. 9608950**

INTERSECTION OF SR 42 AND SR 39  
MONROVIA, HENDRICKS COUNTY, INDIANA

ATC PROJECT NO. 86.30801.0159

OCTOBER 22, 2008

PREPARED FOR:

INDIANA DEPARTMENT OF TRANSPORTATION  
HAZARDOUS MATERIALS UNIT  
100 NORTH SENATE AVENUE, ROOM N642  
INDIANAPOLIS, INDIANA 46204-2216

ATTN: MR. KENNETH McMULLEN

### 3.0 RESULTS AND FINDINGS

The soil analytical results were compared to the IDEM Risk Integrated System of Closure (RISC) Residential Default Closure Levels (RDCLs) and Industrial Default Closure Levels (IDCLs) for comparison purposes only. The RISC Guidance provides a framework for contaminated sites in Indiana to gain closure through IDEM and has established exposure levels to protect construction workers working at these sites.

#### 3.1 Soil Analytical Results

Based on soil analytical results, soil samples collected as part of this subsurface investigation did not contain adsorbed COC's above laboratory detection limits or the applicable RISC RDCLs or IDCLs. Soil analytical data are summarized in **Table 1**. A soil analytical map is provided as **Figure 3**. Copies of the soil laboratory certificate of analysis and chain of custody documentation are presented in **Appendix B**.

#### 3.2 Groundwater Analytical Results

According to the groundwater analytical results, dissolved benzene and MTBE were detected above the IDEM RISC RDCLs in soil boring B-2. Additionally, dissolved benzene was also above the IDEM RISC IDCLs in the groundwater sample collected from B-2. The remaining groundwater samples did not contain dissolved COC's above laboratory detection limits or the applicable IDEM RISC RDCLs. Groundwater analytical data are summarized in **Table 3**. A groundwater analytical map is provided on **Figure 4**. Copies of the laboratory certificates of analysis are presented in **Appendix B**.

## **4.0 CONCLUSIONS AND RECOMMENDATIONS**

### **4.1 Conclusions**

On August 11th, 2008, ATC performed a Phase II – Preliminary Site Investigation along the ROW at the intersection of State Road 42 and State Road 39 in Monrovia, Indiana. Three soil borings were advanced to a depth of 15 ft-bgs. Soil samples were collected and submitted for laboratory analysis to assess shallow subsurface conditions in relation to the exposure of construction workers to COCs. The soil and groundwater analytical results were compared to IDEM RISC RDCLs and IDCLs.

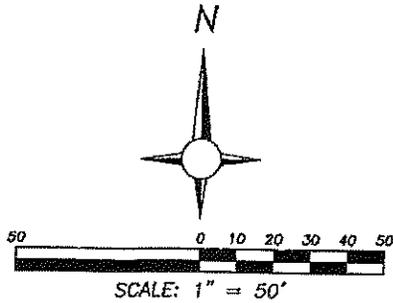
According to the soil analytical results obtained from this investigation, adsorbed COCs were not detected above the IDEM RISC RDCLs in the soil samples collected from soil borings B-1 through B-3. However, based on groundwater analytical results, dissolved benzene and MTBE were present in soil boring B-2 above IDEM RISC RDCLs, and above RISC IDCLs for benzene only.

Based on the results and findings of this subsurface investigation, it appears that the affected area is limited to the vicinity of soil boring B-2. Additionally, it should be noted that groundwater was encountered at depths greater than the planned disturbed depth of the pavement improvement project.

### **4.2 Recommendations**

The exposure pathways associated with construction activities are through direct skin contact, ingestion, and inhalation of soil vapors or particles. Based on the results of this investigation, standard construction worker PPE (i.e. boots, long pants, gloves, etc) should be donned for the completion of the improvement project.

Groundwater is not expected to be encountered during the intersection improvement activities, as it was observed between 6 and 7 ft-bgs, which is deeper than planned construction. However, if groundwater is encountered contact should be avoided and provisions for disposal should be implemented.



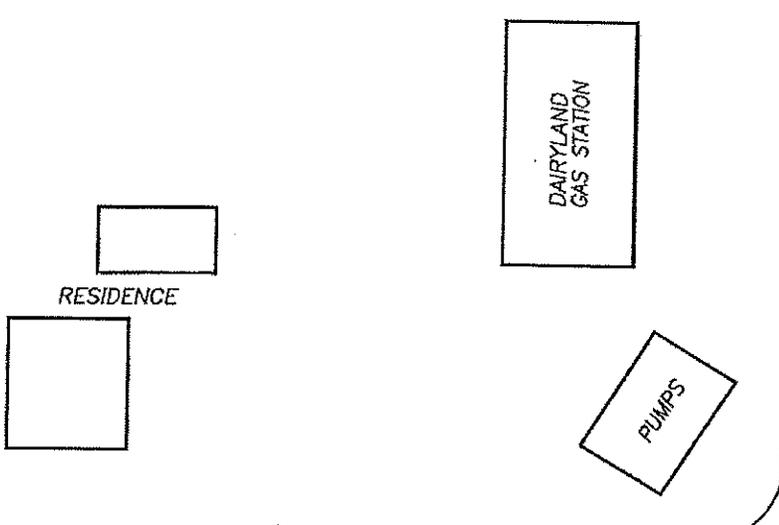
**LEGEND:**

**B-1** SOIL BORING  
Boring Identification

B <1.0	Benzene (ppb)
T <1.0	Toluene (ppb)
E <1.0	Ethylbenzene (ppb)
X <1.0	Total Xylenes (ppb)
MTBE <1.0	Methyl Tertiary Butyl Ether (ppb)
Pb <1.0	Lead (ppb)

PPB = PARTS PER BILLION

--- INFERRED EXTENT OF DISSOLVED COC'S ABOVE IDEM RISC DEFAULT CLOSURE LEVELS



STATE ROAD 39

TREE LINE

**B-3**

B <1.0
T <5.0
E <5.0
X <10
MTBE <5.0
Pb 19.9

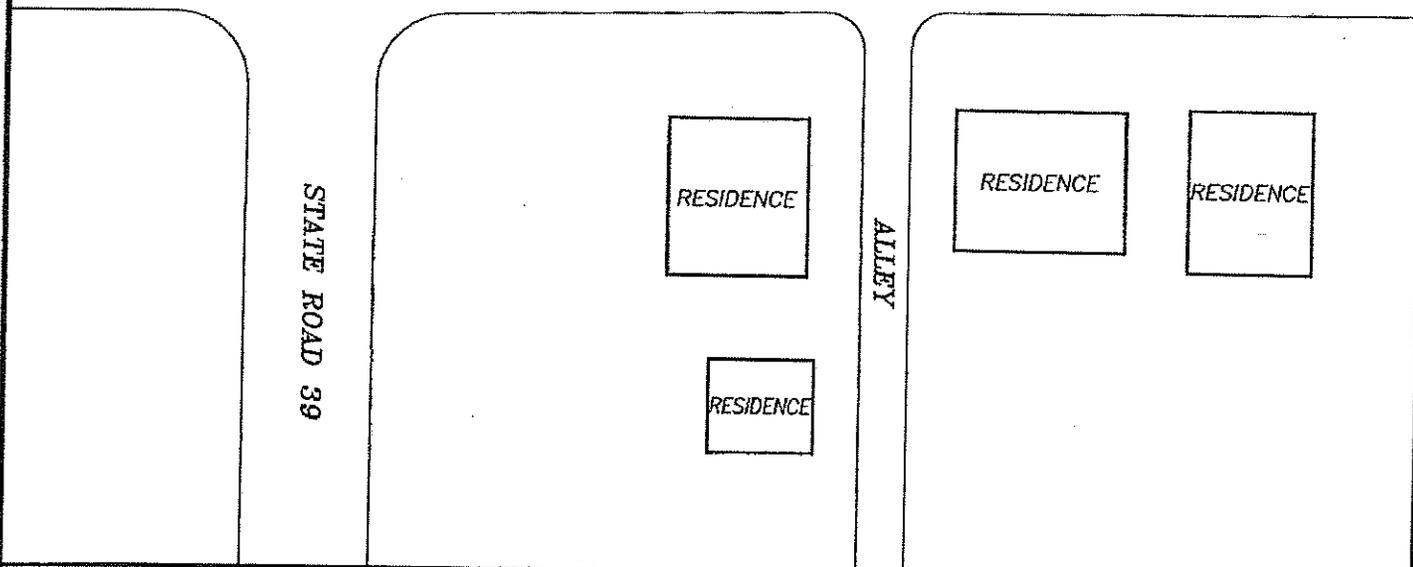
**? B-2**

B 91.9
T <5.0
E <5.0
X <10
MTBE 695
Pb 42.7

**B-1**

B <1.0
T <5.0
E <5.0
X <10
MTBE 15.5
Pb 10.3

STATE ROAD 42

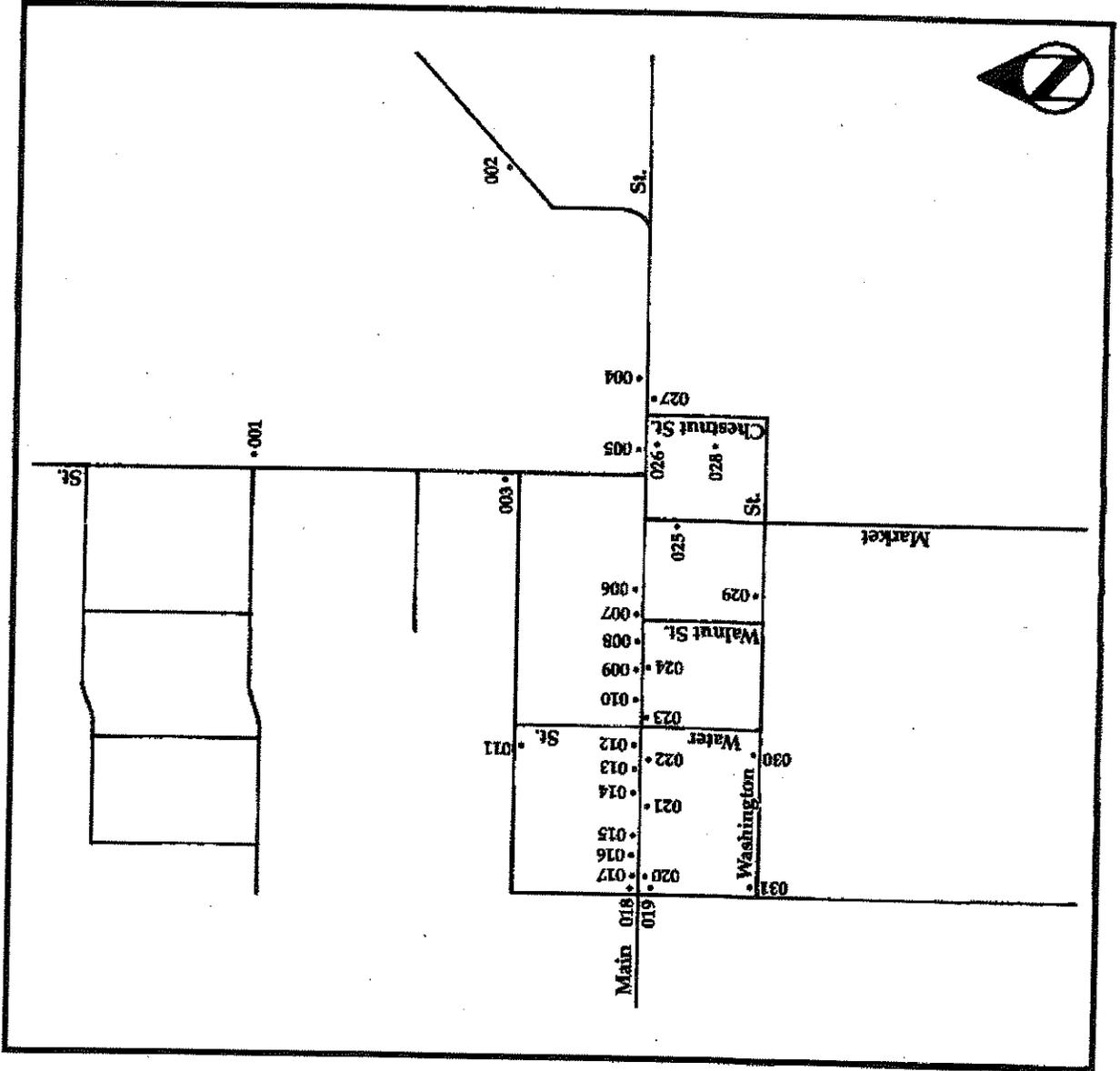


H:\2008\30801\0159

**GROUNDWATER ANALYTICAL MAP**  
 INTERSECTION IMPROVEMENT PROJECT-MONROVIA  
 INTERSECTION OF SR 42 AND SR 39  
 MONROVIA, INDIANA  
 DATA DATE: AUGUST 11, 2008

Project Number: 86,30801.0159		Dir. By: EB
Drawing File: 30801-159D		Clk. By: EM
Date: 9/08	Scale: AS SHOWN	App'd-By:
		Figure: 4

# Monrovia Scattered Sites (11001-031)



Monrovia is located in the west central section of the township and was laid out in 1834 by Gideon Johnson and George Hubbard. The name Monrovia is a variation on the township name, Monroe.

The town maintained a slow but steady growth during its formative years. A steam-powered gristmill, one of the first of its kind in central Indiana, was constructed c.1837 but was soon abandoned. Gideon Johnson and Ira Hadley operated the town's early stores and Irvin Caveness was the first tavern keeper.

Monrovia developed into a commercial center for the surrounding area despite the fact that it did not have access to a rail line. However, the town was located along the Belleville and the Mooresville Toll Roads, linking it to regional markets.

Despite its early settlement, few buildings survive from the town's early years. The two houses on Main Street (11009, 11006), and the house on Water Street (11011) were built between the years 1845-1860 and represent the simple house types of the period.

One of the earliest commercial endeavors in many small towns was a mill. In 1856 Harris & Goddard opened a mill in Monrovia and in 1897 the mill was purchased by Dr. William Hubbard. His son James Whitehall Hubbard operated the mill until 1951 when it was passed on to other family members who owned it until 1991 when the mill was purchased by the Central Indiana Co-op. This historic mill on Main Street (11002) retains the original hand hewn framework despite various alterations and additions over the years.

Monrovia's downtown area developed as a typical late nineteenth century commercial district. Fraternal organizations such as the Odd Fellows, Knights of Pythias and the Masons established lodges in several of the commercial buildings along Main Street (11010, 11012, 11013). The F. Kenworthy Hardware Store (11021), the Monrovia First National Bank (11022) and

the commercial building on Main Street (11023) are representative of the many business buildings in the county's rural communities.

The majority of Monrovia's historic residential architecture is modest in scale. The four houses on Main Street (11016, 11018, 11019, 11020), and the house on Market Street (11025) are good examples of the Bungalow style.

Several congregations were established in Monrovia. The Methodist Episcopal congregation was organized c.1840 and built its first church (11015) in 1850. The building was subsequently remodeled in 1911. The Christian congregation organized during the 1860s and constructed its frame church in 1872. This church was replaced in 1919 by the current building on Chestnut Street (11028). The building is now used by the United Methodist congregation.

Today, Monrovia has maintained its small town character and remains as the commercial center for the surrounding agricultural community.

**No. Rtg. Description**

- 001 C House, Market Street; House: gable-front/Queen Anne, c.1890; Outbuildings: buggy barn, summer kitchen, shed, privy; Architecture, Vernacular/Construction (429)
- 002 C Harris and Goddard/Hubbard Mill, Main Street; Vernacular, 1856/1897; Agriculture, Commerce, Vernacular/Construction (429)
- 003 C House, Market Street; Bungalow, c.1920; Architecture (429)
- 004 C House, Main Street; Central-passage/Gothic Revival, c.1870; Architecture, Vernacular/Construction (429)
- 005 C House, Main Street; Vernacular, c.1890; Vernacular/Construction (429)



002

- 006 C House, Main Street; I-house, c.1845; Vernacular/Construction (429)
- 007 C House, Main Street; T-plan, c.1895; Vernacular/Construction (429)
- 008 C House, Main Street; Bungalow, c.1915; Architecture (429)
- 009 N House, Main Street; Double-pen, c.1845; Exploration/Settlement, Vernacular/Construction (429)



009

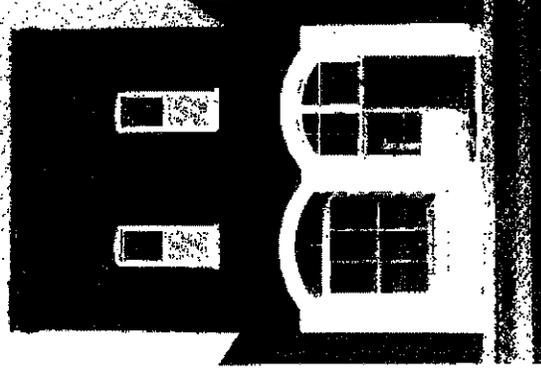
- 010 C I.O.O.F. Lodge No. 354, Main Street; Commercial vernacular, c.1899; Commerce, Social History, Vernacular/Construction (429)

- 011 C House, Water Street; Saltbox, c.1860; Vernacular/Construction (429)

- 012 C Jason W. Tudor Building/E&A.M. Lodge 654; Main Street; Commercial vernacular, 1913; Commerce, Social History, Vernacular/Construction (429)

- 013 C Knights of Pythias Lodge, 5. Main Street; Commercial vernacular; 1909; Commerce, Social History, Vernacular/Construction (429)

- 014 C Commercial Building, Main Street; Commercial vernacular, c.1900; Commerce, Vernacular/Construction (429)

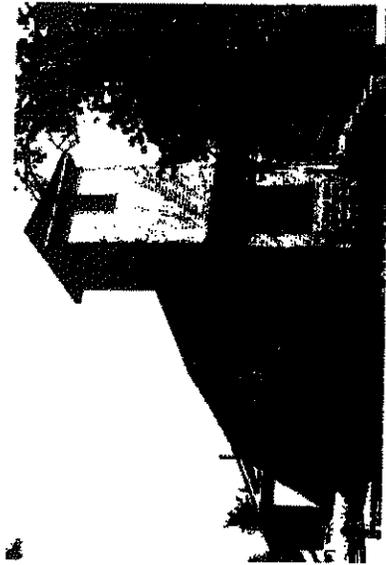


014

- 015 C Monrovia Methodist Episcopal Church, Main Street; Vernacular, 1850/c.1911; Religion, Vernacular/Construction (429)

- 016 C House, Main Street; Bungalow, c.1925; Architecture (429)

- 017 C House, Main Street; I-house, c.1900; Vernacular/Construction (429)



- 018 C House, Main Street; Bungalow, c.1920; Architecture (429)
- 019 C House, Main Street; Bungalow, c.1930; Architecture (429)
- 020 C House, Main Street; Bungalow, 1922; Architecture (429)
- 021 C H. Kenworthy Hardware Store, Main Street; Commercial vernacular, 1916; Commerce, Vernacular/Construction (429)
- 022 C Monrovia First National Bank, Main Street; Commercial vernacular, 1921; Commerce, Vernacular/Construction (429)
- 023 C Commercial Building, Main Street; Italianate, c.1870; Architecture, Commerce (429)
- 024 C House, Main Street; Bungalow, c.1920; Architecture (429)
- 025 C House, Market Street; Bungalow, c.1940; Architecture (429)
- 026 C Monrovia Christian Church Parsonage, Main Street; Bungalow, c.1925; Architecture, Religion (429)
- 027 C House, Main Street; I-house, c.1875; Vernacular/Construction (429)
- 028 C Monrovia Christian Church, Chestnut Street; Vernacular, 1919/1961; Religion, Vernacular/Construction (429)
- 029 C House, Washington Street; Vernacular, c.1900; Vernacular/Construction (429)
- 030 C House, Washington Street; I-house, c.1885; Vernacular/Construction (429)
- 031 C House, Washington Street; Central-passage, c.1880; Vernacular/Construction (429)

015

# CATEGORICAL EXCLUSION LEVEL 1 FORM

Date: July 7, 2011

Initial Version

Additional Information to CE Level 1 Dated:

**Purpose of this document:**

CE Level 1 documentation for exempted projects

State-funded categorical exemption documentation

Approval of Exempt, CE Level 1 or State-Funded CE:

*Michael J. Eckert*

July 8, 2011

Environmental Scoping Manager or  
Environmental Policy Manager

Date

PROJECT INFORMATION			
<b>Project Number, County, Route</b>	Excess Parcel 4348-4 Morgan County, Town of Monrovia SR 39 (Acquired for Des. No. 9608950)	<b>Des Number</b>	Excess Parcel 4348-4
<b>Project Description</b>	<p>INDOT and the Indiana Department of Administration (IDOA) intend to dispose of the excess parcel 4348-4 that was acquired during the SR 39 intersection improvement project, Des. Number 9608950. The excess parcel is located along SR 39 in Monrovia, between SR 42 and Pray Street. The parcel extends from about 190 feet north of the SR 42 intersection to about 390 feet north of the intersection and is roughly 200 feet long by 80 feet wide. The parcel is located in a small town urban environment and was previously used as a residential lot with a single-family house. See Appendix A-4 and A-5 for the location of this parcel.</p> <p>This CE is being prepared because the parcel was purchased at least in part with federal funding, thus selling the property would constitute federal involvement and require NEPA documentation. This action has been approved by the INDOT Office of Environmental Services as a CE-1, as permitted by 23 CFR 771.117(d). See Appendix D for OES approval.</p> <p>The following information is included in the Appendices:</p> <ul style="list-style-type: none"> <li>Appendix A: Red Flag Investigation and Maps</li> <li>Appendix B: Section 106 Coordination</li> <li>Appendix C: HAZMAT Coordination and Phase I and II Excerpts</li> <li>Appendix D: INDOT Purchase Documents from Des. 9608950</li> </ul>		
<b>Purpose and Need for Action:</b>	<p>INDOT and IDOA recognize that state-owned excess right-of-way exists at various locations throughout the state. This land provides no function to the state highway system in terms of serviceability or maintenance, and prohibits development of the property for productive use for residential, commercial, agricultural, or other private or public use. Additionally, state-ownership of land may reduce the availability of real estate that is subject to property taxation; revenue which could benefit the community as a whole. Selling such excess parcels of land would benefit the above causes, as well as providing the potential for additional revenue to the state from the proceeds of the sale.</p>		

<b>Alternatives Considered:</b>	N/A		
<b>Project Termini:</b>	N/A		
<b>Funding Source(s):</b>	<u> N/A </u> Federal	<u> N/A </u> State	<u> N/A </u> Local
<b>Project Sponsor:</b>	INDOT/IDOA	<b>Estimated Cost</b>	N/A
		<b>Project Length</b>	

Name and organization of CE Level 1 Preparer: \_\_\_\_\_

SCOPE OF THE PROPOSED ACTION		
<b>Public Involvement</b>	No: <input checked="" type="checkbox"/>	Possible:
<b>Comments:</b>	This action does not involve the acquisition of any new permanent or temporary right-of-way, no relocations are required, and there are no public environmental concerns with the disposal of this property. No public hearing is required for an action of this type under INDOT's FHWA-approved public involvement guidelines.	
<b>Relocation of residences/businesses/etc.*</b>	No: <input checked="" type="checkbox"/>	Possible:
<b>Comments:</b>	N/A	
<b>Right-of-way in acres (permanent and temporary)*</b>	No: <input checked="" type="checkbox"/>	Possible:
<b>Comments:</b>	N/A	
<b>Added through-traffic lanes – length*</b>	No: <input checked="" type="checkbox"/>	Possible:
<b>Comments:</b>	N/A	
<b>Permanent alteration of local traffic pattern*</b>	No: <input checked="" type="checkbox"/>	Possible:
<b>Comments:</b>	N/A	
<b>Facility on new location or realignment*</b>	No: <input checked="" type="checkbox"/>	Possible:
<b>Comments:</b>	N/A	
<b>Disruption to public facilities/services (such as schools, emergency service)</b>	No: <input checked="" type="checkbox"/>	Possible:
<b>Comments:</b>	N/A	
<b>Involvement with existing bridge(s) (Include structure number(s))</b>	No: <input checked="" type="checkbox"/>	Possible:
<b>Comments:</b>	N/A	

<b>INVOLVEMENT WITH RESOURCES</b>		
<b>Watercourses Impacted (linear feet)</b>	No: <input checked="" type="checkbox"/>	Possible:
Comments:	There are no streams or ditches located within this property.	
<b>Other Surface Waters (such as ponds, lakes, reservoirs, in acres)</b>	No: <input checked="" type="checkbox"/>	Possible:
Comments:	No other surface waters were identified within the boundaries of the property.	
<b>Wetlands (acres)*</b>	No: <input checked="" type="checkbox"/>	Possible:
Comments:	No wetlands were observed in or near this location during field investigations for the SR 39 road project under Des. No. 9608950, or during the review for the adjacent excess parcel disposal at parcel 4348-2. No NWI wetlands were identified during the Red Flag Investigation approved for 4348-2 (See Appendix A). No further review for wetlands is warranted at this time.	
<b>Disturbance of Terrestrial Habitat (acres)</b>	No: <input checked="" type="checkbox"/>	Possible:
Comments:	This parcel is in a small town urban environment, surrounded by other residences and a gas station. Terrestrial habitat is in the form of previously maintained lawns and lawn trees and shrubs. The area provides low-value nesting, dwelling, and foraging habitat for terrestrial species. Selling this property is of no concern to terrestrial habitat.	
<b>Karst Features</b>	No: <input checked="" type="checkbox"/>	Possible:
Comments:	The project is located outside of the designated karst area of the state as identified in the October 13, 1993 MOU. No karst features were observed or are known to exist within or adjacent to the proposed project area.	
<b>Threatened and Endangered Species Present/Impacted*</b>	No: <input checked="" type="checkbox"/>	Possible:
Comments:	The IDNR Natural Heritage Database has been checked via GIS, and 1 listing of a state or federal endangered, threatened, or rare species is present within a half-mile radius. The sighting is of a state endangered vertebrate animal about 0.35 mile from the excess parcel. No suitable habitat for this species is within or adjacent to this parcel. Selling this parcel will have no affect on any protected species.	
<b>Impacts to Sole Source Aquifer*</b>	No: <input checked="" type="checkbox"/>	Possible:
Comments:	The project is not located within the legally designated St. Joseph Aquifer System. The IDEM, Division of Groundwater WHPA database has been checked. No wellhead protection areas are near the project location.	
<b>Flood Plains (note transverse or longitudinal impact)</b>	No: <input checked="" type="checkbox"/>	Possible:
Comments:	This parcel is not located in or near a delineated 100-year flood zone, nor is it near any stream or waterway that could produce a flood event with the magnitude to affect the parcel. The nearest waterway is a small headwaters stream about 0.4 mile to the east and is not associated with a 100-year flood zone at this location. See Appendix A-6.	
<b>Farmland (acres)</b>	No: <input checked="" type="checkbox"/>	Possible:
Comments:	None of the land within the project limits meets the definition of farmland under the Farmland Protection and Policy Act (FPPA). The requirements of the FPPA do not apply to this project.	
<b>Cultural Resources (Section 106)*</b>	No: <input checked="" type="checkbox"/>	Possible:
Comments:	The District sent coordination materials to the INDOT Cultural Resources Office (CRO) on January 21, 2011 to determine potential impacts to historic properties or archaeological resources. Mr. Shaun Miller, INDOT's lead certified archaeologist, responded via email on January 26, 2011 stating:	

<b>INVOLVEMENT WITH RESOURCES</b>		
	<p><i>Portions of this excess parcel were originally examined by Stillwell in 2002; increases in the amount of proposed r/w led to a second survey by Greenlee in 2008. Neither survey identified an archaeological site within or near this parcel. These results were accepted by SHPO. Furthermore, soils within the parcel have recently been disturbed by construction activity negating the need for archaeology survey. Nonetheless, the majority of the parcel was examined and cleared for archaeological resources in the past. No archaeological work is needed for the sale of this parcel. Mary reviewed the revised APE from 2008 for the "no historic properties affected" finding for 9608950 and this parcel was included in it. Since no historic properties were found to be located within the APE, no additional above-ground work is needed for the sale of this parcel. Please include this email response in the CE.</i></p> <p>This satisfies the requirements of Section 106 under the National Historic Preservation Act. No further review is required.</p>	
<b>Section 4(f) and Section 6(f) Resources *</b>		No: <input checked="" type="checkbox"/> Possible:
Comments:	This project is not associated with new temporary or permanent right of way or ground disturbing activity. Therefore, this project will have no impacts to properties protected under Section 4(f) and 6(f) regulations.	
<b>Air Quality Non-attainment Area</b>		No: <input checked="" type="checkbox"/> Possible:
Comments:	This project is located in Morgan County. This county is currently a maintenance area for 8-hour ozone. The action of selling this excess parcel is processed by the Indiana Department of Administration (IDOA) and is not considered to be an action on behalf of INDOT or FHWA. As such, disposal of this excess parcel is not subject to the conditions of 40 CFR 93 which governs conformity of transportation projects with the Clean Air Act, as determined by 40 CFR 93.102, under "Applicability".	
<b>Noise Analysis Required*</b>		No: <input checked="" type="checkbox"/> Possible:
Comments:	Selling this parcel will not lead to alteration or new construction of a highway; therefore, this project is not a Type 1 project. In accordance with 23 CFR 772 and the INDOT Traffic Noise Policy (FHWA concurrence on February 26, 2007), this action does not require formal noise analysis.	
<b>Community/Economic Impacts</b>		No: <input checked="" type="checkbox"/> Possible:
Comments:	Selling this property will not cause any changes in the existing community dynamic. Nor will it increase any public costs such as increased taxes to the general public, costs of commuting, costs of doing business, costs of living, or other such costs. Moneys received from disposal of this property will become a source of funding for other governmental expenses, thereby reducing demand on public tax dollars. Additionally, private sector ownership of the land could potentially increase local government revenue via property taxes generated by the buyer.	
<b>Environmental Justice</b>		No: <input checked="" type="checkbox"/> Possible:
Comments:	Disposal of this property will have no negative impact on the community, the environment, or the local or state economy. Disposal of this excess state owned property is not an Environmental Justice concern.	
<b>Hazardous Materials</b>		No: Possible: <input checked="" type="checkbox"/>
Comments:	Excess Parcel 4348-4 is located in close proximity to a leaking underground storage tank (LUST), which is associated with the gas station immediately to the southwest of the parcel at the northwest corner of SR 39 and SR 42. During the NEPA phase of the original project as describe under Des. No. 9608950, a Phase I Initial Site Assessment (ISA) for hazardous materials was conducted and reported in August 2008, which prompted the need for a Phase II Preliminary Site Investigation (PSI). The Phase II was completed on October 30, 2008, which included the installation of 3 soil probes within parcel 4348-2 (immediately south of parcel 4348-4. See Appendix C for excerpts from the Phase I and Phase II reports). The Phase II states	

**INVOLVEMENT WITH RESOURCES**

that, "dissolved benzene and methyl tertiary butyl ether (MTBE) were present in soil boring B-2 above IDEM RISC [Risk Integrated System of Closure] RDCLs [Residential Default Closure Levels], and above RISC IDCLs [Industrial Default Closure Levels] for benzene only." These chemicals of concern (COCs) at probes B-1 and B-3, while detected, did not exceed any of the IDEM thresholds. The October 2008 report states:

*The exposure pathways associated with construction activities are through direct skin contact, ingestion, and inhalation of soil vapors or particles. Based on the results of this investigation, standard construction worker PPE (i.e. boots, long pants, gloves, etc) should be donned for the completion of the improvement project.*

*Groundwater is not expected to be encountered during the intersection improvement activities, as it was observed between 6 and 7 ft-bgs [below ground surface], which is deeper than planned construction. However, if groundwater is encountered, contact should be avoided and provisions for disposal should be implemented.*

Coordination was conducted on January 24, 2011 with Mr. Ken McMullen of INDOT's Hazardous Materials Unit to determine if the identified soil contamination is of concern for the purchaser of this parcel. Mr. McMullen responded via email the same day stating that no further review for hazardous materials is needed. Based on the original investigations mentioned above, groundwater flow is likely to be in a westerly direction away from parcel 4348-4. The investigations did not identify any contamination in the northerly portion of parcel 4348-2 which is south of parcel 4348-4. Based on this information, the Hazardous Materials Section believes that contamination within parcel 4348-4 is unlikely, and no further investigations are necessary. See Appendix C-1.

**Permits**

No:

Possible:

**Comments:**

The process of selling these parcels does not lead directly to any action that will disturb aquatic or terrestrial resources, and no environmental permits are needed to advance the sale of this property.

\*Criteria used for determination of CE Level. See threshold table below.

**ENVIRONMENTAL COMMITMENTS:**

This environmental document has been prepared for the sole purpose of disposal of the excess parcel. No resources or environmental concerns have been identified that will be impacted by the disposal of this excess INDOT property; therefore, no environmental commitments have been generated.

**Categorical Exclusion Level Thresholds**

	Level 1	Level 2	Level 3	Level 4
<b>Relocations</b>	None	≤ 2	> 2	> 10
<b>Right of way<sup>1</sup></b>	< 0.5 acres	< 10 acres	≥ 10 acres	≥ 10 acres
<b>Length of added through lane</b>	None	< 1 miles	≥ 1 mile	≥ 1 mile
<b>Permanent Traffic pattern alteration</b>	None	None	Yes	Yes
<b>New alignment</b>	None	None	< 1 mile	≥ 1 mile <sup>2</sup>
<b>Wetlands</b>	< 0.1 acres	< 1 acre	< 1 acre	≥ 1 acre
<b>Stream Impacts</b>	≤ 300 linear feet of stream impacts, no work beyond 75 feet from pavement	> 300 linear feet impacts, or work beyond 75 feet from pavement	N/A	N/A
<b>Section 4(f)*</b>	None	None	None	Any impacts
<b>Section 6(f)</b>	None	None	Any impacts	Any impacts
<b>Section 106</b>	“No Historic Properties Affected” or falls within guidelines of Minor Projects PA	“No Adverse Effect” or “Adverse Effect”	N/A	If ACHP involved
<b>Noise Analysis Required</b>	No	No	Yes <sup>3</sup>	Yes <sup>3</sup>
<b>Threatened/Endangered Species*</b>	“Not likely to Adversely Affect”, or Falls within Guidelines of USFWS 9/8/93 Programmatic Response	N/A	N/A	“Likely to Adversely Affect” <sup>4</sup>
<b>Sole Source Aquifer Groundwater Assessment</b>	Detailed Assessment Not Required	Detailed Assessment Not Required	Detailed Assessment Not Required	Detailed Assessment Required
<b>Approval Level</b> • ESM <sup>5</sup> • ES <sup>6</sup> • FHWA	Yes	Yes	Yes Yes	Yes Yes Yes

\*These thresholds have changed from the March 2009 Manual.

<sup>1</sup>Permanent and/or temporary right of way.

<sup>2</sup>If the length of the new alignment is equal to or greater than one mile, contact the FHWA’s Air Quality/Environmental Specialist.

<sup>3</sup>In accordance with INDOT’s Noise Policy.

<sup>4</sup>If the project is considered Likely to Adversely Affect Threatened and/or Endangered Species, INDOT and the FHWA should be consulted to determine whether a higher class of document is warranted.

<sup>5</sup>Environmental Scoping Manager

<sup>6</sup>Environmental Services



# INDIANA DEPARTMENT OF TRANSPORTATION

*Driving Indiana's Economic Growth*

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204-2216 (317) 232-5348 FAX: (317) 233-4929

**Mitchell E. Daniels, Jr., Governor**  
**Michael W. Reed, Commissioner**

Date: September 3, 2010

To: Brock N. Ervin  
INDOT, Crawfordsville District  
41 W 300 N  
Crawfordsville, IN 47933  
bervin@indot.in.gov

From: Kenneth McMullen, CHMM  
Hazardous Materials Unit Supervisor  
Office of Environmental Services  
Indiana Department of Transportation  
100 N Senate Avenue, Room N642  
Indianapolis, IN 46204

Re: Des. # 9608950  
Project description: Excess Parcel Disposal, Parcel 4348-2  
Road: SR 39  
Monrovia, Morgan County, Indiana

**Narrative:**

INDOT and IDOA intend to sell the excess parcel 4348-2 that was acquired during the pavement replacement project that began construction in 2009. The parcel is located at the northeast corner of SR 39 and SR 42 in the town of Monrovia.

**SUMMARY**

<b>Infrastructure</b>			
Indicate items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project:			
Other road projects	0	Airports	0
Cemeteries	1	Hospitals	0
Railroads	0	Recreational Facilities	3
Religious Facility	3	Schools	0
Trails	0	Pipelines	0

Explanation: All identified resources are outside of the parcel for disposal. None of the resources will be impacted by the sale of this project.

Supervisory concurrence:     k.bm     (Initial)

*www.in.gov/dot/*  
**An Equal Opportunity Employer**

<b>Water Resources</b>			
Indicate items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project:			
Canal Routes – Historic	0	Canal Structures – Historic	0
Wetland Line	0	Floodplain-DFIRM	0
Rivers and Streams	1	Wetlands	2
Wetland Points	0	Lakes – Impaired*	0
Streams – Impaired*	0	Cave Entrance Density	0
Sinkhole Areas	0	Karst Springs	0
Lakes and Ponds	1	Sinking-Stream Basins	0

\* Reason for impairment, if applicable:

Explanation: All GIS identified resources are distant from the parcel. No water resource concerns were identified during the on-site review on May 19, 2010 by district environmental staff.

Supervisory concurrence: kbm (Initial)

<b>Mining/Mineral Exploration</b>			
Indicate items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project:			
Oil Wells	0	Gas Wells	0
Mines – Surface	0	Mines – Underground	0
Petroleum Fields	0		

Explanation: n/a kbm

Supervisory concurrence: \_\_\_\_\_ (Initial)

**Ecological Information**

From the county listing of the Indiana Natural Heritage Data Center, information on endangered, threatened, or rare (ETR) species and high quality natural communities:

State Listed Species

- 22 aquatic species, terrestrial species (vertebrate/invertebrate), avian species, and vascular plants from the state list

Federally Listed Species

- 4 aquatic species, terrestrial species (vertebrate/invertebrate), avian species, and vascular plants from the federal list

- 4 state and or federal habitats listed

A review of the Natural Heritage GIS data has been conducted. One vertebrate species was identified within the half-mile radius of review. No habitat for this species is present within the parcel.

**Cultural Resources**

CRS responded on May 19, 2010, stating that the parcel was covered for Section 106 during the original project and that there were no historic properties within the APE. No further review is necessary.

Supervisory concurrence: kbm (Initial)

[www.in.gov/dot/](http://www.in.gov/dot/)  
**An Equal Opportunity Employer**

<b>Hazmat Concerns</b>			
Indicate items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project:			
Confined Feeding Operation	0	Construction Demolition Waste	0
Industrial Waste Sites	0	Leaking UG Storage Tanks	3
Open Dump Waste Sites	0	NPDES Pipe Locations	0
NPDES Facilities	0	Corrective Active Sites	0
Restricted Waste Sites	0	Septage Waste Sites	0
Solid Waste Landfills	0	Superfund Sites	0
Tire Waste Sites	0	Underground Storage Tanks	2
Voluntary Remediation Program	0	Brownfields	0
Waste Transfer Stations	0	Waste Treatment Storage Disposal	0
Manufactured Gas Plant	0	State Cleanup Site	0
Etiological Waste Site	0	Lagoon	0
IDEM 303d Listed Streams*	0	303d Listed Rivers*	0
303d Listed Lakes*	0		

\* Reason for impairment, if applicable: n/a

Explanation: A Phase I was performed in Monrovia for the original project in August 2008 and a Phase II was conducted in October 2008. The Phase II involved 3 borings and the report stated, "dissolved benzene and methyl tertiary butyl ether (MTBE) were present in soil boring B-2 above IDEM RISC RDCLs, and above RISC IDCLs for benzene only." The Hazardous Materials Section of OES will be contacted to determine if any further action is needed at this site to address the presence of dissolved benzene and MTBE. No new concerns were identified during the site visit of May 19, 2010 that would affect the validity of the existing reports.

Supervisory concurrence:           kbm           (Initial)

**Recommendations**

No further environmental reviews are warranted, though the Hazardous Materials Section of OES should be contacted to determine if any further action is necessary to address the presence of dissolved benzene and MTBE within the parcel limits.

Supervisory concurrence:           *Kenneth B McMullen*            
Digitally signed by Kenneth McMullen,  
CHMM  
DN: cn=Kenneth McMullen, CHMM,  
o=INDOT, ou=Hazmat Ubit,  
email=kmcmullen@indot.in.gov, c=US  
Date: 2010.09.03 12:32:49 -04'00'

*Brook N Ervin*

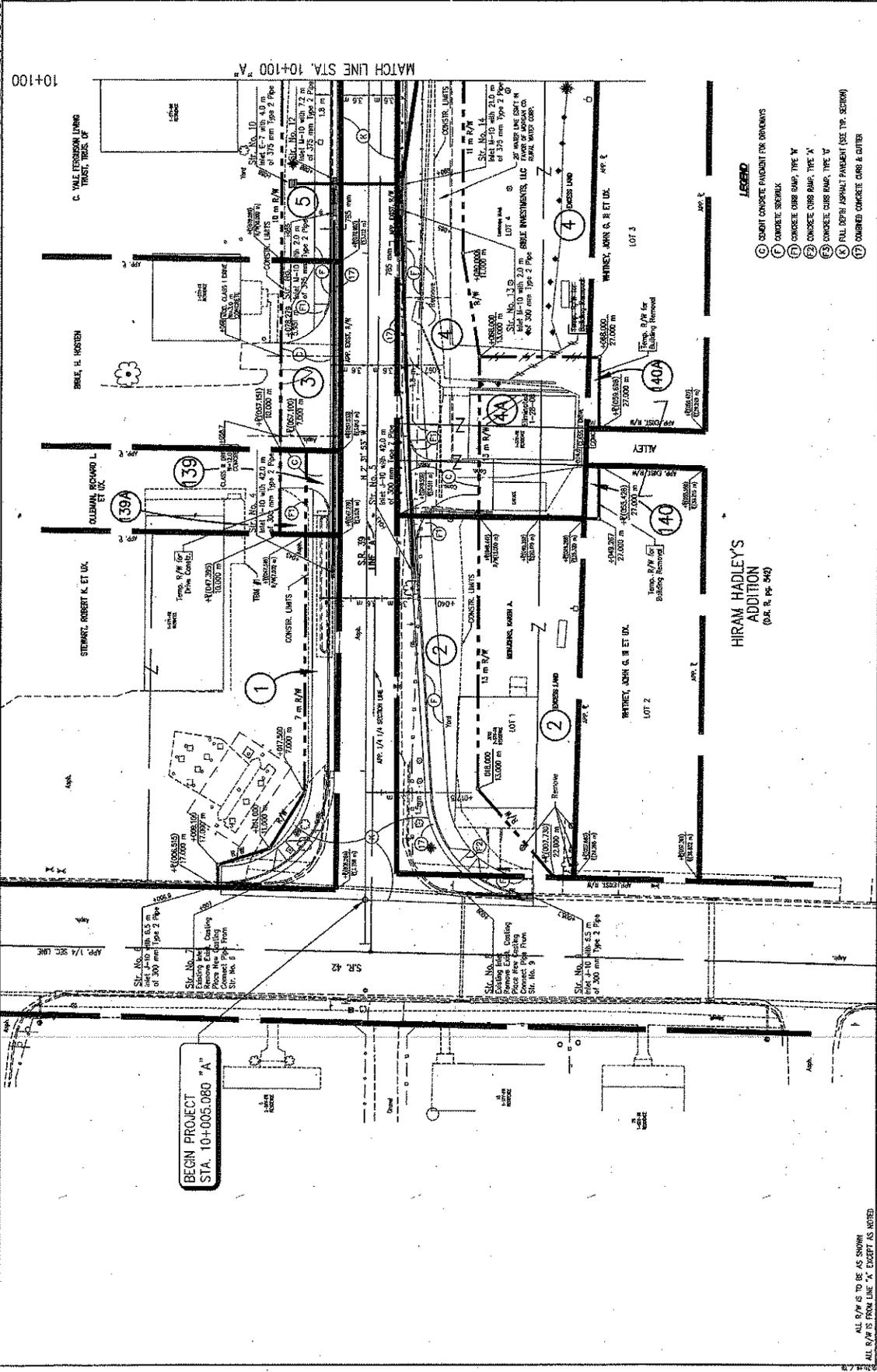
Environmental Scientist  
INDOT, Crawfordsville District

**Graphics:**

A map for each report section with a ½ mile radius buffer around all project area(s) showing all items identified as possible items of concern is attached.

CODE NO. 4348

10+100



BEGIN PROJECT  
STA. 10+005.080 "A"

HIRAM HADLEY'S  
ADDITION  
(S.R. R. PG. 242)

- LEGEND**
- (C) CONCRETE PAVEMENT FOR DRIVEWAYS
  - (F) CONCRETE SIDEWALK
  - (G) CONCRETE CURB, TYPE 'V'
  - (H) CONCRETE CURB RAMP, TYPE 'X'
  - (I) CONCRETE CURB RAMP, TYPE 'Y'
  - (K) FULL DEPTH ASPHALT PAVEMENT (SEE TYP. SECTION)
  - (L) COARSE CONCRETE CURB & GUTTER

		INDIANA DEPARTMENT OF TRANSPORTATION CONSTRUCTION DETAILS LINE "A"	
PREPARED BY HIRAM HADLEY REGISTERED PROFESSIONAL ENGINEER No. 099-0117 STATE OF INDIANA	CHECKED BY MICHAEL J. ELLIOTT REGISTERED PROFESSIONAL ENGINEER No. 099-0117 STATE OF INDIANA	DATE DRAWN BY JLJ/DFZ CHECKED BY MJE/C	BRIDGE FILE DESIGNATION SHEETS CONTRACT PROJECT STA. 10+000 (105)

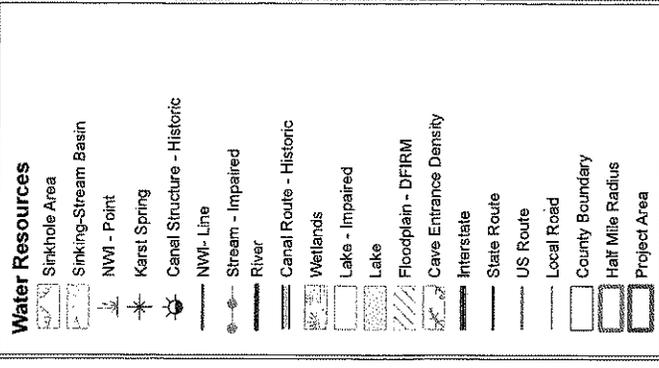
ALL R/W IS TO BE AS SHOWN  
ALL R/W IS FROM LINE "A" EXCEPT AS NOTED

**Excess Parcels 4348-2  
SR 39 in Morgan Co., Monrovia  
Original Des. No. 9608950**

- Infrastructure**
- Religious Facility
  - Airport
  - Cemeteries
  - Hospital
  - School
  - Recreation Facility
  - Pipeline
  - Railroad
  - Trails
  - County Boundary
  - Project Area
  - Half Mile Radius
  - Interstate
  - State Route
  - US Route
  - Local Road



**Excess Parcels 4348-2  
SR 39 in Morgan Co., Monrovia  
Original Des. No. 9608950**



This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.  
 The Office of the State Geologist, Georgia Department of Natural Resources, is the source of the information on this map. Information on this map is derived from various sources and is not guaranteed to be accurate.  
 Map Publication: 07/16/14 Map Date: 07/16/14



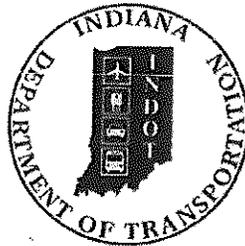


# Phase I Investigation

Phase I Environmental Assessment  
Part I – Intersection of SR39 & SR 42 in Town of Monrovia

Designation Number 9608950  
SR 39 Pavement Replacement From Monrovia to Belleville  
Hendricks County & Morgan Counties

August 2008



Indiana Department of Transportation  
Environmental Services  
Office of Environmental Services  
Hazardous Materials Unit  
100 North Senate Avenue  
Indiana Government Building North, Room N642  
Indianapolis, Indiana 46204

# 1.0 Summary

The Office of Environmental Services, Hazardous Materials Unit of the Indiana Department of Transportation conducted a Phase I Investigation for the Pavement Replacement and Road Widening on State Road 39 from Monrovia to Belleville in Morgan and Hendricks Counties. (Des. No. 9608950) in general conformance with the new ASTM Standard Practices for Environmental Site Assessments (E 1527-05). Three separate Phase I Environmental Assessments are included under this Des. No. (9608950).

This report is Part I, which address environmental concerns associated with 1) the demolition of two (2) residences in the Town of Monrovia. 2) The possible presence of contamination on the vacant lot owned by INDOT on the northeast corner of the SR39 and SR 42 intersection and 3) environmental concerns of two Leaking Underground Storage Tank (LUST) locations. This assessment includes a site reconnaissance, a review of past operations within the proposed project area, personal interviews, and a review of State, Local, and Federal government records to determine potential recognized environmental conditions affecting the project area. This Phase I Investigation has been conducted to identify any environmental problems or concerns associated with the properties.

**The site reconnaissance, government records analysis, and review of historic documents, recent environmental investigations, and interviews with knowledgeable people indicate there may be hazardous materials in the project area, although these are not likely to directly affect the proposed pavement replacement project.**

**During an Initial Site Characterization performed by Dairy Land, contamination was found in a boring east of Dairy Land, on a vacant lot owned by INDOT. The source of this contamination appears to be the Dairy Land gas station. Dairy Land is currently performing an environmental investigation and cleanup project for IDEM.**

**A second Leaking Underground Storage Tank located at the former Highpoint Oil facility is currently under remediation, under IDEM's jurisdiction. The Highpoint Oil facility is sufficiently distant as to pose no environmental impact to the INDOT SR 39 project. In addition, the groundwater flow direction would carry any groundwater contamination that may be present at the Highpoint Oil facility away from the INDOT pavement replacement project. This site has had the tanks removed and is now a used car lot.**

**A third Leaking Underground Tank on the SR 42 right of way, at Station 3+88, is present several hundred feet west of the SR 39 pavement replacement project, and should present no impact to the project.**

**A further investigation (Phase II) is recommended for the vacant lot, in order to better define the nature and extent of reported contamination on this parcel. This should be expedited in order to not impede the construction schedule. The Phase II investigation has been scheduled for this area.**

## 8.0 Findings

This section describes the potential contamination impacts for the projects. The project site under review was compared to environmental lists and databases to identify their potential for possible environmental concerns. Four sites having environmental issues are described below:

- ▶ One (1) Leaking Underground Storage Tank (LUST) site at the **Dairy Land** convenience store and gas station. This is located at 20 N. Chestnut St, on the west side of SR39. This is an active business. IDEM records list this facility as both an Underground Storage Tank (UST), and as a Leaking Underground Storage Tank (LUST), since there was a fuel leak which is now being monitored by IDEM. It currently dispenses gasoline, and is an active IDEM LUST remediation site (FID # 16559). Mr. Doug Bartz, the IDEM Project Manager stated that Dairy Land has hired a contractor who has recently finished an Initial Site Characterization (ISC), which Mr. Bartz expects to see in August of 2008. Mr. Bartz indicated that as part of the ISC, a soil boring or monitoring well was drilled east of SR 39 on the vacant lot that is owned by INDOT, and that "contamination" was found at that location. Specific information as to the location of the boring and the nature (soil or groundwater) and amount of the contamination is not known at this time.
  
- ▶ One (1) Leaking Underground Storage Tank (LUST) site is located within one-half mile of the project area. This is referred to in IDEM documents as the **Station 3-88 site**. This is an INDOT right of way site on SR 42, 800 feet west of the SR 39 & SR 42 intersection. Old underground storage tanks were present, associated with an old business. In 1995 three (3) Underground Storage Tanks of 500 gallon capacity were removed from the ground, along with 945 cubic yards of contaminated soil. IDEM issued a No Further Action letter for this site on February 7, 2006. In February 2008 IDEM rescinded the No Further Action letter, and requested that INDOT perform a Further Site Investigation.

In June of 2008, INDOT contracted a consulting company to conduct a drilling and sampling program. Four soil borings were installed on the INDOT right of way. These borings produced a small amount of groundwater. Sufficient water was collected to perform BETX and MTBE analysis. An attempt was made to collect sufficient water for TPH and naphthalene analysis, but the borings produced insufficient amounts of water. A draft copy of the report for this investigation was obtained. Laboratory results indicate that in two (2) of the borings, contaminated soils remain at levels above RISC residential default closure levels. Benzene, ethylbenzene, naphthalene, and MTBE were present in the groundwater at levels above the RISC residential closure levels. The contaminated soils were present at 30 to 35 feet depths, and remediation would be difficult given that the boring locations are on SR 42. Given the depth and the 800 feet distance from the SR 39 pavement replacement project, it is very unlikely that this site will affect the project.

- ▶ One (1) Leaking Underground Storage Tank (LUST) site is located within one-half mile of the project area. **The Former Highpoint Oil facility** (FID # 12098), is located at 35 W. Main Street. This is south of Highway 42 and south of the Dairy Land convenience store and gas station. This former Marathon gasoline station is now operated as a used car lot. The environmental responsibility is being carried by the former owner, Highpoint Oil Company, of Indianapolis, Indiana.

Documents included for this site in Appendices 12.9 include:

- IDEM Virtual File Cabinet, Highpoint Oil, (FID # 12090), letter from IDEM to Highpoint Oil (August 13, 2007). In response to Highpoint Oil's request for a No Further Action (NFA) letter for this site, IDEM refused the NFA on the basis of arsenic levels that are above both residential and commercial levels. Arsenic was found in boring B-11 in the 0 to 4.0 foot interval at 8.9 mg/kg. The residential default closure level for arsenic is 3.9 mg/kg and the industrial default closure level is 5.8 mg/kg.
- IDEM Virtual File Cabinet, Active Environmental Services, Inc., selected pages from the November 20, 2006 report. These pages include Section 2.2 Specific hydrogeological characterization, in which it is stated that groundwater flow is to the south-southwest. Also included from this same report is Plate #9, consisting of "Plan of Site with Potentiometric Surface Map". This map indicates the locations of monitoring wells and shows the groundwater flow direction.

The arsenic levels that were found were found in only one well, the arsenic was only slightly above commercial levels, arsenic is usually not highly mobile, groundwater flow direction has been demonstrated to be away from the INDOT project area. These facts would indicate that there would be no environmental impacts to the INDOT SR 39 project from the former High Point Oil facility.

- ▶ INDOT owns three (3) residential lots on the east side of SR 39. One (1) of the houses has been demolished and the remaining two (2) are slated for demolition in order to construct a turning lane at the SR 39 and SR 42 intersection. It was reported by IDEM project manager Doug Bartz that contaminated soils were found on the vacant (southernmost) INDOT lot during an environmental investigation conducted by the Dairy Land facility. Based on this report, it is recommended that a Phase II Environmental Investigation be performed on the east side of SR 39, opposite from the Dairy Land gas station.

The Preliminary laboratory results for the vacant lot Phase II are summarized here.

#### Soils

Three soil borings were installed in the southernmost lot, the lot that is now vacant and is closest to the Dairy Land gas station. No Gasoline Range Organics were found in any of the three soil borings. Lead was detected in all three borings at levels of 2.7 mg/kg, 4.7 mg/kg, and 4.9 mg/kg. The acceptable IDEM RISC exposure for a construction worker is 970 mg/kg. Thus the lead levels are far below (safer) than the maximum lead exposure levels for a construction worker. In addition, the depth interval in which the lead was located is 8.0 to 10.0 feet below the ground surface, well below the expected excavation level. The levels of lead that were found are also well below the Residential Closure Level of 81 mg/kg.

#### Groundwater

Three constituents of concern were found in the vacant lot groundwater. Two of these, benzene and Methyl tertiary butyl ether (MTBE) are cancer causing compounds. The third constituent is dissolved lead. These environmental findings will not affect the construction project, but would affect a possible sale of the property. The findings are discussed below.

Benzene levels in groundwater tested 15.5 ug/L in SB-1, 695 ug/L in SB-2 and Non Detect in SB-3. It is assumed that a construction worker would not drink groundwater from the site; there is no established RISC construction worker value for groundwater. However, for Residential Default Closure, the exposure value is 0.005 mg/L. In SB-2 the levels found were 91.9 ug/L or its equivalent

0.0919 mg/L, well above the Residential Default Closure limit. The Default Residential Closure Level for benzene in soil is 0.005 mg/kg. The groundwater would not be acceptable for future residential use. A restrictive environmental covenant should be considered for this property restricting the use of groundwater, should the property ever be considered for disposal or sale.

MTBE was tested in SB-2 at 695 ug/L. The Residential Default Closure level for MTBE is 0.04, or 40 ug. Again, this means that the groundwater should not be used by a future resident. A restrictive environmental covenant should be issued for this property if it would be sold.

Dissolved lead was found at 10.3 ug/L (SB-1), 42.7 (SB-2) and 19.9 (SB-3). The Residential Default Closure level for lead is 0.9 mg/L. The levels of lead found in the groundwater in SB-2 is not acceptable for residential groundwater use. Again, if the property were to be sold, a restrictive environmental covenant would be needed.

## 9.0 Conclusions

The Phase I Investigation was performed in the identified area in general conformance with the scope and limitations of ASTM E1527-05. A Phase II Investigation is recommended, due to the information contained within this report. There are potential environmental concerns for this project area due to the Dairy Land Leaking Underground Tank (LUST) site.

**Based on the findings of this Phase I study, an Expedited Phase II has been conducted on the INDOT owned vacant lot at the intersection of SR 39 and SR 42. Drilling and soil and groundwater sampling have been conducted. The final report is not yet ready. However a draft copy, as well as the laboratory analytical results were reviewed. Results indicate that there are no environmental impacts that would affect construction workers on the vacant lot east of SR 39 and east of the Dairy Land LUST cleanup site. There are no problems with the soil. However there are groundwater impacts due to dissolved lead, benzene, and MTBE that would require either remediation or legal prohibitions against future use of the groundwater, should the property ever return to residential use. The groundwater is not an acceptable source of potable water at this time.**

**PHASE II – PRELIMINARY SITE INVESTIGATION  
INTERSECTION IMPROVEMENT PROJECT - MONROVIA  
INDOT DESIGNATION NO. 9608950**

INTERSECTION OF SR 42 AND SR 39  
MONROVIA, HENDRICKS COUNTY, INDIANA

ATC PROJECT NO. 86.30801.0159

OCTOBER 22, 2008

PREPARED FOR:

INDIANA DEPARTMENT OF TRANSPORTATION  
HAZARDOUS MATERIALS UNIT  
100 NORTH SENATE AVENUE, ROOM N642  
INDIANAPOLIS, INDIANA 46204-2216

ATTN: MR. KENNETH MCMULLEN

### 3.0 RESULTS AND FINDINGS

The soil analytical results were compared to the IDEM Risk Integrated System of Closure (RISC) Residential Default Closure Levels (RDCLs) and Industrial Default Closure Levels (IDCLs) for comparison purposes only. The RISC Guidance provides a framework for contaminated sites in Indiana to gain closure through IDEM and has established exposure levels to protect construction workers working at these sites.

#### 3.1 Soil Analytical Results

Based on soil analytical results, soil samples collected as part of this subsurface investigation did not contain adsorbed COC's above laboratory detection limits or the applicable RISC RDCLs or IDCLs. Soil analytical data are summarized in **Table 1**. A soil analytical map is provided as **Figure 3**. Copies of the soil laboratory certificate of analysis and chain of custody documentation are presented in **Appendix B**.

#### 3.2 Groundwater Analytical Results

According to the groundwater analytical results, dissolved benzene and MTBE were detected above the IDEM RISC RDCLs in soil boring B-2. Additionally, dissolved benzene was also above the IDEM RISC IDCLs in the groundwater sample collected from B-2. The remaining groundwater samples did not contain dissolved COC's above laboratory detection limits or the applicable IDEM RISC RDCLs. Groundwater analytical data are summarized in **Table 3**. A groundwater analytical map is provided on **Figure 4**. Copies of the laboratory certificates of analysis are presented in **Appendix B**.

## 4.0 CONCLUSIONS AND RECOMMENDATIONS

### 4.1 Conclusions

On August 11th, 2008, ATC performed a Phase II – Preliminary Site Investigation along the ROW at the intersection of State Road 42 and State Road 39 in Monrovia, Indiana. Three soil borings were advanced to a depth of 15 ft-bgs. Soil samples were collected and submitted for laboratory analysis to assess shallow subsurface conditions in relation to the exposure of construction workers to COCs. The soil and groundwater analytical results were compared to IDEM RISC RDCLs and IDCLs.

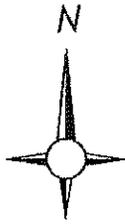
According to the soil analytical results obtained from this investigation, adsorbed COCs were not detected above the IDEM RISC RDCLs in the soil samples collected from soil borings B-1 through B-3. However, based on groundwater analytical results, dissolved benzene and MTBE were present in soil boring B-2 above IDEM RISC RDCLs, and above RISC IDCLs for benzene only.

Based on the results and findings of this subsurface investigation, it appears that the affected area is limited to the vicinity of soil boring B-2. Additionally, it should be noted that groundwater was encountered at depths greater than the planned disturbed depth of the pavement improvement project.

### 4.2 Recommendations

The exposure pathways associated with construction activities are through direct skin contact, ingestion, and inhalation of soil vapors or particles. Based on the results of this investigation, standard construction worker PPE (i.e. boots, long pants, gloves, etc) should be donned for the completion of the improvement project.

Groundwater is not expected to be encountered during the intersection improvement activities, as it was observed between 6 and 7 ft-bgs, which is deeper than planned construction. However, if groundwater is encountered contact should be avoided and provisions for disposal should be implemented.



50 0 10 20 30 40 50



SCALE: 1" = 50'

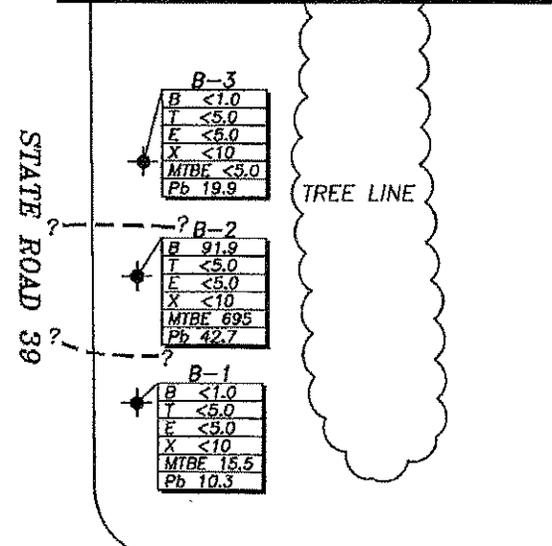
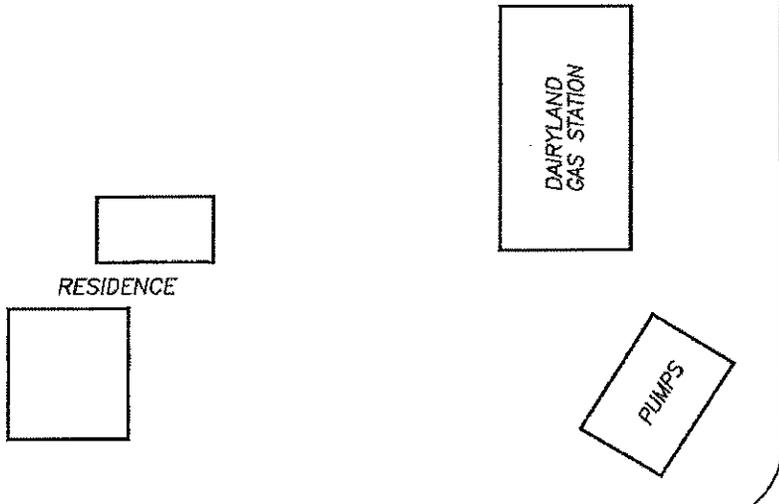
**LEGEND:**

**B-1 SOIL BORING**  
 Boring Identification

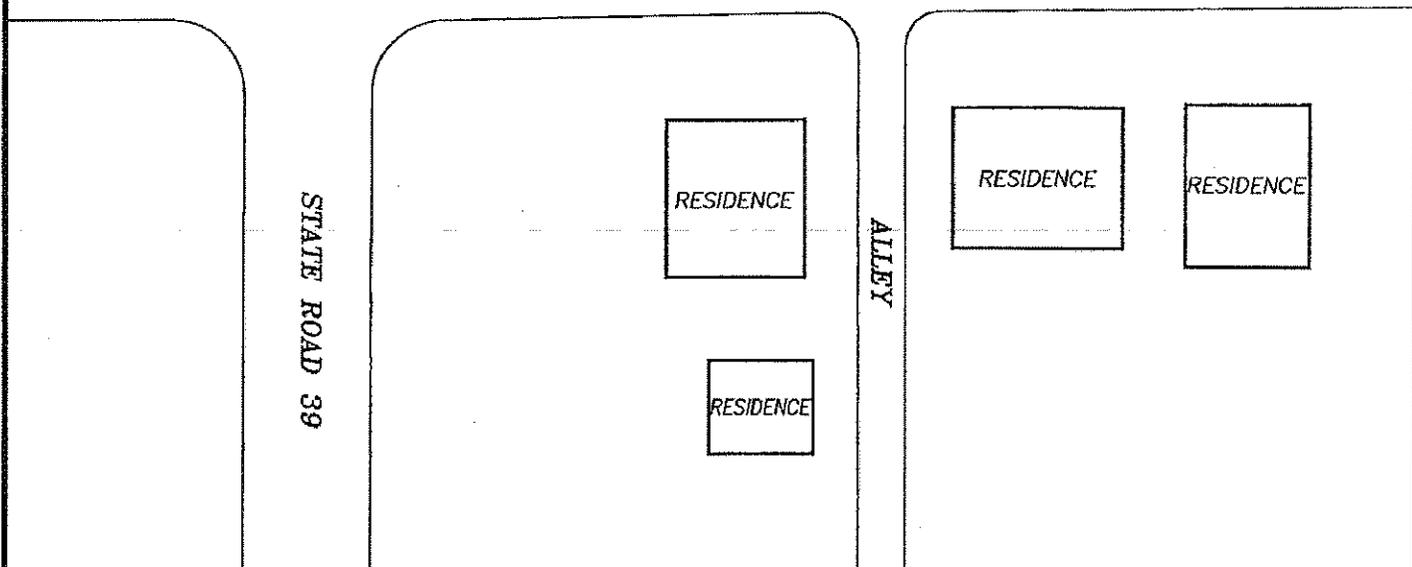
B <1.0	Benzene (ppb)
T <1.0	Toluene (ppb)
E <1.0	Ethylbenzene (ppb)
X <1.0	Total Xylenes (ppb)
MTBE <1.0	Methyl Tertiary Butyl Ether (ppb)
Pb <1.0	Lead (ppb)

PPB = PARTS PER BILLION

----- INFERRED EXTENT OF DISSOLVED  
 COC'S ABOVE IDEM RISC DEFAULT  
 CLOSURE LEVELS



STATE ROAD 42



H:\2008\30801\0159

**GROUNDWATER ANALYTICAL MAP**  
 INTERSECTION IMPROVEMENT PROJECT-MONROVIA  
 INTERSECTION OF SR 42 AND SR 39  
 MONROVIA, INDIANA  
 DATA DATE: AUGUST 11, 2008

Project Number: 86.30801.0159		Drn. By: EB
Drawing File: 30801-159D		Clk. By: EM
Date: 9/08	Scale: AS SHOWN	App'd-By: [Signature]
		Figure: 4

N/C

10



MORGAN COUNTY RECORDER  
KAREN BRUMMETT  
PJD Date 12/08/2008 Time 13:23:04  
RECORDING: 0.00  
I 200812503 Page 1 of 6

Form WD-1  
8/98

### WARRANTY DEED

Project: STP-4555(005)  
Code: 4348  
Parcel: 4  
Page: 1 of 3

THIS INDENTURE WITNESSETH, That Bible Investments, LLC

the Grantor(s), of MORGAN County, State of INDIANA Convey(s) and Warrant(s) to the  
**STATE OF INDIANA**, the Grantee, for and in consideration of the sum of  
Eighty Nine Thousand Dollars and NO/100 Dollars (\$ 89,000.00) (of  
which said sum \$ 89,000.00 represents land and improvements acquired and \$0.00  
represents damages) and other valuable consideration, the receipt of which is hereby acknowledged, certain Real Estate  
situated in the County of MORGAN, State of Indiana, and being more particularly described in the legal  
description(s) attached hereto as Exhibit "A".

This conveyance is subject to any and all easements, conditions and restrictions of record.

The Grantor(s) hereby specifically acknowledge(s) and agree(s) that the Real Estate conveyed herein is conveyed  
in fee simple and that no reversionary rights whatsoever shall remain with the Grantor(s), or any successors in title to the  
abutting lands of the Grantor(s), notwithstanding any subsequent abandonment, vacation, disuse, nonuse, change of use,  
conveyance, lease and/or transfer by the Grantee or its successors in title, of a portion or all of the said Real Estate or any  
right of way, roadway or roadway appurtenances established thereupon. This acknowledgement and agreement is a  
covenant running with the land and shall be binding upon the Grantor(s) and all successors and assigns.

Interests in land acquired by the Indiana  
Department of Transportation  
Grantee mailing address:  
100 North Senate Avenue  
Indianapolis, IN 46204-2219  
I.C. 8-23-7-31

This Instrument Prepared By

*See Page 3*  
Attorney at Law

Project: STP-4555(005)

Code: 4348

Parcel: 4

Page: 2 of 3

The undersigned person(s) executing this deed represent and certify on behalf of the Grantor, that he/she is the Manager of the Grantor and has been fully empowered by the Grantor, to execute and deliver this deed and all other such instruments of transfer; that the Grantor is a Limited Liability Company in good standing in the State of its origin and, where required, in the State where the subject real estate is situate; that the Grantor has full capacity to convey the real estate described; and that all necessary action for the making of this conveyance has been dully taken.

IN WITNESS WHEREOF, the said Grantor(s) has executed this instrument this 25th day of November, 2008.

Bible Investments, LLC

*H. Hosten Bible*  
Signature

(Seal)

Signature

(Seal)

H. Hosten Bible, Manager

Printed Name

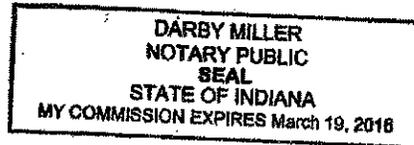
Printed Name

(Seal)

STATE OF INDIANA :

COUNTY OF MORGAN :

SS:



Before me, a Notary Public in and for said State and County, personally appeared

Bible Investments, LLC, H. Hosten Bible, as Manager the Grantor(s) in the above conveyance, and acknowledged the execution of the same on the date aforesaid to be its voluntary act and deed and who, being duly sworn, stated that any representations contained therein are true.

Witness my hand and Notarial Seal this 25th day of November, 2008

Signature *Darby Miller*

Printed Name Darby Miller

My Commission expires March 19th 2016

I am a resident of Marion County.

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This instrument was prepared and approved as to form by the undersigned Deputy Attorney General who, under penalties of perjury, affirms that he has redacted, to the extent permitted by law, each Social Security number in this document.



RICHARD C. MELFI

~~DEPUTY ATTORNEY GENERAL~~

Richard C. Melfi, Attorney No. 23425-29  
Deputy Attorney General  
State of Indiana  
Indiana Government Center South, 5<sup>th</sup> Floor  
302 West Washington Street  
Indianapolis, IN 46204

Code: 4348  
Parcel: 4  
Page: 3 of 3

"I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security number in this document, unless required by law."

Signature: Cindy Bradley

Printed Name: Cindy Bradley

I.C. 8-23-7-31

Indiana Department of Transportation  
Land Acquisition Division  
100 North Senate Ave, Room N955  
Indianapolis, IN 46204-2219

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**EXHIBIT "A"**

Project: STP-4555(005)  
Code: 4348  
Parcel: 4 Fee Simple  
Form: WD-1

Sheet 1 of 3

Lots Numbered One (1) and Four (4) in Block Number One (1) in Hiram Hadley's Addition; an Addition to Town of Monrovia, and adjacent vacated alley, 14 feet x 62 feet 5 inches in Morgan County, Indiana, as per plat thereof recorded in Deed Record "R", Page 542, in the Office of the Recorder of Morgan County, Indiana.

**TOGETHER WITH:** Part of Lots Numbered One and Two in Block Number One of Hiram Hadley's Addition to the Town of Monrovia, per plat thereof, recorded in Deed Record "R", page 542, Morgan County, Indiana, described as follows:

Commencing at a stone in State Highway Number 39 which marks the southwest corner of the East Half (Northeast Quarter per Deed Book 393, Page 120) of the Northwest Quarter of Section 12, Township 13 North, Range 1 West; thence, North no degrees 09 minutes 26 seconds East (assumed bearing), with the west line of the half-quarter (quarter-quarter per Deed Book 393, Page 120 ), 30.00 feet to an iron pin on the north right-of-way line for State Road Number 42, said point being the southwest corner of said Hiram Hadley's Addition and the POINT OF BEGINNING of the parcel herein described; thence, North no degrees 09 minutes 26 seconds East, with the west line of the half-quarter (quarter-quarter per Deed Book 393, Page 120) and the west line of said Hiram Hadley's Addition and in said State Highway Number 39, 135.81 feet to an iron pin; thence, South 89 degrees 35 minutes 13 seconds East, 79.56 feet to a P.K. nail, set on a line which, BY AGREEMENT between H. Hosten Bible and Elizabeth A. Bible, owners of Lots One (1) and Four (4) per Deed Record 315 page 188, and Kendel B. McCammack and Mildred M. McCammack, owners of Lots Two (2) and Three (3)

**EXHIBIT "A"**

Project: STP-4555(005)  
Code: 4348  
Parcel: 4 Fee Simple  
Form: WD-1

Sheet 2 of 3

per Deed Record 203 page 493, is the division line between the respective parcels; thence, South 01 degrees 09 minutes 16 seconds West, with said division line by agreement, 135.82 feet to an iron pin on the south line of said addition and the north right-of-way line for State Road Number 42; thence, North 89 degrees 35 minutes 13 seconds West, with said north right-of-way line and the south line of Hiram Hadley's Addition, 77.20 feet to the point of Beginning.

**EXCEPTING THEREFROM THE FOLLOWING DESCRIBED TRACT:**

Part of Lots Numbered One and Two in Block Number One of Hiram Hadley's Addition to the Town of Monrovia, per plat thereof, recorded in Deed Record "R", page 542, Morgan County, Indiana, described as follows:

Commencing at a stone in State Highway Number 39 which marks the southwest corner of the East Half (Northeast Quarter per Deed Book 416, Page 340) of the Northwest Quarter of Section 12, Township 13 North, Range 1 West; thence, North no degrees 09 minutes 26 seconds East (assumed bearing), with the west line of the half-quarter (quarter-quarter per Deed Book 416, Page 340), 30.00 feet to an iron pin on the north right-of-way line for State Road Number 42, said point being the southwest corner of said Hiram Hadley's Addition and the POINT OF BEGINNING of the parcel herein described; thence, North no degrees 09 minutes 26 seconds East, with the west line of the half-quarter (quarter-quarter per Deed Book 416, Page 340) and the west line of said Hiram Hadley's Addition and in said State Highway Number 39, 135.81 feet to an iron pin; thence, South 89 degrees 35 minutes 13 seconds East, 79.56 feet to a P.K. nail, set on a line which, BY AGREEMENT between H.

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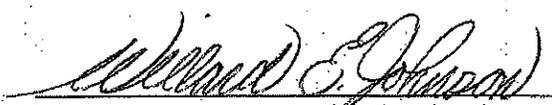
**EXHIBIT "A"**

Project: STP-4555(005)  
Code: 4348  
Parcel: 4 Fee Simple  
Form: WD-1

Sheet 3 of 3

Hosten Bible and Elizabeth A. Bible, owners of Lots One (1) and Four (4) per Deed Record 315 page 188, and Kendel B. McCammack and Mildred M. McCammack, owners of Lots Two (2) and Three (3) per Deed Record 203 page 493, is the division line between the respective parcels; thence, South 01 degrees 09 minutes 16 seconds West, with said division line by agreement, 135.82 feet to an iron pin on the south line of said addition and the north right-of-way line for State Road Number 42; thence, North 89 degrees 35 minutes 13 seconds West, with said north right-of-way line and the south line of Hiram Hadley's Addition, 77.20 feet to the point of Beginning.

This description was prepared for the Indiana Department of Transportation on the 30<sup>th</sup> day of May, 2008 by Willard E. Johnson, Indiana Registered Land Surveyor, License Number LS29600017, from information that was furnished by Lawrence C. Suhre, Indiana Registered Land Surveyor, License Number 910018.



Willard E. Johnson, PLS  
Professional Land Surveyor  
Indiana No. LS29600017



DULY ENTERED FOR TAXATION  
Subject to final acceptance for transfer

DEC 08 2008

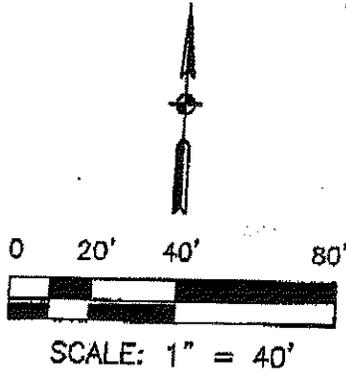
6

*Brenda Adams*  
MORGAN COUNTY AUDITOR

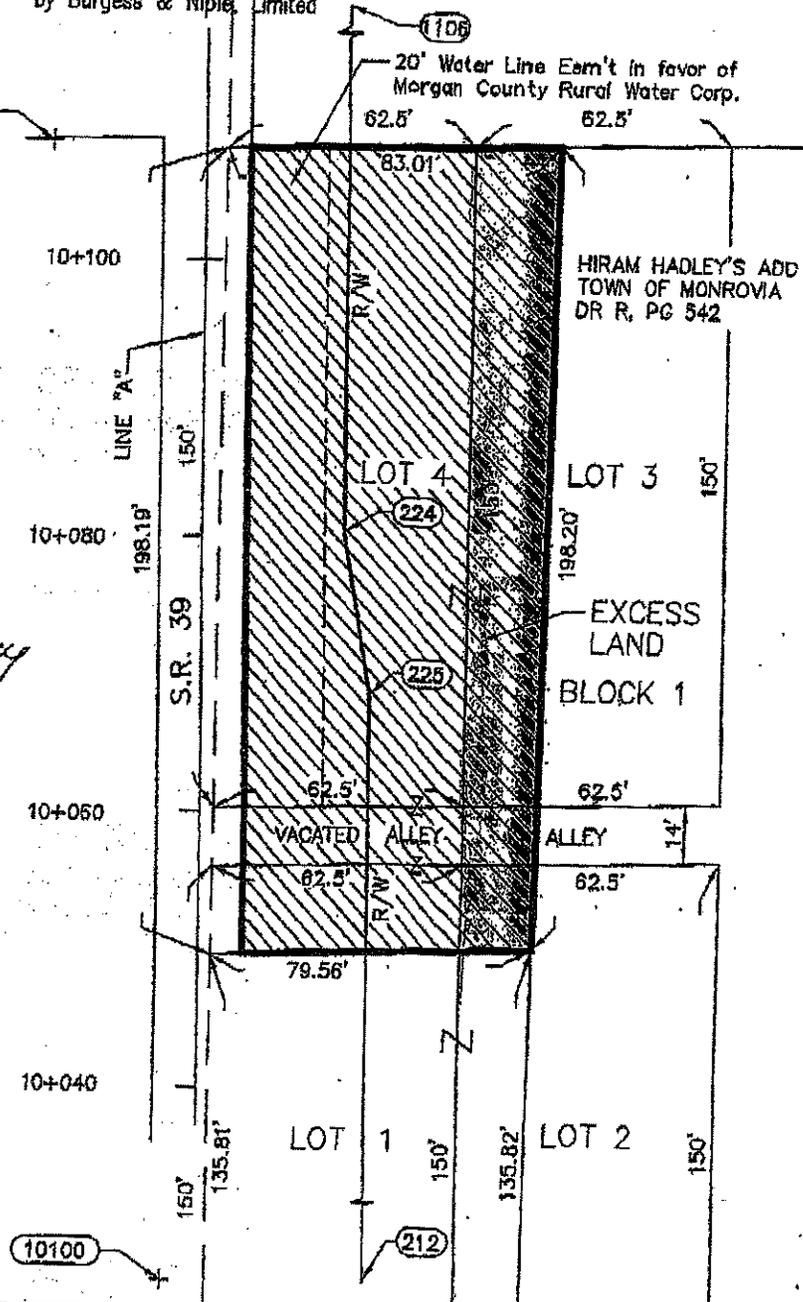
To: Bob Soustion  
From: Will Johnson

RIGHT-OF-WAY PARCEL PLAT  
PREPARED FOR INDIANA DEPARTMENT OF TRANSPORTATION  
by Burgess & Niple, Limited

SHEET 1 OF 2



*shaded area shown was contained in a prior survey by Holloway but never conveyed.*



PARCEL: 4	OWNER: BIBLE INVESTMENTS, LLC	DRAWN BY: T.A. DARNALL	02/21/03
CODE: 4348		CHECKED BY: D.L. WITTE	02/21/03
PROJECT: STP-4555(005)		DES. NO.: 9608950	
ROAD: S.R. 39		INSTRUMENT NO. 200517580	
COUNTY: MORGAN	APPROXIMATE PERMANENT RIGHT OF WAY TAKING	DATE: 5/1/05	
SECTION: 12			
TOWNSHIP: 13N			
RANGE: 1W	NOTE: CENTERLINE STATIONING IS IN METRIC		

REVISED 4-16-07: PROJECT REWORKED PER INDOT REQUEST, P.A. McCALLISTER  
REVISED 1-29-08: CHANGED TO TOTAL TAKING, P.A. McCALLISTER

DIMENSIONS SHOWN ARE FROM THE ABOVE LISTED RECORD DOCUMENTS

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